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**C-130J LEAD COMMAND MILCON VALIDATION
SITE SURVEY REPORT**

LITTLE ROCK AFB AR

14-15 APRIL 2004



HEADQUARTERS

AIR MOBILITY COMMAND

SCOTT AFB IL

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1. PURPOSE

Headquarters Air Mobility Command (HQ AMC), Headquarters Air Education and Training Command (HQ AETC), 314th Airlift Wing (314 AW), and 463rd Maintenance Operations Squadron (463 MOS) representatives participated in a site survey at Little Rock AFB from 15-16 Apr 04. The purpose of the site survey was to validate requirements identified by HQ AETC during the Site Activation Task Force (SATAF) III at Little Rock AFB from 28 – 31 Jul 03.

2. BACKGROUND:

SATAF III was conducted to identify actions to establish a full service Formal Training Unit (FTU) and a C-130J Training Detachment. There was no AMC functional representation at this SATAF. As lead command for the C-130J, AMC must validate and fund required MILCON projects.

During the Jul 03 SATAF III, HQ AETC functionals identified six new construction requirements: five were O&M-sized projects (minor construction less than \$750K) and one appeared to be a MILCON project—construction of an engine storage facility to replace the C-130E/H model engine storage displaced by the construction of the FY03 MILCON C-130J 2-bay hangar project. This trip was undertaken to validate whether the proposed MILCON project was indeed required and eligible for lead command funding.

3. WORKING GROUP DISCUSSION:

Since the bulk of the discussion revolved around facilities, a joint Logistics (LG) and Civil Engineering (CE) Working Group met and discussed the requirements developed during AETC's SATAF III. HQ AETC representatives were solely from the Logistics community; both CE and LG personnel represented the 314 AW. Additional representatives from the Engine Regional Repair Center (ERRC), an AMC tenant unit responsible for storing/repairing fleet-wide C-130E/H-model engines and associated parts, took part in the discussions.

In support of the beddown, HQ AMC, as lead command, previously validated eight MILCON projects to support the C-130J beddown at Little Rock AFB (see table 1).

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TABLE 1

MILITARY CONSTRUCTION	FY02	FY03	FY04	FY05	FY06	FY07
Little Rock (53 AS) 1st a/c FY04 (AETC)						
MILCON Projects (3300 Funding)						
Design Costs			0.52		0.72	
Aircrew Training Facility (Sim Bldg)	10.48					
Maintenance Training Facility		7.00				
C-130J Engine/Prop Storage Facility		1.81				
Fuselage Training Facility (Bldg 253 add)		2.13				
C-130J 2-Bay Hangar (new)		11.22				
Bldg 280 Mods (Hangar door)			0.77			
Aircrew Training Facility Addition (sim bays)				5.20		
1-Bay Hangar						7.20
Overhead/Miscellaneous		3.44	0.36			
Sub-total 3300	10.48	25.60	1.65	5.20	0.72	7.20

a. Engine Storage Deficit. During the Jul 03 SATAF III, HQ AETC identified a requirement for a new engine-storage facility. The source of this new engine storage requirement is the FY03 MILCON C-130J 2-bay hangar project. Siting of the 2-bay hangar resulted in demolition of Hangars 274 and 276 (17,260 SF) with no engine storage replacement facility programmed. The 314 Maintenance Group and the ERRC used these hangars for storage of replacement E/H-model engines, quick engine change kits, engine stands, props, etc. During the Apr 04 Validation Site Survey, we identified a requirement (from both the 314 AW and the ERRC) for indoor storage for 40 engines and 20 props – 11,790 SF. The FY03 C-130J Engine Storage Facility MILCON project provides interior storage for 7,574 SF and was scoped to store only the C-130J model engines. However, as a possible workaround, if E/H/J-model engines are to be consolidated and stored in this facility, there is a deficit of 4,216 SF. This deficit means one-third of these critical, multi-million dollar assets are improperly stored. The team directly observed engines stored outside, without proper fire or resource protection.

During SATAF II, HQ AETC and 314 AW identified a workaround for this deficit, which involved displacement of the 40K forklifts and other airlift support equipment from building 261 to the regular vehicle maintenance yard to use building 261 for engine storage. However, during SATAF III it became apparent there is inadequate space at the regular vehicle maintenance yard for these vehicles so this is not a viable workaround and was withdrawn by the base. The HQ AMC team concurred this is not a viable option.

After examining several options for engine storage consolidation, the combined team agreed this deficit couldn't be adequately met within existing facilities. The Validation Site Survey Team agreed this requirement should have been included in the scope of the FY03 MILCON C-130J 2-Bay Hangar project (as the source of the displacement) and barring that, the new C-130J Engine Storage Facility should have been properly scoped to account for the total E/H/J-model engine storage requirement.

In addition to the 11,790 SF indoor storage requirement (of which 7,574 SF provided in new C-130J Engine Storage Facility, leaving 4,216 SF deficit), the ERRC has an outdoor covered storage requirement of approximately 16,000 SF, which was partly being met

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with indoor storage in the now demolished hangars. The indoor and outdoor storage requirement is 27,630 SF. A total of 17,260 SF of storage space was demolished during construction of the FY03 MILCON C-130J 2-bay hangar — the difference between the current indoor and outdoor requirement and the demolished storage space results from the consolidation of scattered assets into a centralized storage function.

The team developed three options to resolve this problem:

(1) No Action. Continue to store engines/props/other materials as they are and program a current mission MILCON project. NOTE: A \$2.4M Engine Storage Facility project was submitted to Air Staff in spring of 2003—this project is not listed as a priority for Little Rock AFB. This option was not considered viable.

(2) AMC Lead Command MILCON via the C-130J Program. This option would task AMC to construct an addition to the FY03 C-130J Engine Storage facility via a follow-on MILCON project. The AMC C-130J PEM has stated the earliest opportunity for insertion of a new MILCON project is FY08, resulting in FY10 facility delivery. This option would continue substandard storage for the next 6 years. This option was not recommended.

(3) O&M Minor Construction. This option would task AETC to program and fund an O&M addition to the C-130J Engine Storage Facility at the earliest allowable time (based on facility delivery of May 04—construction of the addition could start no earlier than May 05). Under this option, either AETC or AMC funding would support the outdoor covered storage deficiency for the ERRC. The ERRC's storage deficit is a long-standing problem, exacerbated by the demolition of Hangars 274 and 276. The team recommends Little Rock's Civil Engineer Squadron pursue construction of the outdoor covered storage as an AMC-funded O&M minor construction project.

b. Lead Command Responsibilities for O&M Funding. The other requirements were identified as O&M-sized requirements. The HQ AMC team members restated the AMC position that O&M requirements are not eligible for Lead Command funding regardless of the source of the requirement. HQ AETC functionals do not concur with our interpretation of the FY05 APPG guidance, and this decision generated significant discussion. The HQ AMC Team advised the HQ AETC functionals that the only way to change this position was to engage at the respective MAJCOM directorate level.

4. SUMMARY:

There is a validated need for approximately 4,200 SF of indoor storage and 15,840 SF of outdoor covered storage. The bulk of these requirements were being met in Hangars 274 and 276. The FY03 MILCON C-130J 2-bay hangar project demolished these facilities without adequate facility replacement or workarounds in place. The result is multi-million dollar engines improperly stored and available engine-storage facilities are overused to the point of interference.

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This engine storage requirement could be met via a MILCON project or O&M project. The MILCON route will not solve this problem for the next 6 years; while an O&M solution could be in place in as little as 24 months. No matter which solution is selected, the installation needs to develop interim plans to properly store the engines with suitable fire or resource protection.

The team recommended HQ AETC pursue an O&M addition to the C-130J Engine Storage Facility to meet indoor storage requirements, and HQ AMC pursue construction of an O&M outdoor covered storage facility to support the ERRC.

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**ATTACHMENT 1
Little Rock Site Visit Attendees**

NAME	ORGANIZATION	DSN	EMAIL
AMC			
Maj Mike Madsen, Team Chief	HQ AMC/A53I	779-2251	michael.madsen@scott.af.mil
Maj Pat Baker	HQ AMC/A75R	779-0769	pat.baker@scott.af.mil
Steve Towles	HQ AMC/A45W	779-2854	steve.towles@scott.af.mil
AETC			
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TSgt Mike Asbury	314 MXS/MXM	731-6283	michael.asbury@littlerock.af.mil
463 MOS			
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FACSIMILE TRANSMITTAL SHEET

TO:	MIKE FLINN	FROM:	JUSTIN BREITSCHOPF
COMPANY:	BRAC	DATE:	7/7/05
FAX NUMBER:	501-982-2827	TOTAL NO. OF PAGES INCLUDING COVER:	7
PHONE NUMBER:	501-982-9219	SENDER'S TELEPHONE NUMBER:	703-699-2935
RE:		SENDER'S FAX NUMBER:	706-699-2740

URGENT FOR REVIEW PLEASE COMMENT PLEASE REPLY PLEASE RECYCLE

NOTES/COMMENTS:

Little Rock AFB

July 7, 2005

The facility is not on the NPL, cleanup is being managed by the Arkansas Department of Environmental Quality who issued a corrective action order in 2000. They are at the Corrective Measures Workplan stage. They indicate a cost to complete environmental restoration of \$24,511,000 and they have spent through FY03 \$26,731,000.

I do not know if any of the remediation work completed or ongoing would impact new construction. There is ground water contamination at the facility. There are also 7 or 8 open burn/open detonation areas that are closed or being closed, They have received several emergency permits for disposal of ordnance recently.

Air Quality – the area is in attainment for the criteria pollutants, CO, ozone and particulate.

Water Quality - indicates there is ground water contamination, they apparently use ground water for a drinking water source.

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**INSTALLATION ENVIRONMENTAL PROFILE
LITTLE ROCK AFB****1. Air Quality (DoD Question #210-225):**

- a. The Clean Air Act (CAA) establishes health-based standards for air quality and all areas of the country are monitored to determine if they meet the standards. A major limiting factor is whether the installation is in an area designated nonattainment or maintenance (air quality is not meeting the standard) and is therefore subject to more stringent requirements, including the CAA General Conformity Rule. Conformity requires that any new emissions from military sources brought into the area must be offset by credits or accounted for in the State Implementation Plan (SIP) emissions budget. The criteria pollutants of concern include: CO, O₃ (1 hour & 8 Hour), and PM (PM₁₀, and PM_{2.5}). Installations in attainment areas are not restricted, while activities for installations in non-attainment areas may be restricted. Non-attainment areas are classified as to the degree of non-attainment: Marginal, Moderate, Serious, and in the case of O₃, Severe and Extreme. SIP Growth Allowances and Emission Reduction Credits are tools that can be used to accommodate increased emissions in a manner that conforms to a state's SIP. All areas of the country require operating permits if emissions from stationary sources exceed certain threshold amounts. Major sources already exceed the amount and are subject to permit requirements. Synthetic minor means the base has accepted legal limits to its emissions to stay under the major source threshold. Natural or true minor means the actual and potential emissions are below the threshold.
- * b. Little Rock AFB is in Attainment for all Criteria Pollutants. It holds a CAA Synthetic Minor Operating Permit.

2. Cultural/Archeological/Tribal Resources (DoD Question #229-237):

- a. Many installations have historical, archeological, cultural and Tribal sites of interest. These sites and access to them often must be maintained, or consultation is typically required before changes can be made. The sites and any buffers surrounding them may reduce the quantity or quality of land or airspace available for training and maneuvers or even construction of new facilities. The presence of such sites needs to be recognized, but the fact that restrictions actually occur is the overriding factor the data call is trying to identify. A programmatic agreement with the State Historic Preservation Office (SHPO) facilitates management of these sites.
- b. No historic property has been identified on Little Rock AFB. There is no programmatic agreement for historic property in place with the SHPO. It does not have sites with high archeological potential identified.

3. Dredging (DoD Question # 226-228):

- a. Dredging allows for free navigation of vessels through ports, channels, and rivers. Identification of sites with remaining capacity for the proper disposal of dredge spoil is the primary focus of the profile. However, the presence of unexploded ordnance or any other impediment that restricts the ability to dredge is also a consideration.
- b. Little Rock AFB has no impediments to dredging.

4. Land Use Constraints/Sensitive Resource Areas (DoD Question #198-201, 238, 240-247, 254-256, 273):

- a. Land use can be encroached from both internal and external pressures. This resource area combines several different types of possible constraints. It captures the variety of constraints not otherwise covered by other areas that could restrict operations or development. The areas include

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electromagnetic radiation or emissions, environmental restoration sites (on and off installation), military munitions response areas, explosive safety quantity distance arcs, treaties, underground storage tanks, sensitive resource areas, as well as policies, rules, regulations, and activities of other federal, state, tribal and local agencies. This area also captures other constraining factors from animals and wildlife that are not endangered but cause operational restrictions. This resource area specifically includes information on known environmental restoration costs through FY03 and the projected cost-to-complete the restoration.

- b. Little Rock AFB reports that 1783 unconstrained acres are available for development out of 6412 total acres. Little Rock AFB has spent \$26.7M thru FY03 for environmental restoration, and has estimated the remaining the Cost to Complete at \$24M. It has Military Munitions Response Areas. Little Rock AFB has Explosive Safety Quantity Distance Arcs, none of which require safety waivers, and all with the potential for expansion.

5. Marine Mammal/Marine Resources/Marine Sanctuaries (DoD Question #248-250, 252-253):

- a. This area captures the extent of any restrictions on near shore or open water testing, training or operations as a result of laws protecting Marine Mammals, Essential Fish Habitat, and other related marine resources.
- b. Little Rock AFB is not impacted by laws and regulations pertaining to Marine Mammal Protection Act, Essential Fish Habitats & Fisheries and Marine Sanctuaries, which may adversely restrict navigation and operations.

6. Noise (DoD Question # 202-209, 239):

- a. Military operations, particularly aircraft operations and weapons firing, may generate noise that can impact property outside of the installation. Installations with significant noise will typically generate maps that predict noise levels. These maps are then used to identify whether the noise levels are compatible with land uses in these noise-impacted areas. Installations will often publish noise abatement procedures to mitigate these noise impacts.
- b. Little Rock AFB has noise contours that extend off the installation's property. Of the 2564 acres that extend to off-base property, 369 acres have incompatible land uses. It has published noise abatement procedures for the main installation.

7. Threatened and Endangered Species/Critical Habitat (DoD Question #259-264)

- a. The presence of threatened and endangered species (TES) can result in restrictions on training, testing and operations. They serve to reduce buildable acres and maneuver space. The data in this section reflects listed TES as well as candidate species, designated critical habitat as well as proposed habitat, and restrictions from Biological Opinions. The legally binding conditions in Biological Opinions are designed to protect TES, and critical habitat. The data call seeks to identify the presence of the resource, TES, candidate or critical habitat, even if they don't result in restrictions, as well places where restrictions do exist.
- b. Little Rock AFB reported that federally-listed TES are not present, candidate species are not present, critical habitat is not present, and that Little Rock AFB does not have a Biological Opinion.

8. Waste Management (DoD Question # 265-272):

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- a. This resource area identifies whether the installation has existing waste treatment and/or disposal capabilities, whether there is additional capacity, and in some case whether the waste facility can accept off-site waste. This area includes Resource Conservation and Recovery Act (RCRA) Treatment, Storage and Disposal facilities, solid waste disposal facilities, RCRA Subpart X (open/burning/open detonation) and operations.
- b. Little Rock AFB does not have a permitted RCRA Treatment Storage and Disposal Facility (TSDF). Little Rock AFB does not have an interim or final RCRA Part X facility. Little Rock AFB does not have an on-base solid waste disposal facility.

9. Water Resources (DoD Question # 258, 274-299):

- a. This resource area asks about the condition of ground and surface water, and the legal status of water rights. Water is essential for installation operations and plays a vital role in the proper functioning of the surrounding ecosystems. Contamination of ground or surface waters can result in restrictions on training and operations and require funding to study and remediate. Federal clean water laws require states to identify impaired waters and to restrict the discharge of certain pollutants into those waters. Federal safe drinking water laws can require alternative sources of water and restrict activities above groundwater supplies particularly sole source aquifers. Water resources are also affected by the McCarran Amendment (1952), where Congress returned substantial power to the states with respect to the management of water. The amendment requires that the Federal government waive its sovereign immunity in cases involving the general adjudication of water rights. On the other hand existence of Federal Reserve Water Rights can provide more ability to the government to use water on federal lands.
-  b. Little Rock AFB does not discharge to an impaired waterway. Groundwater contamination is reported. Surface water contamination is reported. The state requires permits for the withdrawal of groundwater.

10. Wetlands (DoD Question # 251, 257):

- a. The existence of jurisdictional wetlands poses restraints on the use of land for training, testing or operations. In the data call the installations were asked to report the presence of jurisdictional wetlands and compare the percent of restricted acres to the total acres. The presence of jurisdictional wetlands may reduce the ability of an installation to assume new or different missions, even if they do not presently pose restrictions, by limiting the availability of land.
- b. Little Rock AFB has 2.3% wetland restricted acres on the military installation.

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Summary of Cumulative Environmental Impacts - Criterion 8

Installation: Little Rock AFB, AR

Date: 4/23/2005

General

Description: This cumulative assessment is based on the following scenarios:

Scenario ID #	Description	Environmental Costs (\$K)	
		FY06	FY07
USAF-0018V3 (200.3)	Close Ellsworth AFB, SD	250	64
USAF-0068V2 (311Zc2)	Realign Reno-Tahoe IAP AGS, NV	72	19
USAF 0122V3 (316.3)	Realign Pope AFB, NC	302	78
USAF-0121V3 (318.3)	Close Niagara Falls, NY	82	21
USAF-0066V2 (319.1)	Close Mansfield Lahm MAP AGS, OH	41	11
USAF-0067V2 (320c2)	Realign Schenectady County APT AGS, NY	29	7
USAF-0130 (324)	Close General Mitchell ARS, WI	-	-
USAF-0102V2 (904c1)	Realign LSC-Langely AFB, VA/Scott AFB, IL	-	-
Non-BRAC	Programmatic Change	-	-
Total Costs		776	200

Note: The above reflect revised costs based on the integration of multiple scenarios at one base. These costs should be used for each recommendation above, under COBRA Screen Five, "Env Non-Milcon Required"

<u>General Environmental Impacts</u>	
Environmental Resource Area	Little Rock
Air Quality	An air permit revision may be required.
Cultural/ Archeological/ Tribal Resources	No impact
Dredging	No impact
Land Use Constraints/ Sensitive Resource Areas	Sensitive resource areas exist but do not constrain operations. Additional operations may impact constraining factors and therefore restrict operations. Military Munitions Response Program sites exist on the installation and may represent a safety hazard for future development.
Marine Mammals/ Marine Resources/ Marine Sanctuaries	No impact

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Noise	Less than a 3dB general increase in contours can be expected. The AICUZ reflects the current mission, local land use, & current noise levels. The area surrounding the base is not zoned by the local community, and easements have not been purchased for developed or undeveloped land.
Threatened& Endangered Species/ Critical Habitat	No T&E species or critical habitats exist. No impact to T&E species is expected.
Waste Management	Modification of hazardous waste program may be required.
Water Resources	The state requires a permit for withdrawal of groundwater.
Wetlands	Wetlands restrict 2.3% of the base. Wetlands do not currently restrict operations. Additional operations may impact wetlands, which may restrict operations.

<u>Impacts of Costs</u>	
	Little Rock
Environmental Restoration	DERA money spent through FY03 (\$K): 26731 Estimated CTC (\$K): 24511 DO NOT ENTER IN COBRA
Waste Management	Modification of Waste Program: \$100K
Environmental Compliance	FY06 NEPA cost: \$776K FY07 Air Permit Revision: \$100K

**CONTINGENCY RESPONSE GROUP
FORMAL TRAINING UNIT
SITE SURVEY REPORT
(Control Number 04-58)**

LITTLE ROCK AFB, AR

18-20 OCTOBER 2004



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1. PURPOSE:

Representatives from Headquarters Air Mobility Command (HQ AMC), Air Mobility Warfare Center (AMWC), and the 314 AW conducted a site survey at Little Rock AFB AR, from 18-20 Oct 04 (Atch 1). The purpose of the visit was to validate requirements and determine/refine cost estimates for the beddown of a Contingency Response Group (CRG) Formal Training Unit (FTU) on Little Rock AFB AR. The team identified siting options and examined key issues, including impact on Little Rock AFB and its ability to support AMC.

2. BACKGROUND:

a. Current "opening the airbase" capability is assigned to various units across the Air Force. Each unit has a unique capability and composition. Because of these existing differences, the CSAF mandated a standardized airbase opening capability and contingency response group organization. An Instructional System Development (ISD) Workshop for the CRG FTU was conducted from 17-21 May 04 consisting of course functional managers, course directors, and subject-matter experts. They identified course objectives and developed new courseware. Two locations for the beddown of this FTU were identified during the ISD--Little Rock AFB and the Air Mobility Warfare Center on McGuire AFB/Ft. Dix NJ.

b. Little Rock AFB was nominated as a possible location for the CRG FTU, as the AMWC's 34th Combat Training Squadron (CTS) is located there. The 34 CTS is responsible for the execution of the Joint Readiness Training Center (JRTC) exercise. This exercise provides realistic tactical-level joint combat employment training tailored to meet air mobility requirements. The scenarios for each JRTC exercise are scripted based on unit requirements. The planning cycle begins 210 days prior to the JRTC exercise. The goal is to maximize air mobility training while supporting their primary customer, the US Army.

c. The CRG FTU will consist of three phases. The first phase will be field skills. During this phase, students will be exposed to some of the equipment and weapons they will be using as a member of a CRG. The second phase will be academics. In this phase, students will get the "book" answer that will aid them in the field. In the third phase the CRG FTU will culminate in a field training exercise, which gives the students an opportunity to apply what was learned in the first two phases.

3. ASSUMPTIONS:

- a. The CRG FTU will be managed and operated by the Air Mobility Warfare Center.
- b. Each person assigned to a CRG must attend/graduate from the FTU.
- c. FTU is a 3 week/phased course: field skills, CRG academics, and a field exercise.
- d. An FTU class will consist of: 112-130 personnel.
- e. Stand-up Feb 05.

- f. Four to eight classes will be conducted per year.
- g. Successful completion of an Environmental Assessment (EA).

4. JRTC EXERCISE: (OPR: Lt Col Kevin Kreps, HQ AMC/DA31)

a. The 34 CTS is responsible for implementing the Air Force portion of the JRTC exercise. Each JRTC scenario is scripted based on unit requirements. Currently, JRTC has gone from 10 to 12 exercises per year to cover the Army's ground unit's rehearsal requirements. This results in a JRTC exercise approximately every month. Six months prior to the start of the exercise, the 34 CTS gives Air Force JRTC participants a menu of training options. The participants select the training they want scripted into the joint war-fighting scenario. The planning cycle begins 210 days prior to the JRTC exercise. Their goal is to maximize air mobility training while supporting Army. The US Army uses JRTC as a rehearsal for ground units with impending overseas tours. The scenario for the exercise is driven by the Lead Ground Unit Support. When the Air Force wants to participate in the exercise, they must attempt to add to the scenario via a planning conference. The 34 CTS facilitates changes to the scenario for participating Air Force units. These requirements must not impact the ground unit scenarios and frequently require "separate" exercises, i.e., no joint participation.

b. JRTC is conducted on Fort Polk LA, and their associated ranges. While "free" range time is limited, the 34 CTS can script the CRG training scenario into the Army training plan. 34 CTS Joint Plans fulfill this role for airlift units. In situations where the two training objectives are not compatible, separate yet simultaneous exercises can be run on the JRTC range with synergistic effects. This is done frequently when participating Army units do not use airlift as a re-supply method and airlift training is scheduled for JRTC. The 34 CTS will provide the required training instructors at Ft Polk. Classrooms at Ft Polk are limited, but the 34 CTS can coordinate use given the proper lead time. Proposed facilities for the 34 CTS at Ft. Polk will be remodeled in June 05 to contain a large classroom. Ft Polk and the 34 CTS may be able to provide limited equipment storage in the range area, depending on type and size. In addition to its' satellite facility on Ft Polk, the 34 CTS has a secure vehicle yard with covered storage. Lodging in the Ft Polk area is limited; however, most units spend the majority of their time living in field conditions.

5. CAMP ROBINSON ARMY RANGE: (OPR: Maj Rob Barager, 34 CTS)

a. During the course of the site survey, it was suggested the team look at Camp Robinson, an Arkansas Army National Guard training area. Due to lack of time, the team was unable to visit the site. The 34 CTS, however, was able to obtain some relevant information about Camp Robinson's capabilities.

b. The Army National Guard Professional Education Center (PEC) is located on Camp Robinson. The PEC is designed like a junior college campus for the ANG. They have 575 billeting rooms and a dining facility which can accommodate 150 personnel. Camp Robinson has five training centers, with 30+ classrooms varying in size. The conference center can handle

up to 1,000 personnel and currently hosts approximately 100 events per year. The range consists of over 28,000 acres. Located on the range is All-American DZ/LZ. This is a 4,800 ft strip which is Adverse Weather Aerial Delivery System (AWADS) capable. There are demolition and small arms ranges as well. Camp Robinson was not approached directly by the survey team, however, the initial indications were that their ranges and facilities are not being used to their max capacity and have the potential to accommodate the CRG FTU.

6. REQUIRED AIRLIFT: (OPR: MSgt Mark Dawley, AMWC USAFMOS/MOOO)

After an 18 October 04 meeting with all the functional areas of the 34 CTS and the subject matter experts (SME), it was determined there is a large airlift requirement to support the CRG FTU exercise. By looking at a fully staffed and supplied CRG and the individual samples of behavior for the individual teams, the SMEs were able to determine how many C-130 sorties, personnel, and equipment would be required to integrate Phase 3 of the CRG training into an already existent exercise. A total of 36 C-130 sorties were deemed necessary to insert and extract the personnel and equipment needed to fully complete the CRG field exercise--18 to insert and 18 to extract. This required airlift may necessitate the need to have permanent storage at the exercise location due to lack of airlift support.

7. MANPOWER: (OPR: HQ AMC/A51)

The Instructional System Development team identified 13 positions consisting of various AFSCs and skills, required for the CRG FTU. This additional manpower will be rolled into the 34 CTS and used in conjunction with their current cadre. The manpower to standup the FTU has not yet been sourced and will need to be offset within existing command resources. Two of the support positions (equipment management and graphics) could be contracted out. Course validation will further define requirements based upon post-course data review, to include developing agreements for guest instructor support and role player contract to meet desired degree of training and level of realism. Adjustments are at the discretion of HQ AMC/A31 based on AMWC inputs.

8. LOGISTICS: (OPR: MSgt Timothy Guest, HQ AMC/A45L)

Munitions allocations for the CRG FTU are being worked through HQ AMC/A44JM. Once approved, the 314 MXS Munitions Flight has agreed to add the additional allocations to the existing storage agreement. These munitions will be courtesy stored by the 314 MXS Munitions Flight IAW the existing storage agreement. The Explosive Facility License (AF Form 2047) for Building 160, Room 130, will need to be updated to reflect the additional requirements for M16 5.56mm blank cartridges. Pending allocations of allowance authorizations, the storage agreement will have to be amended to allow for 130 M16s and various other demonstration weapons to be stored at the 314 LRS Weapons Armory.

9. CIVIL ENGINEERING: (OPR: Mr. Vistasp Jijina, HQ AMC/A75)

The Civil Engineering Working Group consisted of representatives from HQ AMC/A7, HQ AMC/A4, 314 CES, and the 34 CTS. The working group developed facility requirements, surveyed existing facilities, and developed facility options to meet the needs of the CRG FTU on Little Rock AFB. Aspects of this beddown revolved around the successful resolution of six interest items:

- (1) Classroom space for 113 students, with a maximum surge to 130 students
- (2) Faculty administrative space
- (3) 10,000 SF of indoor storage space
- (4) Secure, outdoor storage space
- (5) Bivouac area to potentially pitch 10 tents
- (6) Environmental considerations

a. Classrooms.

(1) The CRG FTU has a requirement for one classroom large enough to seat 113 students. This classroom must also have audiovisual capabilities. An alternate solution, but not the preferred solution, is to have three classrooms capable of teaching 38 students each. There is potential for up to eight training sessions annually, and classrooms would be needed for 10 of the 21 training days. Additionally, there is a requirement to have accessibility to the classroom during non-duty hours and on the weekends.

(2) The 189 AW (ANG), has a facility, Building 118, which meets the needs of the CRG FTU. This building has a briefing room with stadium seating, desks, and audiovisual capabilities for over 150 students. The 189 AW was receptive to the idea of entering into an agreement with AMC for use of this facility.

(3) The 314 AW was approached about potential classroom space. The 314 AW could not guarantee any space for the amount of time required by the CRG FTU. However, the 34 CTS has numerous rooms, with adequate chairs and tables, available on the first floor of Bldg 160. These facilities are owned by the 34 CTS and are available 24/7. Two rooms can accommodate up to 40 personnel. They also have two portable projectors and media equipment to transform any of these rooms into classrooms. These rooms, however, are used for JRTC participants. If the CRG is integrated into the JRTC scenario, CRG academic needs would be complete before JRTC participants would require the rooms. Judicious classroom scheduling may be required.

b. Administrative Space.

The 34 CTS is located in Bldg 160. This facility has adequate administrative space to accommodate the additional CRG personnel. The 34 CTS would need to reorganize their administrative areas to accommodate the additional personnel.

c. Indoor Storage.

(1) 10,000 SF of permanent indoor storage space for CRG use was not available on Little Rock AFB, therefore, a new 10,000 SF facility will need to be constructed. The architectural standard of LRAFB mandates this facility be brick and mortar, rather than a pre-fabricated structure on a concrete pad. Construction of a new facility could take a year or more and will require temporary storage. Until such time a new facility can be constructed, 7,000 SF of temporary storage space was identified on the base:

(a) Approximately 5,000 SF of temporary storage was identified in Bldg 208. This space is currently occupied by the Fire Department, but they are expected to vacate this building when their new facility is completed; ECD end of Jan 05.

(b) There is the potential for use of 2,000 SF of temporary storage located in the Southwest corner of Bldg 450, the main warehouse facility for the 314 LRS. Details would have to be worked out with, and approved by, the 314 LRS Commander.

(2) Once formal approval is granted for use of the 7,000 SF of temporary storage, the CRG FTU storage requirements will have to be managed within these limitations until such time a new 10,000 SF storage facility can be constructed. At a unit cost of \$150/SF, it is estimated the construction cost will be \$1.5M.

d. Outdoor Storage:

Across from Bldg 160 (the 34 CTS facility) is a fenced parking lot, which is directly under the control of the 34 CTS. This parking lot is under utilized and has sufficient capacity to meet the outdoor equipment storage requirements of the CRG FTU.

1 Forklift	1 K-Loader
10 TSC-114s	2 Chevy Blazers
2 -86 Generators	2 H1s
2 MA 3s (A/C carts)	2 Nitro Carts
3 Light Carts	8 150# Halon Fire Bottles
2 B7 stands	3 B5 Stands

e. Bivouac Area.

During Phase 3 of the training, the FTU training guide requires tent construction, which needs to take place at the exercise location. However, there may be instances where the first two phases of training will require construction of tents. The survey team identified three potential sites which have been cleared with the 314 CES/CEV. These sites require minimum grading and site work. Site 1 is an existing tent construction area across from Bldg 160 and adjacent to taxiway. Site 2 is a wooded area approximately ¼ mile up the road from Bldg 160 and away from the flightline. The final site is located within the confines of Camp Warlord, a training area utilized by the base.

f. Environmental Considerations.

The 34 CTS uses approximately 250 acres for its existing JRTC mission. This area is part of a 600-plus acre area LRAFB calls the "Security Forces Regional Training Center" (SF RTC). LRAFB conducted an Environmental Assessment (EA) of the SF RTC with a maximum throughput of 2,880 students, annually. The final draft of this EA indicates a Finding of No Significant Impact (FONSI). Any new construction should fall under the existing SF RTC EA. If LRAFB is selected as the site for the CRG FTU, AMC will need to submit, to the 314 CES/CEV an AF Form 813, request for environmental analysis, for this proposed beddown action

10. CONCLUSION/RECOMMENDATION:

a. The site survey team conducted an evaluation of Little Rock AFB. This report highlights options identified during the survey. Little Rock AFB offers many possibilities and has unique traits that could be beneficial for the CRG FTU. Little Rock was selected as a possible location of the CRG FTU because of its potential to link Phase 3 of the FTU with the JRTC.

b. During the survey, the team identified other potential siting options for Phase 3--specifically Camp Robinson. It is located less than 5 miles from Little Rock AFB and appears to have ample space for the required exercise, convoy operations, infrastructure, and demolition/small arms ranges.

c. Range availability, no matter which location is chosen for the CRG FTU, may pose an obstacle. The AMWC will not necessarily be limited to using only the range associated with the two potential beddown bases (Ft Polk or Ft Dix). That decision will be based on range availability and training requirements and may necessitate the use of other ranges or facilities for this phase of training.

d. HQ AMC/A3 will need to determine the best beddown location for the CRG FTU. If Little Rock AFB is selected, HQ AMC/A31 will have to contact Camp Robinson to determine their willingness to participate in this beddown action. Once a beddown site has been selected and approved by AMC/CC, AMC/A53 will process and staff the applicable beddown request with HQ USAF/ILEPB.

**LITTLE ROCK AFB SITE SURVEY
CRG FTU
18 OCT 04
ATTENDANCE LISTING**

NAME	RANK	ORGANIZATION	PHONE (DSN)	E-MAIL
Starkey, Jac	Col	314 MSG/CC	987-3211	John.starkey@littlerock.af.mil
O'Sullivan, Patrick	Capt	AMC/A53I	779-2251	Patrick.o'sullivan-02@scott.af.mil
Kreps, Kevin "Critter"	Lt Col	AMC/A31	779-4402	Kevin.kreps@scott.af.mil
Jijina, Vistas	GS-12	AMC/A75	779-0109	Vistasp.jijina@scott.af.mil
Torres, Jesus	MSgt	AMC/A43R	779-2924	Jesus.torres@scott.af.mil
Guest, Tim	MSgt	AMC A45L	779-4016	Timothy.guest@scott.af.mil
Becker, Rudy	GS-14	UASFMOS/CD	650-7702	Rudy.becker@mcguire.af.mil
Dawley, Mark	MSgt	USAFMOS/MOO	650-7477	Mark.dawley@mcguire.af.mil
Robinson, Roger E.	Maj	314 AW/XPO	731-2959	Roger.robinson@littlerock.af.mil
Swift, Baxter	Lt Col	34 CTS/CC	731-8660	Glenn.swift@littlerock.af.mil
Yowell, Jim	Civ	314 AW/SEG	731-3209	James.yowell@littlerock.af.mil
Scarborough, John	TSgt	314 AW/SEW	731-6998	john.scarborough@littlerock.af.mil
Poynor, Charles R.	Civ	314 AW/SEW	731-6969	Charles.poynor@littlerock.af.mil
Huskey, Barry	Civ	314 CES/CER	731-6733	Barry.huskey@littlerock.af.mil
Stocker, Kenneth	Civ	314 CES/CECP	731-7673	Kenneth.stocker@littlerock.af.mil
Roush, Richard	MSgt	314 CES/CEX	731-7603	Richard.roush@littlerock.af.mil
Gibbins, Walter	Capt	314 CES/CEX	731-8383	Walter.gibbins@littlerock.af.mil
McVay, Tim	SMSgt	314 CES/CEX	731-3603	Timothy.mcvay@littlerock.af.mil
Gillham, Lucien	Civ	314 CES/CE2	731-3322	Lucien.gillham@littlerock.af.mil
Dumale, Dennis	Capt	314 MSS/MOF	731-8941	Dennis.dumale@littlerock.af.mil
Corbell, Karen	Capt	314 SVS/SVM	731-6873	Karen.corbell@littlerock.af.mil



314th AIRLIFT WING

LITTLE ROCK AFB, ARKANSAS

FOR OFFICIAL USE ONLY

ITINERARY FOR THE VISIT OF DR MICHAEL FLINN BRAC COMMISSION ANALYST 8 JULY 2005 (FRIDAY) FINAL ITINERARY Current as of 7 July 2005

CLIMATOLOGY: Average Daily Maximum: 92F
Average Daily Minimum: 72F
Average Number of Days with Precipitation: 8 days

WX FORECAST:

LITTLE ROCK AFB 5-DAY OUTLOOK

F O R E C A S T		THU 07 JUL	FRI 08 JUL	SAT 09 JUL	SUN 10 JUL	MON 11 JUL
		 	 	 	 	 
			AM FOG			TROPICAL STORM DENNIS
	WINDS	NE 05-10 KT	NE 05-10 KT	E 05-10 KT	NE 05-10 KT	NE 10-15 KT
		LO: 21C / 70F HI: 33C / 91F	LO: 21C / 70F HI: 33C / 91F	LO: 22C / 72F HI: 35C / 95F	LO: 22C / 72F HI: 35C / 95F	LO: 21C / 70F HI: 30C / 86F
	Aviation: AM  PM 	Aviation: AM  PM 	Aviation: AM  PM 	Aviation: AM  PM 	Aviation: AM  PM 	

 IFR CIG/VIS < 015/3  MVFR CIG/VIS < 030/5  VFR CIG/VIS > 030/5

FOR PLANNING PURPOSES ONLY

Protocol: Roselyn K. Hutto, 314 AW/CCP
Duty Phone: 501-987-6828/8475
Home Phone: 501-834-6473
Cell Phone: 501-837-4640
E-mail: roselyn.hutto@littlerock.af.mil

WG POC: Lt Col Christopher H. Lyons, 314 OG/DR
Duty Phone: 501-987-2851
DSN: 731-2851
Cell Phone: N/A
E-mail: christopher.lyons@littlerock.af.mil

	<u>Commercial</u>	<u>DSN</u>
Little Rock AFB Protocol Office	(501) 987-6828/8475/1048	731-6828/8475
Little Rock AFB Command Post	(501) 987-3200	731-3200
Little Rock Transportation	(501) 987-6087	731-6087
Little Rock AFB Billeting	(501) 987-6753	731-6753

DV Surrey Reserved by Roselyn through Capt Boles, Driver: Amn Ricardo Viazcon

Thursday, 7 July **DRESS: Military: N/A**

1743 **Dr Michael Flinn, BRAC Commission Analyst, arrives at LIT**
Arrives on American Eagle Flight 3893 from Dallas/Ft Worth

Rental Car and Lodging on own accord
Staying at Comfort Inn, Jacksonville

Friday, 8 July **DRESS: Military: UOD**

Breakfast at leisure

0845 **DV Surrey Arrive Front Gate to pick up Dr Flinn**

Occupants: Col Joseph (**Joe**) M. Reheiser, 314 AW/CC
Lt Col Christopher (**Chris**) Lyons, 314 OG/DR, 314 AW BART Team Chief
Ms. **Roselyn K. Hutto** (314 AW/CCP)

0855 **Dr Flinn departs Front Gate for Office Call with Brig Gen Bryant, B-103**

DV Surrey: Col Joseph (**Joe**) M. Reheiser, 314 AW/CC
Lt Col Christopher (**Chris**) Lyons, 314 OG/DR, 314 AW BART Team Chief
Ms. **Roselyn K. Hutto** (314 AW/CCP)
Driver: Amn Ricardo Viazcan

0900 **Arrive B-103 for Office Call with Brig Gen Bryant**

Met by: Brigadier General Shelby (**Galen**) G. Bryant, AR ANG/CC

0925 Depart HQ ANG B-103 for HQ 314 AW, B-1250

DV Surrey: Lt Col Christopher (**Chris**) Lyons, 314 OG/DR, 314 AW BART Team Chief
Ms. **Roselyn K. Hutto** (314 AW/CCP)
Driver: Amn **Ricardo** Viazcan, 314 LRS

0930 Arrive HQ 314 AW, B-1250 for Office Call with Col Reheiser

Met by: Col Joseph (**Joe**) M. Reheiser, 314 AW/CC
Senior Airman **Adele M. Brewer**, 314 AW/CCP

0935 Office Call with Col Reheiser, Bldg 1250, Suite 106

Attendees: Dr Michael Flinn
Col Joseph (**Joe**) M. Reheiser, 314 AW/CC
Col Robert (**Dave**) D. Watson, 314 AW/CV

0950 Wing Mission Briefing, Wing Commander's Conference Room

Attendees: Dr Michael Flinn
Brigadier General Shelby (**Galen**) G. Bryant, AR ANG/CC
Col Joseph (**Joe**) M. Reheiser, 314 AW/CC
Col Robert (**Dave**) D. Watson, 314 AW/CV
Col Travis (**Dwight**) D. Balch, 189 AW/CC
Col Charles (**Andy**) A. Hamilton, 314 OG/CC
Col John (**Jac**) A. Starkey, 314 MSG/CC
Col Randall (**Randy**) L. Harvey, 314 MXG/CC
Col James (**Jim**) J. Carroll, 314 MDG/CC
Col James (**Jim**) M. Marg, 314 AW/DS
Col **John** J. Gomez, 463 AG/CC
Col James (**Jim**) R. Summers, 189 OG/CC
Col **John** J. Samuhel, 189 MXG/CC
Col **Alice** Sanders, 189 MSG/CC
Lt Col **John** Dugan, 189 MDG/CC
CMSgt David (**Dave**) E. Spector, 314 AW/CCC
CMSgt Victor (**Vic**) J. Esparza, 463 AG/CCC
Mr. **Lucien** Gillham, 314 CES/CE
Lt Col Christopher (**Chris**) Lyons, 314 OG/DR, 314 AW BART Team Chief
Lt Col Richard (**Rick**) Oxner, 189 MSG/CD, 189 AW Team Chief
Capt **John** J. Sheets, 314 AW/PA
Ms. **Roselyn** K. Hutto, 314 AW/CCP

1030 Depart B-1250 for Windshield Tour

DV Surrey: Dr Michael Flinn
Brigadier General Shelby (**Galen**) G. Bryant, AR ANG/CC
Col Joseph (**Joe**) M. Reheiser, 314 AW/CC

Col Robert **(Dave)** D. Watson, 314 AW/CV
Col Travis **(Dwight)** D. Balch, 189 AW/CC
Col John **(Jac)** A. Starkey, 314 MSG/CC
Col **John J.** Gomez, 463 AG/CC
Col **Alice** Sanders, 189 MSG/CC
Mr. **Lucien** Gillham, 314 CES/CE
Lt Col Christopher **(Chris)** Lyons, 314 OG/DR, 314 AW BART Team Chief
Ms. **Roselyn** K. Hutto, 314 AW/CCP
Driver: Amn **Ricardo** Viazcan, 314 LRS

Driving Route: Map At Attachment 1

1145 End Driving Tour and arrive at Consolidated Club Ballroom for lunch

Met by: Capt **Wade** Adair, POC
SrA **Adele** M. Brewer, 314 AW/CCP

Attendees: Dr Michael Flinn
Brigadier General Shelby **(Galen)** G. Bryant, AR ANG/CC
Col Joseph **(Joe)** M. Reheiser, 314 AW/CC
Col Robert **(Dave)** D. Watson, 314 AW/CV
Col Travis **(Dwight)** D. Balch, 189 AW/CC
Col Charles **(Andy)** A. Hamilton, 314 OG/CC
Col John **(Jac)** A. Starkey, 314 MSG/CC
Col Randall **(Randy)** L. Harvey, 314 MXG/CC
Col James **(Jim)** J. Carroll, 314 MDG/CC
Col James **(Jim)** M. Marg, 314 AW/DS
Col **John J.** Gomez, 463 AG/CC
Col James **(Jim)** R. Summers, 189 OG/CC
Col **John J.** Samuhel, 189 MXG/CC
Col **Alice** Sanders, 189 MSG/CC
Lt Col **John** Dugan, 189 MDG/CC
CMSgt David **(Dave)** E. Spector, 314 AW/CCC
CMSgt Victor **(Vic)** J. Esparza, 463 AG/CCC
Mr. **Lucien** Gillham, 314 CES/CE
Lt Col Christopher **(Chris)** Lyons, 314 OG/DR, 314 AW BART Team Chief
Lt Col Richard **(Rick)** Oxner, 189 MSG/CD, 189 AW Team Chief
Mr. Thomas Brockway (American Eagle Corp presentation Briefer)
Ms. **Roselyn** K. Hutto, 314 AW/CCP

*Menu: Grilled Chicken Salad, Dressing on the Side
Tea/Water, Soda on Request
Cost: \$7.00*

American Eagle Housing Briefing during lunch - Mr Thomas Brockway, American Eagle Corp

1245 Depart Consolidated Club for B-1231/B-1222, C-130J Academic/Simulator Complex

DV Surrey: Dr Michael Flinn
Brigadier General Shelby (**Galen**) G. Bryant, AR ANG/CC
Col Joseph (**Joe**) M. Reheiser, 314 AW/CC
Col Robert (**Dave**) D. Watson, 314 AW/CV
Col Travis (**Dwight**) D. Balch, 189 AW/CC
Col John (**Jac**) A. Starkey, 314 MSG/CC
Col **John** J. Gomez, 463 AG/CC
Col James (**Jim**) R. Summers, 189 OG/CC
Mr. **Lucien** Gillham, 314 CES/CE
Lt Col Christopher (**Chris**) Lyons, 314 OG/DR, 314 AW BART Team Chief
Ms. **Roselyn** K. Hutto, 314 AW/CCP
Driver: Amn **Ricardo** Viazcan, 314 LRS

1250 Tour of C-130J Academic/Simulator Complex

Met by: Lt Col Timothy (**Tim**) Anderson, 314 OSS/DO
Maj **Barry** Barnes, 314 OSS, (425-3153)
Capt Joseph (**Joe**) Williams, 373 TRS Det 4/CC
1Lt Donald (**Don**) Hudson, 373 TRS, Det 4, (7-6667)
SrA **Adele** M. Brewer, 314 AW/CCP

Briefed by: Mr Michael (**Mike**) Paul, Lockheed Martin Corp.
Capt **Jason** E. Browning, 48 AS/DOV
MSgt **John** Willis, 373 TRS, Det 4/TXED

1325 Tour of B-356, Engine Regional Repair Complex

Met by: Maj David (**Dave**) Pastore, 463 MOS/CC (960-1986 or 7-6944)
SrA **Adele** M. Brewer, 314 AW/CCP

Briefed by: MSgt Timothy (**Tim**) Fink, 463 MOS/MXOE

1350 Tour of Hangar 207 and 189 AW Maintenance/Ops Complex

Met by: Col **John** J. Samuhel, 189 MXG/CC, (772-6897)
Lt Col Richard (**Rick**) Oxner, 189 MSG/CD, 189 AW Team Chief,
SrA **Adele** M. Brewer, 314 AW/CCP

Briefed by: Lt Col Richard (**Rick**) Oxner, 189 MSG/CD, 189 AW Team Chief

1425 Tour of 314 AW Mobility Processing Facility

Met by: Maj **Rhonda** M. Soto, 314 LRS/CC (425-7120)
Capt Robert (**Rob**) L Boles, 314 LRS/LGR (425-7230)
CMSgt **Randy** K. Smith, 314 LRS/CEM
SrA **Adele** M. Brewer, 314 AW/CCP

Briefed by: 1st Lt Nicholas (Nic) Roueche, 314 LRS/LGRR

1450 Tours Complete, Comfort Break

1455 Depart via DV Surrey for Front Gate

Departure: Col Joseph (Joe) M. Reheiser, 314 AW/CC
Lt Col Christopher (Chris) Lyons, 314 OG/DR, 314 AW BART Team Chief
Ms. Roselyn K. Hutto, 314 AW/CCP

1500 Arrive Front Gate, drop Dr Flinn off at Rental Car

- Departs via American Eagle Flight 3538 to Dallas/Ft Worth at 1735