DCN 1498

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MILITARY VALUE ANALYSIS:
DATA CALL WORK SHEET FOR
OPERATIONAL/RESERVE AIR STATION: NAVAL AIR STATION ATLANTA

Category ..... Operational Support
Sub-category ..... Operational and Reserve Air Stations
Types ..... Navy and Marine Corps Operational and Reserve Air Stations and Facilities

************If any responses are classified, attach separate classified annex.************

AIR STATION	TITLE	LOCATION
AIR STATION	NORFOLK	NORFOLK, VA
AIR STATION	JACKSONVILLE	JACKSONVILLE, FL
AIR STATION	OCEANA	VA BEACH VA
AIR STATION	KEY WEST	KEY WEST FL
AIR STATION	BRUNSWICK	BRUNSWICK ME
NAS/MCAS	MIRAMAR	SAN DIEGO CA
MC AIR STATION	CHERRY POINT	CHERRY POINT NC
MC AIR FACILITY	KANEOHE BAY	KANEOHE BAY HI
MC AIR STATION	YUMA	YUMA AZ
MC AIR STATION	BEAUFORT	BEAUFORT SC
MC AIR STATION	NEW RIVER JAX	JACKSONVILLE NC
MC AIR STATION	CAMP PENDLETON	CP PENDLETON CA
AIR STATION	NORTH ISLAND	SAN DIEGO CA
AIR STATION	WHIDBEY ISLAND	OAK HARBOR WA
AIR STATION	LEMOORE	LEMOORE CA
AIR STATION	FALLON	FALLON NV
AIR STATION	ADAK	ADAK AL
AIR FACILITY	EL CENTRO	EL CENTRO CA
RESERVE AIR STATION	S. WEYMOUTH	S. WEYMOUTH MA
RESERVE AIR STATION	NEW ORLEANS	NEW ORLEANS LA
RESERVE AIR FACILITY	WASHINGTON	WASHINGTON D.C.
RESERVE AIR STATION	ATLANTA	ATLANTA GA
RESERVE AIR STATION	FORT WORTH	FORT WORTH TX
RESERVE AIR STATION	WILLOW GROVE	WILLOW GROVE PA
NAVAL STATION	MAYPORT	JACKSONVILLE FL
NAVAL STATION	ROOSEVELT ROADS	ROOSEVELT ROADS PR

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Mission Requirements

1. List the types and number of transient aircraft/detachments supported at this air station during FY 93 and describe the training and/or military missions conducted by these aircraft while stationed here. If supporting transient aircraft/detachments is a major mission, attach detailed schedules for the 1st & 2nd quarters FY 94.

Table 1.1 Transient Aircraft

Types of Aircraft/Unit. Name/T/M/S	Description of Frequency, Quantity and Primary Mission
H-3 HS-1	Quarterly (one week)/1AC/Training w/Rangers
SH-60 HS-1	Quarterly (one week)/1AC/Training w/Rangers
F-14	2 per month/Turn around and host for exercise
F/A-18	2 per month/Turn around and host for exercise
E-2	2 per year/Host for exercise
EA-6B	6 per year/Host for exercise
A-6	4 per month/Turn around
UH-1N	Quarterly/1 A/C/Pilot proficiency
F/A-18	Quarterly/2 A/C/Air-Air training
UH-1N	Quarterly/2 A/C/Aircrew training
CH-46	Quarterly/2 A/C/Troup transport-Helo escort training
TH-57	100 per year, training
T-2	300 per year, training
P-3	180 per year, training
TA-4	250 per year, training
C-9	100 per year, logistics
C-12	200 per year, logistics
F-14	30 per year, training

F/A-18	30 per year, training
F-16	31 per year, training

2.a. List the training ranges (including land areas used for tactical or infantry training), outlying airfields, auxiliary airfields and airspace that are actively managed (scheduled or controlled) by the air station.

Table 2.1 Training Management

Managed Training Assets	Management Role
NONE	

2.b. List other candidate installations (DoD and non-DoD) that could be considered for performing these management duties.

Table 2.2 Other Installations

Installation	Agency	Reason for Consideration
NONE		

General Military Support

3.a. Does this air station directly support a military or civilian area control and surveillance mission (i.e., FACSFAC, FAA support)? If so, provide details of your level of support.

No.

3.b. Over the foreseeable future, is this mission requirement expected to decrease, increase, or remain the same?

N/A

3.c. List all other installations (DoD and Non-DoD) that could potentially support this mission.

N/A

4.a. Describe the role this air station plays in the Logistics Support and Mobilization Plan (LSMP)?

During mobilization NAS Atlanta provides billeting, meal services, and local transportation to reservists being processed by Medical and PSD.

Naval Air Station Atlanta has the overall responsibility for the mobilization guidance and support of 23 Naval Reserve Units, numbering over 2,300 Selected Reservists. This mobilization can be of any size, from partial to full mobilization, to meet national emergencies. Also, NAS Atlanta has an inherent capability to respond to any regional, natural disasters and would be used as a support/staging area for that disaster.

MAG-42 serves as a logistics and processing station for other Marine units during mobilization. As a Headquarters operation, it also processes its own units located at other sites.

4.b. Over the foreseeable future, is this mission requirement expected to decrease, increase, or remain the same?

VA-205's last aircraft departs 25 July 1994. This squadron will be decommissioned on 24 or 25 September 1994. To date, no squadron has been identified to replace VA-205.

VR-46 Remains at 3 Aircraft.

~~VR-46 has increased its aircraft from 3 to 4.~~ It has increased its number of flight hours by 65% between FY 93 and FY 94. SELRES personnel increased 33% and TAR population has increased 25%.

NAS Atlanta is to remain the same.

4.c. List all other installations (DoD and Non-DoD) that could potentially support this mission.

Reserve - Naval and Marine Corps Reserve Center Georgia Tech
- Dobbins Air Reserve Base

Active - NAS Jacksonville, NS Kings Bay, NAS Pensacola
- Warner Robins AFB, Eglin AFB

No organization in the area could support the combined requirements of medical processing and airlift logistics. Local military bases could only support a portion of this function (i.e., medical/personnel records).

5. List any other military support missions currently conducted at/from this air station (i.e., port of embarkation for USMC personnel).

(1) Medical processing for recall personnel.
(2) Support of C-9 airlift capability for transport of recallees.
(3) Refueling/transient flight line maintenance for military transport of recalled personnel.
(4) VA-205 currently conducts the FTRG mission.
(5) MAG-42 conducts field training and equipment maintenance for the 4th LAAD reserve personnel. Upon the arrival of the FATS pistol/M-16 trainer, most of the field training can be conducted at this site.

6. Are any new military missions planned for this air station?

In addition to HMLA-773's mission, the arrival of the UH-1N's in FY 94 will provide additional capability that may extend to the areas of VIP, MEDIVAC, and Disaster Relief.

With the arrival of the Avenger, the 4th LAAD can conduct Stinger missile and 50 caliber machine gun training on site.

7.a. List all ground combat or special operations units (not previously mentioned in your Capacity Data Call)that train at, operate from, or mobilize to this air station.

Table 7.1 Ground Combat or Special Operations Units

Ground Unit	Training Function / Facilities Used
NONE	

7.b. List all other operational units (not previously mentioned in your Capacity Data Call) that train at, operate from, or mobilize to this air station.

Table 7.2 Other Units

Operational Unit	Training Function / Facilities Used
NONE	

7.c. List all Joint (non-DON) units (not previously mentioned in your Capacity Data Call) that train at, operate from, or mobilize to this air station.

Table 7.3 Joint Units

Operational Unit	Training Function / Facilities Used
NONE	

8. Does the air station or its tenants have any requirements to support training of other Navy and Marine Corps forces or non-DON Joint forces (e.g., ground force training, battle group exercise, etc.)

Table 8.1 Forces Supported

Forces	Location / Distance	Type of Support	Frequency
24th MEU	Atlanta, GA	Hangar and Logistics	1 per year
Battle Groups	*	Fleet Electronic Warfare Support Group	Est. 3/4 per month
COMCARGRU 6	Mayport, FL	Direct Fleet Support	3/4 personnel per month

* Out of NAS Oceana, NAS Key West, NS Roosevelt Roads, MCAS Cherry Point, and possibly Brunswick.

9.a. Does the air station have a role in a disaster assistance plan, search, and rescue or local evacuation plan? If so, describe.

The Air Station Security Forces operate closely with the local police. Our security forces have given riot training to local police forces and are prepared to assist, if needed. If requested by civil authorities, the station will provide assistance to protect against the loss of human life.

NAS Atlanta is a hurricane evacuation site for NAS Jacksonville and NAS Pensacola.

9.b. Does the air station provide any direct meteorological support to local civilian, governmental or military agencies? If so, describe.

No.

10.a. Does this air station currently have any special non-DoD or civilian support missions (i.e., counter-drug, scientific support)? If so, describe.

MAG-42 OV-10s have been occasionally tasked for drug-interdiction support. The OV-10s were recently replaced with UH-1Ns. A determination is presently underway whether they will undertake Medical Support Mission. MAG-42 will provide security support for the Atlanta 96 Olympics.

With the arrival of UH-1N's in FY 94, drug interdiction missions could increase. Also, in FY 95 AH-1W's with the Night Targeting System (NTS) will arrive. The NTS will have FLIR, laser, and other capabilities that will be useful in Counter Drug Operations.

10.b. If applicable, give the type and number of aircraft based at your air station that conduct these operations (10.a.)and the total number of sorties flown during FY 1993 in support of these operations.

Table 10.1 Support Operations

Aircraft Type	Number of Aircraft	# Sorties Flown in FY 1993
OV-10	3	75

10.c. If applicable, list the facilities, special equipment (e.g., radar surveillance systems) and personnel at your air station that directly support these operations.

Table 10.2 Supporting Equipment

Equipment/Facility /Personnel	Function
VMO-4, OV-10's and Pers	Drug Interdiction (surveillance/tracking)
HMLA-773, UH-1N's and AH-1W(NTS) and Pers	Drug Interdiction (surveillance/tracking/troop transport/OP/LP insertion)

11. Are any new civilian or other non-DoD missions planned for this air station? If so, describe.

No.

Facilities

Air Space and Flight Training Areas

12. List all areas for special use routinely used by aviation units or squadrons assigned to your air station. For each piece of airspace, provide the following data:

Airspace Designator: R2501

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR). Restricted area.
b. Dimensions (nmi. x nmi. x ft of altitude). 32nm x 28nm x unlimited alt.
c. Distance from main airfield. 1,800 nm.
d. Time en route from main airfield. Two to three days (by helicopter).
e. Controlling agency. FAA, ARTCC, Los Angeles, CA.
f. Scheduling agency. Commanding General, MCB, Twenty-nine Palms, CA.
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IMC, VMC, or altitude reservation)?
h. Is the airspace under radar coverage? Yes.
i. Is the airspace under communications coverage? Yes.
j. Number of low level airways (below 18,000 ft) that bisect airspace. None.
k. Number of high altitude airways (above 18,000 ft) that bisect airspace. None.
l. Number of sorties flown in FY 1993. 406.
   - By Navy/USMC
   - By other services (including reserves and national guard)
m. Percent of sorties cancelled due to weather. 0%.
n. Number of available hours in FY 1993. 330.
o. Number of scheduled hours in FY 1993. 330.
   - By Navy/USMC
   - By other services (including reserves and national guard)
p. Number of hours used. 312.3.
   - By Navy/USMC
   - By other services (including reserves and national guard)
q. Types of training permitted. All/Combined Arms: Air-to-Ground, Artillery, Small Arms, etc.
r. Is the training within this airspace affected by environmental issues? If so, how? No.

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12. List the closest MOA available for air station uses (regardless of whether the air station currently uses the MOA). Provide all information about the MOA requested in question 12. (R

Airspace Designator: SNOWBIRD MOA

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR): MOA.

b. Dimensions (nmi. x nmi. x ft of altitude): 45 nm x 40 nm 11,000 to 18,000 ft.

c. Distance from main airfield: 90 nm

d. Time en route from main airfield: .3 hours.

e. Controlling agency: Atlanta CNTR/FSS.

f. Scheduling agency: Atlanta CNTR/FSS.

g. Are canned/stereo airways needed to access air space? No.
- if so, how many?
- if so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage? Yes.

i. Is the airspace under communications coverage? Yes.

j. Number of low level airways (below 18,000 ft.) that bisect airspace: None.

k. Number of high altitude airways (above 18,000 ft.) that bisect airspace: None.

l. Number of sorties flown in FY 93: None.
By Navy/USMC
By other services (including Reserves and National Guard)

m. Percent of sorties cancelled due to weather: N/A.

n. Number of available hours in FY-93: MOA available for scheduling 0900-2200 (L) seven days a week.

o. Number of scheduled hours in FY-93: None.
- By Navy/USMC
- By other services (including Reserves and National Guard)

p. Number of hours used: None.

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- By Navy/USMC
- By other services (including Reserves and National Guard)

q. Types of training permitted: Intercepts, ACM, DACT.

r. Is the training within this airspace affected by environmental issues? If so, how? No.

Airspace Designator: VR-1052/1056

a.Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR). MTR.
b.Dimensions (nmi. x nmi. x ft of altitude). 360nm x 5nm x 100'AGL - 1,500'AGL .
c.Distance from main airfield. 50 nm.
d.Time en route from main airfield. .2 hrs.
e.Controlling agency. 117 TRW, Birmingham, AL, ANG.
f. Scheduling agency. 117 TRW, Birmingham, AL, ANG.
g.Are canned/stereo airways needed to access air space? No.
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
h.Is the airspace under radar coverage? Yes.
i.Is the airspace under communications coverage? Yes.
j.Number of low level airways (below 18,000 ft) that bisect airspace. 12.
k.Number of high altitude airways (above 18,000 ft) that bisect airspace. 0.
l.Number of sorties flown in FY 1993. 240.
- By Navy/USMC
- By other services (including reserves and national guard)
m. Percent of sorties cancelled due to weather. 7%.
n.Number of available hours in FY 1993. 4,000.
o.Number of scheduled hours in FY 1993. 260.
- By Navy/USMC
- By other services (including reserves and national guard)
p.Number of hours used. 240.
- By Navy/USMC
- By other services (including reserves and national guard)
q. Types of training permitted. Low Altitude Tactics/Navigation.
r. Is the training within this airspace affected by environmental issues? If so, how? Several noise sensitive areas have raised the floor of this MTR in certain places.

Airspace Designator: VR-058

a.Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR). MTR.
b.Dimensions (nmi. x nmi. x ft of altitude). 210nm x 8 x 13nm x 100AGL - 8,000 MSC .
c.Distance from main airfield. 110 nm.
d.Time en route from main airfield. .25 hrs.
e.Controlling agency. 363 TFW, Shaw AFB, SC.
f. Scheduling agency. 363 TFW, Shaw AFB, SC.
g.Are canned/stereo airways needed to access air space? No.
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
h.Is the airspace under radar coverage? Yes.
i.Is the airspace under communications coverage? Yes.

j.Number of low level airways (below 18,000 ft) that bisect airspace. 8.
k.Number of high altitude airways (above 18,000 ft) that bisect airspace. 0.
l.Number of sorties flown in FY 1993. 120.
- By Navy/USMC
- By other services (including reserves and national guard)
m. Percent of sorties cancelled due to weather. 0%.
n.Number of available hours in FY 1993. 4,000.
o.Number of scheduled hours in FY 1993. 80.
- By Navy/USMC
- By other services (including reserves and national guard)
p.Number of hours used. 80.
- By Navy/USMC
- By other services (including reserves and national guard)
q. Types of training permitted. Low Altitude Tactics/Radar Training.
r. Is the training within this airspace affected by environmental issues? If so, how? Noise sensitive areas have raised the floor of this MTR in many places reducing the quality of the low altitude training in mountainous terrain.

Airspace Designator: VR-092

a.Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR). MTR.
b.Dimensions (nmi. x nmi. x ft of altitude). 210nm x 8 x 13nm x 100'AGL - 5,000' MSC .
c.Distance from main airfield. 110 nm.
d.Time en route from main airfield. .25 hrs.
e.Controlling agency. 363 TFW, Shaw AFB, SC.
f. Scheduling agency. 363 TFW, Shaw AFB, SC.
g.Are canned/stereo airways needed to access air space? No.
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
h.Is the airspace under radar coverage? Yes.
i.Is the airspace under communications coverage? Yes.
j.Number of low level airways (below 18,000 ft) that bisect airspace. 8.
k.Number of high altitude airways (above 18,000 ft) that bisect airspace. 0.
l.Number of sorties flown in FY 1993. 120.
- By Navy/USMC
- By other services (including reserves and national guard)
m. Percent of sorties cancelled due to weather. 0%.
n.Number of available hours in FY 1993. 4,000.
o.Number of scheduled hours in FY 1993. 80.
- By Navy/USMC
- By other services (including reserves and national guard)
p.Number of hours used. 80.
- By Navy/USMC

- By other services (including reserves and national guard)

q. Types of training permitted. Low Altitude Tactics/Radar Navigation.

r. Is the training within this airspace affected by environmental issues? If so, how? Noise sensitive areas have raised the floor of this MTR in many areas reducing the quality of the low altitude training in mountainous terrain.

Airspace Designator: VR-1005

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR). MTR.

b. Dimensions (nmi. x nmi. x ft of altitude). 282nm x 5nm x 200'AGL - 1,500'AGL.

c. Distance from main airfield. 120 nm.

d. Time en route from main airfield. .25 hrs.

e. Controlling agency. FACSFAC JAX, P. O. Box 40, Jacksonville, FL 32212.

f. Scheduling agency. FACSFAC JAX, P. O. Box 40, Jacksonville, FL 32212.

g. Are canned/stereo airways needed to access air space? No.

- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h. Is the airspace under radar coverage? Yes.

i. Is the airspace under communications coverage? Yes.

j. Number of low level airways (below 18,000 ft) that bisect airspace. 7.

k. Number of high altitude airways (above 18,000 ft) that bisect airspace. 0.

l. Number of sorties flown in FY 1993. 180.

- By Navy/USMC
- By other services (including reserves and national guard)

m. Percent of sorties cancelled due to weather. 5%.

n. Number of available hours in FY 1993. 4,000.

o. Number of scheduled hours in FY 1993. 200.

- By Navy/USMC
- By other services (including reserves and national guard)

p. Number of hours used. 190.

- By Navy/USMC
- By other services (including reserves and national guard)

q. Types of training permitted. Low Altitude Tactics/Navigation.

r. Is the training within this airspace affected by environmental issues? If so, how? Noise sensitive areas across central Florida raised the minimum altitudes along the final 80nm of the route.

Airspace Designator: VR-1055

a.Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR). MTR.
b.Dimensions (nmi. x nmi. x ft of altitude). 312nm x 5nm x 100'AGL x 1,500'AGL .
c.Distance from main airfield. 130 nm.
d.Time en route from main airfield. .25 hrs.
e.Controlling agency. 117 TRW, Birmingham, AL, ANG.
f. Scheduling agency. 117 TRW, Birmingham, AL, ANG.
g.Are canned/stereo airways needed to access air space? No.
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h.Is the airspace under radar coverage? Yes.
i.Is the airspace under communications coverage? Yes.
j.Number of low level airways (below 18,000 ft) that bisect airspace. 15.
k.Number of high altitude airways (above 18,000 ft) that bisect airspace. 0.
l.Number of sorties flown in FY 1993. 200.
- By Navy/USMC
- By other services (including reserves and national guard)

m. Percent of sorties cancelled due to weather. 6%.
n.Number of available hours in FY 1993. 4,000.
o.Number of scheduled hours in FY 1993. 235.
- By Navy/USMC
- By other services (including reserves and national guard)

p.Number of hours used. 210.
- By Navy/USMC
- By other services (including reserves and national guard)

q. Types of training permitted. Low Altitude Tactics/Navigation.
r. Is the training within this airspace affected by environmental issues? If so, how? Noise sensitive areas in the Tennessee/Georgia mountains have raised the floor of this MTR in certain areas of this route, in particular great training terrain.

Airspace Designator: VR-1004

a.Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR). MTR.
b.Dimensions (nmi. x nmi. x ft of altitude). 400nm 200'AGL - 1500'AGL
c.Distance from main airfield. 220 nm.
d.Time en route from main airfield. .52 hrs.
e.Controlling agency. FACSFAC JAX, P. O. Box 40, Jacksonville, FL 32212-0040.
f. Scheduling agency. FACSFAC JAX, P. O. Box 40, Jacksonville, FL 32212-0040
g.Are canned/stereo airways needed to access air space? No.
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?

h.Is the airspace under radar coverage? Yes.

i.Is the airspace under communications coverage? Yes.
j.Number of low level airways (below 18,000 ft) that bisect airspace. 15.
k.Number of high altitude airways (above 18,000 ft) that bisect airspace. 0.
l.Number of sorties flown in FY 1993. 190.
- By Navy/USMC
- By other services (including reserves and national guard)
m. Percent of sorties cancelled due to weather. 3%.
n.Number of available hours in FY 1993. 4,000.
o.Number of scheduled hours in FY 1993. 95.
- By Navy/USMC
- By other services (including reserves and national guard)
p.Number of hours used. 90.
- By Navy/USMC
- By other services (including reserves and national guard)
q. Types of training permitted. Low Altitude Training/Navigation.
r. Is the training within this airspace affected by environmental issues? If so, how? No.

Airspace Designator: R3002

a.Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR). Restricted area.
b.Dimensions (nmi. x nmi. x ft of altitude). 17nm x 16nm x 14,000 ft.
c.Distance from main airfield. 100nm.
d.Time en route from main airfield. .9 hrs.
e.Controlling agency. FAA, ATC Twr, Columbus, GA.
f. Scheduling agency. Commander, Fort Benning, GA.
g.Are canned/stereo airways needed to access air space? No.
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
h.Is the airspace under radar coverage? No.
i.Is the airspace under communications coverage? Yes.
j.Number of low level airways (below 18,000 ft) that bisect airspace. One.
k.Number of high altitude airways (above 18,000 ft) that bisect airspace. Unknown.
l.Number of sorties flown in FY 1993. 29.
- By Navy/USMC
- By other services (including reserves and national guard)
m. Percent of sorties cancelled due to weather. 10%.
n.Number of available hours in FY 1993. 50.
o.Number of scheduled hours in FY 1993. 50.
- By Navy/USMC
- By other services (including reserves and national guard)
p.Number of hours used. 43.5.
- By Navy/USMC

- By other services (including reserves and national guard)
q. Types of training permitted. Air-to-Ground Ordnance Delivery.
r. Is the training within this airspace affected by environmental issues? If so, how? No.

Airspace Designator: R5306A

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR). Restricted area.
b. Dimensions (nmi. x nmi. x ft of altitude). 30nm x 30nm x 17,999 ft.
c. Distance from main airfield. 450nm.
d. Time en route from main airfield. 4.5 hrs (by helicopter).
e. Controlling agency. MCAS Cherry Pt, APP CON.
f. Scheduling agency. Commanding General, MCAS Cherry Pt, NC.
g. Are canned/stereo airways needed to access air space? No.
- If so, how many?
- If so, what types (i.e., IMC, VMC, or altitude reservation)?
h. Is the airspace under radar coverage? Yes.
i. Is the airspace under communications coverage? Yes.
j. Number of low level airways (below 18,000 ft) that bisect airspace. None.
k. Number of high altitude airways (above 18,000 ft) that bisect airspace. Unknown.
l. Number of sorties flown in FY 1993. 31.
- By Navy/USMC
- By other services (including reserves and national guard)
m. Percent of sorties cancelled due to weather. 10%.
n. Number of available hours in FY 1993. 28.
o. Number of scheduled hours in FY 1993. 28.
- By Navy/USMC
- By other services (including reserves and national guard)
p. Number of hours used. 23.6.
- By Navy/USMC
- By other services (including reserves and national guard)
q. Types of training permitted. Air-to-Ground Ordnance Delivery.
r. Is the training within this airspace affected by environmental issues? If so, how? No.

13. List all the air-to-ground training ranges routinely used by aviation units or squadrons assigned to your air station. For each range, provide the following data:

Range Name: MCAGCC, Twenty-nine, Palms, CA

a. Location (city/county and state). Twenty-nine, Palms, CA.
b. Distance from main airfield. 1,800 nm.
c. Time en route from main airfield. Two to three days (by helicopter).

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Question 13 Format: Is there a target within a restricted area within a 200 nautical mile radius of your air station where your aircraft can drop live MK-80 Series GP bombs for training purposes?

Range Name: K-15, Ft. Benning, GA (Airspace Designator R3002D/E) R

a. Location (city/county and state). Columbus, Chattahoochee County, GA.
b. Distance from main airfield. 95 nm.
c. Time en route from main airfield. .4 hours.
d. Controlling agency. FAA, ATC Twr, Columbus, GA.
e. Scheduling agency. Commander, Fort Benning, GA.
f. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
g. Is the airspace under radar coverage? Yes.
h. Is the airspace under communications coverage? Yes.
i. Number of low level airways (below 18,000 ft) that bisect airspace. None.
j. Number of high altitude airways (above 18,000 ft) that bisect airspace. None.
k. Number of sorties flown in FY 1993. N/A.
   - By Navy/USMC
   - By other services (including reserves and national guard)
l. Percent of sorties cancelled due to weather. N/A.
m. Number of available hours in FY 1993. N/A.
n. Number of scheduled hours in FY 1993. N/A.
   - By NavyUSMC
   - By other services (including reserves and national guard)
o. Number of hours used. N/A.
   - By Navy/USMC
   - By other services (including reserves and national guard)
p. Types of training permitted. Air Ground Weapons, MK-82 (500 lb) bombs and below, 2.75" and 5" Zuni rockets, 20 mm gunnery.
q. Is the training within this airspace impeded by environmental issues? N/A.

Remarks: (1) R3702B Fort Campbell, KY range is 220 nm away. Same weapons as above allowed.
(2) R2914 Eglin AFB, FL multiple ranges are 230 nm away. All current MK-80 series bombs, smart weapons, rockets and 20 mm gunnery available.

d. Controlling agency. FAA, ARTCC, Los Angeles, CA.
e. Scheduling agency. Commanding General, MCB, Twenty-nine, Palms, CA.
f. Are canned/stereo airways needed to access air space? No.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?
g. Is the airspace under radar coverage? Yes.
h. Is the airspace under communications coverage? Yes.
i. Number of low level airways (below 18,000 ft) that bisect airspace. None.
j. Number of high altitude airways (above 18,000 ft) that bisect airspace. None.
k. Number of sorties flown in FY 1993. 406.
- By Navy/USMC
- By other services (including reserves and national guard)
l. Percent of sorties cancelled due to weather. 0%.
m. Number of available hours in FY 1993. 330.
n. Number of scheduled hours in FY 1993. 330.
- By NavyUSMC
- By other services (including reserves and national guard)
o. Number of hours used. 312.3.
- By Navy/USMC
- By other services (including reserves and national guard)
p. Types of training permitted. All/Combined Arms: Air-to-Ground, Artillery, Small Arms, etc.
q. Is the training within this airspace impeded by environmental issues? No.

Range Name: R-5314 Dare Co. Target

a. Location (city/county and state). Dare Co., NC.
b. Distance from main airfield. 500 nm.
c. Time en route from main airfield. 1.12 hrs.
d. Controlling agency. Washington ARTCC.
e. Scheduling agency. VACAPES FACSFAC.
f. Are canned/stereo airways needed to access air space? No.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?
g. Is the airspace under radar coverage? Yes.
h. Is the airspace under communications coverage? Yes.
i. Number of low level airways (below 18,000 ft) that bisect airspace. 0.
j. Number of high altitude airways (above 18,000 ft) that bisect airspace. 0.
k. Number of sorties flown in FY 1993. 72.
- By Navy/USMC
- By other services (including reserves and national guard)
l. Percent of sorties cancelled due to weather. 4%.
m. Number of available hours in FY 1993. 4,000.

n. Number of scheduled hours in FY 1993. 95.
   - By NavyUSMC
   - By other services (including reserves and national guard)
o. Number of hours used. 85.
   - By Navy/USMC
   - By other services (including reserves and national guard)
p. Types of training permitted. Low Altitude Training/Weapons Delivery.
q. Is the training within this airspace impeded by environmental issues? No.

Range Name: K-15, Ft. Benning, GA

a. Location (city/county and state). Columbus, GA.
b. Distance from main airfield. 100nm.
c. Time en route from main airfield. .9 hrs.
d. Controlling agency. FAA, ATC Twr, Columbus, GA.
e. Scheduling agency. Commander, Fort Benning, GA.
f. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
g. Is the airspace under radar coverage? No.
h. Is the airspace under communications coverage? Yes.
i. Number of low level airways (below 18,000 ft) that bisect airspace. One.
j. Number of high altitude airways (above 18,000 ft) that bisect airspace. Unknown.
k. Number of sorties flown in FY 1993. 29.
   - By Navy/USMC
   - By other services (including reserves and national guard)
l. Percent of sorties cancelled due to weather. 10%.
m. Number of available hours in FY 1993. 50.
n. Number of scheduled hours in FY 1993. 50.
   - By NavyUSMC
   - By other services (including reserves and national guard)
o. Number of hours used. 43.5.
   - By Navy/USMC
   - By other services (including reserves and national guard)
p. Types of training permitted. Air-to-Ground Ordnance Delivery.
q. Is the training within this airspace impeded by environmental issues? No.

Range Name: BT-9 and BT-11

a. Location (city/county and state). Pamlico BT-9, Sound, NC/BT-11, Piney Island, NC
b. Distance from main airfield. 450nm.
c. Time en route from main airfield. 4.5 hrs.

d. Controlling agency. MCAS Cherry Pt., APP CON.
e. Scheduling agency. Commanding General, MCAS Cherry Pt., NC.
f. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
g. Is the airspace under radar coverage? Yes.
h. Is the airspace under communications coverage? Yes.
i. Number of low level airways (below 18,000 ft) that bisect airspace. None.
j. Number of high altitude airways (above 18,000 ft) that bisect airspace. Unknown.
k. Number of sorties flown in FY 1993. 31.
   - By Navy/USMC
   - By other services (including reserves and national guard)
l. Percent of sorties cancelled due to weather. 10%.
m. Number of available hours in FY 1993. 28.
n. Number of scheduled hours in FY 1993. 28.
   - By NavyUSMC
   - By other services (including reserves and national guard)
o. Number of hours used. 23.6.
   - By Navy/USMC
   - By other services (including reserves and national guard)
p. Types of training permitted. Air-to-Ground Ordnance Delivery.
q. Is the training within this airspace impeded by environmental issues? No.

Range Name: R-3002F Ft. Benning

a. Location (city/county and state). Ft. Benning, GA.
b. Distance from main airfield. 130nm.
c. Time en route from main airfield. .4 hrs.
d. Controlling agency. Atlanta ARTCC.
e. Scheduling agency. Commander, Ft. Benning, GA.
f. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
g. Is the airspace under radar coverage? Yes.
h. Is the airspace under communications coverage? Yes.
i. Number of low level airways (below 18,000 ft) that bisect airspace. One.
j. Number of high altitude airways (above 18,000 ft) that bisect airspace. One.
k. Number of sorties flown in FY 1993. 120.
   - By Navy/USMC
   - By other services (including reserves and national guard)
l. Percent of sorties cancelled due to weather. 6%.
m. Number of available hours in FY 1993. 4,000.
n. Number of scheduled hours in FY 1993. 210.

- By NavyUSMC
- By other services (including reserves and national guard)

o. Number of hours used. 195.
- By Navy/USMC
- By other services (including reserves and national guard)

p. Types of training permitted. Bombing, Low Altitude Tactics, and CAS.
q. Is the training within this airspace impeded by environmental issues? No.

Range Name: R-3005 Townsend

a. Location (city/county and state). South GA.
b. Distance from main airfield. 200nm.
c. Time en route from main airfield. .5 hrs.
d. Controlling agency. Townsend Tgt.
e. Scheduling agency. Ft. Stewart, GA.
f. Are canned/stereo airways needed to access air space? No.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

g. Is the airspace under radar coverage? Yes.
h. Is the airspace under communications coverage? Yes.
i. Number of low level airways (below 18,000 ft) that bisect airspace. Zero.
j. Number of high altitude airways (above 18,000 ft) that bisect airspace. Zero.
k. Number of sorties flown in FY 1993.
- By Navy/USMC - 200.
- By other services (including reserves and national guard)

l. Percent of sorties cancelled due to weather. 5%.
m. Number of available hours in FY 1993. 4,000.
n. Number of scheduled hours in FY 1993.
- By Navy/USMC - 210.
- By other services (including reserves and national guard)

o. Number of hours used.
- By Navy/USMC - 210.
- By other services (including reserves and national guard)

p. Types of training permitted. Bombing/Low Altitude Training.
q. Is the training within this airspace impeded by environmental issues? No.

Range Name: R2910/Pinecastle

a. Location (city/county and state). Florida.
b. Distance from main airfield. 300nm.
c. Time en route from main airfield. .6 hrs.
d. Controlling agency. Pinecastle Control.

e. Scheduling agency. FACSFAC JAX, P. O. Box 40, Jacksonville, FL.
f. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
g. Is the airspace under radar coverage? Yes.
h. Is the airspace under communications coverage? Yes.
i. Number of low level airways (below 18,000 ft) that bisect airspace. 0.
j. Number of high altitude airways (above 18,000 ft) that bisect airspace. 0.
k. Number of sorties flown in FY 1993. 150.
   - By Navy/USMC
   - By other services (including reserves and national guard)
l. Percent of sorties cancelled due to weather. 5%.
m. Number of available hours in FY 1993. 4,000.
n. Number of scheduled hours in FY 1993.
   - By Navy/USMC - 230.
   - By other services (including reserves and national guard)
o. Number of hours used.
   - By Navy/USMC - 240.
   - By other services (including reserves and national guard)
p. Types of training permitted. Bombing LL.
q. Is the training within this airspace impeded by environmental issues? No.

Range Name: R-5306A Cherry Point Targets BT-9/11

a. Location (city/county and state). NC.
b. Distance from main airfield. 425nm.
c. Time en route from main airfield. 1.12 hrs.
d. Controlling agency. MCAS Cherry Point.
e. Scheduling agency. MCAS Cherry Point.
f. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
g. Is the airspace under radar coverage? Yes.
h. Is the airspace under communications coverage? Yes.
i. Number of low level airways (below 18,000 ft) that bisect airspace. 0.
j. Number of high altitude airways (above 18,000 ft) that bisect airspace. 0.
k. Number of sorties flown in FY 1993.
   - By Navy/USMC - 120.
   - By other services (including reserves and national guard)
l. Percent of sorties cancelled due to weather. 5%.
m. Number of available hours in FY 1993. 4,000.
n. Number of scheduled hours in FY 1993.
   - By Navy/USMC - 120.

- By other services (including reserves and national guard)

o. Number of hours used. 115.
   - By Navy/USMC
   - By other services (including reserves and national guard)

p. Types of training permitted. Bombing LL.

q. Is the training within this airspace impeded by environmental issues? No.

14. Is land and/or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

No.

15. Is the SUA/airspace for special use routinely used by aviation units or squadrons assigned to your air station sufficient to satisfy the air-to-air training, air-to-ground training and low level training missions of units assigned to the air station? Explain the nature and magnitude of any shortfalls.

Yes.

16. If deployments or detachments to other domestic locations are required to satisfy airspace shortfalls, fill out the following tables:

Table16.1 Deployment Costs

WHERE	REASON	ANNUAL TAD COSTS ADVERSE WEATHER	ANNUAL TAD COSTS AIRSPACE NOT AVAILABLE	ANNUAL TAD COSTS NO LOCAL RANGE/ OTHER
NAS Fallon	Live Ordnance	0	0	$45,000
NAS Oceana	Carrier Qualifications	0	0	$20,000

Airfields

17. For the main airfield(s) and each auxiliary and outlying field, provide the following data

Airfield Name: Dobbins ARB/NAS Atlanta

a.Location: N 33 degrees 54.9' W 84 degrees 31.0'.
b.Distance from main field: N/A.
c.Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations? No.
d.Does the airfield have parallel or dual offset runways? No.
e.If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations? N/A.
e.Does the airfield have full-length parallel taxiways? Yes.
f.Does the airfield have high speed taxiways? No.
g.Does the airfield have a crosswind runway? No.
h.If conditions force the use of this runway, does the airfield lose flight ops capacity? N/A.
i.How much capacity is lost? N/A.
j.What percent of the time do conditions force the crosswind runway to be used? N/A.
k.Is the airfield equipped to support IFR flight operations? Yes.
l.Is the airfield owned by the navy or leased? Joint use.
m.Discuss any runway design features that are specific to particular types of aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft). N/A.
n.Does the air station perimeter road completely encircle the airfield? No.
o.Is the air station perimeter road 100% paved? If not estimate the percentage paved. Yes.
p.Does the perimeter fence completely enclose the operational areas of the air station? If not, explain why. The NAS perimeter fence does not cover the flight line. Construction of the flight line security fence is funded for FY 95.
q.Is lack of fencing a security discrepancy? Yes.
r.Other remarks.

18. Are the current airfield descriptions, operations and facilities consistent with the flight information publication (FLIP)? Attach a copy of the latest FLIP chart annotated with any updates.

Yes.

CONTINUED FROM PREVIOUS PAGE

NAVAIDS – VORTACW – (H) 113.0 DLN CH 77 45°14.9'N 112°32.8'W At Fld. 5260/18°00'E
VORTAC unuse 250°–030° byd 25 NM blw 10,500' 030°–250° byd 25 NM blw 12,000'

DILLON, SC **NDB** – (MHW) 274 DLC 34°27.0'N 79°22.1'W At Dillon Co. 122/5°00'W See VFR–S for arpt data. **L–20G–27B**

DIMMIT CO, TX **NDB** – (MHW) 343 DMD 28°31.4'N 99°49.5'W At Fld. 612/8°00'E Unmto 0000–1200Z++. See VFR–S for arpt data. **L–16E**

DINNS, FL **NDB** – (HW) 344 JA 30°27.9'N 81°48.1'W 077° 6 NM to Jacksonville Intl. 19/3°00'W **H–5E, L–18H–19B–20H, A–1C**

DIXON, NC **NDB–DME** – (HHW) 198 DIW CH 107 34°34.1'N 77°27.2'W 54/8°00'W **H–4I–6G, L–20H–27B**

[redacted] GA ◇ **KMGE** AFRES (ANG AR) 33°54.9'N 84°31.0'W 1068 UTC–5(–4DT) **H–4H–6F, L–20E, A–1C**

(B) **RWY–11** L6,7,8,9 (10,000x300 CON S200 T300 ST175 TT560 TDT765) L5,6,9,10 **RWY–29**
MA–1A MOD (TAIL HOOK ONLY) (201' OVRN) E–28(B) (1550') E–28(B) (1550') MA–1A MOD (TAIL HOOK ONLY) (203' OVRN)

SERVICE – LGT – Rwy 11 VASI RRP and ILS RPI not coincidental. US Navy Fresnel lens in opr for rwy in use. Rwy 11 VASI RRP and 3.5° PAR RPI not coincidental. **A–GEAR** – MA–1A MOD in continual raised posn on dep end of Rwy 11–29. E–28(B) in raised posn on dep end of active rwy. E–28 rqr 20 min PN for apch end engagement. **JASU** – 1(MA–1A) 1(C–26) 1(MD–3) **FUEL** – Opr 1330–2030Z++ Mon–Tue, 1330–0130Z++ Wed–Sun. Tran acft exp 4 hr. fuel delay. J4; O–148–156 SOAP – Reading avbl 1300–2100Z++ wkd exc hol, tran alert prior coord V925–5082; SP PRESAIR LOX. **TRAN ALERT** – Opr 1300–2100Z++ Mon–Tue, 1200–0400Z++ Wed–Sun. No acft starting cartridges. No tran maint. No drag chutes or repacking capability.

REMARKS – Opr 1200–0400Z++. **RSTD** – PPR V925–4903. Tran acft not allowed VFR multi apchs. **CAUTION** – To expedite apch and ldg recommend all ftr type acft req HI–TACAN to pent NW quad. All acft RADAR must be in sby status while using S twy. **TFC PAT** – Overhead, enter initial at 3500', descend to 2600', level break at rwy thld. Class D Airspace up to, but not incl, 4000'. **MISC** – See FLIP AP/1 Supplementary Arpt Rmk. Twr ctl will utilize reduced rwy separation, 3000' day, 6000' ngt; for all lcl based ftr type acft of same or similar opr characteristics. Ltd on/off base transportation all times. Prior coord rqr. **(NG)** – Acft/aircrews desiring to visit AASF #2, ctc V925–5287 prior to arr. **(AR)** – Acft/aircrews desiring to visit ASF–42, ctc V925–5284, C404–421–5284 prior to arr. **(ANG)** – V925–4750. Acft/aircrews desiring to visit Lockheed, ctc C404–494–3126 prior to arr.

COMMUNICATIONS – PTD – 372.2 **ATIS** – 271.6 **FSS–MACON MCN–NOTAM MGE ATLANTA APP/DEP CON – (R) (E)** 121.0 254.25 **TWR – (E)** 120.75 397.2 **GND CON** – 125.3 275.8 **COMD POST/700 TAS** – Opr 1300–2145Z++ Mon–Fri Call DAPER DAN 381.3 **ARNG OPS** – 47.0 **PMSV: METRO** – Full svc 1100–0400Z++ ltd svc OT. (Remote briefing svc avbl ROBINS AFB METRO 344.6) 342.5

NAVAIDS – PEACHTREE VOR–DME – (L) 116.6 PDK CH 113 33°52.5'N 84°17.9'W 282° 10.4 NM to Fld. 970/2°00'W **TACAN** – (T) DOB CH 77 33°55.1'N 84°32.4'W At Fld. 1111/1°00'W Monitored 1200–0400Z++ only. No–NOTAM MP: 1200–1400Z++ Thu.
TACAN unuse 170°–202°

ILS/RADAR – ILS – No–NOTAM MP: 1300–1500Z++ Tue and Wed. **RADAR** – SEE TERMINAL FLIP FOR RADAR MINIMA.

[redacted] GA ◇ **NCQ** N 33°54.9'N 84°31.0'W 1068 UTC–5(–4DT) **H–4H–6F, L–20E, A–1C**

SERVICE – JASU – 1(GTC–85) 1(NC–8) **FUEL** – Opr 1200–0400Z++ Mon–Sun. J5 LHOX LOX OXRB **TRAN ALERT** – Tran maint ltd to PPR and NALO msn acft only. See Dobbins AFB rmk.

REMARKS – Opr 1200–0400Z++ **RSTD** – PPR exc NALO msn, V925–5359. **MISC** – Acft filing to Atlanta NAS, list NCQ as destn on DD–175. Ctc OPS 20 min prior ldg to confirm PPR and svcg/load.

COMMUNICATIONS – NAVY OPS CON – 340.2

DOBBS, TN **NDB** – (MHW) 304 BN 36°01.8'N 86°43.3'W 022° 6.1 NM to Nashville Intl. 985/1°00'W **L–14H**

DODGE CITY REGIONAL, KS **DDC** P 37°45.7'N 99°57.9'W 2594 UTC–6(–5DT) **H–2E, L–6G**

(B) **RWY–02** L4,10 (4649x100 ASP S12 T16) L4,10 **RWY–20**
RWY–14 L4,5,8,9 (6899x100 ASP S40 T53) L4,9,10 **RWY–32**

SERVICE – LGT – ACTIVATE–MIRL Rwy 14–32, 02–20, MALSR Rwy 14, REIL Rwy 02, 32, 20, VASI Rwy 14–32–CTAF **FUEL** – (NC–100LL, A)

REMARKS – Attended 1300–0400Z++.

COMMUNICATIONS – CTAF/UNICOM – 122.7 **FSS–WICHITA ICT–NOTAM DDC KANSAS CITY CENTER** – 125.2 269.4 (APP/DEP CON svc)

NAVAIDS – VORTACW – (L) 108.2 DDC CH 19 37°51.0'N 100°00.3'W 150° 5.1 NM to Fld. 2565/11°00'E HIWAS

ILS/RADAR – ♦ LOC – BRG 153° LCZR I–DDC 111.7 DOSAC OM DD To be comsn.

DODGE CO, WI **UNU** 43°25.6'N 88°42.2'W 935 UTC–6(–5DT) **L–12E**

(B) **RWY–02** L4,10 (4027x75 ASP S13) L4,10,12 **RWY–20**
RWY–08 L4 (5060x100 ASP S13) L4 **RWY–26**

SERVICE – LGT – MIRL Rwy 08–26 preset lo ints to increase ints Key–122.7 5 times med, 7 times hi. ACTIVATE–LIRL and REIL Rwy 02–20–122.7. **FUEL** – (NC–100LL, A)

REMARKS – Attended daylt hr. **CAUTION** – Irreg ultralight act.

COMMUNICATIONS – CTAF/UNICOM – 122.7 **FSS–GREEN BAY GRB–NOTAM GRB MADISON APP/DEP CON – (R)** Opr 1200–0500Z++, OT ctc CHICAGO CENTER 133.3 380.35. 119.15 396.0

NAVAIDS – JUNEAU NDB – (MHW) 344 UNU 43°25.8'N 88°42.0'W At Fld. Unk/1°00'W

DOGWOOD, MO **RDO** – 109.4T 122.1R (COLUMBIA FSS) **VORTAC** – (L) 109.4 DGD CH 31 37°01.4'N 92°52.6'W 030° 12 NM to Owen Fld. 1600/6°00'E See VFR–S for arpt data. **L–21A**

DONALDSON CENTER, SC ◇ **7A1** P 34°45.5'N 82°22.6'W 955 UTC–5(–4DT) **H–4I–6F, L–20F**

(B) **RWY–04** L4,10,12 (8000x150 CON S30 T120 ST152 TT200) L4,12 **RWY–22**

SERVICE – LGT – ACTIVATE–MIRL, PAPI Rwy 04–22, REIL Rwy 04–CTAF. Rwy 04–22 nstd MIRL are 85' fr rwy edge. **FUEL** – (NC–100LL, A)

REMARKS – Attended 1100–2400Z++.

COMMUNICATIONS – CTAF/UNICOM – 122.7 **AWOS** – 3 – 127.325 **FSS–ANDERSON AND–NOTAM AND GREER APP/DEP CON – (R)** Opr 1130–0445Z++, OT ctc ATLANTA CENTER 135.35 322.4 **(E)** 118.8 385.4 **CLNC DEL** – 125.95

NAVAIDS – DYANA NDB – (MHW) 338 GY 34°41.5'N 82°26.6'W 043° 5.2 NM to Fld. 800/4°00'W

ILS/RADAR – ILS

DONDO, WA **NDB** – (MHW) 224 SE 47°21.9'N 122°18.5'W 338° 5.1 NM to Seattle–Tacoma Intl. Unk/22°00'E. **L–1D**

DONNELLY, ID **RDO** – 116.2T 122.1R (BOISE FSS) **VORTAC** – (H) 116.2 DNJ CH 109 44°46.0'N 116°12.3'W 012° 8.6 NM to McCall. 7300/19°00'E. See VFR–S for arpt data. **H–1B, L–9A**

DONNY, WA **NDB** – L 371 YK 46°31.6'N 120°22.3'W 269° 7 NM to Yakima Air Terminal. Unk/21°00'E

DON SCOTT, OH **NDB** – (MHW) 348 DKG 40°04.8'N 83°04.7'W At Ohio State University. Unk/5°00'W **L–23C**

DOONE, NC **NDB** – L 367 GR 34°54.7'W 78°56.4'W 039° 5.6 NM to Fayetteville Regional/Grannis Fld. 170/7°00'W

Facilities
Base Infrastructure and Investment

19. List the project number, description, funding year, and value of the **capital improvements at your base completed (beneficial occupancy) during 1988 to 1994.** Indicate if the capital improvement is a result of BRAC realignments or closures.

Table 19.1 Capital Improvement Expenditure NAS ALT

Project Number	Description	Fund Year	Value	
P-312	Racquetball/Fitness Center	87	$ 753,107	
---	MAG-42 Storage Building	88	110,572	
C2-81	Pesticide Storage/Mixing Facility	88	113,833	
C2-86	Recreational Services Building	88	155,174	
C6-86	Fuel Stand and Tanks	88	144,800	
P-317	Auto Hobby Shop	88	358,402	
P-317	C-9 Maintenance Hangar	88	4,997,792	
CA12-83	Construct Game Room for Enlisted Mess	88	57,007	
HC13-84	Construct Utility Room at Qtrs. A	88	17,965	
C3-89	Comfort Station at Lake Allatoona	89	41,000	
P-326	Combat Vehicle Maintenance Facility	89	400,448	
P-328	Alterations to Applied Instruction Building	89	375,110	
86-3043	Sewage Lift Station	89	101,507	
RC2-87	Repairs/Alterations to Supply Building	89	~~222,529~~	29,000(C)
RC2-88	Repairs/Alterations to BEQ 63	89	~~473,947~~	14,000(C)
C15-86	Alterations to NCIS Building	90	71,665	
RCM5-88	Repairs to Marine BEQ	90	~~192,374~~	23,000(C)
RC3-88	Repairs/Alterations to Training Building	90	~~334,104~~	13,000(C)

CNRF
CODE 821
ae 14JUN94

RC4-88	Repairs/Alterations to Galley	90	236,143	
CR6-84	Renovate Lake Site Pavilion	90	80,213	
---	Construct Base Sign	90	86,997	
C3-84	Fire Alarm System, Bldgs. 53 and 54	91	34,449	
C2-87	Bowling Center Lounge	91	112,085	
C2-88	Liquid Oxygen/Nitrogen Storage Shed	91	72,500	
C4-89	Hazardous Waste Storage Building	91	68,743	
C5-89	Industrial Waste System Improvements	91	40,398	
C5-90	Oil/Water Separator at Power Check Facility	91	179,345	
P-329	Operations Building	91	333,590	
P-331	Avionics Building	91	2,540,470	
90-3006	Underground Storage Tanks	91	770,432	
C8-89	Construct Boat Docks/Marina @ Lake Allatoona	91	89,555	
RC9-86	Repairs/Alterations to Hgr 1	91	~~445,220~~	21,000 (C CNRF CODE 821 CR 14 JUN 94
R14-91	Repairs to BEQ 65	91	98,780	
C3-92	Moving Target Simulator	92	174,599	
P-332	Ground Support Equipment Facility	92	1,390,200	
92-3053	Fire Extinguisher Storage Building	92	10,500	
86-9001	Medical Clinic Addition	92	1,025,000	
RC2-91	Repairs/Alterations to BEQ 54	92	206,695	
C6-90	Convert EM Club to Child Development Center	93	199,362	
P-299	Aircraft Washrack	93	212,981	
93-3231	Sewer System at Lake Allatoona	93	94,750	
CA-85	Construct Cabins at Lake Allatoona	93	76,552	
CR6-89	STORM DRAINAGE IMPROVEMENTS/REPAIRS	92	72,000	

---	Renovations to Army/Air Force Exchange Building	93	353,000
R2-90	Repairs to BOQ, Building 53	93	251,483

Note: None of the above listed projects are a result of BRAC realignments or closures.

20.a. List the project number, description, funding year, and value of the **non-BRAC related capital improvements** planned for years 1995 through 1997.

Table 20.1 Planned Capital improvements

Project Number	Description	Fund Year	Value
C2-93	FTRG Facility Pad	94	$ 194,000
94-3235	Expansion to MWR Service Station	94	33,000
C9-85	Airfield Security Fence	95	190,000
C1-93	Alterations to Public Works	95	109,000
C7-93	FTRG Maintenance Building	95	236,000
P-346	PSD Administration Building	*	1,000,000
P-347	Armament Weapons Equipment Building	*	392,000
P-330	MC Reserve Training Building	95	2,700,000
C5-93	Expand Operations Building	*	83,000

* Project not currently programmed.

20.b. List the project number, description, funding year, and value of the **BRAC related capital improvements planned/programmed** for 1995 through 1999.

Table 20.2 **Planned Capital improvements**

Project Number	Description	Fund Year	Value
MILCO N P300	Training Building (Windy Hill)	FY 95	$2.65 million
MILCO N P333	Communications/Electronics Building	TBD	$320 thousand

* Relocation of MWSS to NAS Atlanta resulted in an estimated 1.23 million dollar capital improvement requirement in the FY 95/96 time frame. It has not been funded but the site estimates have been identified by the Marine Corps in May 1994.

Personnel Support Facilities

21. Administrative Spaces

21.a. In the following table, indicate the available space (SF), individual workstation (PN), and condition for each facility designated or used for administrative purposes.

Table 21.1 Administrative Support Spaces

Building Type	NAVFAC (P-80) category code	Adequate		Substandard		Inadequate		Total	
		SF	PN	SF	PN	SF	PN	SF	PN
Administrative office	610-10	34,370	211	9,969	62	--	--	44,339	273
ADP installations	610-20	1,200	8	--	--	--	--	1,200	8
Legal services	610-40	308	3	--	--	--	--	308	3
Admin storage	610-77	--	NA	--	NA	--	NA	--	NA
Underground administrative office	620-10	--	--	--	--	--	--	--	--
Underground ADP installation	620-20	--	--	--	--	--	--	--	--
Underground admin storage	620-77	--	NA	--	NA	--	NA	--	NA
Other	620-7X								

21.b. For all facilities that were classified as inadequate in the preceding table, identify the type of facility and describe why the facility is inadequate; indicate how the facility is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate (do not be concerned with the economic justification for these costs). Indicate current plans to remove these deficiencies and the amount of any programmed funds. Does the deficiency result in a C3 or C4 designation on your baserep?

N/A.

22. Describe any administrative support facility limitations. Describe the potential for expansion of the services that administrative support facilities provide.

NAS presently experiences serious dislocation of administrative facilities. Present facilities are dispersed throughout the air station making a central location for admin services impossible. Existing facilities cannot be expanded without additional capital investment or relocation of some tenant activities. Construction projects have been identified and submitted to NAVFAC for expanding administrative spaces. Particular emphasis has been placed on constructing a new building for PSD (P-346) to support NAS, its tenants, and the new Navy Marine Reserve Center being relocated from Georgia Tech and other sites.

23.a. List all specialized training facilities/simulators that are located at or near the air station.

Table 23.1 Specialized Training Facilities/Simulators Onboard/In Vicinity

Type	Purpose and Availability Elsewhere
TAMPS	Strike planning
F.A.T.S.	Fire arms training simulator (M-16/9mm pistol training)
PTT	Part task SWIP trainer.
FAST	Firing range simulator (Security)
IMTS	Improved Moving Target Simulator Stinger Missile Training (operational in May 95)

23.b. List other facilities/simulators not available locally that would assist the training mission.

Table 23.2 Facilities/Simulators Desired

Type	Training Function	Location
C-9 Phase 2 Simulator	C-9 Aircrew Training	St. Louis, MO
ICOFT	Institutionalized Conduct of Fire Trainer (Avenger Training)	2D LAAD MCAS/New River
AH-1W WST	Weapons Systems Trainer - Aircrew Proficiency	MCAS/New River
2F-122	NCLT/Night carrier landing trainer	NAS Oceana
2F-114	WST/Full Weapon System Trainer	NAS Oceana
2F-114	WST/Full Weapon System Trainer with NCLT Visual	MCAS Cherry Point

24.a. Is there is a NADEP located at the air station?

No.

24.b. Does the NADEP provide any direct support/benefit to the installation's intermediate maintenance mission?

N/A

25.a. What ship maintenance facilities are located at the air station?

Table 25.1 Ship Maintenance Facilities

Ship Maintenance Facility	Major Capabilities
NONE	

25.b. What other maintenance facilities do ships homeported/berthed at the air station use on a regular basis?

Table 25.2 Other Ship Maintenance Facilities

Maintenance Activity	Type of Support	Location
N/A		

Regional Maintenance Concept

26. Has your AIMD been identified to be a part of the Navy's Regional Maintenance concept? If so, provide the details as currently known and what other DON industrial activities (both intermediate and depot level) are located within a 25 mile range of your activity?

* COMNAVAIRESFOR's Central Cable manufacture and repair site. Stand-up occurred 1 Oct 93, full equipment ramp up completed Jun 94. Manufacture unique and out of production cable harnesses. Repairs also completed on "Beyond Capability of Maintenance (BCM)" coded harnesses which were previously disposed of due to lack of required equipment for steel and cloth braiding. FY 94 cost avoidance to date, $50,000 with 25% average equipment installation. 100% equipment installation completed Jun 94.

* COMNAVAIRESFOR's singe site Intermediate Level Calibration for the Claimancy's IFF Test Stations (AN/UPM 137) and TACAN Test Stations (AN/ARN 156).

* COMNAVAIRESFOR's Regional site for Jet Engine Test Cell Calibration Program administered under COMNAVAIRSYSCOM.

* CNO designated single site Intermediate Level repair for COMNAVAIRLANT and COMNAVAIRPAC Airborne Fleet Combat Missile/Electronic Warfare training equipment. Commander Fleet Tactical Readiness Group, Norfolk, VA, controls equipment mission configuration and mission scheduling. The wing mounted pods simulate various missile threats for Navy Battle Groups being forward deployed. The equipment exercises and evaluates fleet electronic counter-counter measure capability.

* Designated the Marine Corps' only intermediate level repair site for all active and reserve AH-1W Night Targeting Systems. Fleet AH-1W FLIR units are inducted, repaired, and returned to COMNAVAIRPAC, COMNAVAIRLANT, and COMNAVAIRESFOR units. Hardware activation date scheduled for FY 96.

* COMNAVAIRESFOR's single Intermediate Level repair site for Air Refueling Stores. Site maintains pool of ready for issue assets to meet all Naval Reserve aircraft in flight refueling requirements. Additionally, the pool assets are spare fleet assets during war call-up.

* Navy's single site JT-8D engine 6,300 hour inspection and repair facility for the Navy and Marine Corps DC-9 aircraft. FY 94 scheduled hardware stand-up. Estimated $150,000 cost avoidance per engine with induction rate of six to ten per year.

* NAS Atlanta is the consolidated Regional MALS repair site for the UH-1N and AH-1W helicopters located at NAS New Orleans, NAS Johnstown, and NAS Atlanta. Total of 12 UH-1N and 18 AH-1W supported starting in May 94.

* Pending final approval of COMNAVAIRESFOR's Rework site for the GTC-85 aircraft turbine start unit. Organic rework stand-up projected $7,000 cost avoidance per unit with a production capacity of 12 per year.

Special Military Facilities

27. List all facilities at or near the air station that have a special role in military operations (ASWOCs, oceanographic facilities, etc.) of the aircraft or ships based at the installation.

Table 27.1 Special Military Facilities

Type of Facility	Operational Mission of Facility
Radar	Air Traffic Control - Dobbins ARB
Communications	Ground Communications - Dobbins ARB
Weather	W-7 - Dobbins ARB (provides weather 7 days a week)

Non-DON Facility Support Arrangements

28. List all inter-service arrangements (e.g.., inter-service support agreements) that involve supporting military (non-DON) activities at the air station.

Table 28.1 Non-DON Support

Activity Name / Military Service	Description of Activity Role and Degree of Support
GA Army Nat'l Guard/Army	Subsistence/Food Service
DPRO LH A SYS CO	Pay/Personnel
DCMO South	Property Maintenance/Audiovisual/Pay/Personnel
DCMAO Atlanta	Pay/Personnel/Audiovisual
GA Air Nat'l Guard	Subsistence/Food Service
94th TAW Dobbins ARB/AF	Security

29. List all formal support agreements and other arrangements that involve supporting other governmental agencies (federal, state, local or international) or civilian activities at the air station.

Table 29.1 Other Agencies

Activity / Sponsor / Government Affiliation	Description of Activity Role and Support Level
FAA South/Federal	Pay/Personnel
FAA Windy Hill	Radar Site
Fire Dept/Local	Bartow County for Navy Recreation Site at Lake Allatoona

LOCATION

Proximity to Operational Mission Areas

30.a. Describe the areas where aircraft based at this air station routinely conduct operational missions (vice training missions). Include details on the distance from the air station, average transit times and average length of time the aircraft spend in the operating areas.

VR-46 conducts operational logistical support missions worldwide.

NAS Atlanta conducts operational NALO missions with its C-12 throughout the Eastern United States.

MAG-42 conducts operational missions for Joint Tasks Force-6 (Southwestern border of the United States) for drug interdiction. The average distance from the Air Station is 1,500 miles, average transit time is 2-3 days, and the average length of time in the operating area is from 3 to 6 weeks.

VA-205 routinely conducts electronic/advisorial mission roles in support of fleet operational units throughout the costal areas of the United States, Roosevelt Roads and Guantanamo Bay.

30.b. Does the location of the air station permit any specialized training with other operational units (i.e. Battle Groups or Joint forces)? If so, provide details.

Not applicable.

30.c. Do squadrons routinely have to deploy to conduct carrier qualifications or other required training?

VA-205 routinely deploys in order to conduct carrier qualifications and ordnance requirements. Sites include NAS Jacksonville, FL, NAS Oceana, VA, and NAS Fallon, NV.

Proximity to other support facilities

31.a. List all primary airfields in the local flying area that are available for training and emergency uses.

Table 31.1 Local Airfields

Airfield Name	Major Use / Capability	Location / Distance
Robbins AFB	Training and Emergency	Warner Robbins, GA - 87 nm
McGee Tyson	Training and Emergency	Knoxville, TN 134 nm
Hartsfield International	Emergency and Logistics	Atlanta, GA 18 nm
Lovell Field	Training and Emergency	Chattanooga, TN 72 nm
DeKalb Peachtree	Training and Emergency	Atlanta, GA 8 nm
Fulton County Airport - Brown Field	Training and Emergency	Atlanta, GA 8 nm

31.b. What other military facilities located in the vicinity are/could be used to support the air station's and tenants' mission?

Table 31.2 Other Military Facilities

Military Facility Name	Actual / Proposed Use	Distance
Robbins AFB	Tactical and Logistics Support	87 nm
Shaw AFB	Tactical and Logistics Support	165 nm
Maxwell AFB	Tactical and Logistics Support	130 nm
Moody AFB	Tactical and Logistics Support	180 nm
NAS Pensacola	Tactical and Logistics Support	350 nm
NAS Jacksonville	Tactical and Logistics Support	320 nm

31.c. What civilian-owned facilities located in the vicinity are/could be used to support the air station's and tenants' mission?

Table 31.3 Civilian Facilities

Civilian Facility Name	Actual / Proposed Use	Distance
NONE		

Location

Proximity to Major Transportation Nodes

32. List the major transportation facilities (both military and civilian) that play a significant logistics role and/or could play a role in any future operational deployment and mobilization plans.

Table 32.1 Transportation Nodes

Facility	Mobilization Role	Location
Hartsfield International	Logistics, Supply, Personnel	Atlanta, GA
Railway System	Supply, Personnel	Atlanta, GA
Dobbins Air Reserve Base	C-5, C-140, C-130 Aircraft	Marietta, GA
NAS Atlanta	C-9, C-130, C-12	Marietta, GA

Features and Capabilities - Weather

33.a. What percentage of the time (on average, by month) does the local weather affect training operations and restrict airfield sortie rates? Use the following chart and add any further descriptions on how weather generally impacts airfield and training operations (recurring wind or fog conditions, etc.). Also fill out the chart for outlying fields if the information is available.

Table 33.1 Weather Information

Field Name: Dobbins Air Reserve Base/NAS Atlanta

Month	% of Hours[1] VMC	% of Hours IMC	% of Hours Below 200 ft Ceilings and 1/2 Mile Visibility	% of All Sorties Canceled[2] Due to Weather
Jan.	80	20	2.4%	Less than 1%
Feb.	87	13	1.0%	Less than 1%
Mar.	89	11	1.3%	Less than 1%
Apr.	95	5	Less than .7%	Less than 1%
May	92	8	Less than .4%	Less than 1%
June	94	6	Less than .2%	Less than 1%
July	92	8	Less than .2%	Less than 1%
Aug.	93	7	Less than .3%	Less than 1%
Sept.	89	11	Less than .3%	Less than 1%
Oct.	91	9	1.1%	Less than 1%
Nov.	86	14	1.2%	Less than 1%
Dec.	85	15	3.0%	Less than 1%

Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

Only include lost sorties (do not include sorties delayed or rescheduled).

33.b. List the normal operating schedule used for the calculations on the previous table. Indicate if this schedule varies by month or season.

Table 33.2 Operating Hours

Day	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
Operating Schedule	0700 - 2300	0700 - 2300	0700 - 2300	0700 - 2300	0700 - 2300	0700 - 2300	0700 - 2300

33.c. Do local weather conditions have a regular impact on maintenance schedules? If so, describe how the air station accommodates these conditions.

No, mild weather allows for outside maintenance year round.

33.d. Do the normal weather conditions at the most frequently used training areas pose a significant problem for scheduling training sorties? If so, are alternate training areas used? Does the use of alternate training facilities involve relocating aircraft and support personnel to other air stations during certain times of the year?

No

33.e. Does the local climate and geography provide unique training opportunities to the aircraft assigned to the air station (e.g., frequent opportunities for all-weather training)?

MAG-42 utilizes the Georgia - Carolina mountains for unique training opportunities including:

- Mountain area landings
- Turf navigation
- Night vision devices used in mountain terrain

This central location provides excellent low level training opportunities for VA-205. Targets can easily be reached for ocean and mountain locations.

Encroachment

34.a. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned AICUZ restrictions (i.e., safety of flight, noise)? Attach a copy of any applicable sections of the air station AICUZ plan and note any recent modifications.

Yes, population growth and development does pose potential problems. NAS Atlanta operates on the Dobbins ARB. Dobbins ARB manages the AICUZ program. As most of the clear zone is already saturated with development, accident potential zones (APZ) will remain out of compliance with AICUZ guidelines over the next twenty years. The cost to purchase the expanded clear zone is estimated to cost $50 million. Efforts to control redevelopment will be very slow. (See attached AICUZ report for Dobbins Air Reserve Base dated August 1992.)

34.b. Are there any known plans for a significant increase of commercial airline traffic in your area? If so, describe.

There are no known plans for increase of commercial airline traffic.

35.a. Have there been any ATC delays (15 minutes or greater) between initial take-off request and actual take-off during the past three years as a result of civilian traffic? If so, please complete the following table.

Table 35.1 Delays

Fiscal Year	Average Delay (minutes)	Number of Delays	% of Total Flight Operations Scheduled
1991	NONE		
1992	NONE		
1993	NONE		

GUIDELINES FOR ACHIEVING LAND USE COMPATIBILITY IN THE DOBBINS AIR RESERVE BASE ENVIRONS

AIR INSTALLATION COMPATIBLE USE ZONE (AICUZ) REPORT

AUGUST 1992

AN AMENDMENT TO THE JANUARY 1984
AICUZ REPORT

SUBMITTED TO THE GOVERNMENTS AND CITIZENS

CONSTITUTING THE DOBBINS AIR RESERVE BASE COMMUNITY

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EXECUTIVE SUMMARY

INTRODUCTION

This study is an amendment to the Dobbins ARB Air Installation Compatible Use Zone (AICUZ) Study. The amendment presents and documents the changes to the AICUZ for the period of 1984 to 1991. It reaffirms Air Force policy of promoting public health, safety and general welfare in areas surrounding Dobbins ARB. The amendment presents changes in flight operations since the last study and provides current noise contours and compatible use guidelines for land areas surrounding the base. It is hoped this information will assist the local communities and serve as a tool for future planning and zoning activities.

The changes in the AICUZ are attributed to: The conversion of the 116th Tactical Fighter Wing, Georgia Air National Guard, from F-4 aircraft to F-15 aircraft in 1986, and transition of the VA-205 Squadron, Naval Air Station Atlanta, from A-7 aircraft to A-6 aircraft in 1990.

PURPOSE AND NEED

As stated in the previous Dobbins ARB AICUZ study, the purpose of the AICUZ program is to promote compatible land development in areas subject to aircraft noise and accident potential. Community cooperation regarding recommendations made in the earlier AICUZ Study have been outstanding. Cobb County and the City of Marietta have recently published comprehensive plans which include policy statements encouraging airport compatible land uses in the vicinity of Dobbins ARB.

Air Force AICUZ Land Use Guidelines reflect land use recommendations for clear zones, accident potential zones I and II and four noise zones. These guidelines have been established on the basis of studies prepared and sponsored by several federal agencies, including the Department of Housing and Urban Development, Environmental Protection Agency, Air Force, and state and local agencies. The guidelines recommend land uses which are compatible with airfield operations while allowing maximum beneficial use of adjacent properties. The Air Force has no desire to recommend land use regulations which render property economically useless. It does, however, have an obligation to the inhabitants in the Dobbins ARB environs and the citizens of the United States to point out ways to protect the people in adjacent areas as well as the public inventment in the installation itself.

The AICUZ program uses the latest technology to define noise levels in areas near Air Force installations. An analysis of Dobbins ARB's flying operations was performed, including types of aircraft, flight patterns utilized, variations in altitude, power settings, number of operations, and hours of operation. This information was used to develop the noise zones contained in this AICUZ amendment. The Day-night average sound level (LDN) methodology was used to define the noise zones for Dobbins ARB.

PROCESS AND PROCEDURE

Preparation and presentation of this amendment to Dobbins ARB's AICUZ report is part of the continuing Air Force participation in the local planning process. It is recognized that, as local communities prepare land use plans and zoning ordinances, the Air Force has the responsibility to provide inputs on their activities relating to the community. This AICUZ amendment is presented in the spirit of mutual cooperation and assistance by Dobbins ARB to aid in the local land use planning process. It updates information on base flying activities since 1984. Noise contours and AICUZ maps in this amendment are based on current flying operations.

Aircraft operational and maintenance data was obtained to derive average daily operations, by runway and type of aircraft. Data is supplemented by flight track information (where they fly), flight profile information (how they fly), and ground runup information. After verification for accuracy, data was input into the NOICEMAP software program at the Air Force Engineering and Services Center, where it was converted to average day-night (LDN) noise contours. Contours were plotted on an area map and overlaid with clear zones and accident potential zone areas. The appendix of the AICUZ study which this amendment updates contains detailed information on the development of the AICUZ program.

DOBBINS AIR RESERVE BASE

THE BASE

Dobbins ARB is located between the cities of Marietta and Smyrna approximately 15 miles northwest of the population center of Atlanta, Georgia, and is completely within the bounds of Cobb County (Figure 1).

The Base incorporates an area of approximately 1675 acres which includes an airfield, industrial areas, housing, and recreational facilities. Base facilities include approximately 100 buildings constructed since 1943. The 10,000' single runway is shared with Lockheed-Aeronautical Systems Company, which has facilities on the north and south sides of the airfield, and the Naval Air Station south of the airfield.

Today, the Dobbins ARB complex is a closely integrated component of the Atlanta and Cobb County metropolitan area. The Base has a working population of about 2,000 military and civilian personnel. The total Base population, including civilian employees, Reservists and Guardsmen, is over 8,500 people.

THE MISSION

The Dobbins Air Reserve Base complex is a unique Total Force installation supporting flying components of the Air Force Reserve, Air National Guard, Naval Air Reserve, Marine Air Reserve, Army Reserve and Army National Guard. The installation also provides aerial access to Lockheed Aeronautical Systems Company, one of the nation's largest military aircraft contractors. The primary mission of the military units is to recruit, organize and train Department of Defense Reservists to be prepared for active duty in time of war, national emergency or when otherwise required to maintain national security.

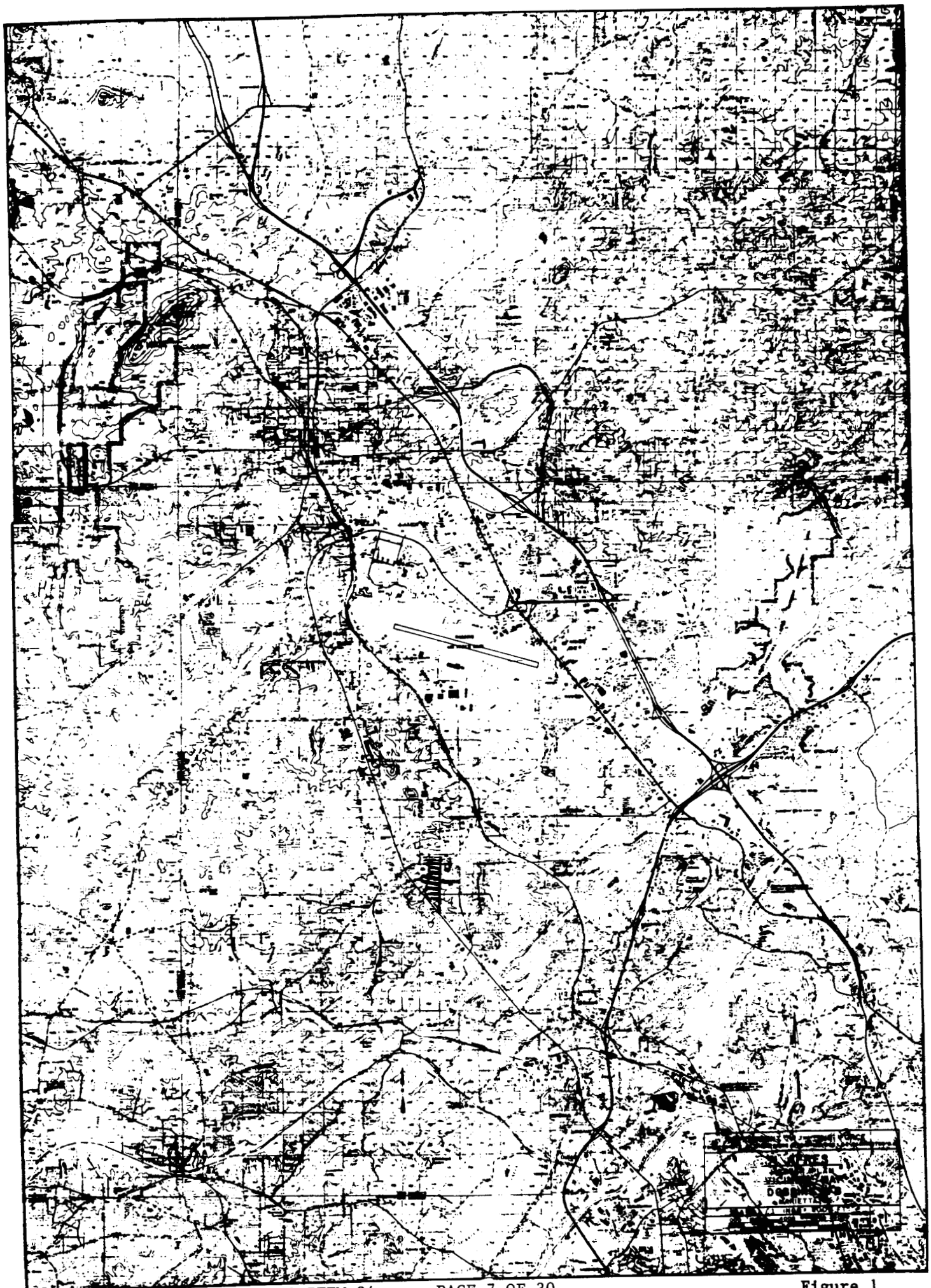

Figure 1

ECONOMIC IMPACT

Financially, the Dobbins ARB complex contributes significantly to the local economy.

EMPLOYMENT AND PAYROLL
(as of 30 Sep 91)

CLASSIFICATION	ASSIGNED	PAYROLL
Active Duty (Military)	255	$ 7,466,118
Reservists (Military)	4322	24,088,089
Civilians*	1750	52,834,915
Other Civilians**	222	2,384,915
TOTALS	6549	$86,773,869

* includes Air Reserve Technicians and civilian government employees
** includes Nonappropriated fund, contract civilians, and private business

Other economic contributions occur in the purchase of goods and services in the local area. Over 2,000 local business firms are used by Dobbins ARB organizations to provide the required operations and maintenance items. Annual expenditures for FY91 were $10,554,861.

Annual expenditures for construction projects in FY91 were $3,020,900. Total annual expenditures in FY 91 were $66,144,548.

Local school districts also receive significant amounts of Federal Impact Funds. Approximately $37,657. of Public Law 874 money was distributed to the Cobb County and Marietta public school system in 1990-91 to help defray the cost of educating government employee children concentrated in those school districts.

In addition to these direct inputs to the area economy, there are several spin-off benefits. The most significant of these is the creation of off-base jobs. It is estimated that approximately 1,341 additional jobs in the local area are attributable to the economic activity generated by Dobbins ARB-related organizations.

In summary, it can be seen that the Dobbins Air Reserve Base complex plays a significant role in regional and local economics--primarily through the jobs, payroll, retail sales, and tax revenues it generates.

DOBBINS ARB FLYING ACTIVITY

AIRCRAFT OPERATING AT DOBBINS ARB

The conversion of the 116th Tactical Fighter Wing, Georgia Air National Guard, from F-4 aircraft to F-15 aircraft in 1986 and the subsequent transition of the VA-205 Naval Reserve Squadron, Naval Air Station Atlanta, from A-7 aircraft to A-6 aircraft in 1990, resulted in a slight reduction in aircraft-generated noise from Dobbins ARB.

The following aircraft are assigned to flying organizations at Dobbins ARB: C-130H, C-9, F-15, A-6E, OV-10, OV-1D, UH-1, C-12.

Transients and other aircraft using Dobbins AFB include:

C-21	T-43	F-14	CH-46
C-20	T-34	F-18	BE-55
C-5	T-37	F-111	S-3
C-135	T-38	A-4	U-8
C-141	T-2	A-7	
C-550	F-4	CH-53	
P-3	F-16	CH-54	

AIR OPERATIONS

Recognizing its responsibilities to the quality of life and the protection of property in the surrounding communities, Dobbins Air Reserve Base has established procedures for minimizing the environmental impact of its flying operations while still accomplishing the mission requirements of its flying organizations. Dobbins Air Reserve Base regulations clearly spell out the precautions and procedures to be incorporated into normal flying operations taking into consideration both noise abatement and safety.

Aircraft traffic patterns for Dobbins Air Reserve Base are especially designed to comply with DOD Flight Safety and Noise Abatement directives. For flights over populated areas which cannot be avoided, established procedures are used to minimize the inconvenience to those living in the affected areas. Control of traffic by the Federal Aviation Administration and Dobbins Air Reserve Base Air Traffic Control is designed to avoid the most heavily populated areas. Flight patterns established at Dobbins Air Reserve Base are predicated on flight safety. Night time "quiet hours" are established to further minimize noise impact.

Approaches to Dobbins ARB's Runways 29 and 11 are over relatively flat terrain affording generally safe and uncomplicated access for aircraft landing at Dobbins ARB, a necessary attribute for the high traffic volumes experienced. Dobbins ARB flight tracks are illustrated in Figure 2.

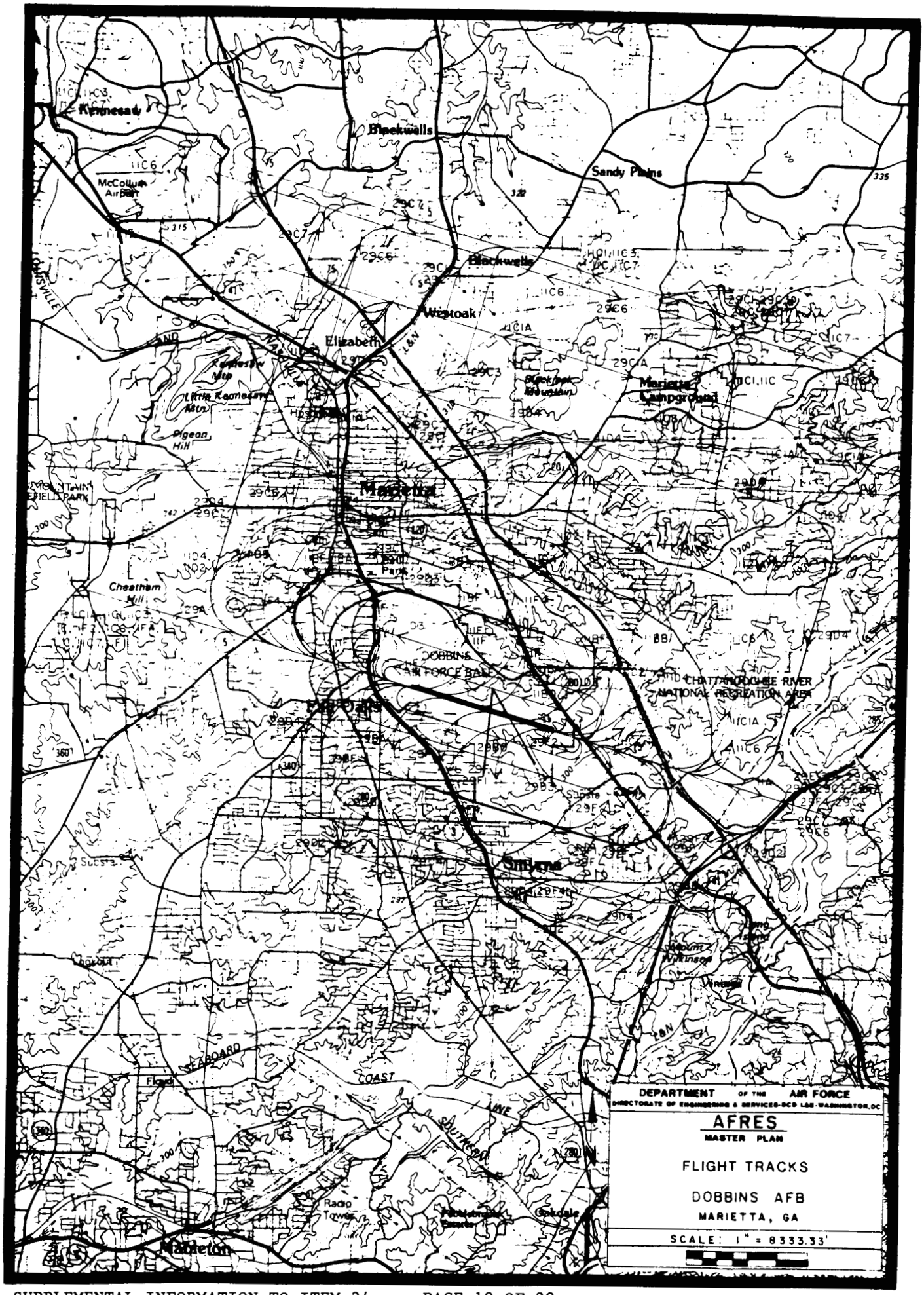
Kennesaw
Blackwells
Sandy Plains
McCollum Airport
Blackwells
Wesleyan
Elizabeth
Marietta Campground
Pigeon Hill
Marietta
Cheatham Hill
DOBBINS AIR FORCE BASE
CHATTAHOOCHEE RIVER NATIONAL RECREATION AREA
Smyrna
SEABOARD
COAST
LINE
Radio Tower
Oakdale
Mableton
DEPARTMENT OF THE AIR FORCE
DIRECTORATE OF ENGINEERING & SERVICES-DCD LAB-WASHINGTON,DC
AFRES
MASTER PLAN
FLIGHT TRACKS
DOBBINS AFB
MARIETTA, GA
SCALE: 1" = 8333.33'

Figure 2

GROUND OPERATIONS

Operation of aircraft engines on the ground during maintenance is conducted in special sound suppression and deflector facilities designed to minimize the release of undesirable noise. Routine ground operations of aircraft also require engine "run ups" to adjust or verify proper thrust, temperature and fuel consumption. This type of operation is usually conducted at specific "run-up" locations. Attendant noise will vary according to the direction of wind and to other weather conditions. "Quiet Hours" periods are observed in planning these activities.

LAND USE COMPATIBILITY GUIDELINES

The three major operational factors that influence AICUZ land use recommendations are height restrictions, noise contours and aircraft accident potential zones. Thoughtful planning in these three areas, reflected in land use policies and regulations, will minimize the exposure of the public to noise and safety hazards; will provide safer aircraft operations; and will help protect the airfield and the public resource it represents from encroachment by incompatible land development. Land use compatibility is determined by comparing proposed land uses against height, noise and accident potential guidelines. Proposed land uses must be consistent with each factor to ensure land use compatibility. Land use compatibility guidelines for standard land uses are provided in Table 1. These guidelines have been established on the basis of studies prepared or sponsored by various Federal agencies. They replace the guidelines provided in the 1984 AICUZ Report.

HEIGHT COMPONENT

Height restrictions are necessary to ensure that buildings and structures will not impair flight safety or decrease the operational capability of the airfield. Federal Aviation Regulation (FAR) Part 77, "Objects Affecting Navigable Airspace," is the basis for defining a series of imaginary surfaces surrounding civilian and military airfields. Any object or structure which would penetrate any of these imaginary surfaces is considered by the Federal Aviation Authority (FAA) to be an obstruction to air navigation. Refer to Appendix C of the 1984 AICUZ Report for detailed height and obstruction criteria.

Height regulations are currently established locally by Cobb County and the City of Marietta.

The Cobb County Zoning Ordinance establishes an Airport Hazard District regulating the use of property in the vicinity of Dobbins Airfield, McCollum Airport and other airfields in Cobb County by creating compatible use zones and establishing the boundaries thereof. The boundaries of the compatible use zones are indicated on the Cobb County Zoning Map.

The City of Marietta Comprehensive Development Code requires Marietta Fire Department approval for buildings in excess of three stories.

A comprehensive review of avigation easements and FAA airfield clearance criteria has revealed numerous instances of height-restriction violations in the clear zones and accident potential zones at both ends of the Dobbins AFB runway. The obstructions include trees and man-made objects, such as signs, poles and buildings.

LAND USE COMPATIBILITY

LAND USE		ACCIDENT POTENTIAL ZONES			NOISE ZONES			
SLUCM NO.	NAME	CLEAR ZONE	APZ I	APZ II	65-70	70-75	75-80	80+
10	Residental							
11	Household units							
11.11	Single units; detached	N	N	Y[1]	25[11]	30[11]	N	N
11.12	Single units; semidetached	N	N	N	25[11]	30[11]	N	N
11.13	Single units; attached row	N	N	N	25[11]	30[11]	N	N
11.21	Two units; side-by-side	N	N	N	25[11]	30[11]	N	N
11.22	Two units; one above the other	N	N	N	25[11]	30[11]	N	N
11.31	Apartments; walk up	N	N	N	25[11]	30[11]	N	N
11.32	Apartments; elevator	N	N	N	25[11]	30[11]	N	N
12	Group quarters	N	N	N	25[11]	30[11]	N	N
13	Residential hotels	N	N	N	25[11]	30[11]	N	N
14	Mobile home parks or courts	N	N	N	N	N	N	N
15	Transient lodgings	N	N	N	25[11]	30[11]	35[11]	N
16	Other residential	N	N	N[1]	25[11]	30[11]	N	N
20	Manufacturing							
21	Food & kindred products; manufacturing	N	N[2]	Y	Y	Y[12]	Y[13]	Y[14]
22	Textile mill products; manufacturing	N	N2	Y	Y	Y[12]	Y[13]	Y[14]
23	Apparel and other finished products made from fabrics, leather, and similar materials; manufacturing	N	N	N[2]	Y	Y[12]	Y[13]	Y[14]
24	Lumber and wood products (except furniture); manufacturing	N	Y[2]	Y	Y	Y[12]	Y[13]	Y[14]
25	Furniture and fixtures; manufacturing	N	Y[2]	Y	Y	Y[12]	Y[13]	Y[14]
26	Paper & allied products; manufacturing	N	Y[2]	Y	Y	Y[12]	Y[13]	Y[14]

LAND USE		ACCIDENT POTENTIAL ZONES			NOISE ZONES			
SLUCM NO.	NAME	CLEAR ZONE	APZ I	APZ II	65-70	70-75	75-80	80+
27	Printing, publishing, and allied industries	N	Y[2]	Y	Y	Y[12]	Y[13]	Y[14]
28	Chemicals and allied products; manufacturing.	N	N	N[2]	Y	Y[12]	Y[13]	Y[14]
29	Petroleum refining and related industries	N	N	Y	Y	Y[12]	Y[13]	Y[14]
30	Manufacturing							
31	Rubber and misc. plastic products, manufacturing	N	N[2]	N[2]	Y	Y[12]	Y[13]	Y[14]
32	Stone, clay and glass products manufacturing	N	N[2]	Y	Y	Y[12]	Y[13]	Y[14]
33	Primary metal industries				Y	Y[12]	Y[13]	Y[14]
34	Fabricated metal products; manufacturing	N	N[2]	Y	Y	Y[12]	Y[13]	Y[14]
35	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks manufacturing	N	N	N[2]	Y	25	30	N
39	Miscellaneous manufacturing	N	Y[2]	Y[2]	Y	Y[12]	Y[13]	Y[14]
40	Transportation, communications and utilities							
41	Railroad, rapid rail transit and street railroad transportation	N[3]	Y[4]	Y	Y	Y[12]	Y[13]	Y[14]
42	Motor vehicle transportation	N[3]	Y	Y	Y	Y[12]	Y[13]	Y[14]
43	Aircraft transportation	N[3]	Y[4]	Y	Y	Y[12]	Y[13]	Y[14]
44	Marine craft transportation	N[3]	Y[4]	Y	Y	Y[12]	Y[13]	Y[14]
45	Highway & street right-or-way	N[3]	Y	Y	Y	Y[12]	Y[13]	Y[14]
46	Automobile parking	N[3]	Y[4]	Y	Y	Y[12]	Y[13]	Y[14]
47	Communication	N[3]	Y[4]	Y	Y	25[15]	30[15]	N
48	Utilities	N[3]	Y[4]	Y	Y	Y	Y[12]	Y[13]
49	Other transportation communication and utilities	N[3]	Y[4]	Y	Y	25[15]	30[15]	N

LAND USE		ACCIDENT POTENTIAL ZONES			NOISE ZONES			
SLUCM NO.	NAME	CLEAR ZONE	APZ I	APZ II	65-70	70-75	75-80	80+
50	Trade							
51	Wholesale trade	N	Y[2]	Y	Y	Y[12]	Y[13]	Y[14]
52	Retail trade-building materials, hardware and farm equipment	N	Y[2]	Y	Y	Y[12]	Y[13]	Y[14]
53	Retail trade-general merchandise	N	N[2]	Y[2]	Y	25	30	N
54	Retail trade-food	N	N[2]	Y[2]	Y	25	30	N
55	Retail trade-automotive, marine craft, aircraft and accessories	N	Y[2]	Y[2]	Y	25	30	N
56	Retails trade-apparel and accessories	N	N[2]	Y[2]	Y	25	30	N
57	Retail trade-furniture, home furnishings and equipment	N	N[2]	Y[2]	Y	25	30	N
57	Retail trade-eating and drinking establishments	N	N	N[2]	Y	25	30	N
59	Other retail trade	N	N[2]	Y[2]	Y	25	30	N
60	Services							
61	Finance, insurance and real estate services	N	N	Y[6]	Y	25	30	N
62	Personal services	N	N	Y[6]	Y	25	30	N
62.4	Cemeteries	N	Y[7]	Y[7]	Y	Y[12]	Y[13]	Y[14,21]
63	Business Services	N	Y[8]	Y[8]	Y	25	30	N
64	Repair Services	N	Y[2]	Y	Y	Y[12]	Y[13]	Y[14]
65	Professional services	N	N	Y[6]	Y	25	30	N
65.1	Hospitals, nursing homes	N	N	N	25*	30*	N	N
65.1	Other medical facilities	N	N	N	Y	25	30	N
66	Contract construction services	N	Y[6]	Y	Y	25	30	N
67	Governmental services	N	N	Y[6]	Y*	25*	30*	N
68	Educational services	N	N	N	25*	30*	N	N
69	Miscellaneous services	N	N[2]	Y[2]	Y	25	30	N

LAND USE		ACCIDENT POTENTIAL ZONES			NOISE ZONES			
SLUCM NO.	NAME	CLEAR ZONE	APZ I	APZ II	65-70	70-75	75-80	80+
70	Cultural, entertainment and recreational							
71	Cultrual activities (including churches)	N	N	N[2]	25*	30*	N	N
71.2	Nature exhibits	N	Y[2]	Y	Y*	N	N	N
72	Public assembly	N	N	N	Y	N	N	N
72.1	Auditoriums, concert halls	N	N	N	25	30	N	N
72.11	Outdoor music shells, amphitheaters	N	N	N	N	N	N	N
72.2	Outdoor sports arenas, spectator-sports	N	N	N	Y[17]	Y[17]	N	N
73	Amusements	N	N	Y[8]	Y	Y	N	N
74	Recreational activities (incl golf courses, riding stables, water recreation)	N	Y[8,9,10]	Y	Y*	25*	30*	N
75	Resorts and group camps	N	N	N	Y*	Y*	N	N
76	Parks	N	Y[8]	Y[8]	Y*	Y*	N	N
79	Other cultural, entertainment and recreation	N	Y[9]	Y[9]	Y*	Y*	N	N
80	Resource production and extraction							
81	Agriculture (except livestock)	Y	Y	Y	Y[18]	Y[19]	Y[20]	Y[20,21]
81.5 to 81.7	Livestock farming and animal Breeding	N	Y	Y	Y[18]	Y[19]	Y[20]	Y[20,21]
82	Agricultural related activities	N	Y[5]	Y	Y[18]	Y[19]	N	N
83	Forestry activities and related services	N[5]	Y	Y	Y[18]	Y[19]	Y[20]	Y[20,21]
84	Fishing activities and related services	N[5]	Y[5]	Y	Y	Y	Y	Y
85	Mining activities and related services	N	Y[5]	Y	Y	Y	Y	Y
89	Other resource production and extraction	N	Y[5]	Y	Y	Y	Y	Y

*The designation of these uses as "compatible" in this zone reflects individual Federal agencies, and program consideration of general cost and feasibility factors as well as past community experiences and program objectives. Localities, when evaluating the application of these guidelines to specific situations, may have different concerns of goals to consider.

NOTES

1. Suggested maximum density 1-2 dwelling units per acre, possibly increased under a Planned Unit Development (PUD) where maximum lot coverage is less than 20 percent.

2. Within each land use category, uses exist where further definition may be needed due to the variation of densities in people and structures. (See Appendix F)

3. The placing of structures, buildings, or above-ground utility lines in the clear zone is subject to severe restrictions. In a majority of the clear zones, these items are prohibited. See AFR 19-9 for specific guidance.

4. No passenger terminals and no major above-ground transmission lines in APZ I.

5. Factors to be considered: labor intensity, structural coverage, explosive characteristics, air pollution.

6. Low-intensity office uses only. Meeting places, auditoriums, etc., not recommended.

7. Excludes chapels.

8. Facilities must be low intensity.

9. Clubhouse not recommended.

10. Small areas for people gathering places are not recommended.

11. a. Although local conditions may require residential use, it is discouraged in Ldn 65-70 and strongly discouraged in Ldn 70-75. The absence of viable alternative development options should be determined and an evaluation indicating that a demonstrated community need for residential use would not be met if development were prohibited in these zones should be conducted prior to approvals.

b. Where the community determines the residential uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB (Ldn 65-70) and 30 dB (Ldn 70-75) should be incorporated into building codes and be considered in individual approvals. Normal construction can be expected to provide a NLR of 20 dB, thus the reduction requirements are often stated as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. Additional consideration should be given to modifying NLR levels based on peak noise levels.

NOTES - continued

c. NLR criteria will not eliminate outdoor noise problems. However, building location and site planning, design and use of berms and barriers can help mitigate outdoor exposure particularly from level sources. Measures that reduce noise at a site should be used whenever practical in preference to measures which only protect interior spaces.

12. Measures to achieve NLR of 25 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

13. Measures to achieve NLR of 30 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

14. Measures to achieve NLR of 35 must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

15. If noise sensitive, use indicated NLR; if not, use is compatible.

16. No buildings.

17. Land use compatible, provided special sound reinforcement systems are installed.

18. Residential buildings require a NLR of 25.

19. Residential buildings require a NLR of 30.

20. Residential buildings not permitted.

21. Land use not recommended, built if community decides use is necessary, hearing protection devices should be worn by personnel.

NOISE COMPONENT

Noise contours are produced by a computerized Day-Night Average Sound Level (DNL) Methodology called Noisemap. Refer to Appendix B of the 1984 AICUZ Report for a detailed description of this methodology. The AICUZ Report contains noise contours plotted at increments of 5 dB ranging from Ldn 65 to Ldn 80. Dobbins AFB noise contours are illustrated in Figure 3.

ACCIDENT POTENTIAL COMPONENT

Accident potential zones are determined by historical aircraft accident data at Air Force bases. Refer to Appendix A of the 1984 AICUZ Report for the Air Force accident potential study. Dobbins ARB Clear Zones and Accident Potential Zones are illustrated in Figure 4.

OTHER COMPONENTS

The Air Force recommends certain types of land uses be prohibited in areas of aircraft overflight, such as:

- uses that would impair visibility (e.g. steam, dust, smoke, etc).

- uses that produce direct or indirect light sources or beams that would affect pilot vision.

- uses that produce electronic emissions that could interfere with aircraft communication systems or navigational equipment.

- uses that would attract birds (e.g. sanitary landfills, sanitary treatment plants, ponds, etc).

The Cobb County Zoning Ordinance restricts these land uses in the compatible use zones established within the Airport Hazard District.

AIR INSTALLATION COMPATIBLE USE ZONE MAP

The Dobbins ARB AICUZ map is illustrated in Figure 5.

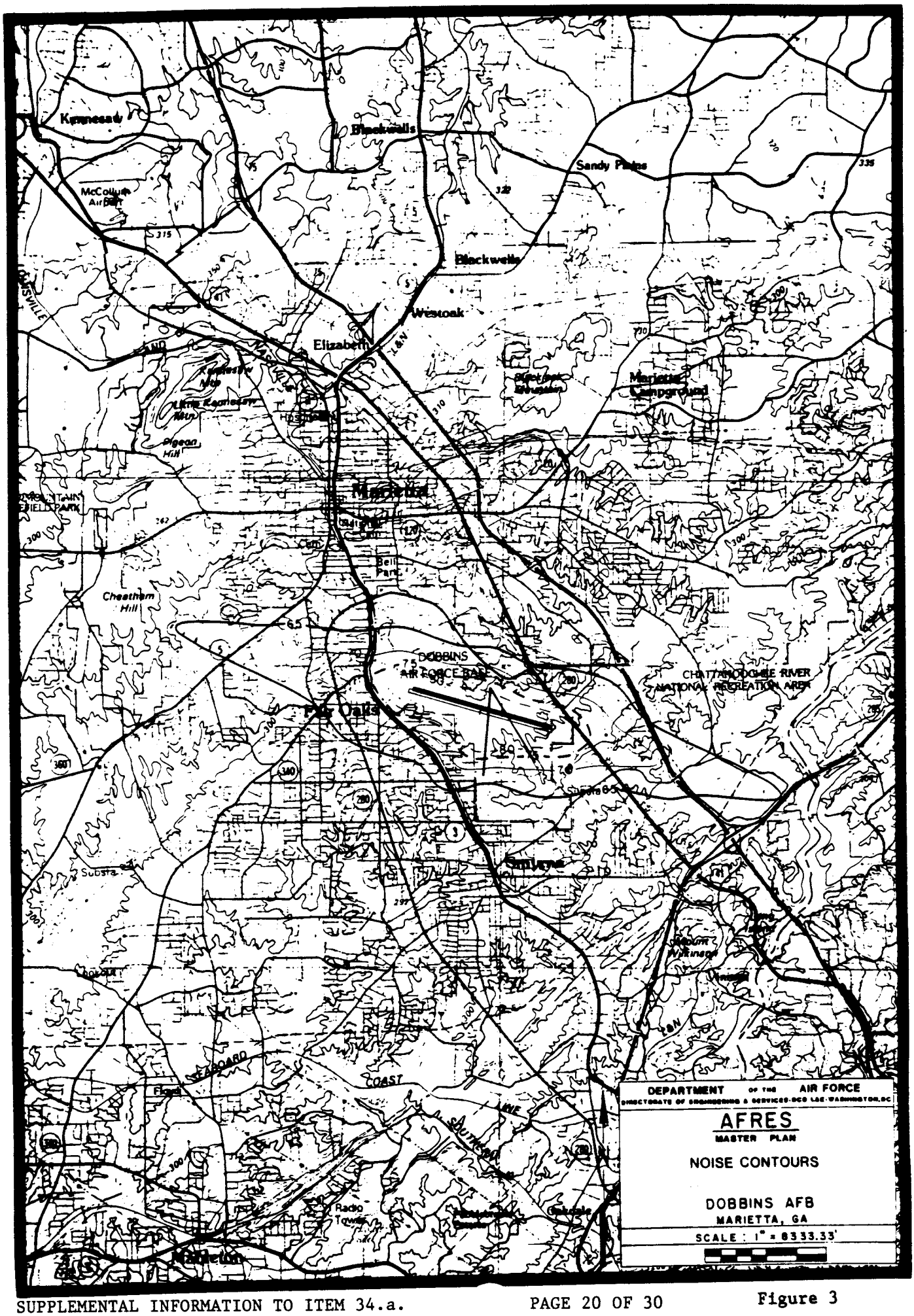
Kennesaw
Blackwells
Sandy Plains
McCollum Airport
Blackwells
Westoak
Elizabeth
Marietta Campground
Pigeon Hill
Marietta
Cheatham Hill
DOBBINS AIR FORCE BASE
CHATTAHOOCHEE RIVER NATIONAL RECREATION AREA
Fair Oaks
Smyrna
Substa.
COAST LINE
Radio Tower
Mableton
DEPARTMENT OF THE AIR FORCE
DIRECTORATE OF ENGINEERING & SERVICES-DCD LAE-WASHINGTON, DC
AFRES
MASTER PLAN
NOISE CONTOURS
DOBBINS AFB
MARIETTA, GA
SCALE : 1" = 8333.33'

Figure 3

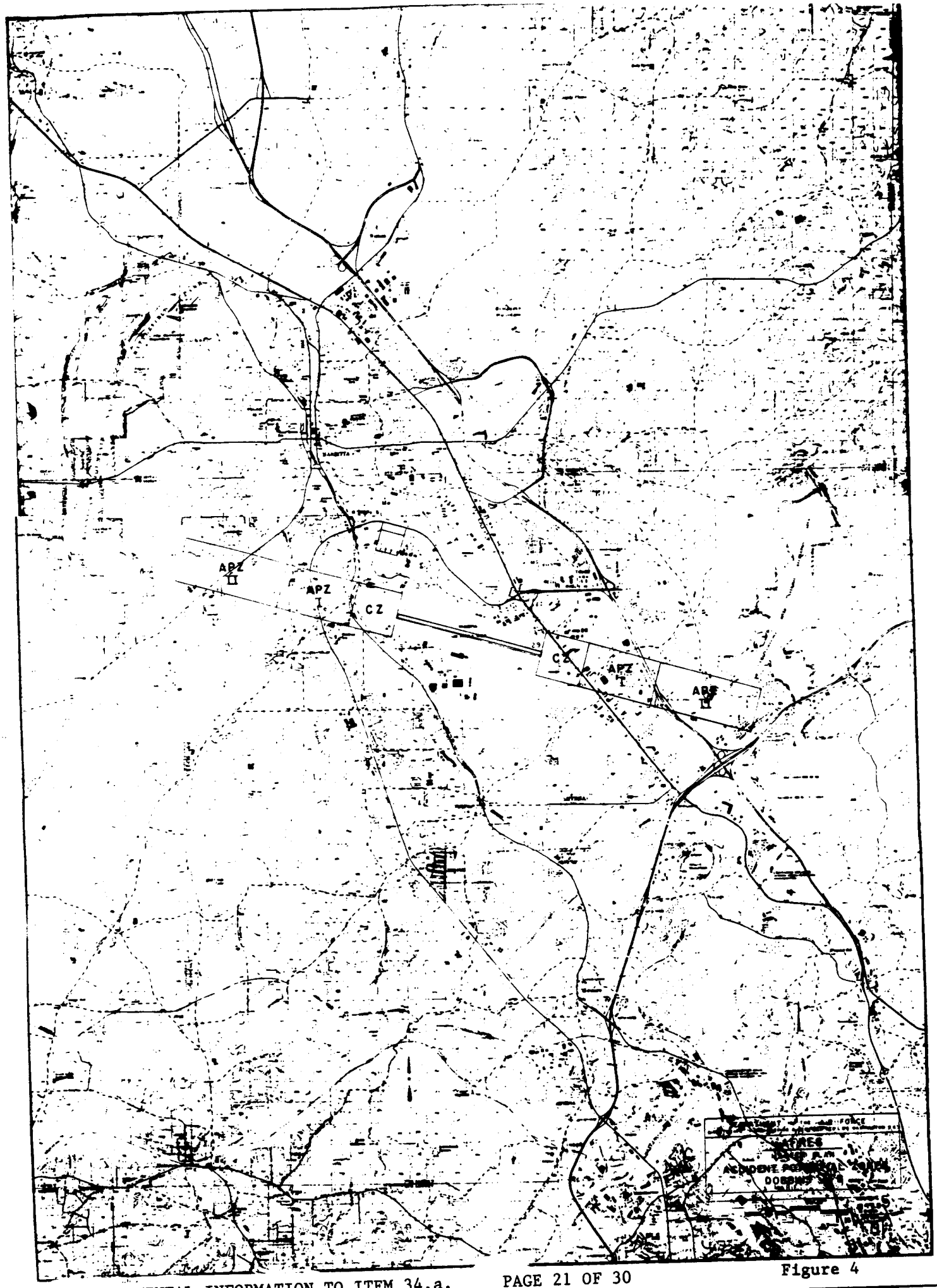

Figure 4

LAND USE ANALYSIS

The noise contour footprint for Dobbins ARB impacts approximately 5% less land area than the 1984 contours. This reduction is the result of the conversion of the 116th Tactical Fighter Squadron, Georgia Air National Guard, from F-4 aircraft to F-15 aircraft in 1986, and the transition of the VA-205 Squadron, Naval Air Station Atlanta, from A-7 aircraft to A-6 aircraft in 1990.

Areas of extensive development exist on all sides of Dobbins ARB, with new construction or redevelopment occurring at all times. Privately owned land within the Dobbins ARB AICUZ contains a mix of uses, including low, medium and high density residential development, industrial development, commercial/retail trade activity, and office parks. Development on the east end of the AICUZ is nearing saturation. Predominant uses are commercial/retail trade along US Highway 41 (Cobb Parkway), industrial distribution between Franklin and Delk Roads, high density residential along Cobb Parkway, Terrell Mill Road and Windy Hill Road, and office parks along all major thoroughfares in the east approach. Development on the west end of the AICUZ includes low, medium and high density residential, including mobile home parks, commercial/retail trade along Atlanta Road, South Cobb Drive, Austell Road and Powder Springs Road, with some vacant land remaining.

The Dobbins ARB AICUZ impacts the cities of Marietta and Smyrna, and unincorporated portions of Cobb County. The current noise contour footprint is within the East Central and Central Cobb County planning areas. Between 1980 and 1987, East Central Cobb's population increased 54 percent, with an additional 50 percent increase forecast by the year 2000. Employment is forecast to increase 42 percent between 1990 and 2000. Central Cobb's population is forecast to increase 35 percent by the year 2000, while employment is forecast to increase 33 percent.

The Cobb County and City of Marietta Comprehensive Plans have identified noise and safety in the vicinity of Dobbins ARB as significant planning issues. The documents recommend that local governments develop land use programs for areas impacted by air bases, and encourage programs to reduce the effects of noise. A detailed land use study is recommended for the area generally defined by the 65 ldn noise contour. Changes in land use to low density nonresidential uses are encouraged. Specifically, the plans recommend that areas impacted by the Dobbins ARB AICUZ be redesignated as "Industrial Compatible" areas to serve as transitional areas between more intense industrial uses (Dobbins ARB/Air Force Plant No. 6/NAS Atlanta complex) and less intense uses. Regional-serving employment areas consisting of light industrial, office/warehouse, distribution and support commercial service uses are encouraged in Industrial Compatible areas.

The plans further recommend rewriting the Airport Hazard District Zoning Ordinance using FAA standard model guidelines and AICUZ recommendations in order to prevent land use incompatibilities in the future.

The Dobbins AICUZ overlay on the Land Use Map of Cobb County is illustrated in Figure 6.

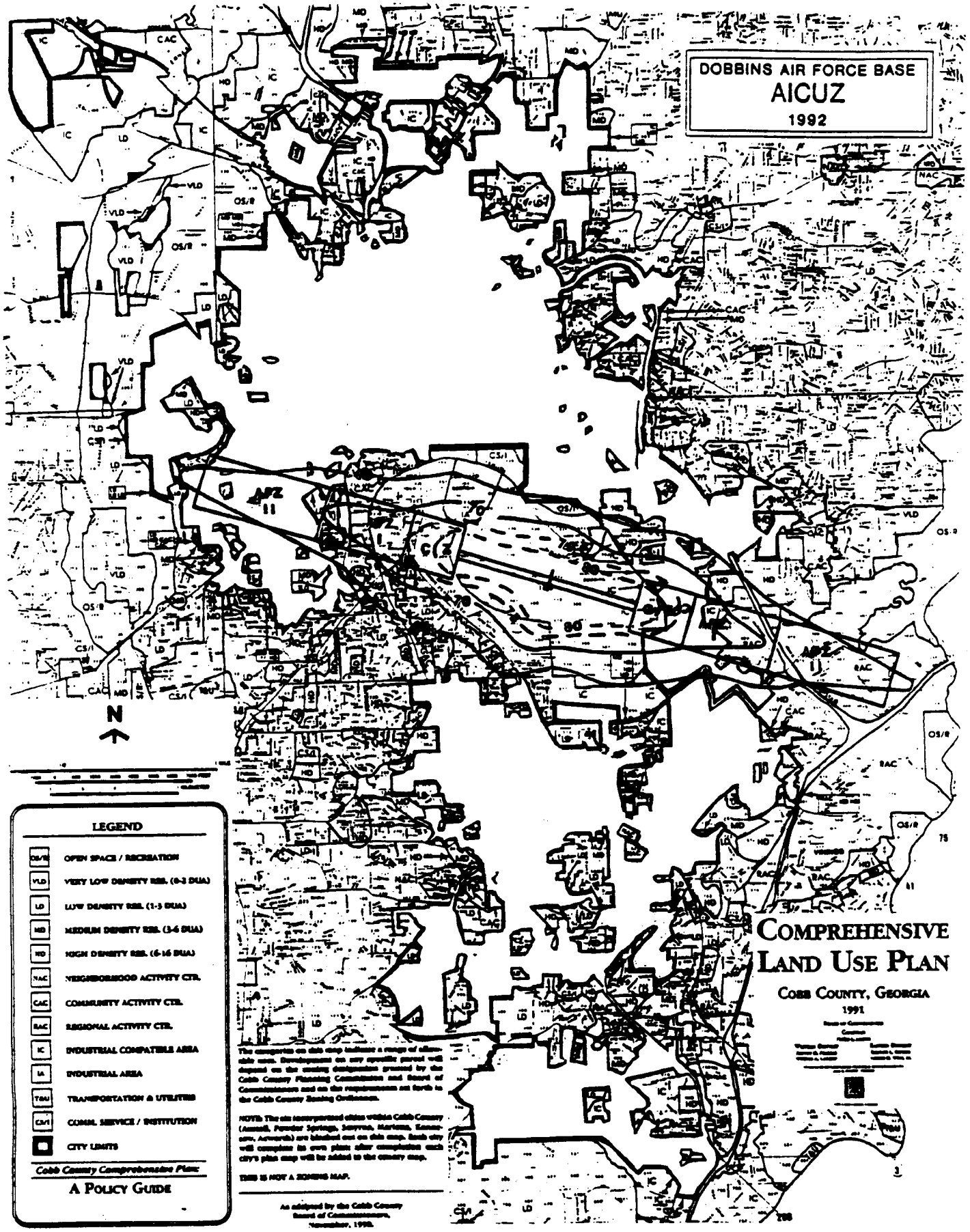
DOBBINS AIR FORCE BASE
AICUZ
1992
COMPREHENSIVE
LAND USE PLAN
COBB COUNTY, GEORGIA
1991
LEGEND
OPEN SPACE / RECREATION
VERY LOW DENSITY RES. (0-2 DUA)
LOW DENSITY RES. (1-3 DUA)
MEDIUM DENSITY RES. (3-6 DUA)
HIGH DENSITY RES. (6-16 DUA)
NEIGHBORHOOD ACTIVITY CTR.
COMMUNITY ACTIVITY CTR.
REGIONAL ACTIVITY CTR.
INDUSTRIAL COMPATIBLE AREA
INDUSTRIAL AREA
TRANSPORTATION & UTILITIES
COMM. SERVICE / INSTITUTION
CITY LIMITS
Cobb County Comprehensive Plan:
A POLICY GUIDE
THIS IS NOT A ZONING MAP.
N

Figure 6

IMPLEMENTATION

GENERAL RECOMMENDATIONS

The realization of providing land use compatibility between Dobbins ARB and the neighboring community will be the result of cooperative efforts on the part of both parties. The role of the Air Force is to minimize the impact of airfield operations. The role of the community is to protect its members from the negative impacts of incompatible development. Together Dobbins AFB and its neighbors must continue to strive for the harmony that provides the greatest mutual benefit to both. It is strongly recommended that this effort be sustained and approached with renewed dedication to achievement.

AIR FORCE RESPONSIBILITIES

The Air Force views its responsibilities in the AICUZ process as being twofold. The first of these responsibilities is to insure that all possible steps have been taken to reduce the noise and accident impact generated by aircraft operations. The second is to be an active and willing participant in an ongoing cooperative planning process through which compatible development plans are generated by the local community. In fulfillment of the first responsibility, Dobbins Air Reserve Base participates in the noise abatement program and the Air Force Safety program by continually evaluating its operational procedures to determine if all feasible steps have been taken to reduce the impact of Dobbins Air Reserve Base operations in adjacent land areas. In fulfillment of the second responsibility, Base officials confer with community officials on land use matters affecting the Dobbins ARB environs.

1. Flying Safety

Throughout the world, the Air Force conducts an extremely comprehensive flying safety program. Every aspect of flying and aircraft maintenance is governed by safety considerations to avoid the loss of life and property. Every precaution is taken to insure the airworthiness of each aircraft, the flying proficiency of the aircrews, and safe airborne operations.

Well-maintained aircraft and well-trained aircrews do much to assure that aircraft accidents are avoided. However, despite the best training of aircrews and maintenance of aircraft, history makes it clear that accidents do occur. It is imperative that flights be routed over sparsely populated areas as much as possible to reduce the exposure of lives and property to a potential accident. As civilian flight operations increase, and airspace becomes more limited, the flight tracks for aircraft arriving and departing Dobbins AFB become less flexible. It has become increasingly difficult to change aircraft routing or altitudes to entirely avoid urbanized areas.

Thus the need for compatible land use planning becomes readily apparent.

2. Noise Abatement

Noise is generated from aircraft both in the air and on the ground. At Dobbins ARB operations are evaluated continuously to ensure noise levels are minimized, both on and off base, in areas such as those developed for housing and education.

Practice take-offs/landings and instrument approaches are conducted at times when individuals are normally awake. These activities are generaly not scheduled between 11:00 PM and 7:00 AM.

65% of all run-ups for F-15 aircraft are conducted in a sound suppresser (hush house) which muffles and directs noise away from sensitive areas.

The touchdown point for A-6 aircraft field carrier landing practices (FCLPs) is at the center of the runway to draw in flight paths and their associated noise contours.

Notice of intensive FCLPs or other uncommon aircraft activity is provided to the local media for public dissemination.

3. Participation in the Planning Process

The preparation and presentation of this amendment to the Dobbins Air Reserve Base AICUZ Report reflects the continuing interest of the Air Force in local planning processes. It is recognized that as local communities prepare their land use plans, the Air Force must be ready to provide pertinent inputs.
The Air Force is prepared to participate in any meeting involving AICUZ related land use plans. As the AICUZ program will be an ongoing activity even after compatible development plans are adopted and implemented, the Air Force is prepared to participate in the continuing discussion of zoning refinements, comprehensive plans, and other land use matters as they may affect Dobbins Air Reserve Base.

COMMUNITY RESPONSIBILITIES

The following recommendations are addressed to the citizens of Cobb County and are based on the need to reinforce the goals and objectives set forth in the 1984 AICUZ Report. These recommendations are particularly cogent at this time because of improved prospects for AICUZ implementation in conjunction with the recommendations of the Cobb County and City of Marietta Comprehensive Plans.

1. Land Use.

Land in the Dobbins ARB environs should be used for activities which (1) do not involve residential or transient-housing use, (2) do not provide extended health care domiciling, such as hospitals, (3) are not school-related or of a comparable educational nature, (4) do not involve public assembly, and (5) are not otherwise based on concentrations of people for residential, educational, institutional, recreational, commercial or industrial purposes.

2. Building Codes.

Municipal and county building codes should be amended to incorporate sound attenuation provisions as mandatory design and construction features for all human-habitation enclosures proposed for construction or modification within particular portions of the Airport Hazard District as set forth in municipal and county comprehensive plans and zoning ordinances. Affected areas should be delineated in conjunction with changes to the comprehensive plans and revisions of the Airport Hazard Districts.

3. Revising Municipal and County Comprehensive Plans.

Dobbins ARB should be involved in the deliberations and decision processes preparatory to revisions to municipal comprehensive plans for those areas of Marietta, Smyrna and Cobb County in the vicinity of the installation.

4. Updating and Amending Municipal and Country Zoning Ordinances.

The Cobb County Planning Commission and the Cities of Marietta and Smyrna should avail themselves of the support and assistance of Dobbins ARB in the development, preparation and promulgation of amended Airport Hazard Districts contained in local zoning ordinances. Height-restriction violations in the areas immediately adjoiningthe ends of the Dobbins ARB runway constitutes a major threat to safety-of-flight operations at the airfield. Dobbins ARB should assist in the preparation of the draft text and maps for the Airport Hazard Districts surrounding Dobbins ARB and provide any other support requested by city and county officials.

5. **Formal Notification Procedures.**

The Cobb County Planning Commission and the Cities of Marietta and Smyrna should notify Dobbins ARB of all proposed actions which may impact the installation or its interaction with the surrounding community. Notification should include items on the agendas of regularly scheduled and specially called formal commission meetings, city council meetings, public hearings and committee/sub-committee meetings. Dobbins ARB should establish and observe formal response procedures arranged to accommodate municipal and county calendars.

CONCLUSION

Land use planning and control is a dynamic, rather than a "static" process. The specific characteristics of land use determinants will always reflect, to some degree, the changing conditions of the economic, social, and physical environment of a community, as well as changing public concern. The planning process accommodates this fluidity in that decisions are normally not based on boundary lines but rather on more generalized area designations.

AICUZ boundaries and noise contours describe the impact of a specific operational environment, and as such, are subject to change when a significant change in flying operations occurs (i.e., mission and/or aircraft changes, force structure changes, etc.). Consequently, if the local communities that make up the Dobbins ARB environs attempt to use these AICUZ boundaries as boundary lines for zoning districts, problems may result.

The Air Force recommends that AICUZ data be utilized with all other community planning criteria. Specific land use control decisions should never be based solely on AICUZ boundaries. With these thoughts in mind, Dobbins AFB hereby amends the 1983 AICUZ Study and provides flight track and noise contour maps in this amendment which reflect current aircraft operations.

35.b. How many times during each of the past three years have any of your low level training routes been modified to accommodate development or population growth (noise complaints)?

Table 35.2 Required Changes

Fiscal Year	Number of changes
1991	None
1992	None
1993	None

36.a. Is the existing AICUZ study encoded in local zoning ordinances?

Yes, see copy of Dobbins Air Reserve Base AICUZ dated August 1992. (See attached 34.a.).

36.b. Provide a description of local zoning ordinances and their impact on future encroachment, restricted flight hours and details of any litigation history.

Night time "quiet hours" are established to minimize noise impact. There is no known history of litigation. See copy of Dobbins Air Reserve Base AICUZ dated August 1992. (See attached 34.a.).

36.c. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned missions/other operations/or development.?

No problems for existing missions or planned missions. Most of the area around the base is already saturated with development, therefore no additional problems are anticipated.

36.d. Provide a summary of the current and proposed land development plans for the area surrounding the air station (e.g. the local government's comprehensive land-use plan).

Comprehensive land use plan included in Dobbins Air Reserve Base AICUZ dated August 1992. (See attached 34.a.)

36.e. Discuss briefly any ongoing litigation concerning environmental or airspace problems.

None known.

Features and Capabilities

Ability for Expansion

37. List the features of this air station that make it a candidate for basing other types of aircraft and other operational units in the future.

Air Station Feature	Benefit for Aircraft Squadrons
Mild weather	80% VMC; less than 5% sortie cancellation because of weather.
Major metropolitan area	Strong demographic base to man reserve squadrons and units. Recruiting power, large commercial base.
Low cost of living	Provides good quality of life for personnel and dependents.
Strong Infrastructure	Excellent services exist to support squadrons/personnel. Community support. NAS built 1958/59, 2 of 3 hangars average age of 6 years. No installation restoration (IR) sites, No PCB's. Physical facilities are good.
AIMD/Supply Support	The newly completed Avionics building is a two story industrial electronics facility totalling 17,000 square feet of floor space. The electronics facility's design meets rigorous air-conditioning load, power load phasing, multiple power load phasing, multiple power source (115/230v/60HZ; 115/230v/400HZ; 28v/DC), isolated clean power, and clean air requirements. The facility is also certified safe for high power LASER firings. This is a considerable investment since systems of construction must ensure a "light tight" room with sophisticated interlocks and alarms to prevent hazards to personnel. Additionally, increase floor loading capacity meets or exceeds the Navy's requirements for multiple installations of DOD's CASS mainframe computer systems which are currently being delivered Navy-wide. Finally, the facility meets all National Calibration Standards (power, air, humidity, reflection, and sound deadening) for repair and calibration of precision measurement equipment. Power Plants facility meets industrial requirements for jet engine repair, overhaul, and test run-up. High capacity overhead cranes, high stress concrete floors, multiple power source requirements, and flame suppressing systems provide an environmentally safe and ergonomically engineered mass production site. The newly completed state-of-the-art Ground Support Equipment (SE) facility meets or exceeds all Navy requirements for repair and maintenance of every type SE in Navy and Marine Corps inventory. The high stress concrete floor, overhead cranes with mono-rail system, environmentally designed maintenance pit, paint booth, and welding space all integrate into NALCOMIS (computerized parts and maintenance tracking), a 12,000 square foot covered storage area and an environmentally controlled classroom.

38.a. Are there any assets in the vicinity of the air station that are currently not used because of a deficiency but could be improved or enhanced to increase the air station's capabilities?

No.

38.b. Does the operational infrastructure (i.e., parking apron, fuel and munitions storage, warehouse space, hangar space) meet current requirements and provide capabilities for future expansion or change in mission?

This activity currently has two Type II hangars and one Type I hangar with the adjacent aircraft parking aprons, four above ground storage tanks for aviation fuel (434,940 gallon total capacity), 151,532 cubic feet of ammunition storage, and 32,392 square feet of warehouse storage space. This current operational infrastructure meets current requirements and could provide capability for changes in mission. New facilities could also be constructed on land area available from Dobbins Air Reserve Base and the abandonment of the Lockheed Aeronautical Systems Company fuel farm on Air Force Plant No. 6 property.

Munitions storage: Presently satisfies all requirements of explosive and inert storage. Explosive capacity can be expanded by 77% and inert capacity by 99%.
Hangar space: Approximately 1/2 of Hangar One could house one additional tactical squadron.
Parking apron: Could handle one additional 10-12 plane tactical squadron.

39. Give the average level of SELRES drill participation for the past three years (i.e. percentage attending regular and make-up drills). These numbers should reflect the participation of the SELRES population reported in your Capacity Data Call.

	FY-1991	FY-1992	FY-1993
OFFICER	99.5	99	99
ENLISTED	96.8	96.8	96

40. Does the local area provide a skilled work force that is essential for air station operations? Are these skills unique to the area or readily duplicated or available elsewhere?

In the general commuting area, there are major government and private sector employers which would impart support and maintain a skilled work force essential for Air Station operations. Since Atlanta is a major airline hub, these employers include Delta and United. Other employers are Lockheed-Georgia and other defense contractors in support of the military. Historically, the Atlanta recruiting area has provided well-educated, professional and technical civilian personnel that can fulfill requirements of any Navy or Marine Corp Unit. The Metro

Atlanta area also has eight technical schools for specialized training and education in addition to local universities and colleges. Furthermore, this area has a large military retirement community available and eligible to fill technical wage grade and general schedule positions. NAS Atlanta is one of the few sites that does not fly airlifts to bring in reservists for training.

Quality of Life

41. Military Housing

a. Family Housing:

(1) Do you have mandatory assignment to on-base housing? (circle) yes (no)

(2) For military family housing in your locale provide the following information:

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate
Officer	4+	1	1	--	--
Officer	3	--	--	--	--
Officer	1 or 2	--	--	--	--
Enlisted	4+	--	--	--	--
Enlisted	3	6	6	--	--
Enlisted	1 or 2	3	3	--	--
Mobile Homes		--	--	--	--
Mobile Home lots		--	--	--	--

(3) In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

Facility type/code:
What makes it inadequate?
What use is being made of the facility?
What is the cost to upgrade the facility to substandard?
What other use could be made of the facility and at what cost?
Current improvement plans and programmed funding:
Has this facility condition resulted in C3 or C4 designation on your BASEREP?

41.a.(4) Complete the following table for the military housing waiting list.

Pay Grade	Number of Bedrooms	Number on List[1]	Average Wait
O-6/7/8/9	1		
	2		
	3		
	4+		
O-4/5	1		
	2		
	3		
	4+		
O-1/2/3/CWO	1		
	2		
	3		
	4+		
E7-E9	1	--	2 YRS
	2	--	2 YRS
	3	1	2 YRS
	4+	--	2 YRS
E1-E6	1	--	2 YRS
	2	16	2 YRS
	3	9	2 YRS
	4+	--	2 YRS

[1]As of 31 March 1994

41.a.(5)
What do you consider to be the top five factors driving the demand for base housing? Does it vary by grade category? If so provide details.

	Top Five Factors Driving the Demand for Base Housing
1	Cost
2	Convenience
3	Security
4	Conditions of Base Housing
5	Locality

(6) What percent of your family housing units have all the amenities required by "The Facility Planning & Design Guide" (Military Handbook 1190 & Military Handbook 1035-Family Housing)?

100 percent.

(7) Provide the utilization rate for family housing for FY 1993.

Type of Quarters	Utilization Rate
Adequate	98.5%
Substandard	N/A
Inadequate	N/A

(8) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 98% (or vacancy over 2%), is there a reason?

No.

41.b. BEQ:

(1) Provide the utilization rate for BEQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate	95%
Substandard	
Inadequate	

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

No.

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

$$\text{AOB} = \frac{\text{(\# Geographic Bachelors x average number of days in barracks)}}{365}$$

16 average for FY 93.

(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)	8	42%	
Spouse Employment (non-military)	3	16%	
Other	8	42%	
TOTAL	19 *	100	

* Current as of 13 May 1994.

(5) How many geographic bachelors do not live on base?

Six.

41.c. BOQ:

(1) Provide the utilization rate for BOQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate	15%
Substandard	
Inadequate	80%

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

No.

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

$$\textbf{AOB} = \frac{\textbf{(\# Geographic Bachelors x average number of days in barracks)}}{\textbf{365}}$$

One (1).

(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)			
Spouse Employment (non-military)			
Other	3	100%	
TOTAL	3	100	

(5) How many geographic bachelors do not live on base?

None.

On Base MWR Facilities

42. For on-base MWR facilities[1] available, complete the following table for each separate location. For off-base government owned or leased recreation facilities indicate distance from base. If there are any facilities not listed, include them at the bottom of the table.

LOCATION NAS Atlanta **DISTANCE** N/A

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby (Bldg 401)	Indoor Bays	8	Y
	Outdoor Bays	14	Y
Arts/Crafts	SF	0	N/A
Wood Hobby	SF	0	N/A
Bowling (Bldg 42)	Lanes	6	Y
Enlisted Club	SF	0	N/A
Consolidated Club (Bldg 53)	SF	7,894	Y
Library	SF	0	N/A
Library	Books	0	N/A
Theater	Seats	0	N/A
ITT (Bldg 201)	SF	816	Y
Museum/Memorial	SF	0	N/A
Pool (indoor)	Lanes	0	N/A
Pool (outdoor) (Bathhouse #82)	Lanes	5	N
Beach	LF	0	N/A
Swimming Ponds	Each	0	N/A
Tennis CT	Each	2	N/A

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Volleyball CT (outdoor)	Each	1	N/A
Basketball CT (outdoor)	Each	2	N/A
Racquetball CT	Each	2	N/A
Golf Course	Holes	0	N/A
Driving Range	Tee Boxes	0	N/A
Gymnasium	SF	0	N/A
Fitness Center	SF	5,924	N/A
Marina	Berths	0	N/A
Stables	Stalls	0	N/A
Softball Fld	Each	0	N/A
Football Fld	Each	0	N/A
Soccer Fld	Each	0	N/A
Youth Center	SF	0	N/A

[1]Spaces designated for a particular use. A single building might contain several facilities, each of which should be listed separately.

LOCATION Lake Allatoona Recreation Site **DISTANCE** 22 miles

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	0	
	Outdoor Bays	0	
Arts/Crafts	SF	0	
Wood Hobby	SF	0	
Bowling	Lanes	0	
Enlisted Club	SF	0	
Officer's Club	SF	0	

Library	SF	0	
Library	Books	0	
Theater	Seats	0	
ITT	SF	0	
Museum/Memorial	SF	0	
Pool (indoor)	Lanes	0	
Pool (outdoor)	Lanes	0	
Beach	LF	120	N/A
Swimming Ponds	Each	0	
Tennis CT	Each	0	
Volleyball CT (outdoor)	Each	1	N/A
Basketball CT (outdoor)	Each	0	
Racquetball CT	Each	0	
Golf Course	Holes	0	
Driving Range	Tee Boxes	0	
Gymnasium	SF	0	
Fitness Center	SF	180	N/A
Marina	Berths	58	Y
Stables	Stalls	0	
Softball Fld	Each	0	
Football Fld	Each	0	
Soccer Fld	Each	0	
Youth Center	SF	0	
Cabins	SF	6,054	Y
Pavilions	SF	4,000	Y
Maintenance/Storage	SF	3,120	N/A

[1]Spaces designated for a particular use. A single building might contain several facilities, each of which should be listed separately.

43. Is your library part of a regional interlibrary loan program?

Not applicable.

44. Base Family Support Facilities and Programs

a. Complete the following table on the availability of child care in a child care center on your base.

Age Category	Capacity (Children)	SF			Number on Wait List	Average Wait (Days)
		Adequate	Substandard	Inadequate		
0-6 Mos	3	X			2	0
6-12 Mos	4	X			2	4
12-24 Mos	10	X			12	30*
24-36 Mos	14	X			3**	0
3-5 Yrs	38	X			2**	0

* Average wait while in new facility.
** Sponsors do not want spot, but wish to remain on the waiting list.

b. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the categories above where inadequate facilities are identified provide the following information:

Facility type/code:
What makes it inadequate?
What use is being made of the facility?
What is the cost to upgrade the facility to substandard?
What other use could be made of the facility and at what cost?
Current improvement plans and programmed funding:
Has this facility condition resulted in C3 or C4 designation on your BASEREP?

c. If you have a waiting list, describe what programs or facilities other than those sponsored by your command are available to accommodate those on the list.

Referral lists are provided with names of child care facilities within a ten mile radius of NAS Atlanta.

d. How many "certified home care providers" are registered at your base?

None.

e. Are there other military child care facilities within 30 minutes of the base? State owner and capacity (i.e., 60 children, 0-5 yrs).

No.

45. Complete the following table for services available on your base. If you have any services not listed, include them at the bottom.

Service	Unit of Measure	Qty
Exchange	SF	N/A
Gas Station (Bldg 85-operated by MWR)	SF	1,449
Auto Repair	SF	4,200
Auto Parts Store	SF	N/A
Commissary	SF	N/A
Mini-Mart/Uniform Shop	SF	8,946
Package Store	SF	N/A
Fast Food Restaurants	Each	N/A
Bank/Credit Union (ATM)	Each	1
Family Service Center	SF	2,876
Laundromat	SF	N/A
Dry Cleaners	Each	N/A
ARC	PN	N/A
Chapel	PN	75
FSC Classrm/Auditorium	PN	N/A

46. Proximity of closest major metropolitan areas (provide at least three):

City	Distance (Miles)
Atlanta, GA	10+
Chattanooga, TN	110
Birmingham, AL	150

47. Standard Rate VHA Data for Cost of Living

Paygrade	With Dependents	Without Dependents
E1	141.57	79.21
E2	141.57	89.03
E3	138.70	102.20
E4	154.74	107.99
E5	132.98	92.85
E6	179.89	122.46
E7	189.94	131.94
E8	213.96	161.75
E9	156.77	119.01
W1	190.30	144.53
W2	173.72	136.26
W3	162.15	131.81
W4	164.99	146.29
O1E	103.68	76.91
O2E	148.85	118.67
O3E	166.71	141.04
O1	132.86	97.90
O2	142.60	111.46

O3	174.87	147.23
O4	142.88	124.25
O5	139.27	119.17
O6	51.02	42.23
O7	0	0

48.a. Off-base housing rental and purchase

a. Fill in the following table for average rental costs in the area for the period 1 April 1993 through 31 March 1994.

Type Rental	Average Monthly Rent		Average Monthly Utilities Cost
	Annual High	Annual Low	
Efficiency	400	300	100
Apartment (1-2 Bedroom)	550	375	150
Apartment (3+ Bedroom)	700	495	200
Single Family Home (3 Bedroom)	700	600	200
Single Family Home (4+ Bedroom)	1,100	800	250
Town House (2 Bedroom)	675	475	150
Town House (3+ Bedroom)	795	575	200
Condominium (2 Bedroom)	795	695	150
Condominium (3+ Bedroom)	995	795	200

48.b. What was the rental occupancy rate in the community as of 31 March 1994?

Type Rental	Percent Occupancy Rate *
Efficiency	92%
Apartment (1-2 Bedroom)	92%
Apartment (3+ Bedroom)	92%
Single Family Home (3 Bedroom)	92%
Single Family Home (4+ Bedroom)	92%
Town House (2 Bedroom)	92%
Town House (3+ Bedroom)	92%
Condominium (2 Bedroom)	92%
Condominium (3+ Bedroom)	92%

* Occupancy rate in recent years has not dropped below 90%. All rental types conform to the 92% occupancy rate + 1%.

48.c. What are the median costs for homes in the area?

Type of Home	Median Cost
Single Family Home (3 Bedroom)	$ 85,000
Single Family Home (4+ Bedroom)	$105,000
Town House (2 Bedroom)	$ 50,000
Town House (3+ Bedroom)	$ 70,000
Condominium (2 Bedroom)	$ 55,000
Condominium (3+ Bedroom)	$ 75,000

48.d. For calendar year 1993, from the local MLS listings provide the number of 2, 3, and 4 bedroom homes available for purchase. Use only homes for which monthly payments would be within 90 to 110 percent of the E5 BAQ and VHA for your area.

Month	Number of Bedrooms		
	2	3	4+
January	*Not available (refer below)		
February			
March			
April			
May			
June			
July			
August			
September			
October			
November			
December			

* Data not available from real estate companies, Chamber of Commerce, or state and local governments. There have not, however, been any problems finding homes equating to the E-5 BAQ and VHA limits in the Atlanta metropolitan area.

(e) Describe the principle housing cost drivers in your local area.

Location, school systems, and tax base.

49. For the top five sea intensive ratings in the principle warfare community your base supports, provide the following:

Rating	Number Sea Billets in the Local Area	Number of Shore billets in the Local Area
AT	32	70
AD	21	51
AE	19	54
AK	7	36
AS	2	48

50. Complete the following table for the average one-way commute for the five largest concentrations of military and civilian personnel living off-base.

Location	% Employees	Distance (mi)	Time(min)
Cobb County, GA	73%	10	35
Paulding County, GA	7%	22	40
Fulton County, GA	6%	25	40
Cherokee County, GA	5%	18	40
Bartow County, GA	4%	32	45

51. Complete the tables below to indicate the civilian educational opportunities available to service members stationed at the air station (to include any outlying fields) and their dependents:

See Table 51/51.a. below.

51.a. List the local educational institutions which offer programs available to dependent children. Indicate the school type (e.g. DODDS, private, public, parochial, etc.), grade level (e.g. pre-school, primary, secondary, etc.), what students with special needs the institution is equipped to handle, cost of enrollment, and for high schools only, the average SAT score of the class that graduated in 1993, and the number of students in that class who enrolled in college in the fall of 1994.

See Table 51/51.a. below.

Table 51/51.a. Educational Institutions and Opportunities

Institution	Type	Grade Level(s)	Special Education Available	Annual Enrollment Cost per Student	1993 Avg SAT/ACT Score	% HS Grad to Higher Educ	Source of Info
Cobb County Public Schools are as follows:	Public		Gifted, Learning Disabled, Mentally Handicapped, Behavior Disorder, Visually Impaired, Hearing Impaired, Orthopedically Handicapped & Other	Public School is free to the student's family. Cobb County spends $4096.22 per pupil	Listed below for each High School	89.3% of all Cobb County High School Seniors in the 1992 Class were enrolled in higher education for 1993. 85.3% enrolled in a two year of four year college.	Cobb County Board of Education, 404-426-3345; (Dr. Shaw) "The Know Atlanta" Magazine "The Target" Magazine
Acworth	Public	K-5	"	"			"
Addison	Public	K-5	"	"			"
Argyle	Public	K-5	"	"			"
Austell	Public	K-5	"	"			"
Baker	Public	K-5	"	"			"
Bells Ferry	Public	K-5	"	"			"
Belmont Hills	Public	K-5	"	"			"
Big Shanty	Public	K-5	"	"			"
Birney	Public	K-5	"	"			"
Blackwell	Public	K-5	"	"			"
Brown	Public	K-5	"	"			"
Brumby	Public	K-5	"	"			"
Bryant	Public	K-5	"	"			"
Clarkdale	Public	K-5	"	"			"
Clay	Public	K-5	"	"			"

Compton	Public	K-5	"	"			"
Davis	Public	K-5	"	"			"
Dowell	Public	K-5	"	"			"
Due West	Public	K-5	"	"			"
East Side	Public	K-5	"	"			"
East Valley	Public	K-5	"	"			"
Fair Oaks	Public	K-5	"	"			"
Fitzhugh Lee	Public	K-5	"	"			"
Ford	Public	K-5	"	"			"
Garrison Mill	Public	K-5	"	"			"
Harmony Leland	Public	K-5	"	"			"
Hayes	Public	K-5	"	"			"
Hollydale	Public	K-5	"	"			"
Kehely	Public	K-5	"	"			"
Kennesaw	Public	K-5	"	"			"
Kincaid	Public	K-5	"	"			"
King Springs	Public	K-5	"	"			"
Labelle	Public	K-5	"	"			"
Lewis	Public	K-5	"	"			"
Mableton	Public	K-5	"	"			"
Milford	Public	K-5	"	"			"
Mt Bethel	Public	K-5	"	"			"
Mt View	Public	K-5	"	"			"
Murdock	Public	K-5	"	"			"
Nicholson	Public	K-5	"	"			"
Norton Park	Public	K-5	"	"			"
Powder Springs	Public	K-5	"	"			"
Powers Ferry	Public	K-5	"	"			"
Riverside	Public	K-5	"	"			"
Rocky Mountain	Public	K-5	"	"			"
Russell	Public	K-5	"	"			"
Sedalia Park	Public	K-5	"	"			"
Shallowford Falls	Public	K-5	"	"			"

Sky View	Public	K-5	"	"			"
Sope Creek	Public	K-5	"	"			"
Still	Public	K-5	"	"			"
Teasley	Public	K-5	"	"			"
Timber Ridge	Public	K-5	"	"			"
Tritt	Public	K-5	"	"			"
Varner	Public	K-5	"	"			"
Awtrey	Public	6-8	"	"			"
Daniel	Public	6-8	"	"			"
Dickerson	Public	6-8	"	"			"
Dodgen	Public	6-8	"	"			"
East Cobb	Public	6-8	"	"			"
Floyd	Public	6-8	"	"			"
Garrett	Public	6-8	"	"			"
Griffin	Public	6-8	"	"			"
Hightower Trail	Public	6-8	"	"			"
Lindley	Public	6-8	"	"			"
Lost Mountain	Public	6-8	"	"			"
Mabry	Public	6-8	"	"			"
McClesky	Public	6-8	"	"			"
Nash	Public	6-8	"	"			"
Pine Mountain	Public	6-8	"	"			"
Simpson	Public	6-8	"	"			"
Smith	Public	6-8	"	"			"
Tapp	Public	6-8	"	"			"
Institution (Following are Cobb County High Schools)	Type	Grades	Special Education Available	Annual Cost Per Student	1993 Avg SAT/ACT Score	%HS Grad to Higher Educ.	Source of Info

Campbell	Public	9-12	Same as above schools	No cost to families. Cobb spends $4096.22 per pupil	853	Cobb County average for all schools is 89.3%	Board of Education; "Target", "Know" Magazines
Central Alternative	Public	9-12		"	No Score Available	"	"
Harrison	Public	9-12	Same as above schools	"	902	"	"
Lassiter	Public	9-12	"	"	940	"	"
McEachern	Public	9-12	"	"	890	"	"
North Cobb	Public	9-12	"	"	883	"	"
Oakwood	Public	9-12	None	"	No score Available	"	"
Osborne	Public	9-12	Same as above schools	"	815	"	"
Pebblebrook	Public	9-12	For talented and gifted students in the performing arts by audition	"	781	"	"
Pope	Public	9-12	"	"	966	"	"
South Cobb	Public	9-12	"	"	826	"	"
Sprayberry	Public	9-12	"	"	893	"	"
Walton	Public	9-12	"	"	976	"	"
Wheeler	Public	9-12	"	"	907	"	"

Institution	Public	Grade Levels	Special Education Available	Annual Enrollment Cost Per Student	1993 Avg SAT/ACT Score	% HS Grad To Higher Education	Source of Info
Following are Marietta City Schools	Public		Gifted & Talented, Emotional & Behavior Problems & All Special Needs Students	No cost to family. City pays $4575.39 per pupil expenditure		68%	Board of Education 404-422-3500
A.L. Burris	Public	K-5	"	"			"
Dunleith	Public	K-5	"	"			"
Hickory Hills	Public	K-5	"	"			"
Lockheed	Public	K-5	"	"			"
Park Street	Public	K-5	"	"			"
West Side	Public	K-5	"	"			"
Marietta Middle School	Public	6-8	"	"			"
Ben T. Wilkins Alternative	Public	9-12	"	"	No Score Available		"
Marietta High	Public	9-12	"	"	944	68%	"
FOLLOWING ARE TOTAL STATISTICS FOR OTHER COUNTY SCHOOL SYSTEMS							
Douglas County Schools	Public: 13 Elementary; 5 Middle School; 3 High Schools	K-5 6-8 9-12	"	No Cost to Family	853		Douglas County School System 404-920-4000 "Guide to Greater Atlanta Metro Area"

Paulding County School System	Public: 9 Elementary; 3 Middle School; 2 High Schools	K-5 6-8 9-12	Intellectual Disabled, Visual Impairment, Orthopedic Impairment, Deaf, Speech, Learning, and Emotional Disabilities, Autism	No Cost to Family	862		Paulding County School System 404-443-8000
Cherokee County School System	Public: 18 Elementary; 3 Middle School; 3 High Schools	K-5 6-8 9-12	Students with special needs may have an individualized educational program developed for them to meet their special needs and educational goals	No cost to family. County spends $3356.04 per pupil.	837		Cherokee County Board of Education 404-479-1871
The Walker School	Private	Pre-School thru 12th	Private School in Marietta	$3500-6500 annual tuition	Info not available	Approx 98%	404-427-4666
Cobb County Christian School	Private	K3-12	Religious	Varies			404-434-1320
Covenant Christian School	Private	K4-5th	Religious	Varies			404-434-1596
Darlington School	Private	Pre K-12		Varies			1-800-368-4437
Eastside Baptist Christian	Private	K5-8th	Religious	Varies			404-971-2332
Faith Lutheran	Private	P3-5th	Religious	Varies			404-973-8921
First Baptist	Private	2 yr to 3rd Gr	Religious	Varies			404-435-3549
John Knox Presbyterian	Private	3 mo to K4th	Religious	Varies			404-973-3283
Mount Paran Christian	Private	K3-12th Gr	Religious	Varies			404-578-0182
North Cobb Christian	Private	K5-8th	Religious	Varies			404-975-0252
Shiloh Hills Christian	Private	K4-12th	Religious	Varies			404-926-7729

Wood Acres Country Day School	Private	K2-5th					404-971-1880
Youth Christian School	Private	K3-12th	Religious	Varies			404-943-1394
Community Christian Academy	Private	K3-3rd	Religious	Varies			404-479-9535
Cherokee Christian	Private	K4-7th	Religious	Varies			404-516-0922
Harvest Christian School	Private	K-12th	Religious	Varies			404-974-9091
Inner Harbor School	Private	K-8-12		Varies			404-942-2391
Douglasville Christian Academy	Private	K4-12	Religious	Varies			404-942-7203
Douglasville Seventh Day Adventist School	Private	K-12	Religious	Varies			404-949-6734
Harvester Christian Academy	Private	K4-6th	Religious	Varies			404-942-1583
Heritage Christian Academy	Private	K4-12th	Religious	Varies			404-949-9811
Kings Way Christian	Private	K3-12th	Religious	Varies			404-949-0812
Lithia Christian	Private	K5-12th	Religious	Varies			404-941-5406
Universal Faith Academy	Private	K4-12th	Religious	Varies			404-942-2886
Victory Academy	Private	K-12th	Religious	Varies			404-445-1007

Additional Public Schools in the Metro Atlanta area available for military dependents, but not as close as above listed schools. Number as shown in next column. Georgia State SAT scores rank near bottom but 60% of all Georgia students take SAT test and in most states only 2% to 5% take SAT and those are the college bound students. The Iowa Basic Skills tests are taken by every student in the country and therefore a better indicator of rank and quality; Georgia ranks at 52% percentile.	335 Elementary; 88 Middle School; 80 High School	K-5 6-8 9-12	All students with special needs	No cost to families	Georgia score average: 841 City of Atlanta average: 743		
Metro Atlanta contains over 150 private schools, 95% of which have religious affiliation. The Catholic Church has 12 Elementary, 1 High School, and 1 Special Education School. Three Jewish Schools are available. Many Montessori Schools are available.				Private Schools have tuition which vary from $1200 per pupil to $12,000 per pupil for day only and up to $30,000 for boarding school annually. Catholic Schools average $4200 per pupil annually.			"Know Atlanta" Magazine, "Guide to Greater Atlanta Metro Area"
Special needs schools in Metro Atlanta Area are as follows:							

Atlanta Area School for the Deaf	Public	Pre-School thru 12th	Deafness and Hearing Impaired	No tuition			"Know Atlanta" Magazine
Brandon Hall School	Private	6-12	For academic underachievers ADD, Dyslexia, and learning disabilities	$10,000 to $20,000 for day annual tuition and up to $30,000 for boarding	No score available	Not available	404-394-8177
Reach, Inc.	Private	Birth up	Multi-handicapped, Neuromuscular, Musculoskeletal Disorders	Insurance			404-377-3836
Davison School, Inc.	Private Non-Profit	Ages 3-18	Language, Speech and Hearing Disorder, Learning Disabilities	Non-Profit Organization with tax exempt status, insurance aid available			404-373-7288
Elaine Clark Center	Private Non-Profit Day School	Birth to Two Years	Mental and Physical Handicaps	No Fee			404-458-3251
Gables Academy	Private	Ages 12-20	Learning Disabilities and Behavior Disorders	Insurance Assistance			404-377-1721
Howard School	Private	Ages 5-18	Learning Disabilities, ADD, Dyslexia	Insurance Assistance			404-377-7436
Sexton Woods Center	Private	Ages 3-21	Emotionally Disturbed	Insurance Assistance			404-455-3916
Wesley Chapel Center	Public	K-12	Severely Emotionally & Behaviorally Disturbed	Part of Georgia Psychoedu-cational services - No fee			404-284-0600
Adaptive Learning Center	Private	K-12	Developmentally, Physically Disabled	Info not available			404-843-1893

Howard School	Private	Ages 5-18	ADD, Dyslexia, Learning Disabled	Info not available			404-642-9644
Saint Frances Day School	Private	GR 1-8	Learning Disabled	Varies			404-641-8257
Schenck School	Private	GR 1-8	Specific Learning Disabled				404-252-2591
Atlanta Speech School	Public	2 - adult	Hearing Impaired	Insurance			404-233-5332
Easter Seal Child Development Center	Private	Birth - 16	Speech and Physical Therapy	Insurance/ or free			404-633-9609
The Cottage School	Private Non-Profit	GR 8 - 12	Adolescents with history of school failure	Varies			404-641-8688

51.b. List the educational institutions within 30 miles which offer programs off-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "Yes" or "No" in all boxes as applies.

Institution	Type Classes		Program Type(s)				
			Adult High School	Vocational/ Technical	Undergraduate		Graduate
					Courses only	Degree Program	
Agnes Scott College	Day	Yes	Yes	No	Yes	Yes	Yes
	Night	No					
American College for Applied Arts	Day	Yes	No	No	No	Yes	No
	Night	No					
The Art Institute of Atlanta	Day	Yes	No	No	Yes	Yes - Assoc	No
	Night	No					
Atlanta Area Technical	Day	Yes	Yes	Yes	Yes	No	No
	Night	Yes	Yes	Yes	Yes	No	No

Atlanta Christian College	Day Yes	No	No	Yes	Yes - Assoc/Bach	No
	Night Yes	No	No	Yes	Yes - Assoc/Bach	No
Atlanta College of Art	Day Yes	No	No	Yes	Yes - Bach	No
	Night No					
Atlanta College of Medical and Dental Careers	Day Yes	No	Yes	Yes - Diploma Dental Asst., Medical Asst., Pharmec Asst.	No	No
	Night Yes	No	Yes	Yes	No	No
Atlanta Metro College	Day Yes	Yes	No	Yes	Yes - Assoc	No
	Night Yes	Yes	No	Yes	Yes - Assoc	No
Bauder College	Day Yes	No	Yes - Modeling/ Finishing	Yes	No	No
	Night No					

Beulah Heights Bible College	Day	Yes	No	Yes	No	Yes - Assoc/Bach	No
	Night	Yes	No	Yes	No	Yes - Assoc/Bach	No
Brenau College	Day	Yes	No	No	No	Yes - Bach Master	Yes
	Night	Yes	No	No	No	Yes - Bach Master	Yes
Carver Bible Institute	Day	Yes	No	No	No	Yes - Assoc/Bach	No
	Night	Yes	No	No	No	Yes - Assoc/Bach	No
Chattahoochee Tech Institute	Day	Yes	Yes	Yes	Yes	Yes - Assoc/Bach	No
	Night	Yes	Yes	Yes	Yes	Yes - Assoc/Bach	No
Clark Atlanta University	Day	Yes	Yes	No	No	Yes - Assoc/Bach	Yes - Master/ Doct.
	Night	No					
Clayton State College	Day	Yes	No	Yes	Yes	Yes - Assoc/Bach	No
	Night	Yes	No	Yes	Yes	Yes - Assoc/Bach	No
Columbia Theological Seminary	Day	Yes	No	No	No	No	Yes - Master/ Doct.
	Night	Yes	No	No	No	No	Yes - Master/ Doct.

DeKalb College	Day	Yes	Yes	Yes	Yes	Yes - Assoc	No
	Night	Yes	Yes	Yes	Yes	Yes - Assoc	No
DeKalb Technical Institute	Day	Yes	No	Yes	Yes	Yes - Assoc	No
	Night	Yes	No	Yes	Yes	Yes - Assoc	No
DeVry Institute of Technology	Day	Yes	No	Yes	No	Yes - Assoc	No
	Night	Yes	No	Yes	No	Yes - Assoc	No
Emory University	Day	Yes	No	No	Yes	Yes - Bach	Yes - Master/ Doct.
	Night	Yes	No	No	Yes	Yes - Bach	Yes - Master/ Doct.
Floyd College	Day	Yes	No	Yes	Yes	Yes - Assoc	No
	Night	No					
Georgia Institute of Technology	Day	Yes	No	Yes	Yes	Yes - Assoc/Bach	Yes Master/ Doct.
	Night	No					
Georgia State University	Day	Yes	Yes	No	Yes	Yes - Assoc/Bach	Yes Master/ Doct.
	Night	Yes	Yes	No	Yes	Yes - Assoc/Bach	Yes Master/ Doct.
Griffin Technical Inst	Day	Yes	No	Yes	Yes	No	No
	Night	Yes	No	Yes	Yes	No	No

Gwinnett Technical Inst	Day	Yes	No	Yes	Yes	Yes - Assoc	No
	Night	Yes	No	Yes	Yes	Yes - Assoc	No
Interdenominational Theology Ctr	Day	Yes	No	Yes	No	No	Yes Master/ Doct.
	Night	Yes	No	Yes	No	No	Yes Master/ Doct.
Kennesaw State College	Day	Yes	Yes	No	Yes	Yes	
	Night	Yes	Yes	No	Yes	Yes	
Life College	Day	Yes	No	Yes/ Chiropractic	Yes	Yes	Yes
	Night	No					
Massey Business	Day	Yes	No	Yes	No	Yes	No
	Night	Yes	No	Yes	No	Yes	No
Mercer University	Day	Yes	Yes	No	Yes	Yes	Yes
	Night	No					
Morehouse College	Day	Yes	No	No	No	Yes	No
	Night	No					
Morris Brown College	Day	Yes	No	No	Yes	Yes	No
	Night	No					
North Metro Technical Inst	Day	Yes	No	Yes	Yes	Yes	No
	Night	Yes	No	Yes	Yes	Yes	No
Oglethorpe University	Day	Yes	Yes	No	Yes	Yes	Yes
	Night	Yes	Yes	No	Yes	Yes	Yes
Oxford College of Emory Univ.	Day	Yes	No	No	No	Yes	No
	Night	No					

Psychological Studies Inst	Day Yes	No	No	No	No	Yes
	Night No					
Reinhardt College	Day Yes	Yes	No	No	Yes	No
	Night Yes	Yes	No	No	Yes	No
Southern College of Technology	Day Yes	No	Yes	Yes	Yes	Yes
	Night Yes	No	Yes	Yes	Yes	Yes
Spelman College	Day Yes	No	No	Yes	Yes	No
	Night No					

51.c. List the educational institutions which offer programs on-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "Yes" or "No" in all boxes as applies.

Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
Saint Leo's	Day No	No	No	Yes	Yes	No
	Night Yes					
	Corres-pondence No					
	Day					
	Night					
	Corres-pondence					

52. Spousal Employment Opportunities

Provide the following data on spousal employment opportunities.

Skill Level	Number of Military Spouses Serviced by Family Service Center Spouse Employment Assistance			Local Community Unemployment Rate
	1991	1992 *	1993	
Professional	N/A	2	9	1.2%
Manufacturing	N/A	1	5	17.9%
Clerical	N/A	5	13	6.1%
Service	N/A	2	15	9.6%
Other	N/A		5	6.3%

* Service provided commencing June 1992.

53. Do your active duty personnel have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

Yes. Major military in-patient specialty service systems are located in areas outside the Atlanta metro area. Because of those distances, personnel frequently must utilize civilian care services.

54. Do your military dependents have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

Yes. The same specialty services accessibility impacts military dependents. Further, many local providers do not accept CHAMPUS assignments.

55. Complete the table below to indicate the crime rate for your air station for the last three fiscal years. The source for case category definitions to be used in responding to this question are found in NCIS - Manual dated 23 February 1989, at Appendix A, entitled "Case Category Definitions." Note: the crimes reported in this table should include 1) all reported criminal activity which occurred on base regardless of whether the subject or the victim of that activity was assigned to or worked at the base; and 2) all reported criminal activity off base.

Crime Definitions	FY 1991	FY 1992	FY 1993
1. Arson (6A)	0	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
2. Blackmarket (6C)	2	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military	2	0	0
Off Base Personnel - civilian			
3. Counterfeiting (6G)	0	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
4. Postal (6L)	0	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			

Crime Definitions	FY 1991	FY 1992	FY 1993
5. Customs (6M)	0	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
6. Burglary (6N)	14	1	1
Base Personnel - military	10	0	1
Base Personnel - civilian	4	0	0
Off Base Personnel - military			
Off Base Personnel - civilian		1	
7. Larceny - Ordnance (6R)	0	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
8. Larceny - Government (6S)	12	9	17
Base Personnel - military	4	4	4
Base Personnel - civilian			3
Off Base Personnel - military			= 1225 40
Off Base Personnel - civilian			= 1225 40

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Crime Definitions	FY 1991	FY 1992	FY 1993
9. Larceny - Personal (6T)	15	13	16
Base Personnel - military	11	6	12
Base Personnel - civilian	1	1	2
Off Base Personnel - military	2	5	1
Off Base Personnel - civilian	1	1	1
10. Wrongful Destruction (6U)	24	26	21
Base Personnel - military	16	21	13
Base Personnel - civilian	3	3	4
Off Base Personnel - military	4	0	3
Off Base Personnel - civilian	1	2	1
11. Larceny - Vehicle (6V)	0	0	1
Base Personnel - military			1
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
12. Bomb Threat (7B)	0	0	1
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			1

Crime Definitions	FY 1991	FY 1992	FY 1993
13. Extortion (7E)	0	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
14. Assault (7G)	8	13	7
Base Personnel - military	3	4	2
Base Personnel - civilian	0	0	1
Off Base Personnel - military	4	8	3
Off Base Personnel - civilian	1	1	1
15. Death (7H)	2	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military	2		
Off Base Personnel - civilian			
16. Kidnapping (7K)	0	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			

Crime Definitions	FY 1991	FY 1992	FY 1993
18. Narcotics (7N)	5	0	1
Base Personnel - military	4	0	1
Base Personnel - civilian			
Off Base Personnel - military	1		
Off Base Personnel - civilian			
19. Perjury (7P)	0	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
20. Robbery (7R)	0	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
21. Traffic Accident (7T)	0	0	4
Base Personnel - military			3
Base Personnel - civilian			
Off Base Personnel - military			1
Off Base Personnel - civilian			

Crime Definitions	FY 1991	FY 1992	FY 1993
22. Sex Abuse - Child (8B)	0	1	3
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military		1	3
Off Base Personnel - civilian			
23. Indecent Assault (8D)	0	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
24. Rape (8F)	0	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
25. Sodomy (8G)	0	0	0
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type of print

Signature

Title

Date

Activity

In certify that the information herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge belief.

NAS ATLANTA

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

R. R. SAREERAM

NAME (Please type of print

Signature

ACTING

Title

27 JUN 1994

Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

RADM J. D. OLSON II, USNR
NAME (Please type or print)

Signature

COMMANDER, NAVAL AIR RESERVE FORCE
Title

Date 6/14/94

COMMANDER, NAVAL AIR RESERVE FORCE
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

RADM T. F. HALL, USN
NAME (Please type or print)

Signature T.F. Hall

COMMANDER, NAVAL RESERVE FORCE
Title

Date 6/15/94

COMMANDER, NAVAL RESERVE FORCE
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

CAPT E. H. FRAZIER, JR.
NAME (Please type or print)

E H Frazier Jr
Signature

COMMANDING OFFICER
Title

6/3/94
Date

NAVAL AIR STATION ATLANTA
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. D. OLSON II, RADM, USNR
Name (Please type or print)

Signature

COMMANDER, NAVAL AIR RESERVE FORCE
Title

10/26/94
Date

COMNAVAIRESFOR NEW ORLEANS, LA
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

Name (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT/CNO LEVEL

T. F. HALL, RADM, USN
Name (Please type or print)

TF Hall
Signature

COMMANDER, NAVAL RESERVE FORCE
Title

11/2/94
Date

DIRECTOR OF THE NAVAL RESERVE (CNO N095)
Activity

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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ACTIVITY COMMANDER

CAPT E. H. FRAZIER, JR., USNR
NAME (Please type or print)

E H Frazier
Signature

COMMANDING OFFICER
Title

Date 10/18/94

NAVAL AIR STATION ATLANTA
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. D. OLSON II, RADM, USNR
Name (Please type or print)

Signature

COMMANDER, NAVAL AIR RESERVE FORCE
Title

11/17/94
Date

COMNAVAIRESFOR NEW ORLEANS, LA
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

Name (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT/CNO LEVEL

T. F. HALL, RADM, USN
Name (Please type or print)

TF Hall
Signature

COMMANDER, NAVAL RESERVE FORCE
Title

11/23/94
Date

DIRECTOR OF THE NAVAL RESERVE (CNO N095)
Activity

NAS ATLANTA

D.C. 38

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

E. H. FRAZIER, JR.

NAME (Please type or print)

EH Frazier Jr

Signature

Commanding Officer

Title

Date 11/3/94

NAS Atlanta

Activity

D.C. 38

AIR STATION/FACILITY - UIC Naval Air Station Atlanta - 00196/44486

STATION CAPACITY

1a. For the **main airfield and each auxiliary airfield,** answer the following questions:

Airfield Name Dobbins Air Reserve Base

For each runway, give its designation, length, width, load capacity, lighting configurations, and arresting gear types. For each runway list any approach obstructions or any restrictions on flight patterns.

Runway	Length (ft)	Width (ft)	Max load	Lighting				Arresting Gear Type(s)
				F	P	C	N	
29/11	10,000	300	* See below	X	X	X		E-28

* Single Wheel - 200 KIPS
Tandem - 300 KIPS
Single Tandem - 175 KIPS
Twin Tandem - 560 KIPS
Twin Dual Tandem - 765 KIPS

F -- Full lighting (runway edge, center, and threshold)
P -- Partial lighting (less than full)
C -- Carrier deck lighting simulated
N -- No lighting

1b. Provide the **composition** (concrete, asphalt, other) and **load bearing capacity** of your aprons, ramps and taxiway.

Apron/ramp/taxiway Location - ID	SF	Comp.	ID Type/Model A/C Prohibited	Comments
Hangar 1/300	605,578	Concrete	See attached	
Hangar 5	291,564	Concrete	See attached	
Taxiway	N/A	N/A	N/A	

R

BRAC-95 DATA CALL CLARIFICATION

DATA CALL 16

1b. For clarity, can you support C-5 and C-141 operations out of your airfield? (R

NAS Atlanta utilizes the Dobbins Air Reserve Base airfield. The Dobbins' airfield can easily support C-5 and C-141 operations.

Are any Navy and Marine Corps, or Air Force aircraft prohibited from using your airfield?

No.

1c. Do you have **high speed taxiways**? Discuss number and impact on airfield operations.

None.

1d. Are **all runways** with approved instrument approaches served by **hi-speed taxiways**?

N/A.

1e. List any restrictions to **runways with approach obstructions** or any **restrictions on flight patterns.** Explain

Runway 11 glideslope angle has been raised to 3.5 degrees to provide safe clearance over obstructions (trees). Full 10K runway length still available.

1f. For the main airfield and each auxiliary and outlying field, discuss any **runway design features** that are specific to particular types of aircraft (i.e., are the airfield facilities designated primarily fixed wing jet, prop, or helo aircraft?)

E-28 arresting gear: Runway 11/29.

2a. List the **number of flight operations** (take-off, landing, or approach without landing) that the main airfield and all auxiliary fields can support on an hourly basis in both VMC and IMC. Comment on the factors at each field that limit this capacity (e.g., taxiway/runway limitations, airspace, ATC restrictions, environmental restrictions).

Airfield	# Flight Ops/Hr		Comments on Limiting Factors
	IMC	VMC	
Main	20	90	IMC ops/hr limited by ATC. Dobbins ARB controllers are capable of handling a radar approach every three minutes. VMC ops/hr limited by ATC. Dobbins ARB controllers are capable of handling a VFR/VMC T/O, landing, VFR approach every 1 1/2 minutes.
Auxiliary	N/A	N/A	

2b. Provide the average number of **(historical) flight operations** per month conducted at this station and the total number of days during which these operations were conducted. If data is not normally recorded, include estimates (and how derived). A flight operation is defined as a take-off, landing, or approach without a landing.

FY	Main Airfield Navy Ops Only		Auxiliary Field N/A		Auxiliary Field N/A		Auxiliary Field N/A	
	# Ops	# Days	# Ops	# Days	# Ops	# Days	# Ops	# Days
1991	2,040	30	--	--	--	--	--	--
1992	2,040	30	--	--	--	--	--	--
1993	2,280	30	--	--	--	--	--	--

2c. What percent of your flight operations at home field are Fleet Carrier Landing Practices (FCLPs)?

Less than 1%.

2d. Are you designated as an **authorized divert field** for any non-DoD aircraft? Explain.

Yes. Dobbins ARB/NAS Atlanta is an authorized divert field for Atlanta Hartsfield International Airport, per written agreement.

2e. Is your airfield designated as a **joint use airfield** (i.e. civilian/military, APOE)? If yes, explain mission and identify any special joint use facilities, equipment, or operational practices.

No. Lockheed Aeronautical Systems Corporation operates out of the airfield under a special license.

2f. Are you a NATO designated facility? If yes, explain mission and identify any special NATO facilities, equipment, or operational practices.

No.

2g. What **percentage of total operations are civilian?**

None.

2h. Describe the major **civilian air traffic structures** (routes, terminal control areas, approaches, etc.) discuss the present and likely future impact of each on air station operations.

NAS Atlanta is identified as Class "B" airspace. Its associated arrival/departure corridors are immediately to the south of the Air Station. There is no present or future impact on our operations.

2i. Are there any **air traffic control constraints**/procedures that currently, or may in the future, limit air station operations? If yes, fully explain impact.

No.

2j. List the normal **hours of operation** for the main airfield and each auxiliary airfield. Indicate if this schedule varies by month or season. If not 24 hour a day operation, explain (i.e. noise restricted).

Operating Schedule	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
Main Airfield	0700-2300	0700-2300	0700-2300	0700-2300	0700-2300	0700-2300	0700-2300
Aux. Airfield _____	N/A						
Aux. Airfield _____	N/A						
Aux. Airfield _____	N/A						

Remarks: Operational hours do not vary by season. Dobbins ARB/NAS Atlanta do not operate on a 24 hour basis because of noise restrictions.

3a. Assuming that airfield operations are **not constrained** by operational funding (personnel support, increased overhead costs, etc.), what **additional capacity** (in flight operations per hour) could be gained with the current equipment, physical plant, etc.? Provide details and assumptions for all calculations.

5 flt/hr - Fixed wing/VFR only limitations are ATC saturation rates as addressed in 2a.
10 flt/hr - Helicopter/VFR only limitations are ATC saturation rates as addressed in 2a.

3b. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional operating capacity** would be realized? Provide cost and details of all additional capacity calculations.

No additional MILCON is scheduled for FY 95-97.

3c. What **additional projects** could be added to provide **additional operating capacity**? At what estimated cost? Provide details and assumptions for all calculations.

Assumption 1: Expansion of Operations Building - 720 S.F. x $115.00 per S.F. = $82,800 estimated cost.

Assumption 2: Property at the end of the inactive runway is obtained from Dobbins Air Reserve Base and a 297,000 S.F. parking ramp is constructed.

Site work:	$ 163,500
Parking ramp 297,000 S.F. x $4.50 =	1,336,500
Total	$1,500,000

3d. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc. cannot overcome (e.g. airspace size/availability, AICUZ restrictions, environmental restrictions, land areas). Provide details of calculations.

Acreage/ramp space - No additional ramp space or taxiways can be built unless additional land is procured.

4. List all **NAVAIDS** with published approaches that support the main airfield and/or your auxiliary airfields. Note any additions/upgrades to be added between now and FY1997.

NAVAID	DESCRIPTION/LOCATION
TACAN	Rwy 29
ILS	Rwy 11
VOR	Rwy 29

BASING

5a. List all **active duty Navy/USMC squadrons/detachments** and the number of aircraft by type, model, and series (T/M/S), that will be permanently stationed/are scheduled to be stationed at this air station at the **end** of the indicated fiscal years.

Squadron/Det	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
NONE							

5b. Summarize average **visiting squadron/det loading** on air station operations(i.e. airwing/wing weapons deployment).

Squadron/Det Size (#A/C)	Apron Space Used	Hangar Space Assigned	Maintenance Support	Ave length of stay
HS-1 (3 SH-3 acft)	6,000 sq ft	1,600 sq. ft.	GSE Equipment: - starting units - light carts - hydraulic power units - trucks - tow tractors	4 days/mo

5c. If a major percent of flight operations at your air station is from other than permanently stationed squadron/detachments, provide explanation.

Approximately 20 percent of daily flight operations aboard NAS Atlanta is comprised of transient aircraft. These aircraft are involved in the transport and logistic support of reservists as well as active duty aircraft choosing to refuel at NAS Atlanta due to the strategic geographic location.

6a. List all **reserve Navy/USMC squadrons/detachments** and the number of aircraft by type, model, and series (T/M/S), which will be stationed/are scheduled to be stationed at this air station at the **end** of the indicated fiscal years.

Squadron/Det	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
HMLA 773	12	AH-1W	9	13	12	12	12
HMLA 773	6	UH-1N	7	7	7	7	7
VR-46*	~~4~~ 3	C-9B	~~4~~ 3	~~4~~ 3	~~4~~ 3	~~4~~ 3	~~4~~ 3
NAS Atlanta	1	UC-12B	1	2	2	2	2
VA-205**	8	A6-E	8	0	0	0	0
VMO-4***	6	OV-10D	6	0	0	0	0

RLS CNRF 401

* ~~4th aircraft added in FY 94.~~ RLS CNRF 401 27 MAY 94

** Unit being decommissioned in FY 95; all aircraft gone by 30 Sep 94.

*** Unit decommissioned in Apr 94; all aircraft gone by 1 Jul 94.

6b. For each **reserve squadron** at your air station, provide the number of **authorized billets** and the number of personnel actually assigned to the squadron for the past three fiscal years. Provide this information in the format below for both Selected Reservists (SELRES) and Training and Administration of Reserves (TAR) Navy Reservists/Full-Time Support (FTS) Marine Corps reservists. Explain differences between authorized and actual manning in the remarks section (i.e. not enough qualified reservists in the area).

Squadron: HMA-773	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot	28	0	14	3	24	3	15	2	42	5	25	3
NFO	0	0	0	0	0	0	0	0	0	0	0	0
Other Officer	8	4	3	1	12	0	4	0	2	2	2	2
Enlisted	146	21	71	20	146	14	58	11	175	22	114	13

Remarks: HMA-773 is a squadron flying the AH-1W Cobra. HMA-733 will be redesignated a HMLA-773 and will acquire six UH-1N Hueys to complement the AH-1W Cobra. With this redesignation, the personnel will be based on a Table of Organization (TO) for a HMLA vise HMA squadron, which is in line with the authorized numbers reflected in FY 93 under paragraph 6b. Again the personnel for HMA-773 have been monitored and controlled in the anticipation of the redesignation. Manpower at Headquarters, Washington, DC has already begun staffing the required personnel for this transition, and this staffing is proposed to be complete by the effective date of redesignation which is 1 Oct 94.

Squadron: VMO-4	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot	16	0	11	0	16	0	10	0	15	0	9	0
NFO	18	0	10	0	18	0	11	0	17	0	15	0
Other Officer	4	2	24	1	7	1	24	1	3	1	3	1
Enlisted	81	28	62	26	81	33	54	30	111	33	77	20

Remarks: VMO-4 is a squadron flying the OV-10 Bronco. VMO-4 was officially deactivated on 16 Apr 94 and is in the process of transferring the personnel and aircraft, which will be completed no later than 30 Jun 94. Due to this anticipated deactivation, manpower at Headquarters, Washington, DC, in coordination with MAG-42 and VMO-4, has purposefully restrained the manning level to prevent wasted dollars at deactivation. The deactivation was inevitable but the date was in question for the past few years.

Squadron: MALS-42	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot												
NFO												
Other Officer	6	1	8	0	6	6	11	3	17	0	16	0
Enlisted	78	16	110	12	78	19	112	19	82	5	87	0

Remarks:

Squadron: 4TH LAAD H&S, DET A	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot												
NFO												
Other Officer	2	0	2	0	2	0	2	0	2	0	1	0
Enlisted	8	13	14	12	8	13	18	8	27	8	30	13

Remarks:

Squadron: 4TH LAAD BTRY B	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot												
NFO												
Other Officer	5	0	5	0	5	0	5	0	5	0	3	0
Enlisted	132	5	166	9	132	5	166	5	137	6	200	7

Remarks:

Squadron: VR-46	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot	18	7	18	7	18	7	18	17	27	8 ~~10~~	27	~~10~~ 11
NFO												
Other Officer	2		2		2	1	2	1	3	1	3	1
Enlisted	104	62	104	68	104	62	93	74	~~125~~ 124	77	100	~~81~~ 78

Remarks: During FY 91/92 VR-46 was a two plane squadron. In FY 93, VR-46 received a third plane which increased personnel requirements.

LLS
02/4c1
27 May 94

Squadron: VA-205	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot	20	2	16	2	22	2	20	2	19 ~~22~~	2 ~~5~~	19	4 ~~5~~
NFO	20	3	10	3	22	3	20	3	18 ~~22~~	3 ~~6~~	18	6
Other Officer	3	1	3	1	3	1	3	1	4	1	4	1
Enlisted	160	126	115	120	160	126	124	128	~~160~~ 162	~~126~~ 124	128	~~130~~ 138

Remarks: FY 91/92, VA-205 transitioned from A-7E to KA-6 and A-6E. FY 93, VA-205 received notification it would begin losing KA-6 tankers with expectation of losing billets. VA-205 has decreased from 16 A-6 mix aircraft beginning in the spring, CY 93, to the current 8 A-6E aircraft.

7. List all **Station aircraft** by number, type, model, and series (T/M/S), which will be parked or stationed/are scheduled to be stationed at this air station at the **end** of the indicated fiscal years.

Squadron/ Custodian	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
HMLA-773	12	AH-1W	9	13	12	12	12
HMLA-773	6	UH-1N	7	7	7	7	7
VR-46*	4	C-9B	4	4	4	4	4
NAS Atlanta	1	UC-12B	1	2	2	2	2
VA-205**	8	A6-E	8	0	0	0	0
VMO-4***	6	OV-10D	6	0	0	0	0

* 4th aircraft added in FY 94.
** Unit being decommissioned in FY 95; all aircraft gone by 30 Sep 94.
*** Unit decommissioned in Apr 94; all aircraft gone by 1 Jul 94.

8. List all **DoD and non-DoD aircraft** not previously listed, by custodian, including number, type, model, and series (T/M/S) of aircraft, which will be parked or stationed/are scheduled to be stationed at this air station at the **end** of the indicated fiscal years.

Service/ Agency/ Custodian	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
Navy Atlanta Flying Club	1	PA 28-148	1	1	1	1	1
Navy Atlanta Flying Club	1	PA 28-R200	1	1	1	1	1
Navy Atlanta Flying Club	2	CESSNA 172	2	2	2	2	2
Navy Atlanta Flying Club	2	CESSNA 152	2	2	2	2	2
Navy Atlanta Flying Club	2	Navy T-34	2	2	2	2	2
Navy Atlanta Flying Club	1	Beech Baron T-42	1	1	1	1	1

9a. List other **operational command or support units** (ie. air wing staffs, MWSG, MWSS, MACG, MASS, etc.) stationed at this installation. For each Unit, give the unit identification number/UIC, mission, and facilities required (currently being used) to support the unit (i.e. equipment parking - 2500 SF; maintenance shop-200 SF; etc.).

Support Unit Identification/ UIC	Mission	Facilities Required	Equipment Laydown Requirement (covered/ uncovered in SF)
MWSS-472 00524	Marine Wing supports squadron in support of rotary wing aircraft	Administrative spaces 1,000 S.F.	Aircraft fire and rescue shed 3,460 S.F.
MAG-42 03004	Marine Air Group Headquarters and support detachment	15,345 S.F. - Admin space	3,000 for embark, NBC, Vehicles, Personal Combat Equipment (782 gear) and Supplies

Remarks: MWSS-472 will have 27 active duty support personnel, reflected in the 1,000 S.F. facility required for administrative spaces. However, MWSS-472 will have a total of 308 on their table of organization (TO). Since MWSS is in support, their personnel will be scattered throughout the entire base, i.e., crash/fire/rescue, bulk fuel, weather services, airfield security, etc. A facilities square footage should be added for these extra Marines in NAS Atlanta's master plan.

9b. Due to BRAC or other realignments, what increases/decreases in operational command or support units will occur at your installation. Provide expected gains/losses by year through 2001.

MAG 42 will be receiving six UH-1's during FY 94.
HMLA-773 will have an increase of approximately 45 personnel in support of UH-1's during FY 94.

10a. List all **other USN/USNR, USMC/USMCR, and other DoD or non-DoD active and SELRES units** not listed previously, that are scheduled to be stationed at this air station at the **end** of the indicated fiscal years.

Unit	Active or Reserve	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
MED/DEN 0267	Reserve	X	X	X	X	X
NAWC 0167	Reserve	X	X	X	X	X
COMPHIBGRU 0867	Reserve	X	X	X	X	X
CARGRU 0667	Reserve	X	X	X	X	X
AIC 0867	Reserve	X				
AIC 0967	Reserve	X	X	X	X	X
ONI 2109 (NAVMIC 2109)	Reserve	X	X	X	X	X
NAS JAX 0167	Reserve	X	X	X	X	X
NAS CECIL 0667	Reserve	X	X	X	X	X
NISRO 1407	Reserve	X				
NS ROTA 0167	Reserve	X	X	X	X	X
CNAVEUR INT 0167	Reserve	X	X	X	X	X
CVN 65 0167	Reserve	X	X	X	X	X
NAVAIRSYS 1367	Reserve	X	X	X	X	X
4th MED/MAW DET B	Reserve	X	X	X	X	X
CV-60 0167	Reserve	X	X	X	X	X
VTU 6767	Reserve	X	X	X	X	X
CARGRU 0867*	Reserve	X	X	X	X	X
4th LAAD BN 04715	Reserve	X	X	X	X	X
H&S DET A, 4th LAAD	Reserve	X	X	X	X	X
MALS-42	Reserve	X	X	X	X	X
MWSS 472*	Reserve	X	X	X	X	X

* Scheduled to be reassigned to NAS Atlanta during FY 94.

10b. For each of these other **reserve Navy/Marine Corps** units at your air station, provide the number of **authorized billets** and the number of personnel actually assigned to the squadron for the past three fiscal years. Provide this information in the format below for both Selected Reservists (SELRES) and Training and Administration of Reserves (TAR) Navy reservists/Full-Time Support (FTS) Marine Corps reservists. Explain differences between authorized and actual manning in the remarks section.

NR Activity/Unit: NR MED/DEN 0267	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	6	--	17	--	15	--	16	--	16	--	27	--
Enlisted	36	--	39	--	31	--	32	--	30	--	51	--

Remarks: Combined with MED/DEN 0167.

NR Activity/Unit: NAWC 0167	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	6	--	6	--	6	--	7	--	6	--	6	--
Enlisted	5	--	3	--	5	--	4	--	5	--	4	--

Remarks:

NR Activity/Unit: COMPHIBGRU 0867	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	20	--	22	--	19	--	21	--	19	--	18	--
Enlisted	13	--	13	--	14	--	13	--	14	--	11	--

Remarks:

NR Activity/Unit: NR CARGRU 0667	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	15	--	16	--	16	--	15	--	16	--	16	--
Enlisted	27	--	28	--	27	--	28	--	29	--	26	--

Remarks:

NR Activity/Unit: AIC 0867	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	25	--	25	--	22	--	21	--	23	--	22	--
Enlisted	26	--	30	--	26	--	25	--	25	--	26	--

Remarks:

NR Activity/Unit: NR AIC 0967	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	24	--	23	--	22	--	21	--	22	--	20	--
Enlisted								--	22	--	20	--

Remarks:

NR Activity/Unit: ONI 2109 (NAVMIC 2109)	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	26	--	17	--	26	--	22	--	24	--	21	--
Enlisted	13	--	7	--	9	--	8	--	10	--	7	--

Remarks:

NR Activity/Unit: NAS JAX 0167	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	17	--	36	--	25	--	39	--	22	--	42	--
Enlisted	80	--	103	--	81	--	95	--	80	--	82	--

Remarks:

NR Activity/Unit: NAS CECIL 0667	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	6	--	20	--	9	--	28	--	5	--	30	--
Enlisted	20	--	89	--	48	--	98	--	63	--	91	--

Remarks:

NR Activity/Unit: NISRO 1407	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	10	--	9	--	10	--	11	--	10	--	10	--
Enlisted	3	--	3	--	2	--	2	--	2	--	2	--

Remarks:

NR Activity/Unit: NS ROTA 0167	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	10	--	18	--	18	--	30	--	13	--	36	--
Enlisted	98	--	130	--	112	--	142	--	115	--	116	--

Remarks:

NR Activity/Unit: CNAVEUR INT 0167	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	29	--	29	--	29	--	25	--	29	--	29	--
Enlisted	28	--	28	--	28	--	25	--	28	--	25	--

Remarks:

NR Activity/Unit: CVN 65 0167 ENTERPRISE	FY 1991 NR CV 59				FY 1992 CV 59				FY 1993 CVN 65			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	6	--	17	--	8	--	18	--	10	--	16	--
Enlisted	83	--	97	--	87	--	89	--	133	--	107	--

Remarks: CVN 65 was formed in FY 93 from the former NR CV-59 unit.

NR Activity/Unit: NAVAIRSYS 1367	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	6	--	7	--	6	--	10	--	6	--	9	--
Enlisted	0	--	0	--	0	--	1	--	0	--	1	--

Remarks:

NR Activity/Unit: 4TH MED/MAW DET B	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	6	--	4	--	9	--	8	--	7	--	7	--
Enlisted	8	--	7	--	6	--	18	--	19	--	17	--

Remarks:

NR Activity/Unit: CV-60 0167 (SARATOGA)	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	7	--	17	--	14	--	23	--	8	--	19	--
Enlisted	111	--	116	--	111	--	129	--	130	--	124	--

Remarks:

NR Activity/Unit: VTU 6767	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	N/A	--	45	--	N/A	--	57	--	N/A	--	62	--
Enlisted	N/A	--	8	--	N/A	--	12	--	N/A	--	14	--

Remarks:

NR Activity/Unit: NORA 1567	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	3	--	4	--	4	--	4	--	3	--	3	--
Enlisted	9	--	7	--	8	--	10	--	8	--	8	--

Remarks: Disestablished FY 94 due to lack of Navy weather forecasting facilities at NAS Atlanta.

NR Activity/Unit: MED/DEN 0167	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	11	--	22	--	10	--	18	--	0	--	0	--
Enlisted	27	--	41	--	14	--	25	--	0	--	0	--

Remarks: MED/DEN 0167 was combined with 0267 in FY 93.

NR Activity/Unit: 4th LAAD BN 04715	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	5	0	5	0	5	0	5	0	10	0	3	0
Enlisted	132	5	166	9	132	5	166	5	132	5	132	2

Remarks:

NR Activity/Unit: H&S DET A 4th LAAD	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	2	0	2	0	2	0	2	0	2	1	2	1
Enlisted	8	13	14	12	8	13	18	8	10	13	13	2

Remarks:

NR Activity/Unit: MALS 42	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	6	1	8	0	6	6	11	3	25	1	8	4
Enlisted	78	16	110	12	78	19	112	19	271	9	39	7

Remarks: In FY 93 all Marine MAL units (4) were identified on one authorization. The actual count identifies the MAL 42 (stationed at NAS Atlanta) fair share allocation. Due to the restructuring of the VMO and HML units and the conversion of airframes, actual SELRES numbers have been reduced. The conversion of airframes has not been completely identifed as to the units requirements at this date.

11. For all reserve units that train at the air station, summarize the average number of candidate reservists on **waiting lists for reserve billets** (i.e., station/squadron/unit/etc.) during the years indicated.

	Average Personnel on Waiting List		
	FY 1991	FY 1992	FY 1993
Pilot	54	69	70
NFO	13	21	14
Other Officers	1	36	36
Enlisted	170	165	160

TRAINING SUPPORT

12a. Estimate the number of **flight operations** (take-off, landing, touch and go, and approach without landing) per year at your installation that are needed **to maintain required operational readiness** by each squadron/unit assigned to the installation. Provide comments on the basis for these values.

Squadron/ Unit	Aircraft Type	Number of Flight Operations/Yr	Comments
HMLA-773	AW-1W	2,750	--
HMLA-773	UH-1N	1,980	--
VR-46	C-9B	2,208	TPC-10/mo (x 10 x 12) 1,200 CP-6/mo (x 14 x 12) 1,008
NAS Atlanta	UC-12B	1,440	TPC-10/mo (x 6 x 12 mo) 720 Co-pilot-6/mo (x 10 x 12 mo) 720
VA-205	A-6E	1,900	Note (1)
VMO-4	OV-10D	3,609	Note (1)

Note (1): VA-205 and VMO-4 are both being disestablished with all aircraft scheduled to go away during FY 94.

12b. For each **Special Use Airspace (SUA)** or airspace-for-special use routinely used by squadrons/units assigned to your installation (regardless of location[1]), indicate how many hours per year are **required for** each user to maintain **required operational readiness**. Special Use Airspace includes alert areas, military operating areas (MOA), restricted areas, and warning areas which are used for air-to-air, air-to-ground, electronic (EW, ECM), low level training routes (MTRs), and other training.

[1] include RON/domestic deployment training

SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)
R2301WL	AZ 1700	AG	MCAS YUMA, AZ	HMA-773/ VMO-4	See Types/Uses	3.0
R2501	CA 1800	AG	MCB 29 PALMS,C A	HMA-773/ VMO-4	See Types/Uses	312.3
R2507	CA 1700	AG Low Level	MCAS YUMA, AZ	HMA-773/ VMO-4	See Types/Uses	3.3
R3002	GA 100	AG Low Level	Ft. Benning, Ga	HMA-773/ VMO-4	See Types/Uses	43.5
R2915A	FL 200	Low Level	Eglin AFB, FL	HMA-773/ VMO-4	See Types/Uses	3.5
R5306A	NC 450	AG Low Level	MCAS Cherry Point, NC	HMA-773/ VMO-4	See Types/Uses	23.6
R5306B	NC 450	AG Low Level	MCAS Cherry Point, NC	HMA-773/ VMO-4	See Types/Uses	1.6
SR36	GA 10	Low Level	Dobbins ARB, GA	HMA-773/ VMO-4	See Types/Uses	0.2
SR37	GA 10	Low Level	Dobbins ARB, GA	HMA-773/ VMO-4	See Types/Uses	1.3
R2102	AL 70	AG Low Level	Ft McClellan, AL	HMA-773/ VMO-4	See Types/Uses	2.0

[1] include RON/domestic deployment training

R3005	GA 200 nm	AG/MTR	Ft Stewart, GA 104740	VA-205	Weapons/Low Level	352
R2910	FL 300 nm	AG/MTR	FACSFAC JAX	VA-205	Weapons/Low Level	235
R5306A	NC 425 nm	AG/MTR	MCAS Cherry Point 00146	VA-205	Weapons/Low Level	117
VR1004	FL 150 nm	MTR	FACSFAC JAX	VA-205	Low Level	176
VR1005	FL 150 nm	MTR	FACSFAC JAX	VA-205	Low Level	176
VR1052/56	AL 150 nm	MTR	117 TRW B'ghm, AL	VA-205	Low Level	176
VR1055	AL 150 nm	MTR	117 TRW B'ghm, AL	VA-205	Low Level	176
VR058	SC 150 nm	MTR	363 OSS/ OSTA Shaw AFB, SC	VA-205	Low Level	176
VR092	SC 150 nm	MTR	363 OSS/ OSTA Shaw AFB, SC	VA-205	Low Level	176
Bulldog MOA	SC 150 nm	AA	363 FW Shaw AFB, SC	VA-205	ACM Aerobatics	40
B'mingham MOA	AL 150 nm	AA	117 TRW B'ghm, AL	VA-205	ACM Aerobatics	40

12c. For each **Special Use Airspace (SUA)** or airspace-for-special-use complete the following table:

SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled	Utilized[1]	Operating Limitations[2]
					# Hours	# Hours	
R3005	GA 200 nm	Bombing Range	Ft. Stewart, GA	1991	700	616	All areas essential for mission
				1992	840	773	"
				1993	770	695	"
R2910	FL 300 nm	Bombing Range/LL	FACSFAC JAX	1991	200	176	"
				1992	240	221	"
				1993	220	199	"
R5306A	NC 425 nm	Bombing Range/LL	MCAS Cherry Point 00146	1991	100	88	"
				1992	120	110	"
				1993	110	99	"
VR 1004	FL 150 nm	Low level	FACSFAC JAX	1991	255	175	"
				1992	325	276	"
				1993	290	226	"
VR 1005	FL 150 nm	Low level	FACSFAC JAX	1991	170	140	"
				1992	260	220	"
				1993	215	180	"
VR 1052/56	AL 150 nm	Low level	117 TRW B'mghm, AL	1991	170	140	"
				1992	260	220	"

				1993	215	180	"
VR 1055	AL 150 nm	Low level	117 TRW B'mgham, AL	1991	170	140	"
				1992	260	220	"
				1993	215	180	"
VR 058	SC 150 nm	Low level	363 OSS/ OSTA Shaw AFB, SC	1991	43	35	"
				1992	65	55	"
				1993	54	45	"
VR 092	SC 150 nm	Low level	363 OSS/ OSTA Shaw AFB, SC	1991	43	35	"
				1992	65	55	"
				1993	54	45	"
Bulldog MOA	SC 150 nm	ACM Aerobatics	363 FW Shaw AFB, SC	1991	90	79	"
				1992	75	63	"
				1993	83	71	"
B'ghm MOA	AL 150 nm	ACM Aerobatics	117 TRW B'ghm, AL	1991	270	238	"
				1992	225	189	"
				1993	248	214	"
R2301WL	AZ 1700	AG	MCAS Yuma, AZ	1991	7.0	6.8	"
				1992	4.0	4.0	"
				1993	3.0	3.0	"

R2501	CA 1800	AG	CG, MCB 29 Palms, CA	1991	252.0	238.0	"
				1992	274.0	264.8	"
				1993	315.0	312.3	"
R2507	CA 1700	AG Low Level	MCAS Yuma, AZ	1991	5.0	4.2	"
				1992	7.0	7.0	"
				1993	3.5	3.3	"
R3002	GA 100	AG Low Level	COMDR, Ft Benning, GA	1991	50.0	47.4	"
				1992	38.0	34.7	"
				1993	45.0	43.5	"
R2915A	FL 200	Low Level	Eglin AFB, FL	1991	12.0	10.2	"
				1992	3.0	3.0	"
				1993	4.0	3.5	"
R5306A	NC 450	AG Low Level	MCAS Cherry Point, NC	1991	21.0	18.0	"
				1992	29.0	26.4	"
				1993	24.0	23.6	"
R5306B	NC 450	AG Low Level	MCAS Cherry Point, NC	1991	7.0	6.5	"
				1992	7.0	6.3	"
				1993	5.0	1.6	"
SR 36	GA 10	Low Level	Dobbins ARB, GA	1991	N/A	0.0	"

				1992	N/A	4.2	"
				1993	N/A	0.2	"
SR 37	GA 10	Low Level	Dobbins ARB, GA	1991	N/A	7.0	"
				1992	N/A	3.5	"
				1993	N/A	1.3	"
R2102	AL 70	AG Low Level	Ft McClellan AL	1991	0.0	0.0	"
				1992	6.0	3.2	"
				1993	4.5	2.0	"

1 For the "Utilized" values, provide reasons for hours scheduled, but not utilized (e.g. 40% cancelled due to weather; 10% cancelled for unscheduled range maintenance, etc.).
2 Provide any comments on operating limitations.

12d. Assuming that the flight training facility is **not constrained by operational funding** (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc. , what **additional use of airspace assets** could be realized? Provide details and assumptions for all calculations.

N/A. NAS Atlanta has no special use air space assets.

12e. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional operating capacity** would be realized? Provide cost and details of all additional capacity calculations.

There are no planned MILCON projects which could affect/change the operating capacity of NAS Atlanta. (Pertaining to special use air space or to normal airfield ops.)

12f. What additional projects could be added to provide additional operating capacity? At what estimated cost? Provide details and assumptions for all calculations.

None.

12g. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

N/A. No special use air space is controlled or supported by NAS Atlanta.

12h. In the event that it became necessary to increase base loading at your installation, does the **airspace** overlying and adjacent to your installation have the **capacity** to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.

The proximity of heavy use airspace in the immediate vacinity of the field would have only a slight impact on operations if we were to increase the traffic in/out of NAS Atlanta. ATC Atlanta estimates a 20% increase in military traffic could be absorbed by the system without critically impacting civilian traffic.

13a. For each **ground/water training facilities/ranges/training areas** routinely used by squadrons/units assigned to your installation (regardless of location[1]), indicate how many hours per year are required for each user to maintain readiness?

[1] include RON/domestic deployment training

Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)
Ft. Benning	130	Ranges	Army Range Control	HMLA MWSS MALS LAAD	Rifle Range Any Type Trng	192
Catoosa GA	95	Ranges/ Land Nav	TN Guard	HMLA MWSS MALS LAAD	Gas Chamber Land Nav Pis/Rifle	290
Ft. McClellan	100	Ranges	Army Range Control	HMLA MWSS MALS LAAD	Any Type Trng	192
Cobb Co. Aquatic Ctr	15	Water Survival	Cobb County	HMLA MWSS MALS LAAD	Combat Water Surv	60
Parris Island, SC	300	Rifle Range	USMC 03004	HMLA MWSS MALS LAAD	Rifle Range	48
Firing Range	2	Rifle Range	00196	Security	12 Ga Shotgun	180
Firing Range	2	Rifle Range	00196	Security	45 Cal	180
Firing Range	2	Rifle Range	00196	Security	38 Revolver	180
NAPTP	NAS P'Cola 350	Physiology	0751A	VR-46	Physiology	152
NAPTP	NAS Cecil 320	Physiology	00232	VR-46, VA-205 NAS Atlanta	Physiology	152
NAWSTP	NAS Jax 320	Water Survival	0349A	VR-46	Water Survival	100
NAWSTP	NAS P'Cola 350	Water Survival	0751A	VR-46	Water Survival	100
Townsend	S. GA 200	Bomb Tgt	Gang	VA-205	Delivery of Practice Ordnance	200
Pinecastle	FL 350	Bomb Tgt	FACSFAC Jax, FL	VA-205	Delivery of Practice Ordnance	100
NAS Atlanta Swim Quals	500 yds	Aircrew Swim Quals	00196	NAS Atlanta	40 Aircrew Annually for 4-Yr Swim Quals	480

Remarks:

13b. For each **ground/water training facility/range/training area** listed above, complete the following table:

Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled	Utilized[1]
					# Hours	# Hours
Ft. Benning	AL 130	Ranges Any Trng	Army Ranges	1991	0	--
				1992	0	--
				1993	0	--
Catoosa, GA	GA 95	Ranges Land	TN Guard, partially GA Guard	1991	56	56
				1992	56	56
				1993	48	48
Parris Island	SC 300	Rifle Range	USMC 03004	1991	48	48
				1992	48	48
				1993	48	48

[1] For the "Utilized" values, provide reasons for hours scheduled, but not utilized (e.g. 40% cancelled due to weather; 10% cancelled for unscheduled range maintenance, etc.).

Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled	Utilized[1]
					# Hours	# Hours
Firing Range	Windy Hill 2 mi	Firearm Quals	NAS Atl 00196	1991	180	180
				1992	180	180
				1993	180	180
Firing Range	Windy Hill 2 mi	Firearm Quals	NAS Atl 00196	1991	180	180
				1992	180	180
				1993	180	180
Firing Range	Windy Hill 2 mi	Firearm Quals	NAS Atl 00196	1991	180	180
				1992	180	180
				1993	180	180

Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled	Utilized[1]
					# Hours	# Hours
NAPTP	P'Cola Cecil 260 mi	Physio.	0751A 00232	1991	96 96	96 96
				1992	88 88	88 88
				1993	112 112	112 112
NAWSTP	Jax P'Cola 260 mi	Water Surv.	0349A 0751A	1991	48 48	48 48
				1992	44 44	44 44
				1993	56 56	56 56
				1991		
				1992		
				1993		

Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled	Utilized[1]
					# Hours	# Hours
TGTS	GA/FL 290 mi	Bombs	Gang/ FACSFAC Jax	1991	120	105
TGTS	GA/FL 290 mi	Bombs	Gang/ FACSFAC Jax	1992	210	195
TGTS	GA/FL 290 mi	Bombs	Gang/ FACSFAC Jax	1993	200	185
				1991		
				1992		
				1993		
				1991		
				1992		
				1993		

13c. Assuming that the ground training facility/range/training areas are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what **additional capacity** (beyond scheduled) could be gained? Provide details and assumptions for all calculations.

None.

13d. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional capacity** would be realized? Provide cost and details of all additional capacity calculations.

None, there are no MILCON projects planned for NAS Atlanta.

13e. What additional projects could be added to provide additional operating capacity? At what estimated cost? Provide details and assumptions for all calculations.

Note 1:
Assumption: Enclose existing swimming pool and provide heating to allow for year round utilization for swimming qualifications.
Assume: Enclosure-10,810 S.F. x $25.00 per S.F. = $270,250
Heater = 29,750
Estimated Cost =$300,000

Note 2:
For the cost of a simulator and transportation, Bldg. 2 is presently configured and wired for a motion based simulator.

13f. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., zoning restrictions, lack of available space,etc.).

No limiting factors.

14a. By facility Category Code Number (CCN), provide the usage requirements for each course of instruction required for all formal schools on your installation. Do not include requirements for maintaining unit readiness, GMT, sexual harrassment, etc. Include all applicable 171-XX and 179-xx CCN's.

CCN: _____

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
Bldg. 2 171-15	Active/Reserve	Haz Material	30	16	480	30	16	480
"	"	Gen Corr	70	16	1,120	70	16	1,120
"	"	Aviation Corr	90	16	1,440	90	16	1,440
"	"	VIDS/MAF	60	16	960	60	16	960
"	"	Trng Petty Officer	60	16	960	60	16	960
"	"	SMI	120	16	1,920	120	16	1,920
"	"	Tech Pubs Library	20	40	800	20	40	800

"	"	DTPO	30	16	480	30	16	480
"	"	IMRL	20	40	800	20	40	800
"	"	WC Admin	26	40	1,040	26	40	1,040
"	"	Mat. Control	15	40	600	15	40	600
"	"	QA Admin	42	40	1,680	42	40	1,680
"	"	MC Admin	22	80	1,760	22	80	1,760
"	"	Logs/Rec	30	80	2,400	30	80	2,400
"	"	AIMD Off/Sup	15	80	1,200	15	80	1,200
"	"	Instr Basic	60	80	4,800	60	80	4,800
"	"	NLDP	300	36	10,800	300	36	10,800
"	"	Cmd Excel	100	16	1,600	100	16	1,600
"	"	NRL	840	8	6,720	840	8	6,720
"	"	Indoc	480	16	7,680	480	16	7,680
"	"	NAWSTP	30	16	480	30	16	480
Hangar 1 610-10	Reserve	Basic Reserve Intel-Officer	12	168	2,016	12	168	2,016
"	"	Basic Reserve Intel-Enlisted	12	168	2,016	12	168	2,016
		TOTAL	2,484		53,752	2,484		53,752

A = Students per year
B = Number of hours each student spends in this training facility for the type of training received
C = A X B

14b. By Category Code Number (CCN), complete the following table for all **training facilities** aboard the installation. Include all 171-xx, 179-xx CCN's.

For example: In the category 171-10, a type of training facility is academic instruction classroom. If you have 10 classrooms with a capacity of 25 students per room, the design capacity would be 250. If these classrooms are available 8 hours a day for 300 days a year, the capacity in student hours per year would be 600,000.

CCN: _____

Type Training Facility	Total Number	Design Capacity (PN)1 # Seats	Capacity (Student HRS/YR)[2]
171-15 ReserveTraining Bldg. (Bldg. 2)	1	327	680,160*
171-10 Applied Instruction Bldg. (Windy Hill)	1	38	790,040*
610-10 Supply Conference Room (Bldg. 30)	1	10	20,800*
610-10 Public Works Conference Room (Bldg. 70)	1	5	10,400*
750-30 Swimming Pool	1	--	4,800**
610-10 MWR Conference Room	1	6	12,480*
610-10 Hangar 1 Training Rooms	9	88	183,040*
211-07 Hangar 5 Training Room	4	45	93,600*
211-07 Hangar 300 Training Room	3	34	70,720*

[1] Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

[2] Design how the student HRS/YR value in the preceding table was derived..

* Assume - 8 hrs/day, 260 days/yr
** 8 hrs/day, 120 days/year, 5 persons at a time

14c. Assuming that the ground school training facility **is not constrained by operational funding** (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc, what additional capacity (in student hours/yr) could be gained? Provide details and assumptions for all calculations.

If the Training Dept expanded Ops to 4 drill weekends per month, an additional 3 large units of 75-100 personnel could be trained. (3 x 75-100 = 300)

14d. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc. cannot overcome.

None.

14e. For facilities with category codes 171-xx, 179-xx, and any other CCN's, provide the amount of adequate, substandard and inadequate **facilities** in terms of square feet and number of students.

Parent UIC	CCN	Facility Type	Adequate		Substandard		Inadequate		Total	
			SF	PN	SF	PN	SF	PN	SF	PN
N00196	171-10	Applied Inst	6,048	38	--	--	--	--	6,048	38
N00196	171-15	Reserve Trng	20,503	327	--	--	--	--	20,503	327
N00196	211-07	Hangar Trng Rooms	3,569	79	--	--	--	--	3,569	79
N00196	750-30	Swimming Pool	13,570	5	--	--	--	--	13,570	5
N00196	610-10	Conference Rooms	4,909	109	--	--	--	--	4,909	109

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

SHIP BERTHING CAPACITY

15a. For each **Pier/Wharf** at your facility list the following **structural characteristics.** Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
N/A								

[1]Original age and footnote a list of MILCON improvements in the past 10 years.
[2]Use NAVFAC P-80 for category code number.
[3]Comment if unable to maintain design dredge depth
[4]Water distance between adjacent finger piers.
[5]Indicate if RO/RO and/or Aircraft access. Indicate if on-pier structure limits open pier space.
[6]Describe the additional controls for the pier.
[7]Net explosive weight. List all ESQD waivers that are in effect with expiration date.

15b. For each **Pier/Wharf** at your facility list the following ship support characteristics:

Pier/ Wharf	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable Water (GPD)	CHT (GPD)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2]	Fendering limits[3]
N/A								

[1]List only permanently installed facilities.
[2]Indicate if the steam is certified steam.
[3]Describe any permanent fendering arrangement limits on ship berthing.

15c. For each pier/wharf listed above state today's normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
N/A				

[1]Typical pier loading by ship class with current facility ship loading.

[2]List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

[3]List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

15d. For each pier/wharf listed above, based on Presidential Budget 1995 budgeted infrastructure improvements in Presidential Budget 1995 through FY1997 and the BRAC 91 and 93 realignments, state the expected normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
N/A				

[1]Typical pier loading by ship class with current facility ship loading.

[2]List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

[3]List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

15e. How much pier space is required to berth and support ancillary craft (tugs, barges, floating cranes, etc.) currently at your facility? Indicate if certain piers are uniquely suited to support these craft.

N/A.

15f. What is the average pier loading in ships per day due to visiting ships at your base. Indicate if it varies significantly by season.

N/A.

15g. Given no funding or manning limits, what modifications or improvements would you make to the waterfront infrastructure to increase the cold iron ship berthing capacity of your installation? Provide a description, cost estimates, and additional capacity gained.

N/A.

15h. Describe any unique limits or enhancements on the berthing of ships at specific piers at your base.

N/A.

FACILITIES

16a. Using the types (and mix) of aircraft currently stationed at your installation, project the additional number of these aircraft (maintain approximate current mix/ratio of A/C) that could be based and parked on your **current parking aprons.**
Provide two estimates:

1. Using NAVFAC P-80 standard measures
2. Using real world planning factors to accomodate a surge demand for space (maintaining safe operating procedures).

Aircraft Type	Current # of Aircraft Parked/Stationed	Maximum Additional Capacity (# of Aircraft)		Total	
		NAVFAC	Surge	NAVFAC	Surge
C-9	4	0	3	4	7
OV-10	12	0	2	12	14
AH-1W	12	0	24	12	36
A-6	8	6	36	14	44
UH-1N	6	1	20	6	26
C-12	1	0	1	1	2

Provide the **details of your calculations**, including your assumptions on the minimum separation between aircraft, parking angle, folding of aircraft wings and any obstructions that may limit the placement of aircraft on the parking apron spaces. Indicate if taxiway aprons are used in the projection.

C-9 - Utilized total taxiway width of 93'4" (wingspan) plus 20 feet wingtip clearance on each side. Aircraft parked at 90 degrees with 20 feet between wingtips. (Provides 3 spaces.) Three additional aircraft must be towed into place, parking nose to tail along taxiway edge. Taxiway centerline is shifted to provide space. Aircraft must be towed into seventh space adjacent to Hangar #1.

OV-10 - Utilized total taxiway width of 42 feet plus 10 feet wingtip clearance. This allowed shifting of 90 degree parking spaces to provide 2 additional spaces.

AH-1W - Stacked aircraft with rotor parallel to helicopter, allowing 12 feet for helicopter with 4 feet between each. Must be towed into place. 90 degree parking provides 47 additional spaces.

A-6 - Utilized total taxiway width of 25'4" (width with wings folded) plus 15 feet wingtip clearance each side. This allowed for increase in number of rows of parking and aircraft per row. Provided 30 additional spaces.

Utilizing current turn-up areas, parking spots, and safe clearances for taxiways, the surge projections are best guess based on safe operating criteria. With the stand-down of VA-205, the surge of two additional C-9B's is possible utilizing the VA-205 parking ramp.

16b. List current **usage of parking apron area** in SF, being used by the following categories of Squadron/Aircraft. The six categories listed correspond to the categories described above in questions 5 ,6, 7, 8, 9, and 10. Category Code Number (CCN) from P-80. Provide an estimate for FY 2001.

Parking Apron Location/ Designator	Apron Area in SF (CCN 113-20) and Apron Access Area in SF (CCN 113-40						
	Active SQD/Det A/C	Reserve SQD/Det A/C	USN/USMC Station A/C	DoD or non-DoD A/C	Other USN(R) USMC(R), DoD/non-DOD	Other units not covered and transient A/C	
Hangar 1/300	--	605,578	--	--	--	--	
Hangar 5	--	291,564	--	--	--	--	
Dobbins ARB Inactive Runway	300,000	--	--	--	--	--	
AFP #6 Fuel Farm Area (BY 2001)	--	216,000	--	--	--	--	
Dobbins ARB Inactive Runway (By 2001)	--	297,000	--	--	--	--	
Column totals	300,000	1,410,142	--	--	--	--	[1] 1,710,142

[1] Grand total

16c. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional parking capacity** would be realized? Provide cost and details of all additional capacity calculations.

None; there are no programmed MILCON projects for NAS Atlanta.

16d. What additional projects could be added to provide parking space? At what estimated cost? Provide details and assumptions for all calculations.

Assumption: The area of the Lockheed Fuel Farm, that is currently owned by Air Force Plant #6, is obtained by NAS Atlanta and a 216,000 square foot parking ramp is constructed.

Sitework	= $2,228,000
Parking Ramp 216,000 S.F. X $4.50 per S.F.	= 972,000
Total Estimated Cost	= $3,200,000

Assumption: Property at the end of the inactive runway is obtained from Dobbins ARB and a 297,000 square foot parking ramp is constructed.

Sitework	= $ 163,500
Parking Ramp 297,000 S.F. X $4.50 per S.F.	= 1,336,500
Total Estimated Cost	= $1,500,000

16e. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., AICUZ restrictions, environmental restrictions, land areas, etc.).

NAS Atlanta has a limited amount of land area that is currently owned. However, it is anticipated to obtain approximately 6 acres when Lockheed relocates its Fuel Farm from Air Force Plant No. 6 property. Also, possible to lease additional land area from Dobbins Air Reserve Base in the area of their "dead runway" (assume 20 acres available).

17a. List the **hangars** at the air station. Identify by (P-80) type, year built, dimensions.

Hangar ID/#	Type I, II or (O)ther	Year Built	Hangar Deck Dimensions	Limit-ing Height	Current Usage	In SF			
						Adequate	Substan-dard	Inade-quate	Total
# 1	II	1958	154'X256'	40'9"	Mag 42 - OV-10 AH-1W C-12 Station AIMD	102,469	10,469		112,938
# 5	I	1983	101'X189'	28'0"	VA-205 A-6	37,248			37,248
#300	II	1990	118'X141'	36'0"	VR-46 C-9	41,854			41,854

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

17b. For each **hangar** provide **space allocation** information listed in table below. Indicate if OPS/ADMIN space is in a non-contiguous building, Provide subtotal for each hangar.

Hangar #/ID/Type	SQD/Mod# Assignment[1]	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces [2,3]		
					#/ Module	SF	Elec. Pwr.
#1/ Type II	MAG-42 AIMD	15,527	22,070	37,187	27	461,578	N
#5/Type I	VA-205	8,640	8,640	19,968	14	291,564	N
#300/ Type II	VR-46	5,664	10,379	17,149	2	144,000	N
TOTAL		29,831	41,089	74,304	43	897,142	

[1] Provide which SQD/Det was assigned to the specific module at receipt of this Data Call. (i.e., VFA-15, Hgr 1, Mod C)
[2] Dedicated aircraft parking spaces per Module and total square feet (SF) of A/C line parking spaces
[3] Are there A/C line parking spaces supported by permanently installed electric power? (Y/N)

17c. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional hangar capacity** would be realized? Provide cost and details of all additional capacity calculations.

None. There are no programmed MILCON projects for NAS Atlanta.

17d. What additional projects could be added to provide more hangar space? At what estimated cost? Provide details and assumptions for all calculations.

Assumption: The land area at the end of the inactive runway is obtained from Dobbins ARB and a 52,610 S.F. Type II hangar is constructed.

Site work	=	$ 250,000
Hangar 52,610 S.F. X $94.00 per S.F.	=	4,945,340

Total estimated cost = $5,195,340

17e. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., AICUZ restrictions, environmental restrictions, land areas, lack of expansion space, etc.).

NAS Atlanta has a limited amount of land area that is currently owned. However, an additional 20 acres is available at the end of the "inactive runway" owned by Dobbins Air Reserve Base.

17f. List all **squadrons/detachments** normally homeported at this air station that were deployed and **not assigned** hangar/maintenance spaces at receipt of this data call.

Squadron/Detachment	#/Type Aircraft	Deployed Location
NONE		

17g. List all **squadrons/detachments** normally homeported at this air station that were deployed and **were assigned** hangar/maintenance spaces at receipt of this data call.

Squadron/Detachment	#/Type Aircraft	Hanger Module Assignment
NONE		

17h. Using the types (and mix) of **aircraft** currently stationed at your installation, project the maximum additional number of these aircraft (maintain approximate current mix/ratio of A/C) that could be housed and maintained in **your current hangars**. Provide two estimates:

1. Using NAVFAC P-80 standard measures
2. Using real world planning factors to accomodate a surge demand for space (maintaining safe operating procedures).

Aircraft Type	Current # of Aircraft Parked/Stationed	Maximum Additional Capacity (# of Aircraft)		Total (Current + Additional)	
		NAVFAC	Surge	NAVFAC	Surge
C-12	1	0	0	1	1
C-9	1	0	0	1	1
OV-10	12	Scheduled to	go away FY 94		
AH-1W	12	2	2	14	14
A-6	3	0	4	3	7
UH-1N	6	8	8	14	14

Provide the **details of your calculations**, including your assumptions on the minimum separation between aircraft, folding of aircraft wings and any obstructions that may limit the placement of aircraft in the hangars.

Assumptions:

C-12 - 1 parked in hangar 1.
C-9 - 1 parked in hangar 300.
OV-10 - Decommissioned and scheduled to go away FY 94.
AH-1W and UH-1N - Aircraft stacked in hangar 1 with rotor parallel to aircraft. Width approximately 12 feet with 4 feet provided between aircraft.
A-6 - Aircraft stacked in hangar 5 with alternating nose to tail, wings folded.

18. Do you have any of the following **special use facilities** at the Air Station?

CCN	Type of Facility	In SF				# of Units	Year Built
		Adequate	Sub-standard	Inadequate	Total		
211-01	Aircraft Acoustical Enclosure						
211-02	Nose Hangar						
211-03	Corrosion Control Hangar						
211-75	Parachute/Survival Equipment Shop	2,796			2,796	1	'92
211-81	Engine Test Cell						
211-88	Power Check Pad with Sound Suppression						
211-89	Power Check Pad without Sound Suppression					1	'64
211-96	Maintenance, Aircraft Spares Storage	22,662			22,662	2	'90 '92
116-10	Airfield Washrack Pavement	40,178			40,178	2	'63 '93
116-15	Aircraft Rinse Facility						
214-30	Refueling Vehicle Shop	1,492			1,492		'76
218-60	Aircraft Ground Support Equipment	7,891			7,891	1	'93
	Other						

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

19a. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be supported with your present **AIMD/MALS facility.**

Aircraft Type	Current # of Aircraft	Additional # of Aircraft	Total
A-6E	8	8	16
OV-10	7	3	10
AH-1W	8	10	18
UH-1N	0	12	12
C-9	4*	See note below	29

* Although the C-9B aircraft is contract supported, AIMD NAS Atlanta is assuming the JT-8D engine's 6,500 hour maintenance inspection as a pilot program to reduce C-9B operating costs. The program will ramp up to support 29 C-9B aircraft in the COMNAVAIRESFOR claimancy.

Provide the **basis** (including source data) **of your calculations** in detail. Include limiting factors.

The A-6E will be phased out FY 94. Last A-6E is currently scheduled to leave NAS Atlanta 20 Jul 94.

The OV-10 is scheduled to be phased out in FY 94. The last aircraft is currently scheduled to leave 15 Jun 94.

NAS Atlanta is the condolidated MALS repair site for AH-1W helicopters located at NAS New Orleans. NAS Johnstown, and NAS Atlanta. Total of 18 AH-1W will be supported.

NAS Atlanta is the consolidated MALS repair site for UH-1N helicopters located at NAS New Orleans, NAS Johnstown, and NAS Atlanta. Total of 12 UH-1N aircraft will be supported.

19b. Describe any aviation maintenance backlogs that the station currently experiences on a routine basis. List the average backlog times and the reasons for the backlogs (e.g. supply shortfall, insufficient local labor, over tasking of work stations, space limitations).

Average backlog of aircraft Weapons Replaceable Assemblies (WRA) and Shop Replaceable Assemblies (SRA) at AIMD is 130. Backlog is due to off-station Supply system parts shortfall. Average backlog of test equipment and automatic test equipment is 40 items which is also due to off-station Supply parts shortfalls. In context, the shortfalls equate to an average turn around time of eight days or less with an average on site repair rate of 81% or more.

Aircraft Ground Support Equipment (SE) consists of all equipment required to conduct flight operations, maintenance, and weapons loading. Of the 760 SE items, the average backlog is 137 due to manpower and off-station Supply system parts shortfall. In context, the shorfalls equate to an average turn around time of five days with an average 89% daily availability. The repair rate is 98%.

NAS Atlanta SE facility is 15,000 square feet short for adequate protected weather storage resulting in accelerated deterioration due to corrosion.

19c. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRAC is completed as scheduled. What **additional maintenance capacity** would be realized? Provide cost and details of all additional capacity calculations.

None. There are no MILCON projects scheduled for NAS Atlanta.

19d. What additional projects could be added to provide additional maintenance capacity? At what estimated cost? Provide details and assumptions for all calculations.

Assumption: Construct two additional 14,000 square foot maintenance facilities. One in the area of the Lockheed Fuel Farm and the other in the housing area.

14,000 S.F. x $68.00/S.F. =	$ 952,000
Two facilities =	x 2
Total estimated cost =	$1,904,000

19e. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., AICUZ restrictions, environmental restrictions, land areas, etc.).

NAS Atlanta has a limited amount of land area that is currently owned. Approximately 6 acres are available from Air Force Plant No. 6 when the Lockheed Fuel Farm is relocated and 20 acres are available from Dobbins ARB at the end of the inactive runway.

20a. For the following **aircraft support facility** category codes, provide the amount of adequate substandard, and inadequate facilities.

CCN	Facility Type	Unit of Measure	Adequate	Substandard	Inadequate	Total	Number of Units
111-20	Landing Pads	SF	--	--	--	--	--
121-10	Direct Fueling	OL/GM	--	--	--	--	--
124-30	Fuel Storage	GA	434,940	--	--	434,940	4 Tanks
421-xx	Ammunition Storage	CF/TONS	151,532 CF	--	--	151,532 CF	5 Bldgs.
425-xx	Open Ammunition Storage	SF	--	--	--	--	--
113-20	Parking Aprons	SF	892,548	--	--	892,548	2 Aprons
113-40	Access Aprons	SF	24,930	--	--	24,930	2 Aprons
116-56	Combat Aircraft Ordnance Loading Area	SF	--	--	--	--	--
	Other						

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

20b. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional operating capacity** would be realized? Provide cost and details of all additional capacity calculations.

None. There are no programmed MILCON projects for NAS Atlanta.

20c. What additional projects could be added to provide additional operating capacity? At what estimated cost? Provide details and assumptions for all calculations.

Additional hangar and parking ramp space can be constructed at a cost of $9,895,340. See 16d and 17d for additional information.

20d. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., environmental restrictions, land areas, etc.).

NAS Atlanta has a limited amount of land area that is currently owned. Approximately 6 acres is available from Air Force Plant No. 6 and 20 acres are available from Dobbins Air Reserve Base.

21a. Indicate the **aviation support equipment storage** requirements for **FY1994** by completing the following table. Do not repeat storage of equipment in hangars discussed in questions 17 and 18.

Squadron/Det	Open Storage Reqt/Laydown(SF)	Covered Storage Reqt/Laydown(SF)	General Characterization of Equiment/Supplies stored
VA-205	6,755	8,249	Note 1
MAG-42	11,113	3,543	Note 2
VR-46	11,779	996	Note 3
NAS Weapons	0	4,800	Note 4
NAS Pool	3,137	7,200	Note 5

Although covered storage for Aviation Ground Support Equipment is currently 15,000 square feet short, the departure of VA 205 frees 19,000 square feet of hangar floor space. The hangar space will be available by 1 October 1994.

Note 1:
Jet Air Start Units
Maint Stands
Hyd Service Units
Equip Tow Tractors
Ord Trailers
Ord Hoists
Ord Adapters
A/C Air Conditioner Units
Mobile Elect Power Units
Oxy Servicing Carts
A/C Component Slings
A/C Tow Tractors
A/C Pre-oilers
Portable Cranes
Maint Light Carts
A/C Pre-Heaters
Rhineairs
A/C Wash Units
Engine Trailers
A/C Jacks
Nitrogen Servicing Carts
A/C Slings
A/C Tow Bars

Note 2:

Jet Air Start Units	A/C Pre-oilers
Maint Stands	Portable Cranes
Hyd Service Units	Maint Light Carts
Equip Tow Tractors	A/C Pre-Heaters
Ord Trailers	Rhineairs
Ord Hoists	A/C Wash Units
Ord Adapters	Engine Trailers
A/C Air Conditioner Units	Portable Air Compressors
Nitrogen Servicing Carts	Oxy Servicing Carts
Jacks	Slings
Component Slings	A/C Tow Bars
Mobile Elect Power Units	A/C Tow Tractors

Note 3:

A/C Water Carts	A/C Lavatory Carts
A/C Jacks	A/C Tow Bars
A/C Tow Tractors	Equip Tow Tractors
Maint Stands	Rhineairs
Hyd Service Units	Maint Light Carts
A/C Air Conditioning Units	A/C Pre-oilers
Nitrogen Servicing Carts	Oxy Servicing Carts
Mobile Elect Power Units	

Note 4:

Ord Trailers	Ord Adapters
Ord Hoists	Ord Slings

Note 5:

Jet Air Start Units	A/C Pre-oilers
Maint Stands	Portable Cranes
Hyd Service Units	Maint Light Carts
Equip Tow Tractors	A/C Pre-Heaters
Ord Trailers	Rhineairs
Ord Hoists	A/C Wash Units
Ord Adapters	Engine Trailers
A/C Air Conditioner Units	Portable Air Compressors
Nitrogen Servicing Carts	Oxy Servicing Carts
A/C Jacks	A/C Slings
A/C Component Slings	A/C Tow Bars
Mobile Elect Power Units	A/C Tow Tractors
A/C Water Carts	A/C Lavatory Carts

21b. Indicate the **aviation support equipment storage** requirements for **FY2001** by completing the following table. Do not repeat storage of equipment in hangars discussed in questions 17 and 18.

Squadron/Det	Open Storage Reqt/Laydown(SF)	Covered Storage Reqt/Laydown(SF)	General Characterization of Equiment/Supplies stored
MAG-42	11,113	3,543	Note 1
VR-46	11,179	996	Note 2
NAS Weapons	0	500	Note 3
NAS Pool	3,137	7,200	Note 4

Note 1:
Jet Air Start Units
Maint Stands
Hyd Service Units
Equip Tow Tractors
Ord Trailers
Ord Hoists
Ord Adapters
A/C Air Conditioner Units
Nitrogen Servicing Carts
Jacks
Component Slings
Mobile Elect Power Units
A/C Pre-oilers
Portable Cranes
Maint Light Carts
A/C Pre-Heaters
Rhineairs
A/C Wash Units
Engine Trailers
Portable Air Compressors
Oxy Servicing Carts
Slings
A/C Tow Bars
A/C Tow Tractors

Note 2:
A/C Water Carts
A/C Jacks
A/C Tow Tractors
Maint Stands
Hyd Service Units
A/C Air Conditioning Units
Nitrogen Servicing Carts
Mobile Elect Power Units
A/C Lavatory Carts
A/C Tow Bars
Equip Tow Tractors
Rhineairs
Maint Light Carts
A/C Pre-oilers
Oxy Servicing Carts

Note 3:

Ord Trailers	Ord Adapters
Ord Hoists	Ord Slings

Note 4:

Jet Air Start Units	A/C Pre-oilers
Maint Stands	Portable Cranes
Hyd Service Units	Maint Light Carts
Equip Tow Tractors	A/C Pre-Heaters
Ord Trailers	Rhineairs
Ord Hoists	A/C Wash Units
Ord Adapters	Engine Trailers
A/C Air Conditioner Units	Portable Air Compressors
Nitrogen Servicing Carts	Oxy Servicing Carts
A/C Jacks	A/C Slings
A/C Component Slings	A/C Tow Bars
Mobile Elect Power Units	A/C Tow Tractors
A/C Water Carts	A/C Lavatory Carts

21c. Utilizing the **general supply storage** category codes listed in the following table, provide the amount of space available, under your plant account, presently classified as adequate, substandard, and inadequate.

CCN	Facility Type	Ave Age	Unit Measure	Adequate	Substandare	Inadequate	Total	Comments
441-xx	General Supply Storage-Covered	19	SF	32,392	--	--	32,392	--
451-xx	General Supply Storage - Open	34	SY	622	--	--	622	--

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

21d. List **off base storage areas** utilized due to lack of sufficient storage facilities on station to support aviation support unit equipment/supplies storage needs.

Squadron/Det	Storage: (O)pen or (C)overed	Laydown: SF	Location	Navy (O)wned or (L)eased
N/A				

22. In the following table, indicate the space and condition for each **specific facility** category codes indicated. Many of the P-80 Category Code Numbers (CCN's) have assets that are reported in units of measure other than square feet (SF). The only unit of measure desired for this Data Call is SF. Only report the assets in each CCN that are normally reported in SF.

Building Type	NAVFAC (P-80) CCN	Installation space (SF)			
		Adequate	Substandard	Inadequate	Total
Production Facilities	220-226-70	653	--	--	653
RDT & E Facilities	300-xx	--	--	--	--
Supply Facilities	400-xx	52,195	--	--	52,195
Hospital, Medical, Dental	500-xx	34,050	--	--	34,050
Administrative Facilities	600-xx	35,878	9,969	--	45,847
Utilities/Grounds Improvements	800-xx	2,149	--	--	2,149
	TOTAL	124,925	9,969		134,894

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

23a. Provide the following information on **base infrastructure capacity** and load.

	On Base Capacity	Off base long term contract	Normal Steady State Load	Peak Demand
Electrical Supply (KWH)	890 KW	* 2,000 KW	8,044,975/Yr 670,411/Mo 931KWH	907,653 KW/Mo 1261 KWH
Natural Gas (CFH)	--	*--	1,588,830 CF/Mo 2,207 CFH	3,982,000 CF/Mo 5,530 CFH
Sewage (GPD)	--	*--	57,137	75,567
Potable Water (GPD)	--	*--	57,137	75,567
Steam (PSI & lbm/Hr)	65 PSI 39,348 lb/hr	--	25,000 - 40,000 lb/day	118,000 lb/day
Long Term Parking	--	--	--	--
Short Term Parking	1,394	--	--	--

* Remarks: There are no contract limitations on the quantities of natural gas available from Atlanta Gas Company, water available from Cobb County Water Authority, or Sewage Disposal through the Air Force Treatment Plant. Also, Georgia Power Company will upgrade the electrical supply as required.

23b. Does the current base infrastructure (i.e., utilities, parking), combined with any upgrades/expansions budgeted through FY1997, or BRAC scheduled through FY1999 provide additional capacity? Explain what additional capacity would be gained.

Telephone service is provided by Dobbins ARB. A FY 94 project is currently underway to upgrade and provide additional telephone service. Capacity to NAS Atlanta will double from approximately 500 lines to approximately 1,000 lines.

23c. How will future requirements (both environmental and base loading) on existing facilities (i.e. sewage treatment, water treatment, etc) impact the base infrastructure capacity in FYs 1995 through FY2001? Explain, including an estimate of the adjusted future capacity.

Future loading and future environmental requirements will have no impact on the base infrastructure. Adequate capacity is available to meet all future needs of NAS Atlanta in FY's 1995 through FY 2001.

24. Provide the **maintenance, repair, and equipment expenditure data**. Project expenditures to FY97. Do not include data on Detachments who have received this Data Call directly. The following definitions apply:

MRP: Maintenance of Real Property Dollars is a budgetary term used to gather the expenses or budget requirements for facility work including recurring maintenance, major repairs, and minor construction (non-MILCON) inclusive of all Major Claimant funded Special Projects. It is the amount of funds spent on or budgeted for maintenance and repair of real property assets to maintain the facility in satisfactory operating condition. For purposes of this Data Call, MRP includes all M1/R1 and M2/R2 expenditures.

CPV: Current Plant Value of Class 2 Real Property is the hypothetical dollar amount to replace a Class 2 facility in kind with today's dollars. Example: the cost today to replace a wood frame barracks with a wood fram barracks.

ACE: Aquisition Cost of Equipment is the total acquisition cost of all "personal property" equipment maintained at your activity which includes the cost of installed equipment directly related to mission execution, such as lab test equipment. Class 2 installed capital equipment that is an integral part of the facility will not be reported as ACE.

UIC NOO196

Fiscal Year	MRP ($M)	CPV ($M)	ACE ($M)
FY1985	*	51,192	4.9
FY1986	*	53,255	5.8
FY1987	*	53,555	6.0
FY1988	*	59,956	6.3
FY1989	1,881	62,263	6.0
FY1990	2,686	64,753	6.2
FY1991	3,231	70,674	6.3
FY1992	1,623	71,767	6.7
FY1993	1,740	77,497	3.1
FY1994	1,282	80,597	3.9
FY1995	1,863	83,821	4.0
FY1996	1,728	87,174	4.1
FY1997	1,801	90,661	4.2

* Information not available.

Note: CPV for the years FY 94 through FY 97 was escalated at an inflation rate of 4% per year.

25a. Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Use CCN to differentiate between pay grades, i.e., E1-E4, E5-E6, E7-E9, CWO-O2, O3 and above.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
53/724-11	24	24	0	0	0	0	24	10,984
53/724-12	6	6	6	3,410	0	0	0	0
54/721-13	4	4	4	1,922	0	0	0	0
54/721-12	13	13	13	6,243	0	0	0	0
54/721-11	38	19	38	9,130	0	0	0	0
63/721-11	129	43	129	21,490	0	0	0	0
65/721-11	48	24	48	11,976	0	0	0	0
65/721-11	2	2	2	538	0	0	0	0

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

a. FACILITY TYPE/CODE: 724-11

b. WHAT MAKES IT INADEQUATE? Each room is only 236 square feet. Berthing standards for an O-1 or above start at 250 square feet per room.

c. WHAT USE IS BEING MADE OF THIS FACILITY? BOQ

d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD? Two rooms with connecting heads can be conbined into one suite at a cost of $36,000 for the entire building. However, this will cut our berthing capacity in half. Facility could be upgraded to substandard at an estimated cost of $1,500,000.

e. WHAT OTHER USE COULD BE MADE OF THIS FACILITY? Facility could be converted to office space or classroom space at an estimated cost of $1,000,000.

f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING: None

g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP? No. However, it will be reported as a C3 on the next submission.

25b. Provide data on the BOQs and BEQs projected to be assigned to your plant account in FY 1997. The desired unit of measure for this capacity is people housed. Use CCN to differentiate between pay grades, i.e., E1-E4, E5-E6, E7-E9, CWO-O2, O3 and above.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
53/724-11*	24	24	0	0	0	0	24	10,984
53/724-12	6	6	6	3,410	0	0	0	0
54/721-13	4	4	0	0	4	1,922	0	0
54/721-12	13	13	0	0	13	6,243	0	0
54/721-11	38	19	0	0	19	9,130	0	0
63/721-11**	129	43	0	0	0	0	86	21,490
65/721-11***	48	24	0	0	0	0	48	11,976
65-721-11***	2	2	0	0	0	0	2	538

234

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

*a. FACILITY TYPE/CODE: 724-11

b. WHAT MAKES IT INADEQUATE? Each room is only 236 square feet. Berthing standards for an O-1 or above start at 250 square feet per room.

c. WHAT USE IS BEING MADE OF THIS FACILITY? BOQ

d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD? Two rooms with connecting heads can be conbined into one suite at a cost of $36,000 for the entire building. However, this will cut our berthing capacity in half. Facility could be upgraded to substandard at an estimated cost of $1,500,000.

e. WHAT OTHER USE COULD BE MADE OF THIS FACILITY? Facility could be converted to office space or classroom space at an estimated cost of $1,000,000.

f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING: None

g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP? No. However, it will be reported as a C3 on the next submission.

**a. FACILITY TYPE/CODE: 721-11

b. WHAT MAKES IT INADEQUATE? Increased quality of life standards for 1996 which includes separate head for each room. Currently, this building has common heads.

c. WHAT USE IS BEING MADE OF THE FACILITY? Bachelor Enlisted Quarters for E3 and below.

d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD? $1,720,000.

e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST? Facility could be converted to office space or classroom space at an estimated cost of $1,000,000.

f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING: Current improvement plans include renovating rooms to include individual HVAC controls, and carpeting. No exposed concrete block walls, private bathrooms, small washer/dryer combination per room, two 20 sq ft walk-in closets. Funding is non-programmed.

g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP? Yes, C3.

***a. FACILITY TYPE/CODE: 721-11

b. WHAT MAKES IT INADEQUATE? Increased quality of life standards for 1996 which includes separate head for each room. Currently, this building has common heads.

c. WHAT USE IS BEING MADE OF THE FACILITY? Marine barracks for E4 and below.

d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD? $1,500,000.

e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST? Facility could be converted to office space or classroom space at an estimated cost of $1,000,000.

f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING: Current improvement plans are renovating rooms to include individual HVAC controls, carpeting, no exposed concrete block walls, private bathrooms, small washer/dryer combination per room, two 20 sq ft walk-in closets. Funding is non-programmed.

g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP? Yes, C3.

Remarks: NAS Atlanta currently has projects P-342 (BEQ 63) and P-343 (BEQ 54 and BEQ 65) for renovation of these BEQs to bring up to current standards. Total estimated cost of these renovations is $4,120,000. Also, project P-344 will construct additional BEQ space at an estimated cost of $9,200,000 and project P-345 will construct additional BOQ space at an estimated cost of $2,300,000. None of these projects are currently programmed.

25c. What **additional BOQ/BEQ requirements**, if any, in FY 2001 have been identified as a result of BRAC I, II, & III and non-BRAC realignments, which are not reflected in the table above.

None.

26a. For military married **family housing** assigned to your plant account provide the following information:

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate
Officer	4+	1	1	0	0
Officer	3	--	--	--	--
Officer	1 or 2	--	--	--	--
Enlisted	4+	--	--	--	--
Enlisted	3	6	6	0	0
Enlisted	1 or 2	3	3	0	0
Mobile Homes	--	--	--	--	--
Mobile Home lots	--	--	--	--	--

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

a. FACILITY TYPE/CODE:
b. WHAT MAKES IT INADEQUATE?
c. WHAT USE IS BEING MADE OF THE FACILITY?
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?
f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:
g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

Remarks: NAS Atlanta currently has an unprogrammed project P-348 to construct 65 additional family housing units at an estimated cost of $3,600,000.

26b. What **additional family housing requirements**, if any, in FY 2001 have been identified as a result of BRAC I, II, III and non-BRAC realignments?

None.

27. For personnel assigned to your base and tenant activities who live in **government quarters other than yours**, within the commuting area, indicate the plant account holder UIC for their quarters.

Not Applicable.

28a. Provide data on the messing facilities assigned to your current plant account.

Facility Type, CCN and Bldg. #	Total Sq. Ft.	Adequate		Substandard		Inadequate		Avg # Noon Meals Served
		Seats	Sq Ft	Seats	Sq Ft	Seats	Sq Ft	
EM Mess Open, 60/722-10	9,770	120	9,770	0	0	0	0	228*

* This figure includes approximately 5 noon meals served per day to Dobbins Air Reserve Base personnel (active and reserve).
In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

a. FACILITY TYPE/CODE:
b. WHAT MAKES IT INADEQUATE?
c. WHAT USE IS BEING MADE OF THE FACILITY?
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?
f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:
g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

28b. Provide data on the messing facilities projected to be assigned to your plant account in FY 1997.

Facility Type, CCN and Bldg. #	Total Sq. Ft.	Adequate		Substandard		Inadequate		Avg # Noon Meals Served
		Seats	Sq Ft	Seats	Sq Ft	Seats	Sq Ft	
Enlisted Dining Facility, 722-10, Bldg. 60	9,770	120	9,770	0	0	0	0	314*

* By FY 97, expected to provide messing support to two additional Reserve Marine Corps Units (HML 776 and MWSS 472) and every Naval Reserve Unit assigned to Naval and Marine Corps Reserve Readiness Center Atlanta. NMCRRC Atlanta is relocating to a new facility just five miles from NAS Atlanta in January 1996. The increase in average number of noon meals served in FY 97 is due solely to the additional reservists subsisting in the Galley on drill weekends. This figure includes approximately 5 noon meals served per day to Dobbins Air Reserve Base personnel.

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

a. FACILITY TYPE/CODE:
b. WHAT MAKES IT INADEQUATE?
c. WHAT USE IS BEING MADE OF THE FACILITY?
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?
f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:
g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

28c. What additional messing requirements, if any, in FY2001 have been identified as a result of BRAC I, II, and III and non-BRAC realignments, which are not included in the table above.

None.

29a. Real Estate Resources. Identify in the table below the real estate resources which have the potential to facilitate future development and for which you are the plant account holder or into which, though a tenant, your activity could reasonably expect to expand. Complete a separate table for each individual site, i.e., main base, outlying airfields, special off-site areas, etc. The unit of measure is acres. Developed area is defined as land currently with buildings, roads, and utilities where further development is not possible without demolition of existing improvements. Include in "Restricted" areas that are restricted for future development due to environmental constraints (e.g. wetlands, landfills, archaeological sites), operational restrictions (e.g. ESQD arcs, HERO, HERP, HERF, AICUZ, ranges) or cultural resources restrictions. Identify the reason for the restriction when providing the acreage in the table. Specify any entry in "Other" (e.g. submerged lands).

Real Estate Resources

Site Location: MAIN STATION

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	18.6	16.6	0	2.0
Operational	59.4	59.4	0	26.0*
Training	3.1	3.1	0	0
R & D				
Supply & Storage	3.4	3.4	0	0
Admin	3.1	3.1	0	0
Housing	26.1	17.3	0	8.8
Recreational				
Medical	6.2	6.2	0	0
Navy Agricultural Outlease Program				
Hunting/Fishing Programs				
Community Support	19.3	15.3	0	4.0
Total:	139.2	124.4	0	30.8

* Available from Air Force Plant No. 6 and Dobbins Air Reserve Base.

Real Estate Resources

Site Location: WINDY HILL

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational	4.1	4.1	0	0
Training	6.2	2.3	0	3.9
R & D				
Supply & Storage	1.3	1.3	0	0
Admin				
Housing				
Recreational				
Navy Forestry Program				
FAA Outlease Program	2.8	2.8	0	0
Hunting/Fishing Programs				
Unimproved	16.1	0	0	16.1
Total:	27.7	7.7		20.0

Real Estate Resources

Site Location: LAKE ALLATOONA

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational				
Training				
R & D				
Supply & Storage				
Admin				
Housing				
Recreational	25.7	7.7	11.9 Nonexclusive lease	6.1
Navy Forestry Program				
Navy Agricultural Outlease Program				
Hunting/Fishing Programs				
Other				
Total:	25.7	7.7	11.9	6.1

29b. Identify the features of this air station that make it a strong candidate for basing/training other types of aircraft/aircrews and other operational units in the future.

NAS Atlanta, a Naval Reserve Air Station, has four main points which make it an excellent location for basing/training other types of aircraft/aircrews and other operational units in the future.

(1) DEMOGRAPHICS. The Atlanta area is recognized as one of the fastest growing areas in the United States, both in population and new jobs. Atlanta based Delta Airlines, Lockheed, and Coke Cola are but a few of the local industries which attract large numbers of qualified Naval Reservists. The impact and importance of this dynamic civilian population base is reflected in the current Selected Reservist manning at NAS Atlanta with 100 percent of the officer billets filled and approximately 99 percent enlisted of the billets filled. Additionally, the majority of these reservists are from the local area.

(2) GEOGRAPHICS. NAS Atlanta is geographically centrally located in the Southeastern United States, providing easy access to both East Coast and Gulf Coast bases, ranges, and training areas.

(3) JOINTNESS. NAS Atlanta is co-located with Dobbins Air Reserve Base and a number of the functions necessary to run and manage the two bases have been combined, thus making each base more economical. Additionally, NAS Atlanta and Dobbins Air Reserve Base currently support tenants from all six Department of Defense Reserve Components, enabling this location to readily accept and support any additional unit(s) from any component.

(4) COMMUNITY SUPPORT. The local community strongly supports the military here at NAS Atlanta. Strong working relations are fostered and maintained through the local "Honorary Commanders," a group comprised of local military and civilian leaders, which meet on a regular basis to familiarize each with the day-to-day operations of both the military and the civilian community.

Based on the above, NAS Atlanta is an exceptional location to base and train almost any type of operational unit from any service.

30. WEAPONS AND MUNITIONS: Please answer the following questions if your activity performs any stowage or maintenance on any of the following ordnance commodities types:

ORDNANCE COMMODITY TYPES		
Mines	Expendables	LOE: Rockets
Torpedoes	INERT	LOE: Bombs
Air Launched	CADS/PADS	LOE: Gun Ammo (20mm-16")
Threat	Strategic Nuclear	LOE: Small Arms (up to 50 cal.)
Surface Launched Threat	Tactical Nuclear	LOE: Pyro/Demo Grenades/Mortars/Projectiles

30a. Provide present and predicted inventories (coordinate with inventory control manager) and maximum rated capability of all stowage facilities at each weapons storage location controlled by this activity. In predicting the out year facility utilization, distribute overall ordnance compliment to the most likely configuration. The maximum rated capability is also an out year projection taking into account any known or programmed upgrades that may increase current stowage capacity. When listing stowage facilities, group by location (e.g. main base, outlying field, special area).

Total Facility Ordnance Stowage Summary

Facility Number	PRESENT INVENTORY		PREDICTED INVENTORY FY 2001		MAXIMUM RATED CAPABILITY	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
1033	.921	100	.771	72	7.5	140
1034	15.426	1,000	15.426	1,000	32.5	1,000
1036	80.836	8,000	18.0	2,000	Inert Storage	10,000
1037	3.789	170	2.7775	88.5	75.0	768
Bldg. 24	.053	1.39	.053	1.39	2.0	192
TOTAL	101.0255	9,271.39	37.0275	3,161.89	117.0	12,100

30b. For each Stowage facility identified in question 1.1 above, identify the type of facility (specify if "igloo", "box", etc.). Identify the type of ordnance commodity (from the list above) which are currently stowed in that facility and all other ordnance types which, given existing restrictions, could be physically accommodated in that stowage facility. Specify below if such additional accommodation would require a modification of the facility (e.g. enhanced environmental controls, ESQD waiver).

- Identify the reason(s) for which this ordnance is stored at your facility from the following list: own activity use (training); own activity use (operational stock); Receipt/Segregation/ Stowage/Issue (RSSI); transhipment/awaiting issue; deep stow (war reserve); deep stow (awaiting Demil); other. Explain each "other" entry in the space provided, including ordnance stowed which is not a DON asset.

Total Facility Ordnance Stowage Summary

Facility Number/Type	Currently Stowed Commodity Type(s)	Reason for Stowage at your Activity	Commodity Type(s) Which Can Be Stowed
1033/Igloo	Fuzes	Training/RSSI	1.1
1034/Igloo	Gun Ammo, Rockets	Training/RSSI	1.1
1037/Box	Cads/Small Arms	Training/RSSI	1.3
Bldg. 24/Box	Small Arms	Training/RSSI	1.3
1036/Inert Bldg.	Inert Weapons	Training/RSSI	Inert

Additional comments: None.

30c. Identify the rated category, rated NEW and status of ESQD arc for each stowage facility listed above.

Facility Rated Status

Facility Number / Type	Hazard Rating (1.1-1.4)	Rated NEW	ESQD Arc		
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration Date
1033	1.1	15,000	Y	N	N/A
1034	1.1	65,000	Y	N	N/A
1037	1.3	150,000	Y	N	N/A
Bldg. 24	1.3	4,000	Y	N	N/A

30d. Identify any restrictions which prevent maximum utilization of your facilities. If restrictions are based on facility conditions, specify reason, the cost to correct the deficiency, and identify any programmed projects that will correct the deficiency and/or increase your capability.

None.

30e. Identify if your activity performs any of the following functions on any of the ordnance commodities previously listed. Technical support includes planning, financial, administrative, process engineering and SOP support. Within each related function identify each ordnance commodity type for which you provide these services and the total Direct Labor Man Hours (DLMHs) expended (FY 1994); identify only those DLMHs expended by personnel under your command.

Related Ordnance Support

Related Functions	Performed? (Y / N)	Type of Commodity	DLMHs
Maintenance (specify level)	N	--	--
Testing	N	--	--
Manufacturing	N	--	--
Outload	N	--	--
Technical Support	Y	Admin and S.O.P. support	15,600

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. D. OLSON II, RADM, USNR
NAME (Please type or print

Signature

Commander, Naval Air Reserve Force
Title

5/25/94
Date

COMNAVAIRESFOR New Orleans, LA
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type of print

Signature

Title

Date

Activity

I certify that the information herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

T. F. HALL, RADM, USN
NAME (Please type or print

Signature

Commander, Naval Reserve Force
Title

5/31/94
Date

COMNAVRESFOR Washington D. C.
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J.B. GREENE, JR
NAME (Please type of print

Signature

ACTING
Title

2 JUN 94
Date

4607

BRAC-95 CERTIFICATION

Reference: SECNAV NOTE 11000 dtd 8 Dec 93

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

CAPT E. H. FRAZIER, JR.
NAME (Please type of print)

E H Frazier
Signature

COMMANDING OFFICER
Title

5/18/94
Date

NAVAL AIR STATION ATLANTA
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. D. OLSON II, RADM, USNR
Name (Please type or print)

Signature

COMMANDER, NAVAL AIR RESERVE FORCE
Title

10/26/94
Date

COMNAVAIRESFOR NEW ORLEANS, LA
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

Name (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT/CNO LEVEL

T. F. HALL, RADM, USN
Name (Please type or print)

T F Hall
Signature

COMMANDER, NAVAL RESERVE FORCE
Title

11/2/94
Date

DIRECTOR OF THE NAVAL RESERVE (CNO N095)
Activity

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

CAPT E. H. FRAZIER, JR., USNR
NAME (Please type or print)

E H Frazier
Signature

COMMANDING OFFICER
Title

10/18/94
Date

NAVAL AIR STATION ATLANTA
Activity

1. Activity:

- Name:

Official Name	Naval Air Station Atlanta, Marietta, GA
Acronym used in correspondence	NAS Atlanta
Commonly accepted short title	NAS Atlanta

- Complete Mailing Address: Commanding Officer
  Naval Air Station Atlanta
  Marietta, GA 30060-5099

- PLAD: NAS Atlanta GA

- Primary UIC: 00196

- All other UIC(s): 44486 Purpose: Naval Air Station Atlanta Reserve Aircraft Intermediate Maintenance Department

2. PLANT ACCOUNT HOLDER: Yes

3. ACTIVITY TYPE:

- Host Command, Yes

- Tenant Command, No

- Independent Activity, No

4. SPECIAL AREAS:

NAS Atlanta Windy Hill Site	Windy Hill Road Marietta, GA	00196
NAS Atlanta MWR Recreational Lake Site	Cartersville, GA (lease property from U.S. Army Corps of Engineers)	00196

5. DETACHMENTS: None

6. BRAC IMPACT:

- NAS Atlanta tenant, PSD, will be receiving an additional 300 military

personnel records to service resulting from BRAC 93.

- MAG 42 will gain approximately 350 reservists and 25 active duty personnel with the arrival of Marine Wing Support Squadron 472 from Philadelphia.

- VR-46 has proportionally received increased authorized manning due to the addition of a third C-9 aircraft through BRAC 93. A fourth C-9 is scheduled to be received in FY 94/95. Scheduled OUTCONUS detachments have likewise increased from four to ten.

- Based on BRAC 93, PSD Atlanta anticipates receiving an additional 239 active duty records in FY 94 and 69 in FY 95 due to closures at NAS Glenview and NAF Detroit.

7. MISSION:

Current Missions

- Provide logistical, administrative, and maintenance support to VA-205 for Fleet Training Readiness Group Mission.

- Provide logistical, administrative, and maintenance support to MAG-42.

- Provide logistical, administrative, and maintenance support to VR-46.

- Provide NALO line operations with station C-12B.

- Training and administrative support to 23 Naval Reserve Ground Reinforcement Sustaining Units.

- Provide MAG-42 aviation and ground units with ordnance support.

- Provide medical/dental facility and training and support to VA-205, VR-46, MAG-42, and all military services other than the Coast Guard.

- Provide support services for logistical and maintenance services for transient aircraft.

- Provide regional Resident Officer In Charge Of Construction (ROICC) for North Georgia, East Tennessee, and Northeast Alabama.

- Intermediate level maintenance repair of A6E aircraft. Repair includes structural, electronics, engines, electronic warfare, Forward Looking Infrared (FLIR), and survival equipment.

- Mobile Maintenance Facility intermediate level maintenance repair of AH-1W, UH-1N helicopter, and OV-10. Repair includes structural, electronics, engines, electronic warfare, and survival equipment.

- Selective Reserve Intermediate level training in calibration, support equipment, air refueling stores, and communication/navigation.

- Central Cable manufacture and repair site for COMNAVAIRESFOR stations. Manufacture unique and out of production cable harnesses.

- Single Air Refueling Stores repair site for COMNAVAIRESFOR. Maintain pool of ready assets for immediate shipment to meet aircraft in-flight refueling requirements.

- Single site JT-8D engine inspection and repair pilot program for the Navy's DC-9 aircraft.

- Single site repair for airborne fleet combat missile training equipment controlled by Fleet Tactical Readiness Group. Wing mounted PODs simulate various missile threats for Navy Battle Groups being forward deployed. Exercise and evaluate fleet electronic counter-counter measure capability.

- Single site Marine Corps intermediate level repair for the AH-1W Night Targeting System. Fleet AH-1W Forward Looking Infrared (FLIR) units are inducted, repaired, and returned to COMNAVAIRPAC, COMNAVAIRLANT, and COMNAVAIRESFOR units.

Projected Missions for FY 2001

- Provide logistical, administrative, and maintenance support to MAG-42.

- Provide logistical, administrative, and maintenance support to VR-46.

- Provide NALO line operations with station C-12B.

- Training and administrative support to 23 Naval Reserve Ground Reinforcement Sustaining Units.

- Provide MAG-42 aviation and ground units with ordnance support.

- Provide medical/dental facility and training and support to VR-46, MAG-42, and all military services other than the Coast Guard.

- Provide support services for logistical and maintenance services for transient aircraft.

- Provide regional Resident Officer In Charge Of Construction (ROICC) for North Georgia, East Tennessee, and Northeast Alabama.

- Mobile Maintenance Facility intermediate maintenance level repair of AH-1W and UH-1N helicopter. Repair includes structural, electronics, engines, electronic warfare, and survival equipment.

- Selective Reserve intermediate maintenance level training in calibration, support equipment, air refueling stores, and communication/navigation.

- Central cable manufacture and repair site for COMNAVAIRESFOR stations. Manufacture unique and out of production cable harnesses.

- Single Air Refueling Stores repair site for COMNAVAIRESFOR. Maintain pool of ready assets for immediate shipment to meet aircraft in-flight refueling requirements.

- Single site JT-8D engine inspection and repair pilot program for the Navy's DC-9 aircraft.

- Single site Marine Corps intermediate level repair for the AH-1W Night Targeting System. Fleet AH-1W Forward Looking Infrared (FLIR) units are inducted, repaired, and returned to COMNAVAIRPAC, COMNAVAIRLANT, and COMNAVAIRESFOR units.

- Provide logistical, facilities, and administrative support for Navy/ Marine Corps Reserve Center.

8. UNIQUE MISSIONS:

Current Unique Missions

- Provides logistical maintenance support to the only Marine Attack Helicopter Reserve Squadron on the East Coast.

- Naval Air Station Atlanta is the only base that provides logistical and administrative support for MAG-42 headquarters.

- Naval Air Station Atlanta is the only base that provides ROICC support for reserve facilities in East Tennessee, Northeast Alabama, and North Georgia, and Raytheon Corporation Plant in East Tennessee.

- Single Air Refueling Stores repair site for COMNAVAIRESFOR. Maintain pool of ready assets for immediate shipment to meet aircraft in flight refueling requirements.

- Single site JT-8D engine inspection and repair pilot program for the Navy's DC-9 aircraft.

- Single site repair for airborne fleet combat missile training equipment controlled by Fleet Tactical Readiness Group. Wing mounted PODs simulate various missile threats for Navy Battle Groups being forward deployed. Exercises and evaluates fleet electronic counter-counter measure capability.

- VR-46 is part of the logistical wing that functions under the Navy Unique Fleet Essential Airlift Aircraft (NUFEAA). VR-46 aircraft provide air logistical support for fleet Naval operations.

- Single site Marine Corps intermediate level repair for the AH-1W Night Targeting System. Fleet AH-1W FLIR units are inducted, repaired, and returned to COMNAVAIRPAC, COMNAVAIRLANT, and COMNAVAIRESFOR units.

- Stock point for the Aerial Refueling Stores Program for the Naval Air Reserve Force.

- Stock point for the Fleet Tactical Readiness Group mission for the U. S. Navy.

Projected Unique Missions for FY 2001

- VR-46 is part of the logistical wing that functions under the Navy Unique Fleet Essential Airlift Aircraft (NUFEAA). VR-46 aircraft provide air logistical support for fleet Naval operations.

- Provides logistical and maintenance support to the only Marine Attack Helicopter Reserve Squadron on the East Coast.

- Naval Air Station Atlanta is the only base that provides logistical and administrative support for MAG-42 headquarters.

- Naval Air Station Atlanta is the only base that provides ROICC support

for reserve facilities in East Tennessee, Northeast Alabama, and North Georgia, and Raytheon Corporation in East Tennessee.

- Single Air Refueling Stores repair site for COMNAVAIRESFOR. Maintains pool of ready assets for immediate shipment to meet aircraft in-flight refueling requirements.

- Single site JT-8D engine inspection and repair pilot program for the Navy's DC-9 aircraft.

- Single site Marine Corps intermediate level repair for the AH-1W Night Targeting System. Fleet AH-1W FLIR units are inducted, repaired, and returned to COMNAVAIRPAC, COMNAVAIRLANT, and COMNAVAIRESFOR units.

- Stock point for the Aerial Refueling Stores Program for the Naval Air Reserve Force.

9. IMMEDIATE SUPERIOR IN COMMAND (ISIC):

- Operational name: COMNAVAIRESFOR UIC: 68656
- Funding source: COMNAVRESFOR UIC: 00072

10. PERSONNEL NUMBERS:

On Board Count as of 01 January 1994

	Officers	Enlisted	Civilian (Appropriated)	SELRES
- Reporting Command	~~29~~ 23 R	166	134	1,233 R
- Tenants (Total)	58	690	67	1,095

Authorized Positions as of 30 September 1994

	Officers	Enlisted	Civilian(Appropriated)	SELRES
- Reporting Command	~~29~~ 23 R	188	144	953 R
- Tenants	58	587	67	1,588

11. KEY POINTS OF CONTACT (POC):

Title/Name	Office	Fax	Home
- CO CAPT E. H. Frazier, Jr.	(404)421-5411 DSN 925-5411	(404)421-5416	(404)421-0291
- Duty Officer	(404)421-5392 DSN 925-5392	(404)421-5416	N/A
- XO CDR J. W. Page	(404)421-5412 DSN 925-5412	(404)421-5416	(404)516-0581

for reserve facilities in East Tennessee, Northeast Alabama, and North Georgia, and Raytheon Corporation in East Tennessee.

- Single Air Refueling Stores repair site for COMNAVAIRESFOR. Maintains pool of ready assets for immediate shipment to meet aircraft in-flight refueling requirements.

- Single site JT-8D engine inspection and repair pilot program for the Navy's DC-9 aircraft.

- Single site Marine Corps intermediate level repair for the AH-1W Night Targeting System. Fleet AH-1W FLIR units are inducted, repaired, and returned to COMNAVAIRPAC, COMNAVAIRLANT, and COMNAVAIRESFOR units.

- Stock point for the Aerial Refueling Stores Program for the Naval Air Reserve Force.

9. IMMEDIATE SUPERIOR IN COMMAND (ISIC):

- Operational name: COMNAVAIRESFOR UIC: ~~68656~~ 00071 P.D. CNARF 05 2/7/94
- Funding source: COMNAVRESFOR UIC: 00072

10. PERSONNEL NUMBERS:

On Board Count as of 01 January 1994

	Officers	Enlisted	Civilian (Appropriated)	SELRES
- Reporting Command	29	166	134	1,233
- Tenants (Total)	58	690	67	1,095

Authorized Positions as of 30 September 1994

	Officers	Enlisted	Civilian(Appropriated)	SELRES
- Reporting Command	~~29~~ 23	~~188~~ 190	144	953
- Tenants	~~58~~ 64	~~587~~ 608	67	1,588

P.D. CNARF 05 2/7/94 P.D. CNARF 05 2/7/94

11. KEY POINTS OF CONTACT (POC):

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- CO CAPT E. H. Frazier, Jr.	(404)421-5411 DSN 925-5411	(404)421-5416	(404)421-0291
- Duty Officer	(404)421-5392 DSN 925-5392	(404)421-5416	N/A
- XO CDR J. W. Page	(404)421-5412 DSN 925-5412	(404)421-5416	(404)516-0581

- Mr. A. J. Reed (404)421-5327 (404)421-541 (404)971-6081
DSN 925-5327

12. TENANT ACTIVITY LIST:

- Tenants residing on main complex (shore commands)

Tenant Cmd Name	UIC	Officer	Enlisted	Civilian	SELRES
MAG-42	03004/G10	24	170	0	1001
VR-46	08980	10	77	0	155
VA-205	09342	~~8~~ 12	~~124~~ 145	0	206
NAESU	30338	0	0	5	0
Medical	39171	5	26	5	0
NCIS	39276	0	0	2	0
Dental	41783	2	4	2	0
PSD	43351	1	19	10	0
RAIMD	44486	6	157	21	0
ROICC	45202	1	0	4	0
Recruiting	47766	2	6	0	0
RIAC14	47926	1	4	0	226
HRO	68512	0	0	4	0
AAFES	NO UIC	0	0	14	0

MDJ CNARF 05 2/7/94

- Tenants residing in Special Areas.

FAA Group (at Windy Hill)	NO UIC	0	0	6	0

13. REGIONAL SUPPORT:

NROTC Unit Morehouse College	Atlanta, GA	Subsistence/Food Service
Georgia Army National Guard	Marietta, GA	Subsistence/Food Service
FAA South	Atlanta, GA	Pay/Personnel
NAVDEPOPSC D MAR (Naval Depot Operations Center)	Marietta, GA	Admin/Pay

DPRO LH A SYS CO	Marietta, GA	Pay/Personnel
NASC PEO (A) P3/S3 (Naval Air Systems Command, Project Executive Office for Air Assault and Special Mission Programs)	Marietta, GA	Admin/Pay
DCMO SOUTH	Marietta, GA	ISA Property Maintenance/Audiovisual/Pay/Personnel
DCMAO ATLANTA	Marietta, GA	Pay/Personnel/ Audiovisual
Georgia Air National Guard	Marietta, GA	Subsistence/Food Service
94th TAW Dobbins ARB	Marietta, GA	ISA Security
NAVINFO SE	Atlanta, GA	Personnel/Pay/ Audiovisual
Navy Supply Corps School	Athens, GA	Construction Contract Administration
Navy Marine Corps Reserve Center	Atlanta, GA	Construction Contract Administration
Navy Marine Corps Reserve Center	Chattanooga, TN	Construction Contract Administration
Navy Reserve Center	Kingsport, TN	Construction Contract Administration
Navy Marine Corps Reserve Center	Knoxville, TN	Construction Contract Administration
Marine Corps Reserve Center	Johnson City, TN	Construction Contract Administration
Marine Corps Reserve Center	Rome, GA	Construction Contract Administration
Navy Reserve Center	Gadsden, AL	Construction Contract Administration
Marine Corps Reserve Center	Marietta, GA	Construction Contract Administration
Naval Weapons Industrial Reserve Plant (NWIRP)	Bristol, TN	Construction Contract Administration
USMCR 4th FSSG	Rome, GA	ISA Material Support
USMCR 4th FSSG	Marietta, GA	ISA Material Support
USMCR 4th Dental HQ Battalion	Marietta, GA	ISA Transportation Support

Activity: 00196

USMCR 24th Dental Co, 4th Battalion	Marietta, GA	ISA Transportation Support

14. FACILITY MAPS:

- Local area maps - 12 copies attached.

- Installation map, activity map, base map, general development map, and site map - 12 copies attached.

- Aerial photos - 12 copies attached.

- AICUZ map - 12 copies attached.

ACTIVITY COMMANDER

CAPT E. H. Frazier, Jr.
Name

EH Frazier Jr
Signature

Commanding Officer
Title

2/1/94
Date

Naval Air Station Atlanta
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL

CAPT M.T. BRAZELL, USNR, "ACTING"
Name

M.T. Brazell
Signature

COMMANDER
NAVAL AIR RESERVE FORCE
Title

8 FEB 94
Date

COMNAVAIRESFOR
Activity

NAS ATLANTA

Activity: 00196

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

RADM T. F. HALL, USN
Name

T.F. Hall
Signature

COMMANDER, NAVAL RESERVE FORCE
Title

2/10/94
Date

COMNAVRESFOR
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

R. R. Sareeram
Name (Please type or print)

Signature

Acting
Title

15 Feb 1994
Date

R

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. D. OLSON II, RADM, USNR
Name (Please type or print)

Signature

COMMANDER, NAVAL AIR RESERVE FORCE
Title

28 NOV 94
Date

COMNAVAIRESFOR NEW ORLEANS, LA
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

Name (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT/CNO LEVEL

T. F. HALL, RADM, USN
Name (Please type or print)

T.F. Hall
Signature

COMMANDER, NAVAL RESERVE FORCE
Title

11/30/94
Date

DIRECTOR OF THE NAVAL RESERVE (CNO N095)
Activity

DC 1

NAS ATLANTA

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BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

E. H. FRAZIER, JR.
NAME (Please type or print)

EH Frazier Jr
Signature

Commanding Officer
Title

11/10/94
Date

NAS Atlanta
Activity

D.C.1

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. D. OLSON II, RADM, USNR
Name (Please type or print)

Signature

COMMANDER, NAVAL AIR RESERVE FORCE
Title

28 NOV 94
Date

COMNAVAIRESFOR NEW ORLEANS, LA
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

Name (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT/CNO LEVEL

T. F. HALL, RADM, USN
Name (Please type or print)

T.F. Hall
Signature

COMMANDER, NAVAL RESERVE FORCE
Title

11/30/94
Date

DIRECTOR OF THE NAVAL RESERVE (CNO N095)
Activity

DC 1

NA- ATLANTA

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

E. H. FRAZIER, JR.
NAME (Please type or print)

EH Frazier
Signature

Commanding Officer
Title

11/10/94
Date

NAS Atlanta
Activity

D.C.1

30

DATA CALL 66 UIC: 43351
INSTALLATION RESOURCES

Activity Information:

Activity Name:	PERSUPPDET Atlanta
UIC:	43351
Host Activity Name (if response is for a tenant activity):	Naval Air Station, Atlanta
Host Activity UIC:	00196

General Instructions/Background. A separate response to this data call must be completed for each Department of the Navy (DON) host, independent and tenant activity which separately budgets BOS costs (regardless of appropriation), and, is located in the United States, its territories or possessions.

1. Base Operating Support (BOS) Cost Data. Data is required which captures the total annual cost of operating and maintaining Department of the Navy (DON) shore installations. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Two tables are provided. Table 1A identifies "Other than DBOF Overhead" BOS costs and Table 1B identifies "DBOF Overhead" BOS costs. These tables must be completed, as appropriate, for all DON host, independent or tenant activities which separately budget BOS costs (regardless of appropriation), and, are located in the United States, its territories or possessions. Responses for DBOF activities may need to include both Table 1A and 1B to ensure that all BOS costs, including those incurred by the activity in support of tenants, are identified. If both table 1A and 1B are submitted for a single DON activity, please ensure that no data is double counted (that is, included on both Table 1A and 1B). The following tables are designed to collect all BOS costs currently budgeted, regardless of appropriation, e.g., Operations and Maintenance, Research and Development, Military Personnel, etc. Data must reflect FY 1996 and should be reported in thousands of dollars.

a. Table 1A - Base Operating Support Costs (Other Than DBOF Overhead). This Table should be completed to identify "Other Than DBOF Overhead" Costs. Display, in the format shown on the table, the O&M, R&D and MPN resources currently budgeted for BOS services. O&M cost data must be consistent with data provided on the BS-1 exhibit. Report only direct funding for the activity. Host activities should not include reimbursable support provided to tenants, since tenants will be separately reporting these costs. Military personnel costs should be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Add additional

lines to the table (following line 2j., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank.**

Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)			
Activity Name: PERSUPPDET Atlanta		UIC: 43351	
Category	FY 1996 BOS Costs ($000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair			
1b. Minor Construction			
1c. Sub-total 1a. and 1b.			
2. Other Base Operating Support Costs:			
2a. Utilities			
2b. Transportation			
2c. Environmental			
2d. Facility Leases			
2e. Morale, Welfare & Recreation			
2f. Bachelor Quarters			
2g. Child Care Centers			
2h. Family Service Centers			
2i. Administration	96	821	917
2j. Other (Specify)[1]	12	142	154
2k. Sub-total 2a. through 2j:	108	963	1071
3. Grand Total (sum of 1c. and 2k.):	108	963	1071

[1]Other Base Support

b. Funding Source. If data shown on Table 1A reflects more than one appropriation, then please provide a break out of the total shown for the "3. Grand-Total" line, by appropriation:

Appropriation	Amount ($000)
O&MN	394
MPN	190
RPN	487

c. Table 1B - Base Operating Support Costs (DBOF Overhead). This Table should be submitted for all current DBOF activities. Costs reported should reflect BOS costs supporting the DBOF activity itself (usually included in the G&A cost of the activity). For DBOF activities which are tenants on another installation, total cost of BOS incurred by the tenant activity for itself should be shown on this table. It is recognized that differences exist among DBOF activity groups regarding the costing of base operating support: some groups reflect all such costs only in general and administrative (G&A), while others spread them between G&A and production overhead. Regardless of the costing process, all such costs should be included on Table 1B. The Minor Construction portion of the FY 1996 capital budget should be included on the appropriate line. Military personnel costs (at civilian equivalency rates) should also be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Also ensure that there is no duplication between data provided on Table 1A. and 1B. These two tables must be mutually exclusive, since in those cases where both tables are submitted for an activity, the two tables will be added together to estimate total BOS costs at the activity. Add additional lines to the table (following line 21., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank.**

Other Notes: All costs of operating the five Major Range Test Facility Bases at DBOF activities (even if direct RDT&E funded) should be included on Table 1B. Weapon Stations should include underutilized plant capacity costs as a DBOF overhead "BOS expense" on Table 1B..

DATA CALL 66 UIC: 43351
INSTALLATION RESOURCES

Table 1B - Base Operating Support Costs (DBOF Overhead)			
Activity Name: N/A; not a DBOF Activity		UIC:43351	
Category	FY 1996 Net Cost From UC/FUND-4 ($000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Real Property Maintenance (>$15K)			
1b. Real Property Maintenance (<$15K)			
1c. Minor Construction (Expensed)			
1d. Minor Construction (Capital Budget)			
1c. Sub-total 1a. through 1d.			
2. Other Base Operating Support Costs:			
2a. Command Office			
2b. ADP Support			
2c. Equipment Maintenance			
2d. Civilian Personnel Services			
2e. Accounting/Finance			
2f. Utilities			
2g. Environmental Compliance			
2h. Police and Fire			
2i. Safety			
2j. Supply and Storage Operations			
2k. Major Range Test Facility Base Costs			
2l. Other (Specify)			
2m. Sub-total 2a. through 2l:			
3. Depreciation			
4. Grand Total (sum of 1c., 2m., and 3.) :			

DATA CALL 66 UIC: 43351
INSTALLATION RESOURCES

2. Services/Supplies Cost Data. The purpose of Table 2 is to provide information about projected FY 1996 costs for the purchase of services and supplies by the activity. **(Note: Unlike Question 1 and Tables 1A and 1B, above, this question is not limited to overhead costs.)** The source for this information, where possible, should be either the NAVCOMPT OP-32 Budget Exhibit for O&M activities or the NAVCOMPT UC/FUND-1/IF-4 exhibit for DBOF activities. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Break out cost data by the major sub-headings identified on the OP-32 or UC/FUND-1/IF-4 exhibit, disregarding the sub-headings on the exhibit which apply to civilian and military salary costs and depreciation. Please note that while the OP-32 exhibit aggregates information by budget activity, this data call requests OP-32 data for the activity responding to the data call. Refer to NAVCOMPTINST 7102.2B of 23 April 1990, Subj: Guidance for the Preparation, Submission and Review of the Department of the Navy (DON) Budget Estimates (DON Budget Guidance Manual) with Changes 1 and 2 for more information on categories of costs identified. Any rows that do not apply to your activity may be left blank. However, totals reported should reflect all costs, exclusive of salary and depreciation.

Table 2 - Services/Supplies Cost Data

Activity Name: PERSUPPDET Atlanta	UIC: 43351
Cost Category	**FY 1996 Projected Costs ($000)**
Travel:	1
Material and Supplies (including equipment):	85
Industrial Fund Purchases (other DBOF purchases):	
Transportation:	
Other Purchases (Contract support, etc.):	22
Total:	108

3. Contractor Workyears.

a. **On-Base Contract Workyear Table.** Provide a projected estimate of the number of contract workyears expected to be performed "on base" in support of the installation during FY 1996. Information should represent an annual estimate on a full-time equivalency basis. Several categories of contract support have been identified in the table below. While some of the categories are self-explanatory, please note that the category "mission support" entails management support, labor service and other mission support contracting efforts, e.g., aircraft maintenance, RDT&E support, technical services in support of aircraft and ships, etc.

Table 3 - Contract Workyears	
Activity Name: PERSUPPDET Atlanta	**UIC:**43351
Contract Type	**FY 1996 Estimated Number of Workyears On-Base**
Construction:	
Facilities Support:	
Mission Support:	
Procurement:	
Other:*	
Total Workyears:	0

* **Note:** Provide a brief narrative description of the type(s) of contracts, if any, included under the "Other" category.

b. Potential Disposition of On-Base Contract Workyears. If the mission/functions of your activity were relocated to another site, what would be the anticipated disposition of the on-base contract workyears identified in Table 3.?

1) Estimated number of contract workyears which would be transferred to the receiving site (This number should reflect the number of jobs which would in the future be contracted for at the receiving site, not an estimate of the number of people who would move or an indication that work would necessarily be done by the same contractor(s)):

N/A; no contract workyears

2) Estimated number of workyears which would be eliminated:

N/A; no contract workyears

3) Estimated number of contract workyears which would remain in place (i.e., contract would remain in place in current location even if activity were relocated outside of the local area):

N/A; no contract workyears

c. **"Off-Base" Contract Workyear Data.** Are there any contract workyears located in the local community, but not on-base, which would either be eliminated or relocated if your activity were to be closed or relocated? If so, then provide the following information **(ensure that numbers reported below do not double count numbers included in 3.a. and 3.b., above)**: No.

No. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
None	

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
None	

PSA JACKSONVILLE UIC N68585
DATA CALL SIXTY-SIX

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

RADM H. W. GEHMAN, JR.
NAME (Please type or print)

H. W. Gehman Jr
Signature

Acting
Title Commander in Chief
U.S. Atlantic Fleet
Activity

15 AUG 1994
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME (Please type or print)

W A Earner
Signature

Title

9/1/94
Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

D. V. VAN SAUN
NAME (Please type or print)

Doris V Van Saun
Signature

Commanding Officer, Acting
Title

8/2/94
Date

Personnel Support Activity, Jacksonville
Activity

ENCL (2)

30

DATA CALL 66
INSTALLALATION RESOURSES

Activity Information:

Activity Name:	MAG-42 MARIETTA GA
UIC:	67236
Host Activity Name (if response is for a tenant activity):	NAS ATLANTA NAVY HOST
Host Activity UIC:	00196

General Instructions/Background. A separte response to this data call must be completed for each Department of the Navy (DON) host, independent and tenant activity which separtely budgets BOS costs (regardless of appropriation), and, is located in the United States, its territories or possessions.

1. Base Operating Support (BOS) Cost Data. Data is required which captures the total annual cost of operating and maintaining Department of the Navy (DON) shore installations. Information must reflect FY 1996 bugdet data supporting the FY 1996 NAVCOMPT Budget Submit. Two tables are provided. Table 1A identifies "Other than DBOF Overhead" BOS costs and Table1B identifies "DBOF Overhead" BOS costs. These tables must be completed, as appropriate, for all DON host, independent or tenant activities which separtely budget BOS costs (regardless of appropriation); and are located in the United States, its territories or possessions. Responses for DBOF activities may need to include both Table 1A and 1B). The following tables are designed to collect all BOS costs currently budgeted, regardless of appropriation, e.g., Operations and Maintenance, Research and Development, Military Personnel, etc. Data must reflect FY 1996 and should be reported in thousands of dollars.

a. Table 1A - Base Operating Support Costs (Other Than DBOF Overhead). This Table should be completed to identify "Other Than DBOF Overhead" Costs. Display, in the format shown on the table, the O&M, R&D and MPN resources currently budget for BOS services. O&M cost data must be consistent with data provided on the BS-1 exhibit. Report only direct funding for the activity. Host activity should not include reimbursable support provided to tenants, since tenants will be separately reporting these costs. Military personnel costs should be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Add additional lines to the table (following line 2j., as necessary, to identify any additional cost elements not currently shown). Leave shaded areas of table blank.

DATA CALL 66
INSTALLATION RESOURCES

TABLE 1A - Base Operating Support Costs (Other Than DBOF Overhead)			
Activity Name: MAG-42 MARIETTA GA		UIC: 67236	
Category	FY 1996 BOS Costs ($000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair	$0.00	0.00	$0.00
1b. Minor Construction	0.00	0.00	0.00
1c. Sub-total 1a. and 1b.	**$0.00**	0.00	**$0.00**
2. Other Base Operating Support Costs:			
2a. Utilities	$24,888.00	0.00	$24,888.0
2b. Transportation	$7,320.00	0.00	$7,320.0
2c. Environmental	$0.00	0.00	$0.0
2d. Facility Leases	$0.00	0.00	$0.0
2e. Morale, Welfare & Recreation	$0.00	0.00	$0.0
2f. Bachelor Quarters	$19,520.00	0.00	$19,520.0
2g. Child Care Centers	$0.00	0.00	$0.00
2h. Family Service Centers	$0.00	0.00	$0.00
2i. Administration	$24,522.00	0.00	$24,522.0
2j. Other (Specify)	$33,062.00	0.00	$33,062.0
2k. Sub-total 2a. through 2j :	**$109,312.00**	0.00	**$109,312.0**
3. Grand Total (sum of 1c. and 2k.) :	**$109,312.00**	0.00	**$109,312.00**

b. Funding Source. If data shown on Table 1A reflects more than one appropriation, then please provide a break out of the total shown for the "3. Grand Total" line, by appropriation:

Appropriation	Amount ($000)
N/A	

Table 1B - Base Operating Support Costs (DBOF Overhead). This Table should be submitted for all current DBOF activities. Costs reported should reflect BOS costs supporting the DBOF activity itself (usually included in the G&A cost of the activity). For DBOF activities which are tenants on another installation, total cost of BOS incurred by the tenant activity for itself should be shown on this table. It is recognized that differences exist among DBOF activity groups regarding the costing of base operating support: some groups reflect all such costs only in general and administrative (G&A), while others spread them between G&A and production overhead. Regardless of the costing process, all such costs should be included on Table 1B. The Minor Construction portion of the FY 1996 capital budget should be included on the appropriate line. Military personnel costs (at civilian equivalency rates) should also be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Also ensure that there is no duplication between data provided on Table 1A and 1B. These two tables must be mutually exclusive, since in those cases where both tables are submitted for an activity, the two tables will be added together to estimate total BOS costs at the activity. Add additional lines to the table (following line 21., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank**.

Other Notes: All costs of operating the five Major Range Test Facility Bases at DBOF activities (even if direct RDT&E funded) should be included on Table 1B. Weapon Stations should include underutilized plant capacity costs as a DBOF overhead "BOS expense" on Table 1B.

Enclosure (5)

DATA CALL 66
INSTALLATION RESOURCES

Table 1B - Base Operating Support Costs (DBOF Overhead)			
Activity Name: MAG-42 MARIETTA GA		UIC: 67236	
Category	FY 1996 Net Cost From UC/FUND-4 ($000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Real Property Maintenance (>$15K)			N/A
1b. Real Property Maintenance (<$15K)			N/A
1c. Minor Construction (Expensed)			N/A
1d. Minor Construction (Capital Budget)			N/A
1e. Sub-total 1a. through 1d.			N/A
2. Other Base Operating Support Costs:			
2a. Command Office			N/A
2b. ADP Support			N/A
2c. Equipment Maintenance			N/A
2d. Civilian Personnel Services			N/A
2e. Accounting/Finance			N/A
2f. Utilities			N/A
2g. Environmental Compliance			N/A
2h. Police and Fire			N/A
2i. Safety			N/A
2j. Supply and Storage Operations			N/A
2k. Major range Test Facility Base Costs			N/A
2l. Other (Specify)			N/A
2m. Sub-total 2a. through 2l:			N/A
3. Depreciation			N/A
4. Grand Total (sum of 1c., 2m., and 3.):			N/A

DATA CALL 66
INSTALLATION RESOURCES

2. Services/Supplies Cost Data. The purpose of Table 2 is to provide information about projected FY 1996 costs for the purchase of services and supplies by the activity. (Note: unlike Question 1 and Tables 1A and 1B, above, this question is not limited to overhead costs.) The source for this information, where possible, should be either the NAVCOMPT OP-32 Budget Exhibit for O&M activities or the NAVCOMPT UC/FUND-1/IF-4 exhibit for DBOF activities. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Break out cost data by the major sub-heading identified on the OP-32 or UC/FUND-1/IF-4 exhibit, disregarding the sub-headings on the exhibit which apply to civilian and military salary costs and depreciation. Please note that while the OP-32 exhibit aggregates information by budget activity, this data call requests OP-32 data for the activity responding to the data call. Reger to NAVCOMPTINST 7102.2B of 23 April 1990, Subj: Guidance for the Preparation, Submission and Review of the Department of the Navy (DON) Budget Estimates (DON Budget Guidance Manual) with Changes 1 and 2 for more information on categories of costs identifed. Any rows that do not apply to your activity may be left blank. However, totals reported should reflect all costs, exclusive of salary and depreciation.

Table 2 - Services/Supplies Cost Data

Activity Name: MAG-42 MARIETTA GA	UIC: 67236
Cost Category	**FY 1996 Projected Costs ($000)**
Travel:	$59,758.43
Material and Supplies (including equipment):	$22,034.95
Industrial Fund Purchases (other DBOF purchases):	$0.00
Transportation:	$0.00
Other Purchases (Contract support, etc.):	$27,518.63
Total:	$109,312.00

3. Contractor Workyears.

a. On-Base Contract Workyear Table. Provide a projected estimate of the number of contract workyears expected to be performed "on base" in support of the installation during FY 1996. Information should represent an annual estimat on a full-time equivalency basis. Several categories of contract support have been identified in the table below. While some of the Categories are self-explanatory, please note that the category "mission support" entails management support, labor service and other mission support contracting efforts, e.g., aircraft maintenance, RDT&E support, technical services in support of aircraft and ships, etc. **See note.

Table 3 - Contract Workyears	
Activity Name: MAG-42 MARIETTA GA	**UIC:** 67236
Contract Type	**FY 1996 Estimated Number of Workyears On-Base**
Construction:	N/A
Facilities Support:	N/A
Mission Support:	N/A
Procurement:	N/A
Other: *	N/A
Total Workyears: **	N/A

Note:
* Provide a brief narrative description of the type(s) of contracts, if any, included under the "Other" category.

** Contract workyears are insignificant and not recoverable.

DATA CALL 66
INSTALLATION RESOURCES

b. Potential Disposition of On-Base Contract Workyears. If the mission/functions of your activity were relocated to another site, what would be the anticipated disposition of the **on-base contract workyears** identified in Table 3.?** See Note.

N/A

1) Estimated number of contract workyears which would be transferred to the receiving site (This number should reflect the number of jobs which would in the future be contracted for at the receiving site, not an estimate of the number of people who would move or an indication that work would necessarily be done by the same contractor(s)):

N/A

2) Estimated number of workyears which would be eliminated:

N/A

3) Estimated number of contract workyears which would remain in place (i.e., contract would remain in place in current location even if activity were relocated outside of the local area):

N/A

Note: **Contract workyears are insignificant and not recoverable.

DATA CALL 66
INSTALLATION RESOURCES

c. **"Off-Base" Contract Workyear Data**. Are there any contract workyears located in the local community, but not on-base, which would either be eliminated or relocated if your activity were to be closed or relocated? If so, then provide the following information (**ensure that numbers reported below do not double count numbers included in 3.a. and 3.b., above**):

**See Note

No. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., (engineering support, technical services, etc.)
*N/A	

No. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., (engineering support, technical services, etc.)
*N/A	

Note: **Contract workyears are insignificant and not recoverable.

Enclosure (5)

BRAC-95 CERTIFICATION
DATA CALL: 66
INSTALLATION RESOURCES

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief. The attached 191 formats represent the MARRESFOR site submissions for BRAC 66.

LtCol Steven J. Gaffney
NAME

SIGNATURE

Assistant Chief of Staff, Comptroller
TITLE

20 Sept '94
DATE

Comptroller
DEPARTMENT

MARRESFOR
ACTIVITY

Enclosure (2)

BRAC-95 CERTIFICATION
DATA CALL: 66
INSTALLATION RESOURCES

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief. The attached 191 formats represent the MARRESFOR site submissions for BRAC 66.

J. E. LIVINGSTON
NAME

SIGNATURE

COMMANDING GENERAL
TITLE

26 Sept 94
DATE

COMMAND
DEPARTMENT

MARRESFOR
ACTIVITY

Enclosure (1)

Data Call 66
MARRESFOR

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type of print

Signature

Title

Date

Activity

In certify that the information herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type of print

J.A. BRABHAM
LIEUTENANT G[illegible] MARINE CORPS
DEPUTY CHIE[illegible]
INSTALLATIONS AND [illegible]S

Signature

10/25/94

Date

20

DATA CALL 63
FAMILY HOUSING DATA

Information on Family Housing is required for use in BRAC-95 return on investment calculaitons.

Installation Name:	NAS Atlanta
Unit Identification Code (UIC):	N00196
Major Claimant:	COMNAVRESFOR

Percentage Of Military Families Living on-Base:	1.08
Number of Vacant Officer Housing Units:	0
Number of Vacant Enlisted Housing Units:	0
Fy 1996 Family Housing Budget ($000):	$19
Total Number of Officer Housing Units:	0
Total Number of Enlisted Housing Units:	1

NOTE: Closure of this UIC may not result in closure of all housing units.

Note: All data should reflect figures as of the beginning of FY 1996. If major DON installations share a family housing complex, figures should reflect an estimate of the installation's prorated share of the family housing complex.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN
NAME (Please type or print)

Signature

COMMANDER
Title

7/20/94
Date

NAVAL FACILITIES ENGINEERING COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME (Please type or print)

Signature

Title

7/25/94
Date

BRAC-95 CERTIFICATION

Reference: SECNAV NOTE 11000 dtd 8 Dec 93

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

J. R. REVER
NAME (Please type of print)

Signature

CAPT. CEC, USN
COMMANDING OFFICER
Title

27 June 1994
Date

SOUTHNAVFACENGCOM
Activity

Enclosure (1)

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

YVONNE O. SPRING
NAME (Please type or print)

Signature

Housing Management Specialist
Title

27 June 1994
Date

Housing Division
Division

Facilities Management Dept.
Department

SOUTHNAVFACENCON
Activity

Enclosure (1)

DATA CALL 66
INSTALLATION RESOURCES

20

Activity Information:

Activity Name:	NAS ATLANTA, GA
UIC:	00196
Host Activity Name (if response is for a tenant activity):	
Host Activity UIC:	

General Instructions/Background. A separate response to this data call must be completed for each Department of the Navy (DON) host, independent and tenant activity which separately budgets BOS costs (regardless of appropriation), and, is located in the United States, its territories or possessions.

1. **Base Operating Support (BOS) Cost Data.** Data is required which captures the total annual cost of operating and maintaining Department of the Navy (DON) shore installations. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Two tables are provided. Table 1A identifies "Other than DBOF Overhead" BOS costs and Table 1B identifies "DBOF Overhead" BOS costs. These tables must be completed, as appropriate, for all DON host, independent or tenant activities which separately budget BOS costs (regardless of appropriation), and, are located in the United States, its territories or possessions. Responses for DBOF activities may need to include both Table 1A and 1B to ensure that all BOS costs, including those incurred by the activity in support of tenants, are identified. If both table 1A and 1B are submitted for a single DON activity, please ensure that no data is double counted (that is, included on both Table 1A and 1B). The following tables are designed to collect all BOS costs currently budgeted, regardless of appropriation, e.g., Operations and Maintenance, Research and Development, Military Personnel, etc. Data must reflect FY 1996 and should be reported in thousands of dollars.

a. **Table 1A - Base Operating Support Costs (Other Than DBOF Overhead).** This Table should be completed to identify "Other Than DBOF Overhead" Costs. Display, in the format shown on the table, the O&M, R&D and MPN resources currently budgeted for BOS services. O&M cost data must be consistent with data provided on the BS-1 exhibit. Report only direct funding for the activity. Host activities should not include reimbursable support provided to tenants, since tenants will be separately reporting these costs. Military personnel costs should be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Add additional

lines to the table (following line 2j., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank.**

Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)			
Activity Name: NAS ATLANTA, GA		**UIC:** 00196	
Category	**FY 1996 BOS Costs ($000)**		
	Non-Labor	**Labor**	**Total**
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair	356	556	912
1b. Minor Construction	19		19
1c. Sub-total 1a. and 1b.	375	556	931
2. Other Base Operating Support Costs:			
2a. Utilities	611	24	635
2b. Transportation	7		7
2c. Environmental	104	136	240
2d. Facility Leases			
2e. Morale, Welfare & Recreation	141	1026	1167
2f. Bachelor Quarters	50		50
2g. Child Care Centers	42		42
2h. Family Service Centers			
2i. Administration	1170	3085	4255
2j. Other (Specify) - Basecomm	35		35
AIMD		896	896
AirOps		40	40
2k. Sub-total 2a. through 2j:	2160	5207	7367
3. Grand Total (sum of 1c. and 2k.):	2535	5763	8298

DATA CALL 66
INSTALLATION RESOURCES

b. Funding Source. If data shown on Table 1A reflects more than one appropriation, then please provide a break out of the total shown for the "3. Grand-Total" line, by appropriation:

Appropriation	Amount ($000)
N/A	

c. Table 1B - Base Operating Support Costs (DBOF Overhead). This Table should be submitted for all current DBOF activities. Costs reported should reflect BOS costs supporting the DBOF activity itself (usually included in the G&A cost of the activity). For DBOF activities which are tenants on another installation, total cost of BOS incurred by the tenant activity for itself should be shown on this table. It is recognized that differences exist among DBOF activity groups regarding the costing of base operating support: some groups reflect all such costs only in general and administrative (G&A), while others spread them between G&A and production overhead. Regardless of the costing process, all such costs should be included on Table 1B. The Minor Construction portion of the FY 1996 capital budget should be included on the appropriate line. Military personnel costs (at civilian equivalency rates) should also be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Also ensure that there is no duplication between data provided on Table 1A. and 1B. These two tables must be mutually exclusive, since in those cases where both tables are submitted for an activity, the two tables will be added together to estimate total BOS costs at the activity. Add additional lines to the table (following line 21., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank.**

Other Notes: All costs of operating the five Major Range Test Facility Bases at DBOF activities (even if direct RDT&E funded) should be included on Table 1B. Weapon Stations should include underutilized plant capacity costs as a DBOF overhead "BOS expense" on Table 1B.. N/A

DATA CALL 66
INSTALLATION RESOURCES

N/A

Table 1B - Base Operating Support Costs (DBOF Overhead)			
Activity Name: NAS ATLANTA, GA		UIC: 00196	
Category	FY 1996 Net Cost From UC/FUND-4 ($000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Real Property Maintenance (>$15K)			
1b. Real Property Maintenance (<$15K)			
1c. Minor Construction (Expensed)			
1d. Minor Construction (Capital Budget)			
1c. Sub-total 1a. through 1d.			
2. Other Base Operating Support Costs:			
2a. Command Office			
2b. ADP Support			
2c. Equipment Maintenance			
2d. Civilian Personnel Services			
2e. Accounting/Finance			
2f. Utilities			
2g. Environmental Compliance			
2h. Police and Fire			
2i. Safety			
2j. Supply and Storage Operations			
2k. Major Range Test Facility Base Costs			
2l. Other (Specify)			
2m. Sub-total 2a. through 2l:			
3. Depreciation			
4. Grand Total (sum of 1c., 2m., and 3.) :			

DATA CALL 66
INSTALLATION RESOURCES

2. Services/Supplies Cost Data. The purpose of Table 2 is to provide information about projected **FY 1996** costs for the purchase of services and supplies by the activity. **(Note: Unlike Question 1 and Tables 1A and 1B, above, this question is not limited to overhead costs.)** The source for this information, where possible, should be either the NAVCOMPT OP-32 Budget Exhibit for O&M activities or the NAVCOMPT UC/FUND-1/IF-4 exhibit for DBOF activities. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Break out cost data by the major sub-headings identified on the OP-32 or UC/FUND-1/IF-4 exhibit, disregarding the sub-headings on the exhibit which apply to civilian and military salary costs and depreciation. Please note that while the OP-32 exhibit aggregates information by budget activity, this data call requests OP-32 data for the activity responding to the data call. Refer to NAVCOMPTINST 7102.2B of 23 April 1990, Subj: Guidance for the Preparation, Submission and Review of the Department of the Navy (DON) Budget Estimates (DON Budget Guidance Manual) with Changes 1 and 2 for more information on categories of costs identified. Any rows that do not apply to your activity may be left blank. However, totals reported should reflect all costs, exclusive of salary and depreciation.

Table 2 - Services/Supplies Cost Data

Activity Name: NAS ATLANTA, GA	**UIC:** 00196
Cost Category	**FY 1996 Projected Costs ($000)**
Travel:	187
Material and Supplies (including equipment):	794
Industrial Fund Purchases (other DBOF purchases):	202
Transportation:	7
Other Purchases (Contract support, etc.):	1345
Total:	2535

3. Contractor Workyears.

a. **On-Base Contract Workyear Table.** Provide a projected estimate of the number of contract workyears expected to be performed "on base" in support of the installation during FY 1996. Information should represent an annual estimate on a full-time equivalency basis. Several categories of contract support have been identified in the table below. While some of the categories are self-explanatory, please note that the category "mission support" entails management support, labor service and other mission support contracting efforts, e.g., aircraft maintenance, RDT&E support, technical services in support of aircraft and ships, etc.

Table 3 - Contract Workyears	
Activity Name: NAS ATLANTA, GA	**UIC:** 00196
Contract Type	**FY 1996 Estimated Number of Workyears On-Base**
Construction:	
Facilities Support:	
Mission Support:	
Procurement:	
Other:* Food Services Contract	11.5
Total Workyears:	11.5

* **Note:** Provide a brief narrative description of the type(s) of contracts, if any, included under the "Other" category.

DATA CALL 66
INSTALLATION RESOURCES

b. Potential Disposition of On-Base Contract Workyears. If the mission/functions of your activity were relocated to another site, what would be the anticipated disposition of the **on-base contract workyears** identified in Table 3.?

1) Estimated number of contract workyears which would be transferred to the receiving site (This number should reflect the number of jobs which would in the future be contracted for at the receiving site, not an estimate of the number of people who would move or an indication that work would necessarily be done by the same contractor(s)): 11.5

2) Estimated number of workyears which would be eliminated: 0

3) Estimated number of contract workyears which would remain in place (i.e., contract would remain in place in current location even if activity were relocated outside of the local area): 0

c. **"Off-Base" Contract Workyear Data.** Are there any contract workyears located in the local community, but not on-base, which would either be eliminated or relocated if your activity were to be closed or relocated? If so, then provide the following information **(ensure that numbers reported below do not double count numbers included in 3.a. and 3.b., above):**

No. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
0	

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
0	

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

T. F. HALL, RADM, USN

NAME (Please type or print)

Signature: TF Hall

COMMANDER NAVAL RESERVE FORCE

Title

Date: 7/14/94

COMNAVRESFOR, WASHINGTON, D.C.

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)

DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

P. M. NIGH

NAME (Please type or print)

Signature

DEPUTY CHIEF OF STAFF

Title

7/13/94

Date

CODE 06

Division

FINANCIAL MANAGEMENT

Department

COMMANDER NAVAL RESERVE FORCE

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

T. F. HALL, RADM, USN

NAME (Please type or print)

Signature: TF Hall

COMMANDER NAVAL RESERVE FORCE

Title

Date: 7/14/94

COMNAVRESFOR, WASHINGTON, D.C.

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)

DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER

NAME (Please type or print)

Signature: W A Earner

Title

Date: 8/8/94

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DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Activity Identification: Please complete the following table, identifying the activity for which this response is being submitted.

Activity Name:	Naval Air Station Atlanta
UIC:	00196
Major Claimant:	Commander, Naval Reserve Force

General Instructions/Background:

Information requested in this data call is required for use by the Base Structure Evaluation Committee (BSEC), in concert with information from other data calls, to analyze both the impact that potential closure or realignment actions would have on a local community and the impact that relocations of personnel would have on communities surrounding receiving activities. In addition to Cost of Base Realignment Actions (COBRA) analyses which incorporate standard Department of the Navy (DON) average cost factors, the BSEC will also be conducting more sophisticated economic and community infrastructure analyses requiring more precise, activity-specific data. For example, activity-specific salary rates are required to reflect differences in salary costs for activities with large concentrations of scientists and engineers and to address geographic differences in wage grade salary rates. Questions relating to "Community Infrastructure" are required to assist the BSEC in evaluating the ability of a community to absorb additional employees and functions as the result of relocation from a closing or realigning DON activity.

Due to the varied nature of potential sources which could be used to respond to the questions contained in this data call, a block appears after each question, requesting the identification of the source of data used to respond to the question. To complete this block, identify the source of the data provided, including the appropriate references for source documents, names and organizational titles of individuals providing information, etc. Completion of this "Source of Data" block is critical since some of the information requested may be available from a non-DoD source such as a published document from the local chamber of commerce, school board, etc. Certification of data obtained from a non-DoD source is then limited to certifying that the information contained in the data call response is an accurate and complete representation of the information obtained from the source. Records must be retained by the certifying official to clearly document the source of any non-DoD information submitted for this data call.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

General Instructions/Background (Continued):

The following notes are provided to further define terms and methodologies used in this data call. Please ensure that responses consistently follow this guidance:

Note 1: Throughout this data call, the term **"activity"** is used to refer to the DON installation that is the addressee for the data call.

Note 2: Periodically throughout this data call, questions will include the statement that the response should refer to the **"area defined in response to question 1.b., (page 3)"**. Recognizing that in some large metropolitan areas employee residences may be scattered among many counties or states, **the scope of the "area defined" may be limited to the sum of:**

- **those counties that contain government (DoD) housing units (as identified in 1.b.2)), and,**
- **those counties closest to the activity which, in the aggregate, include the residences of 80% or more of the activity's employees.**

Note 3: Responses to questions referring to **"civilians"** in this data call should reflect **federal civil service appropriated fund employees.**

1. Workforce Data

a. Average Federal Civilian Salary Rate. Provide the projected FY 1996 average gross annual appropriated fund **civil service** salary rate for the activity identified as the addressee in this data call. This rate should include all cash payments to employees, and exclude non-cash personnel benefits such as employer retirement contributions, payments to former employees, etc.

Average Appropriated Fund Civilian Salary Rate:	$31,316

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Source of Data (1.a. Salary Rate):

FY96 Commander, Naval Reserve Force Budget Call

b. Location of Residence. Complete the following table to identify where employees live. Data should reflect current workforce.

1) Residency Table. Identify residency data, by county, for both military and civilian (civil service) employees working at the installation (including, for example, operational units that are homeported or stationed at the installation). For each county listed, also provide the estimated average distance from the activity, in miles, of employee residences and the estimated average length of time to commute one-way to work. For the purposes of displaying data in the table, any county(s) in which 1% or fewer of the activity's employees reside may be consolidated as a single line entry in the table, titled "Other".

County of Residence	State	No. of Employees Residing in County		Percentage of Total Employees	Average Distance From Base (Miles)	Average Duration of Commute (Minutes)
		Military	Civilian			
Cobb County	GA	696	105	70.9%	10	35
Cherokee County	GA	68	20	7.8%	18	40
Paulding County	GA	61	13	6.6%	22	40
Fulton County	GA	37	16	4.7%	25	40
Douglas County	GA	27	2	2.6%	25	40
Dekalb County	GA	11	4	1.4%	25	40
Bartow County	GA	11	3	1.3%	32	45
Clayton County	GA	11	3	1.3%	45	60
Other	GA	29	13	3.8%		
				= 100%		

As discussed in Note 2 on Page 2, subsequent questions in the data call refer to the "area defined in response to question 1.b., (page 3)". In responding to these questions, the scope of the "area defined" may be limited to the sum of: a) those counties that contain

government (DoD) housing units (as identified below), and, b) those counties closest to the activity which, in the aggregate, include the residences of 80% or more of the activity's employees.

2) Location of Government (DoD) Housing. If some employees of the base live in government housing, identify the county(s) where government housing is located:

Cobb County, GA

Source of Data (1.b. 1) & 2) Residence Data):
PSD Atlanta Military Data Base **MAG-42 Recall Bill** **HRO New Orleans Personal Data Base**

c. Nearest Metropolitan Area(s). Identify all major metropolitan area(s) (i.e., population concentrations of 100,000 or more people) which are within 50 miles of the installation. If no major metropolitan area is within 50 miles of the base, then identify the nearest major metropolitan area(s) (100,000 or more people) and its distance(s) from the base.

City	County	Distance from base (miles)
Atlanta	Fulton	25

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Source of Data (1.c. Metro Areas):

Atlanta Chamber of Commerce

d. Age of Civilian Workforce. Complete the following table, identifying the age of the activity's civil service workforce.

Age Category	Number of Employees	Percentage of Employees
16 - 19 Years	1	.5%
20 - 24 Years	1	.5%
25 - 34 Years	27	15.1%
35 - 44 Years	56	31.3%
45 - 54 Years	74	41.4%
55 - 64 Years	19	10.7%
65 or Older	1	.5%
TOTAL	178	100 %

Source of Data (1.d.) Age Data):

HRO NO Personal Data Base
PSD Atlanta Personal Data Base
Branch Medical Clinic Personal Data Base
Branch Dental Clinic Personal Data Base

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

e. Education Level of Civilian Workforce

1) Education Level Table. Complete the following table, identifying the education level of the activity's civil service workforce.

Last School Year Completed	Number of Employees	Percentage of Employees
8th Grade or less	--	
9th through 11th Grade	2	1.1%
12th Grade or High School Equivalency	105	59.2%
1-3 Years of College	48	26.8%
4 Years of College (Bachelors Degree)	17	9.5%
5 or More Years of College (Graduate Work)	6	3.4%
TOTAL	178	100 %

2) Degrees Achieved. Complete the following table for the activity's civil service workforce. Identify the number of employees with each of the following degrees, etc. To avoid double counting, only identify the highest degree obtained by a worker (e.g., if an employee has both a Master's Degree and a Doctorate, only include the employee under the category "Doctorate").

Degree	Number of Civilian Employees
Terminal Occupation Program - Certificate of Completion, Diploma or Equivalent (for areas such as technicians, craftsmen, artisans, skilled operators, etc.)	12
Associate Degree	4
Bachelor Degree	15
Masters Degree	6

Doctorate	0

Source of Data (1.e.1) and 2) Education Level Data):

HRO New Orleans Personal Data Base

f. Civilian Employment By Industry. Complete the following table to identify by "industry" the type of work performed by civil service employees at the activity. The intent of this table is to attempt to stratify the activity civilian workforce using the same categories of industries used to identify private sector employment. Employees should be categorized based on their primary duties. Additional information on categorization of private sector employment by industry can be found in the Office of Management and Budget Standard Industrial Classification (SIC) Manual. However, you do not need to obtain a copy of this publication to provide the data requested in this table.

Note the following specific guidance regarding the "Industry Type" codes in the first column of the table: Even though categories listed may not perfectly match the type of work performed by civilian employees, please attempt to assign each civilian employee to one of the "Industry Types" identified in the table. However, only use the Category 6, "Public Administration" sub-categories when none of the other categories apply. Retain supporting data used to construct this table at the activity-level, in case questions arise or additional information is required at some future time. **Leave shaded areas blank.**

Industry	SIC Codes	No. of Civilians	% of Civilians
1. **Agriculture, Forestry & Fishing**	01-09		
2. **Construction** (includes facility maintenance and repair)	15-17	14	7.7%
3. **Manufacturing** (includes Intermediate and Depot level maintenance)	20-39		
3a. Fabricated Metal Products (include ordnance, ammo, etc.)	34	2	1.1%
3b. Aircraft (includes engines and missiles)	3721 et al	18	9.9%
3c. Ships	3731		

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Industry	SIC Codes	No. of Civilians	% of Civilians
3d. Other Transportation (includes ground vehicles)	various	6	3.3%
3e. Other Manufacturing not included in 3a. through 3d.	various	1	.6%
Sub-Total 3a. through 3e.	20-39	27	14.9%
4. Transportation/Communications/Utilities	40-49		
4a. Railroad Transportation	40		
4b. Motor Freight Transportation & Warehousing (includes supply services)	42	26	14.4%
4c. Water Transportation (includes organizational level maintenance)	44		
4d. Air Transportation (includes organizational level maintenance)	45		
4e. Other Transportation Services (includes organizational level maintenance)	47	2	1.1%
4f. Communications	48		
4g. Utilities	49	5	2.8%
Sub-Total 4a. through 4g.	40-49	33	18.2%
5. Services	70-89		
5a. Lodging Services	70		
5b. Personal Services (includes laundry and funeral services)	72	16	8.8%
5c. Business Services (includes mail, security guards, pest control, photography, janitorial and ADP services)	73	22	12.2%
5d. Automotive Repair and Services	75	1	.6%

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ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Industry	SIC Codes	No. of Civilians	% of Civilians
5e. Other Misc. Repair Services	76		
5f. Motion Pictures	78		
5g. Amusement and Recreation Services	79	19	10.5%
5h. Health Services	80	4	2.2%
5i. Legal Services	81		
5j. Educational Services	82		
5k. Social Services	83	6	3.3%
5l. Museums	84		
5m. Engineering, Accounting, Research & Related Services (includes RDT&E, ISE, etc.)	87	19	10.5%
5n. Other Misc. Services	89		
Sub-Total 5a. through 5n.:	70-89	87	48.1%
6. Public Administration	91-97		
6a. Executive and General Government, Except Finance	91	13	7.2%
6b. Justice, Public Order & Safety (includes police, firefighting and emergency management)	92	4	2.2%
6c. Public Finance	93		
6d. Environmental Quality and Housing Programs	95	3	1.6%
Sub-Total 6a. through 6d.		20	11.1%
TOTAL		181*	100 %

* Includes 3 positions presently being recruited.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Source of Data (1.f.) Classification By Industry Data):

HRO New Orleans

g. Civilian Employment by Occupation. Complete the following table to identify the types of "occupations" performed by civil service employees at the activity. Employees should be categorized based on their primary duties. Additional information on categorization of employment by occupation can be found in the Department of Labor Occupational Outlook Handbook. However, you do not need to obtain a copy of this publication to provide the data requested in this table.

Note the following specific guidance regarding the "Occupation Type" codes in the first column of the table: Even though categories listed may not perfectly match the type of work performed by civilian employees, please attempt to assign each civilian employee to one of the "Occupation Types" identified in the table. Refer to the descriptions immediately following this table for more information on the various occupational categories. Retain supporting data used to construct this table at the activity-level, in case questions arise or additional information is required at some future time. **Leave shaded areas blank.**

Occupation	Number of Civilian Employees	Percent of Civilian Employees
1. Executive, Administrative and Management	26	14.4%
2. Professional Specialty		
2a. Engineers	4	2.2%
2b. Architects and Surveyors		
2c. Computer, Mathematical & Operations Research		
2d. Life Scientists		
2e. Physical Scientists		
2f. Lawyers and Judges		
2g. Social Scientists & Urban Planners		
2h. Social & Recreation Workers	3	1.7%

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ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Occupation	Number of Civilian Employees	Percent of Civilian Employees
2i. Religious Workers		
2j. Teachers, Librarians & Counselors	3	1.7%
2k. Health Diagnosing Practitioners (Doctors)		
2l. Health Assessment & Treating(Nurses, Therapists, Pharmacists, Nutritionists, etc.)	1	.6%
2m. Communications	1	.6%
2n. Visual Arts		
Sub-Total 2a. through 2n.:	12	6.6%
3. Technicians and Related Support		
3a. Health Technologists and Technicians	1	.6%
3b. Other Technologists	3	1.7%
Sub-Total 3a. and 3b.:	4	2.2%
4. Administrative Support & Clerical	52	28.8%
5. Services		
5a. Protective Services (includes guards, firefighters, police)	4	2.2%
5b. Food Preparation & Service		
5c. Dental/Medical Assistants/Aides		
5d. Personal Service & Building & Grounds Services (includes janitorial, grounds maintenance, child care workers)	33	18.2%
Sub-Total 5a. through 5d.	37	20.1%
6. Agricultural, Forestry & Fishing		
7. Mechanics, Installers and Repairers	25	13.9%
8. Construction Trades	7	3.9%

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Occupation	Number of Civilian Employees	Percent of Civilian Employees
9. Production Occupations	1	.6%
10. Transportation & Material Moving	16	8.9%
11. Handlers, Equipment Cleaners, Helpers and Laborers (not included elsewhere)	1	.6%
TOTAL	181*	100 %

* Includes 3 positions presently being recruited.

Source of Data (1.g.) Classification By Occupation Data):

HRO New Orleans

Description of Occupational Categories used in Table 1.g. The following list identifies public and private sector occupations included in each of the major occupational categories used in the table. Refer to these examples as a guide in determining where to allocate appropriated fund civil service jobs at the activity.

1. **Executive, Administrative and Management.** Accountants and auditors; administrative services managers; budget analysts; construction and building inspectors; construction contractors and managers; cost estimators; education administrators; employment interviewers; engineering, science and data processing managers; financial managers; general managers and top executives; chief executives and legislators; health services managers; hotel managers and assistants; industrial production managers; inspectors and compliance officers, except construction; management analysts and consultants; marketing, advertising and public relations managers; personnel, training and labor relations specialists and managers; property and real estate managers; purchasing agents and managers; restaurant and food service managers; underwriters; wholesale and retail buyers and merchandise managers.
2. **Professional Specialty.** Use sub-headings provided.
3. **Technicians and Related Support.** Health Technologists and Technicians sub-category - self-explanatory. Other Technologists sub-category includes aircraft pilots; air traffic controllers; broadcast technicians; computer programmers; drafters; engineering technicians; library technicians; paralegals; science technicians; numerical control tool programmers.
4. **Administrative Support & Clerical.** Adjusters, investigators and collectors; bank tellers; clerical supervisors and managers; computer and peripheral equipment operators; credit clerks and authorizers; general office clerks; information clerks; mail clerks and messengers; material recording, scheduling, dispatching and distributing; postal clerks and mail carriers; records clerks; secretaries; stenographers and court reporters; teacher aides; telephone, telegraph and teletype operators; typists, word processors and data entry keyers.
5. **Services.** Use sub-headings provided.

6. **Agricultural, Forestry & Fishing.** Self explanatory.
7. **Mechanics, Installers and Repairers.** Aircraft mechanics and engine specialists; automotive body repairers; automotive mechanics; diesel mechanics; electronic equipment repairers; elevator installers and repairers; farm equipment mechanics; general maintenance mechanics; heating, air conditioning and refrigeration technicians; home appliance and power tool repairers, industrial machinery repairers; line installers and cable splicers; millwrights; mobile heavy equipment mechanics; motorcycle, boat and small engine mechanics; musical instrument repairers and tuners; vending machine servicers and repairers.
8. **Construction Trades.** Bricklayers and stonemasons; carpenters; carpet installers; concrete masons and terrazzo workers; drywall workers and lathers; electricians; glaziers; highway maintenance; insulation workers; painters and paperhangers; plasterers; plumbers and pipefitters; roofers; sheet metal workers; structural and reinforcing ironworkers; tilesetters.
9. **Production Occupations.** Assemblers; food processing occupations; inspectors, testers and graders; metalworking and plastics-working occupations; plant and systems operators, printing occupations; textile, apparel and furnishings occupations; woodworking occupations; miscellaneous production operations.
10. **Transportation & Material Moving.** Busdrivers; material moving equipment operators; rail transportation occupations; truckdrivers; water transportation occupations.
11. **Handlers, Equipment Cleaners, Helpers and Laborers** (not included elsewhere). Entry level jobs not requiring significant training.

h. Employment of Military Spouses. Complete the following table to provide estimated information concerning **military spouses** who are also employed in the area defined in response to question 1.b., above. **Do not fill in shaded area.**

1. Percentage of Military Employees Who Are Married:	74%
2. Percentage of Military Spouses Who Work Outside of the Home:	67%
3. Break out of Spouses' Location of Employment (Total of rows 3a. through 3d. should equal 100% and reflect the number of spouses used in the calculation of the "Percentage of Spouses Who Work Outside of the Home".	
3a. Employed "On-Base" - Appropriated Fund:	14/443 3.2%
3b. Employed "On-Base" - Non-Appropriated Fund:	13/443 2.9%
3c. Employed "Off-Base" - Federal Employment:	10/443 2.3%

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

3d. Employed "Off-Base" - Other Than Federal Employment	406/443 91.6%

Source of Data (1.h.) Spouse Employment Data):

There is no data base available that would provide this information; therefore, each department and tenant command queried each military individual in their respective department and command.

2. Infrastructure Data. For each element of community infrastructure identified in the two tables below, rate the community's ability to accommodate the relocation of additional functions and personnel to your activity. Please complete each of the three columns listed in the table, reflecting the impact of various levels of increase (20%, 50% and 100%) in the number of personnel working at the activity (and their associated families). In ranking each category, use one of the following three ratings:

A - Growth can be accommodated with little or no adverse impact to existing community infrastructure and at little or no additional expense.

B - Growth can be accommodated, but will require some investment to improve and/or expand existing community infrastructure.

C - Growth either cannot be accommodated due to physical/environmental limitations or would require substantial investment in community infrastructure improvements.

Table 2.a., "Local Communities": This first table refers to the local community (i.e., the community in which the base is located) and its ability to meet the increased requirements of the installation.

Table 2.b., "Economic Region": This second table asks for an assessment of the infrastructure of the economic region (those counties identified in response to question 1.b., (page 3) - taken in the aggregate) and its ability to meet the needs of additional employees and their families moving into the area.

For both tables, annotate with an asterisk (*) any categories which are wholly supported on-base, i.e., are not provided by the local community. These categories should also

receive an A-B-C rating. Answers for these "wholly supported on-base" categories should refer to base infrastructure rather than community infrastructure.

a. Table A: Ability of the local community to meet the expanded needs of the base.

1) Using the **A - B - C** rating system described above, complete the table below.

Category	20% Increase	50% Increase	100% Increase
Off-Base Housing	A	A	A
Schools - Public	A	A	A
Schools - Private	A	A	A
Public Transportation - Roadways	A	A	A
Public Transportation - Buses/Subways	A	A	A
Public Transportation - Rail	N/A	N/A	N/A
Fire Protection	A	A	A
Police	A	A	A
Health Care Facilities	A	A	A
Utilities:			
Water Supply	A	A	A
Water Distribution	A	A	A
Energy Supply	A	A	A
Energy Distribution	A	A	A
Wastewater Collection *	A	A	B
Wastewater Treatment * Provided by Lockheed at AFP #6 Plant	A	A	A
Storm Water Collection *	A	A	B
Solid Waste Collection and Disposal	A	A	A
Hazardous/Toxic Waste Disposal	A	A	A

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ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Category	20% Increase	50% Increase	100% Increase
Solid Waste Collection and Disposal	A	A	A
Hazardous/Toxic Waste Disposal	A	A	A
Recreational Activities	A	A	A

Remember to mark with an asterisk any categories which are wholly supported on-base.

2) For each rating of "C" identified in the table on the preceding page, attach a brief narrative explanation of the types and magnitude of improvements required and/or the nature of any barriers that preclude expansion.

Not Applicable.

Source of Data (2.a. 1) & 2) - Local Community Table):

Public Works/LASC

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

b. Table B: Ability of the region described in the response to question 1.b. (page 3) (taken in the aggregate) to meet the needs of additional employees and their families relocating into the area.

1) Using the **A - B - C** rating system described above, complete the table below.

Category	20% Increase	50% Increase	100% Increase
Off-Base Housing	A	A	A
Schools - Public	A	A	A
Schools - Private	A	A	A
Public Transportation - Roadways	A	A	A
Public Transportation - Buses/Subways	A	A	A
Public Transportation - Rail	A	A	A
Fire Protection	A	A	A
Police	A	A	A
Health Care Facilities	A	A	A
Utilities:			
Water Supply	A	A	A
Water Distribution	A	A	A
Energy Supply	A	A	A
Energy Distribution	A	A	A
Wastewater Collection	A	A	A
Wastewater Treatment	A	A	A
Storm Water Collection	A	A	A
Solid Waste Collection and Disposal	A	A	A
Hazardous/Toxic Waste Disposal	A	A	A
Recreation Facilities	A	A	A

Remember to mark with an asterisk any categories which are wholly supported on-base.

2) For each rating of "C" identified in the table on the preceding page, attach a brief narrative explanation of the types and magnitude of improvements required and/or the nature of any barriers that preclude expansion.

Not Applicable.

Source of Data (2.b. 1) & 2) - Regional Table):

Public Works/LASC

3. Public Facilities Data:

a. **Off-Base Housing Availability.** For the counties identified in the response to question 1.b. (page 3), in the aggregate, estimate the current average vacancy rate for community housing. Use current data or information identified on the latest family housing market analysis. For each of the categories listed (rental units and units for sale), combine single family homes, condominiums, townhouses, mobile homes, etc., into a single rate:

Rental Units:	2%
Units for Sale:	37%

Source of Data (3.a. Off-Base Housing):

Data Banks Systems, Atlanta, Georgia

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

b. **Education.**

1) Information is required on the current capacity and enrollment levels of school systems serving employees of the activity. Information should be keyed to the counties identified in the response to question 1.b. (page 3).

School District	County	Number of Schools			Enrollment		Pupil-to-Teacher Ratio		Does School District Serve Gov't Housing Units?*
		Elementary	Middle	High	Current	Max. Capacity	Current	Max. Ratio	
Cobb County	Cobb	55	18	13	76,478	81,000 +	25 to 1	Note (1)	
Marietta	Cobb	6	1	2	5,619	6,719	24 to 1	Note (1)	Yes
Paulding County	Paulding	9	3	2	9,500	Note (2)	20 to 1	Note (1)	
Cherokee County	Cherokee	18	3	3	18,553	Note (2)	24 to 1	Note (1)	
Fulton County	Fulton	33	11	11	49,051	Note (2)	24 to 1	Note (1)	
Atlanta	Fulton	78	17	12	57,623	Note (2)	23 to 1	Note (1)	
Douglas County	Douglas	13	5	3	14,299	Note (2)	23 to 1	Note (1)	
DeKalb County	DeKalb	78	7	18	85,000	Note (2)	25 to 1	Note (1)	
Clayton County	Clayton	25	11	7	38,000	Note (2)	25 to 1	Note (1)	
Bartow County	Bartow	9	3	2	8,940	Note (2)	19 to 1	Note (1)	

* Answer "Yes" in this column if the school district in question enrolls students who reside in government housing.

Note (1): Maximum pupil-to-teacher ration per Georgia law is:
K - 28 to pair of professionals
1-3 - 25 to 1
4-8 - 33 to 1
9-12 - 35 to 1

Note (2): Per Board of Education, as shown, information is not available.

Source of Data (3.b.1) Education Table):

Board of Education for each school district.

2) Are there any on-base "Section 6" Schools? If so, identify number of schools and current enrollment.

No.

Source of Data (3.b.2) On-Base Schools):

Not applicable.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

3) For the counties identified in the response to question 1.b. (page 3), in the aggregate, list the names of undergraduate and graduate colleges and universities which offer certificates, Associate, Bachelor or Graduate degrees :

Agnes Scott College
American College of Applied Arts
Atlanta Christian College
Atlanta College of Art
Atlanta Metro College
Beulah Heights Bible College
Brenau College
Clark Atlanta
Columbia Theological Seminary
Devry Institute of Technology
Emory University
Georgia Institute of Technology
Kennesaw State College
Life College
Mercer University
Morehouse College
Morris Brown College
Oglethorpe University
Oxford College of Emory University
Reinhardt College
Saint Leo's College
Southern College of Technology
Spelman College
West Georgia College

Source of Data (3.b.3) Colleges):

"Target Atlanta" Magazine 93-94; Directories: "Greater Atlanta Metropolitan Guide"; "Know Atlanta" guide; and "Accredited Institutions of Post-Secondary Educations" published by the American Council on Education.

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ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

4) For the counties identified in the response to question 1.b. (page 3), in the aggregate, list the names and major curriculums of vocational/technical training schools:

Vo-Tech Training	Major Curriculums
Atlanta Area Technical School	Trades/crafts/clerical/business
Chattahoochee Technical Institute	Trades/crafts/clerical/business
North Metro Technical Institute	Trades/crafts/clerical/business

Source of Data (3.b.4) Vo-tech Training):

"Target Atlanta" Magazine 93-94; Directories: "Greater Atlanta Metropolitan Guide"; "Know Atlanta" guide; and "Accredited Institutions of Post-Secondary Education" published by the American Council on Education.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

c. **Transportation.**

1) Is the activity served by public transportation?

	Yes	No
Bus:	___	X
Rail:	___	X
Subway:	___	X
Ferry:	___	X

Source of Data (3.c.1) Transportation):

Public Works/Cobb Community Transit

2) Identify the location of the nearest passenger railroad station (long distance rail service, not commuter service within a city) and the distance from the activity to the station.

Amtrak Peachtree Station - approximately 13 miles.

Source of Data (3.c.2) Transportation):

Atlanta City Map, Gousha Publishing Company 1992

3) Identify the name and location of the nearest commercial airport (with public carriers, e.g., USAIR, United, etc.) and the distance from the activity to the airport.

Hartsfield Atlanta International Airport - approximately 23 miles.

Source of Data (3.c.3) Transportation):

Atlanta City Map, Gousha Publishing Company 1992

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

4) How many carriers are available at this airport?

Passenger/freight	-	28
Freight only	-	10

Source of Data (3.c.4) Transportation):

Public Relations Office (404)530-6834, Hartsfield Atlanta International Airport

5) What is the Interstate route number and distance, in miles, from the activity to the nearest Interstate highway?

Interstate 75 - 3.6 miles

Source of Data (3.c.5) Transportation):

Atlanta City Map, Gousha Publishing Company 1992

6) Access to Base:

a) Describe the quality and capacity of the road systems providing access to the base, specifically during peak periods. (Include both information on the area surrounding the base and information on access to the base, e.g., numbers of gates, congestion problems, etc.)

Quality and capacity of road systems during peak periods are good to excellent. Continuous improvements are being made in this major metropolitan area. Access to the base is excellent; there is one gate directly to NAS Atlanta and two additional gates through Dobbins Air Reserve Base.

b) Do access roads transit residential neighborhoods?

No.

c) Are there any easements that preclude expansion of the access road system?

No.

d) Are there any man-made barriers that inhibit traffic flow (e.g., draw bridges, etc.)?

Railroad crossing at main gate. However, Cobb County and Lockheed Aeronautical Systems Company are doing study to provide joint funding for an overpass. Also there are two gates through Dobbins Air Reserve Base which do not require crossing railroad.

Source of Data (3.c.6) Transportation):

Public Works, Cobb County

d. **Fire Protection/Hazardous Materials Incidents.** Does the activity have an agreement with the local community for fire protection or hazardous materials incidents? Explain the nature of the agreement and identify the provider of the service.

Dobbins Air Reserve Base provides fire protection/hazardous materials incident response services to NAS Atlanta. Dobbins has mutual aid agreements with Cobb County, City of Marietta, City of Smyrna, and Lockheed Aeronautical Systems Company. Dobbins Air Reserve Base response to hazardous materials incidents is a backup to the NAS Atlanta response team.

NAS Atlanta is presently in negotiations with the Bartow County Fire Department for hazardous material response and containment support at the NAS Atlanta Lake Allatoona Recreation Site.

Source of Data (3.d. Fire/Hazmat):

Public Works Department and Interservice Support Agreement (FG6 703-82944-004)

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

e. **Police Protection.**

1) What is the level of legislative jurisdiction held by the installation?

Concurrent jurisdiction.

2) If there is more than one level of legislative jurisdiction for installation property, provide a brief narrative description of the areas covered by each level of legislative jurisdiction and whether there are separate agreements for local law enforcement protection.

Cobb County and Marietta City Police jurisdiction is concurrent with NAS Atlanta due to location and the Air Station's lack of a judge.

3) Does the activity have a specific written agreement with local law enforcement concerning the provision of local police protection?

Yes.

4) If agreements exist with more than one local law enforcement entity, provide a brief narrative description of whom the agreement is with and what services are covered.

Interservice support agreement with Dobbins Air Reserve Base Security and Lockheed-Georgia Security.

5) If military law enforcement officials are routinely augmented by officials of other federal agencies (BLM, Forest Service, etc.), identify any written agreements covering such services and briefly describe the level of support received.

U.S. Army Corps of Engineers provide "drive by" security of NAS Atlanta Lake Allatoona Recreation Site.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Source of Data (3.e. 1) - 5) - Police):

NAS Atlanta Security Department

f. **Utilities.**

1) Does the activity have an agreement with the local community for water, refuse disposal, power or any other utility requirements? Explain the nature of the agreement and identify the provider of the service.

Water is purchased from Cobb Water Authority. Electricity is purchased from Georgia Power Company. Natural gas is purchased from Atlanta Gas Company. Domestic sewage and industrial sewage is treated by Lockheed Aeronautical Systems Company at Air Force Plant #6 facilities. Refuse is collected and disposed by private contractor in private landfill.

2) Has the activity been subject to water rationing or interruption of delivery during the last five years? If so, identify time period during which rationing existed and the restrictions imposed. Were activity operations affected by these situations? If so, explain extent of impact.

No.

3) Has the activity been subject to any other significant disruptions in utility service, e.g., electrical "brown outs", "rolling black outs", etc., during the last five years? If so, identify time period(s) covered and extent/nature of restrictions/disruption. Were activity operations affected by these situations? If so, explain extent of impact.

No.

Source of Data (3.f. 1) - 3) Utilities):

Public Works

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

4. **Business Profile.** List the top ten employers in the geographic area defined by your response to question 1.b. (page 3), taken in the aggregate, (include your activity, if appropriate):

Employer	Product/Service	No. of Employees
1. Delta Airlines	Airline	25,000
2. AT&T	Communication services	20,000
3. Bell South Corporation	Telecommunications	16,205
4. Lockheed-Georgia	Aircraft production	11,014
5. State of Georgia	Public service	8,000 +
6. Department of Defense	National defense	8,000 +
7. Emory University	Education	8,000 +
8. City of Atlanta School System	Education	8,000 +
9. Rich's	Department store	7,336
10. The Southern Company	Electric utilities	6,547

Source of Data (4. Business Profile):

Atlanta Business Chronicles and Atlanta Chamber of Commerce

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

5. **Other Socio-Economic Impacts.** For each of the following areas, describe other recent (past 5 years), on-going or projected economic impacts (both positive and negative) on the geographic region defined by your response to question 1.b. (page 3), in the aggregate:

a. Loss of Major Employers:

None.

b. Introduction of New Businesses/Technologies:

Lockheed-Georgia expansion on F-22; 1996 Olympics; Anheuser-Busch, Inc. In 1993, 139 new businesses opened in the metro Atlanta area. Included were Motorola Division Headquarters, Mitsubishi Consumer Electronics, United Parcel Service Headquarters and Holiday Inn Headquarters.

c. Natural Disasters:

None.

d. Overall Economic Trends:

Slow growth.

Source of Data (5. Other Socio/Econ):

Atlanta Chamber of Commerce

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

6. Other. Identify any contributions of your activity to the local community not discussed elsewhere in this response.

The NAS Atlanta Funeral Detail is responsible for funeral details in 81 counties in Georgia; 8 counties in Alabama, 2 counties in North Carolina and 1 county in Tennessee. Additionally, the NAS Atlanta Color Guard performs for various parades and ceremonies in the metro Atlanta area. The station is also involved in community charitable events such as the March of Dimes Walkathon. The Boy Scouts of America is supported through tours, meeting rooms and site for the Boy Scout Jamboree. NAS Atlanta hosts the Marietta Rotary for the Club's weekly meetings and for the past four years has provided Hangar 1 for use by the East Cobb Rotary Club for its annual civic fund raiser. Over the past year, NAS has provided storage and assistance in shipping medical equipment to Russia.

Source of Data (6. Other):

NAS Atlanta Public Affairs

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. D. OLSON II, RADM, USNR
NAME (Please type or print)

Signature

Commander, Naval Air Reserve Force
Title

7/15/94
Date

COMNAVAIRESFOR New Orleans, LA
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

T. F. HALL, RADM, USN
NAME (Please type or print)

TF Hall
Signature

Commander, Naval Reserve Force
Title

7/25/94
Date

COMNAVRESFOR Washington D. C.
Activity

and: **Chief of Naval Operations (N095)**
2000 Navy Pentagon
Washington, DC 20350-2000

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

CAPT E. H. FRAZIER, JR.

NAME (Please type or print)

E H Frazier

Signature

COMMANDING OFFICER

Title

Date 7/7/94

NAVAL AIR STATION ATLANTA

Activity

20

ENVIRONMENTAL DATA CALL:
DATA CALL TO BE SUBMITTED TO
ALL NAVY/MARINE CORPS HOST ACTIVITIES

20 APRIL 1994

BRAC 1995 ENVIRONMENTAL DATA CALL:
All Navy/Marine Corps Host Activities

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ENVIRONMENTAL DATA CALL

Responses to the following questions provide data that will allow an assessment of the potential environmental impact associated with the closure or realignment of a Navy shore activity. This criterion consists of:

- Endangered/Threatened Species and Biological Habitat
- Wetlands
- Cultural Resources
- Environmental Facilities
- Air Pollution
- Environmental Compliance
- Installation Restoration
- Land/Air/Water Use

As part of the answers to these questions, a *source citation* (e.g., 1993 base loading, 1993 base-wide Endangered Species Survey, 1993 letter from USFWS, 1993 Base Master Plan, 1993 Permit Application, 1993 PA/SI, etc.) must be included. It is probable that, at some point in the future, you will be asked to provide additional information detailing specifics of individual characteristics. In anticipation of this request, supporting documentation (e.g., maps, reports, letters, etc.) regarding answers to these questions should be retained. Information needed to answer these questions is available from the cognizant EFD Planning and Real Estate Divisions, and Environment, Safety, and Health Divisions; and from the activity Public Works Department, and activity Health Monitoring and Safety Offices.

For purposes of the questions associated with land use at your base is *defined* as *land* (acreage owned, withdrawn, leased, and controlled through easements); *air* (space controlled through agreements with the FAA, e.g., MOAs); *and water* (navigation channels and waters along a base shoreline) *under the control of the Navy*.

Provide a list of the tenant activities with UICs that are covered in this response.

MAG-42	03004/G10	PSD	43351
VR-46	08980	RAIMD	44468
VA-205	09342	ROICC	45202
NAESU	30338	Recruiting	47766
Medical	39171	RIAC 14	47926
NCIS	39276	HRO (N0)	68512
Dental	41783	AAFES	No UIC

1. ENDANGERED/THREATENED SPECIES AND BIOLOGICAL HABITAT

1a. For federal or state listed endangered, threatened, or category 1 plant and/or animal species on your base, complete the following table. Critical/sensitive habitats for these species are designated by the U. S. Fish and Wildlife Service (USFWS). A species is present on your base if some part of its life-cycle occurs on Navy controlled property (e.g., nesting, feeding, loafing). Important Habitat refers to that number of acres of habitat that is important to some life cycle stage of the threatened/endangered species that is not formally designated.

S P E C I E S (plant or animal)	Designation (Threatened / Endangered)	Federal/ State	Critical / Designated Habitat (Acres)	Important Habitat (acres)
example: Haliaeetus leucocephalus - bald eagle	*threatened*	*Federal*	*25*	*0*
None known				

Source Citation: Survey has not been conducted.

1b.

Have your base operations or development plans been constrained due to: - USFWS or National Marine Fisheries Service (NMFS)? - State required modifications or constraints? If so, identify below the impact of the constraints including any restrictions on land use.	YES/NO NO NO
Are there any requirements resulting from species not residing on base, but which migrate or are present nearby? If so, summarize the impact of such constraints.	YES/NO NO

1c. If the area of the habitat and the associated species have not been identified on base maps provided in Data Call 1, submit this information on an updated version of Data Call 1 map.

N/A

1d.

Have any efforts been made to relocate any species and/or conduct any mitigation with regards to critical habitats or endangered/threatened species? Explain what has been done and why.	YES/NO N/A

1e.

Will any state or local laws and/or regulations applying to endangered/threatened species which have been enacted or promulgated but not yet effected, constrain base operations or development plans beyond those already identified? Explain.	YES/NO NO

2. WETLANDS

Note: Jurisdictional wetlands are those areas that meet the wetland definitional criteria detailed in the Corps of Engineers (COE) Wetland Delineation Manual, 1987, Technical Report Y-87-1, U.S. Army Engineer Waterway Experiment Station, Vicksburg, MS or officially adapted state definitions.

2a.

Does your base possess federal jurisdictional wetlands?	YES/NO NO
Has a wetlands survey in accordance with established standards been conducted for your base?	YES/NO NO
When was the survey conducted or when will it be conducted?_____/_____/____	N/A
What percent of the base has been surveyed?	0%
What is the total acreage of jurisdictional wetlands present on your base?	0

Source Citation: **VISUAL SURVEY**

2b. If the area of the wetlands has not been identified on base maps provided in Data Call 1, submit this on an updated version of Data Call 1 map.

N/A

2c. Has the EPA, COE or a state wetland regulatory agency required you to modify or constrain base operations or development plans in any way in order to accommodate a jurisdictional wetland? NO If Yes, summarize the results of such modifications or constraints.

3. CULTURAL RESOURCES

3a.

Has a survey been conducted to determine historic sites, structures, districts or archaeological resources which are listed, or determined eligible for listing, on the National Register of Historic Places? If so, list the sites below.	YES/NO YES

No sites determined eligible for listing on National Register.

DATA CALL 33

R

2a. Confirm that there are no wetlands. (R

There are no jurisdictional wetlands on board NAS Atlanta.

3b.

Has the President's Advisory Council on Historic Preservation or the cognizant State Historic Preservation Officer required you to mitigate or constrain base operations or development plans in any way in order to accommodate a National Register cultural resource? If YES, list the results of such modifications or constraints below.	YES/NO NO

3c.

Are there any on base areas identified as sacred areas or burial sites by Native Americans or others? List below.	YES/NO NO

4. ENVIRONMENTAL FACILITIES

Notes: If your facility is permitted for less than maximum capacity, state the maximum capacity and explain below the associated table why it is not permitted for maximum capacity. Under "Permit Status" state when the permit expires, and whether the facility is operating under a waiver. For permit violations, limit the list to the last 5 years.

4a.

Does your base have an operating landfill?					YES/NO NO
ID/Location of Landfill	Permitted Capacity (CYD)		Maximum Capacity (CYD)	Contents[1]	Permit Status
	TOTAL	Remaining			
N/A					

[1] Contents (e.g. building demolition, asbestos, sanitary debris, etc)

Are there any current or programmed projects to correct deficiencies or improve the facility.

N/A

4b. If there are any non-Navy users of the landfill, describe the user and conditions/agreements.

NA

4c.

Does your base have any disposal, recycling, or incineration facilities for solid waste?					YES/NO NO
Facility/Type of Operation	Permitted Capacity	Ave Daily Throughput	Maximum Capacity	Permit Status	Comments
N/A					

List any permit violations and projects to correct deficiencies or improve the facility.

N/A

4d.

Does your base own/operate a Domestic Wastewater Treatment Plant (WWTP) ?					YES / NO NO
ID/Location of WWTP	**Permitted Capacity**	**Ave Daily Discharge Rate**	**Maximum Capacity**	**Permit Status**	**Level of Treatment/ Year Built**
N/A					

List permit violations and discuss any projects to correct deficiencies.

N/A

4e. If you do not have a domestic WWTP, describe the average discharge rate of your base to the local sanitary sewer authority, discharge limits set by the sanitary sewer authority (flow and pollutants) and whether the base is in compliance with their permit. Discuss recurring discharge violations.

NAS Atlanta discharges domestic sewage to the Air Force Plant No. 6 treatment plant, which is operated by Lockheed Aeronautical Systems Company (LASC). NAS Atlanta discharges an average of 1,750,000 gallons per month to the LASC operated plant. Attached is a summary sheet showing LASC historical data and NPDES permit data (with discharge to Nickajack Creek). It is proposed to discharge the effluent from the LASC operated system. Also shown is the CCWS proposed permit. Construction of piping and support facilities for connection to CCWS is scheduled to begin during 1994. LASC proposes to pass requirements imposed on their discharge to the contributing discharge of NAS Atlanta.

See attached data/information.

R

4e. What is the discharge limit to MGPD to the local sewer authority? (R

NAS Atlanta currently discharges approximately 1,750,000 gallons per month to the Air Force Plant No. 6 Treatment Plant, which is operated by Lockheed Aeronautical Systems Company (LASC). Per the current agreement between NAS Atlanta and LASC, there is no limit on the NAS Atlanta discharge as long as the plant has additional capacity. Currently, the plant has a capacity of 4.0 MGPD, and the current flow is 1.0 MGPD; therefore, there is no restriction on additional flow from NAS Atlanta.

Lockheed Wastewater Treatment Plant – Effluent Permit Limits

Parameter	CCWS Proposed Permit			New NPDES Permit (June 93 – May 98)			LASC Historical Data (1993 Permit Application)			
	Daily Average (mg/L)	Daily Max. (mg/L)	Collection Frequency	Daily Average (mg/L)	Daily Max. (mg/L)	Collection Frequency	Average Day (mg/L)	Max. Daily (mg/L)	Max. 30-Day (mg/L)	# Samples
Flow (MGD)	2.0	2.5	Daily				1.44	2.24	1.57	304
pH		5.5 - 12.5	Daily		6.0-9.0		–	6.6 - 7.7	6.7 - 7.4	117
BOD		250	1/Week		10	3/Week	1.3	5.7	2.1	131
TSS		275	1/Week		10	3/Week	0.6	3.7	1.4	129
NH3-N		15	1/Week				–	1.15	–	1
PO4-P*		7.5	1/Week		0.75	2/Week	–	0.5	–	1
Surfactants*		47	1/Week		0.50	1/Week	0.09	0.5	0.17	43
Cyanide*		0.18	1/Week	0.005		1/Week	<0.005	<0.005	<0.005	45
Grease and Oil*		25	1/Week		10	1/Week	1.1	2.0	1.75	41
Cadmium*	0.05	0.07	5/Week	0.0011		2/Week	0.012	0.010	0.021	87
Chromium (Total)*		1.42	5/Week		0.100	2/Week	0.026	0.130	0.080	86
Copper*		1.13	5/Week	0.012		2/Week	0.016	0.150	0.044	87
Lead*		0.09	5/Week	0.0032		2/Week	0.010	0.020	0.012	87
Nickel*		1.29	5/Week		0.01	2/Week	0.019	0.100	0.089	84
Silver*		0.02	5/Week		0.05	2/Week	<0.01	<0.01	<0.01	87
Zinc*		0.4	5/Week	0.11		2/Week	0.025	0.230	0.063	87
Benzene*		0.13	5/Week				–	<0.002	–	1
Carbon Tetrachloride*		0.03	5/Week				–	<0.002	–	1
Chlorinated Ethanes*		1.55	5/Week							
Ethyl Benzene*		1.6	5/Week				–	<0.002	–	1
Toluene*		1.35	5/Week				–	<0.002	–	1
TTO*		1.62	5/Week		1.0	1/Year				
Priority Pollutant Scan			Annual							
Inplant Flow Monitoring			Monthly							

Lockheed Wastewater Treatment Plant—Effluent Permit Limits

Parameter	CCWS Proposed Permit			New NPDES Permit (June 93—May 98)			LASC Historical Data (1993 Permit Application)			
	Daily Average (mg/L)	Daily Max. (mg/L)	Collection Frequency	Daily Average (mg/L)	Daily Max. (mg/L)	Collection Frequency	Average Day (mg/L)	Max. Daily (mg/L)	Max. 30-Day (mg/L)	# Samples
Fecal Coliform (No/100 ml)				200	400	3/Week	5.7		161	127
Chemical Oxygen-Demand					25	3/Week	10.9	42.8	15.1	130
Fluoride*					2.0	2/Month	1.3	1.9	1.7	21
Aluminum*					0.400	2/Week	0.027	0.22	0.057	87
Mercury*							<0.001	<0.001	<0.001	44
Phenol*					0.005	2/Month	0.007	0.031	0.023	20
Dissolved Oxygen				5.0	Minimum	5/Week				
Chloroform*								0.000021		1
Methylene Chloride*								<0.010		1
Bis(2-ethylhexyl)phthalate *								<0.010		1

Note:

*Parameters suggested for monitoring for indirect discharges.

4f.

Does your base operate an Industrial Waste Treatment Plant (IWTP)?					YES / NO NO
ID/Location of IWTP	**Type of Treatment**	**Permitted Capacity**	**Ave Daily Discharge Rate**	**Maximum Capacity**	**Permit Status**
N/A					

List any permit violations and projects to correct deficiencies or improve the facility.

N/A

4g. Are there other waste treatment flows not accounted for in the previous tables? Estimate capacity and describe the system.

Industrial waste is discharged to an IWTP owned by Air Force Plant No. 6 and operated by Lockheed Aeronautical Systems Company. NAS Atlanta is allowed to discharge 80 gallons per minute to this plant.

4h.

Does your base operate drinking Water Treatment Plants (WTP)?					YES/NO NO
ID/Location of WTP	**Operating (GPD)**		**Method of Treatment**	**Maximum Capacity**	**Permit Status**
	Permitted Capacity	**Daily Rate**			
N/A					

List permit violations and projects/actions to correct deficiencies or improve the facility.

N/A

4i. If you do not operate a WTP, what is the source of the base potable water supply. State terms and limits on capacity in the agreement/contract, if applicable.

Water is purchased from the Cobb County Water System. There are no terms or limits on capacity available.

4j.

Does the presence of contaminants or lack of supply of water constrain base operations. Explain.	YES/NO NO

4k.

Other than those described above does your base hold any NPDES or stormwater permits? If YES, describe permit conditions.	YES/NO NO
If NO, why not and provide explanation of plan to achieve permitted status.	

NAS Atlanta is included in the Navy's Group Storm Water permit application which has not yet been approved/issued. Air Force Plant No. 6 (Lockheed Aeronautical Systems Company) holds the NPDES for sanitary sewer discharge.

4l.

	YES/NO
Does your base have bilge water discharge problem?	NO
Do you have a bilge water treatment facility?	NO

Explain: N/A

4m.

Will any state or local laws and/or regulations applying to Environmental Facilities, which have been enacted or promulgated but not yet effected, constrain base operations or development plans beyond those already identified? Explain.	YES/NO NO

4n. What expansion capacity is possible with these Environmental Facilities? Will any expansions/upgrades as a result of BRACON or projects programmed through the Presidents budget through FY 1997 result in additional capacity? Explain.

Expansion capacity is unlimited with these environmental facilities, with the exception of the Industrial Waste Treatment Plant (IWTP). NAS Atlanta is at the maximum allowable discharge to the Air Force No. 6 Plant. For future expansion increasing this flow, a system of controlling the flow would be required so that NAS Atlanta does not exceed 80 gallons per minute. With flow regulation equipment, it is projected that operations could be expanded by more than 200%.

4o. Do capacity limitations on any of the facilities discussed in question 4 pose a present or future limitation on base operations? Explain.

No.

5. AIR POLLUTION

5a.

What is the name of the Air Quality Control Areas (AQCAs) in which the base is located? Metropolitan Atlanta
Is the installation or any of its OLFs or non-contiguous base properties located in different AQCAs? No . List site, location and name of AQCA.

5b. For each parcel in a separate AQCA fill in the following table. Identify with and "X" whether the status of each regulated pollutant is: attainment/nonattainment/maintenance. For those areas which are in non-attainment, state whether they are: Marginal, Moderate, Serious, Severe, or Extreme. State target attainment year.

Site: NAS Atlanta AQCA: Metropolitan Atlanta

Pollutant	Attainment	Non-Attainment	Maintenance	Target Attainment Year[1]	Comments[2]
CO	X				
Ozone		Serious		1999	
PM-10	X				
SO_2	X				
NO_2	X				
Pb	X				

1 Based on national standard for Non-Attainment areas or SIP for Maintenance areas.

2 Indicate if attainment is dependent upon BRACON, MILCON or Special Projects. Also indicate if the project is currently programmed within the Presidents FY1997 budget.

5c. For your base, identify the baseline level of emissions, established in accordance with the Clean Air Act. Baseline information is assumed to be 1990 data or other year as specified. Determine the total level of emissions (tons/yr) for CO, NOx, VOC, PM10 for the general sources listed. For all data provide a list of the sources and show your calculations. Use known emissions data, or emissions derived from use of state methodologies, or identify other sources used. "Other Mobile" sources include such items as ground support equipment.

	Emission Sources (Tons/Year)				
Pollutant	Permitted Stationary	Personal Automobiles	Aircraft Emissions	Other Mobile	Total
CO					
NOx					
VOC					
PM10					

Source Document: No data available for FY 90.

5d. For your base, determine the total FY 1993 level of emissions (tons/yr) for CO, NOx, VOC, PM10 for the general sources listed. For all data provide a list of the sources and show your calculations. Use known emissions data, or emissions derived from use of state methodologies, or identify other sources used. "Other Mobile" sources include such items as ground support equipment.

	Emissions Sources (Tons/Year)				
Pollutant	Permitted Stationary	Personal Automobiles	Aircraft Emissions	Other Mobile	Total
CO	3.38	No data available	No data available	0.909	4.29
NOx	14.21	No data available	No data available	1.22	15.41
VOC	3.10	No data available	No data available	0.413	7.32
PM10	1.35	No data available	No data available	N/A	1.38

Source Document: Air Emission Inventory and Regulatory Assessment of Sources at NAS (APRIL 1994)

Note: (1) Other mobile = Jet engine test cell facility.
(2) The above numbers include remote areas at Windy Hill and Lake Allatoona. Sample calculations are attached.

5e. Provide estimated increases/decreases in air emissions (Tons/Year of CO, NOx, VOC, PM10) expected within the next six years (1995-2001). Either from previous BRAC realignments and/or previously planned downsizing shown in the Presidents FY1997 budget. Explain.

Emissions are not expected to increase in the coming years. The A-6 Squadron is being decommissioned in FY 94; however, a replacement squadron is expected which will generate similar quantities of emissions.

5f. Are there any critical air quality regions (i.e. non-attainment areas, national parks, etc.) within 100 miles of the base?

Yes, metro Atlanta is in serious non-attainment for ozone.

Table 2-1

Actual Annual Emissions of Criteria Pollutants by Area and Source Type (tons/year)

Area	Source Type	NO_x	CO	SO_2	PM	PM_{10}	Total VOC[a]
NAS Main	Welding				2.59E-03	2.59E-03	
NAS Main	Carpentry				9.80E-03		
NAS Main	Ultrasonic Cleaning						
NAS Main	Parts Cleaners						4.51E-02
NAS Main	Paint Booths				1.27E-02	1.27E-02	3.76E+00
NAS Main	Boilers	1.25E+01	2.99E+00	2.86E+01	1.34E+00	1.24E+00	4.67E-01
NAS Main	Emergency Generators	7.13E-01	1.77E-01	4.11E-02	2.82E-02	5.70E-03	4.01E-02
NAS Main	Paint Stripping						7.45E-04
NAS Main	Storage Tanks						2.48E+00
NAS Main	Total	1.32E+01	3.17E+00	2.86E+01	1.39E+00	1.27E+00	6.79E+00
Test Area	Test Stand	1.22E+00	9.09E-01	6.26E-02			4.13E-01
Test Area	Storage Tanks						9.50E-04
Test Area	Total	1.22E+00	9.09E-01	6.26E-02			4.14E-01
Dispensary	Boilers	7.78E-01	1.63E-01	4.67E-03	9.18E-02	9.18E-02	5.65E-02
Dispensary	Emergency Generators	2.15E-01	4.65E-02	1.43E-02	1.53E-02	1.53E-02	1.72E-02
Dispensary	Storage Tanks						6.05E-06
Dispensary	Total	9.94E-01	2.10E-01	1.90E-02	1.07E-01	1.07E-01	7.37E-02
Lake Allatoona	Storage Tanks (Total)						4.39E-02
Windy Hill	Storage Tanks (Total)						4.95E-06

[a] Includes VOC that will not be considered in determining applicability of Georgia Rule 391-3-1-.02(2)(tt).

RADIAN CORPORATION

CALCULATION SHEET

CALC. NO. _____

SIGNATURE _____ DATE 2-24-94 CHECKED _____ DATE _____

PROJECT SOUTHDIV/ NAS-Atlanta JOB NO. 652-009-01

SUBJECT Boilers SHEET 1 OF 4 SHEETS

I PURPOSE

This calculation is an example of the approach for estimating emissions from boilers. The general approach for estimating emissions from boilers is given in Calculation Numbers 1 and 2 (attached).

This example calculation estimates the actual annual NO_x emission rate for the Public Works boiler in Building 71 (Source ID: ATL-01-71-3-H5). Estimating emissions of other pollutants for this boiler follows the same procedures.

II. GIVEN INFORMATION

- Maximum heat input = 16.8 MMBTU/hr
- Fuel capability:
  - Primary fuel: Natural gas
  - Secondary fuel: No. 2 fuel oil
- Boiler category: Industrial
- The boiler is operated 7 months annually, at 50 percent of maximum heat input.

III. DATA

The following data are required to estimate the actual annual NO_x emission rate from the Public Works boiler:

- Maximum heat input = 16.8 MMBTU/hr
- Operation:
  - 7 months/year
  - 50% maximum heat input

- Heat value

  Natural gas = 1050 BTU/ft^3 (AP-42, p. A-3)

  No. 2 fuel oil = 19,460 BTU/lb (Ref.: Steam, p. 5-17)

- No. 2 oil density = 7.14 lb/gal (Ref. Steam, p. 5-17)

- NO_x emission factors for industrial boilers

  Natural gas : 140 lb/10^6 ft^3

  No. 2 fuel oil : 20 lb/10^3 gallon

IV. ASSUMPTIONS

- For boilers equipped to burn backup fuel, base emissions on the worst case emission factor for each pollutant.

V. TECHNICAL APPROACH

The natural gas emission factor is converted as shown below:

$$\text{Natural gas } NO_x \text{ emission factor } (\text{lb}/10^6\text{ BTU}) = \text{Natural gas } NO_x \text{ emission factor } \left(\frac{\text{lb}}{10^6\text{ ft}^3}\right) \div \text{Heat value } \left(\frac{\text{BTU}}{\text{ft}^3}\right) \times \frac{10^6\text{ BTU}}{10^6\text{ BTU}} \quad (1)$$

The No. 2 fuel oil emission factor is converted as shown below:

$$\text{No. 2 fuel oil } NO_x \text{ emission factor } \left(\frac{lb\ NO_x}{10^6\ BTU}\right) = \text{No. 2 fuel oil } NO_x \text{ emission factor } \left(\frac{lb\ NO_x}{10^3\ gal}\right) \div \text{Density}\left(\frac{lb}{gal}\right) \div \text{Heat value}\left(\frac{BTU}{lb}\right) \times \frac{10^6\ BTU}{10^6\ BTU} \quad (2)$$

The emission factors are applied using the equation for the annual emission rate on page 1 of Calculation Number 2 (attached):

$$\text{Actual annual } NO_x \text{ emissions } (lb/yr) = \text{Emission factor}\left(\frac{lb\ NO_x}{10^6\ BTU}\right) \times \text{Annual fuel consumption}\left(\frac{10^6\ BTU}{yr}\right)$$

For this example, the above equation can be rewritten:

$$\text{Actual annual } NO_x \text{ emissions } (lb/yr) = \text{Maximum } NO_x \text{ emission factor}\left(\frac{lb\ NO_x}{10^6\ BTU}\right) \times \text{Maximum heat input}\left(\frac{10^6\ BTU}{hr}\right) \times \text{Annual hours of operation}\left(\frac{hr}{yr}\right)$$

where:

$$\text{Annual hours of operation}\left(\frac{hr}{yr}\right) = 8760\left(\frac{hr}{yr}\right) \times \text{Months of operation}\left(\frac{months}{yr}\right) \div \left(\frac{yr}{12\ months}\right) \div \left(\frac{\%\ Max.\ heat\ input}{100}\right)$$

VI. CALCULATION

1. The natural gas emission factor in Section III is converted using equation (1) in Section V:

$$\text{Natural gas } NO_x \text{ emission factor } (lb/(10^6\ BTU)) = \frac{140\ lb\ NO_x}{10^6\ ft^3} \cdot \frac{1050\ BTU}{ft^3} \times \frac{10^6\ BTU}{10^6\ BTU} = \boxed{0.1323\ \frac{lb\ NO_x}{10^6\ BTU}}$$

CORPORATION

CALC. NO. _____

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PROJECT _____ JOB NO. _____

SUBJECT _____ SHEET 4 OF 4 SHEETS

The No. 2 fuel oil emission factor in Section III is converted using equation (2) in Section II:

$$\text{No. 2 fuel oil NOx emission factor}\left(\frac{\text{lb NOx}}{10^6\text{ BTU}}\right) = 20\ \frac{\text{lb NOx}}{10^3\text{ gal}} \div 7.14\ \frac{\text{lb}}{\text{gal}} \div 19460\ \frac{\text{BTU}}{\text{lb}} \times \frac{10^6\text{ BTU}}{10^6\text{ BTU}}$$

$$= 0.1439\ \frac{\text{lb NOx}}{10^6\text{ BTU}}$$

The annual hours of operation are calculated using equation (4) in Section III:

$$\text{Annual hours of operation}\left(\frac{\text{hrs}}{\text{yr}}\right) = 8760\left(\frac{\text{hrs}}{\text{yr}}\right) \times 3\ \frac{\text{months}}{\text{yr}} \div \left(\frac{\text{yr}}{12\text{ months}}\right) \times \frac{50}{100}$$

$$= 2555\ \frac{\text{hrs}}{\text{yr}}$$

Using the maximum emission factor for NOx ~~calculated above~~ (No. 2 fuel oil) = 0.1439 lb NOx/(10^6 BTU) and the annual hours of operation calculated above, equation (3) in Section II is used to estimate the actual annual NOx emissions from the Public Works Boiler:

$$\text{Actual annual NOx emissions (lb/yr)} = 0.1439\ \frac{\text{lb NOx}}{10^6\text{ BTU}} \times 16.8\ \frac{\text{MMBTU}}{\text{hr}} \times 2555\ \frac{\text{hrs}}{\text{yr}} = 6{,}177\ \frac{\text{lb NOx}}{\text{yr}}$$

NAS ATLANTA — AIR EMISSION INVENTORY — BOILERS
04/07/94
06:29 PM

Source ID Number	Capacity (MMBtu/hr)	Fuel Type/ Backup	Location, Description	Manufacturer	Model Number	Building Number	Date of Installation	NAPSIS ID Number
ATL-01-71-1-H5	8.369	Natural gas/No. 2	Public Works Boiler House	Cleaver Brooks	CB-223-200	71	1958	022
ATL-01-71-2-H5	16.8	Natural gas/No. 2	Public Works Boiler House	Cleaver Brooks	LR-222-4010	71	1958	023
ATL-01-71-3-H5	16.8	Natural gas/No. 2	Public Works Boiler House	Cleaver Brooks	LR-222-4010	71	1958	024
ATL-01-53-1-H4	0.39	Natural gas	BOQ/Take 2 Club	Weil McLain	PFG-7-PI	53	1959	--
ATL-01-53-2-H4	0.45	Natural gas	BOQ/Take 2 Club	Ajax	WG450	53	1959	(b)
ATL-01-5-1-G2	0.000462	Natural gas	VA-205 Hangar	Burnham	808B-W	5	1983	043
ATL-01-54-1-H4	1.674	Natural gas	BEQ	Cleaver Brooks	CBH-700-40	54	1959	015
ATL-01-63-1-H4	0.45	Natural gas	BEQ barracks	Ajax	WG450S	63	1976	021 (c)
ATL-01-81-1-G3	1.26	Natural gas	Navy Exchange	Industrial Inc.	PFDH 30 GAS	81	1961	017
ATL-01-550-1-E8	1.188	Natural gas	Dispensary/Dental Clinic	Kewanee	M95FG	550	1973	018
ATL-01-550-2-E8	1.188	Natural gas	Dispensary/Dental Clinic	Kewanee	M95FG	550	1973	019
ATL-01-550-3-E8	0.48	Natural gas	Dispensary/Dental Clinic	Rite	48WG	550	1973	--
ATL-01-65-1-G4	0.528	Natural gas/Diesel	BMQ barracks	Spencer	4FW-63-50-LB	65	1965	020
ATL-01-400-1-G4	0.299	Natural gas	Raquetball/Fitness Center	HBSmith	G300-S/W-5	400	1988	--
ATL-01-400-2-G4	0.665	Natural gas	Raquetball/Fitness Center	Lochinvar	CWN0665 PM	400	1988	--
ATL-01-60-1-H4	5.2	Natural gas	The Galley	Burnham	3P-125-50-GIFLB	60	1959	--

(b) NAPSIS has 1 Bryan boiler listed (ID# 042); we found 2 boilers, neither one a Bryan.
(c) NAPSIS has 2 boilers listed; the Ajax (ID# 021) is still operating, but the other (ID# 016) has been removed.

RADIAN CORPORATION

CALCULATION SHEET

CALC. NO. _____

SIGNATURE _____ DATE 3-9-94 CHECKED _____ DATE _____

PROJECT SOUTHDIV/NAS-Atlanta JOB NO. 652-004-01

SUBJECT Storage Tanks SHEET 1 OF 2 SHEETS

I. PURPOSE

This calculation is an example of the approach for estimating emissions from storage tanks. The general approach for estimating emissions from storage tanks is given in Calculation No. 3 (attached). This example uses Approach I. A more detailed calculation approach using technical data on the storage tank could be followed, as described in Calculation No. 3, Approach II.

This example calculation estimates the maximum daily VOC emission rate for the surface JP-5 storage tank located at the fuel farm (Source ID: ATL-01-43-A-N3).

II. GIVEN INFORMATION

Tank contents: JP-5
Location: Surface

III. DATA

The following data are required to estimate the maximum daily VOC emission rate from the fuel farm JP-5 storage tank:

Tank Capacity: 210,000 gallons
Working loss VOC
emission factor: 2.81×10^{-5} lb VOC/gallon

IV. ASSUMPTIONS

- A single turn-over in tank capacity occurs during a single 24-hour period.

V. TECHNICAL APPROACH

The data given in Section III are used to estimate the maximum daily VOC emission rate using the equation below, and as demonstrated on page 3 of Calculation No. 3:

$$\text{Maximum daily VOC emissions (lb/day)} = \text{Working loss VOC emission factor} \left(\frac{\text{lb VOC}}{\text{gal}}\right) * \text{Tank capacity} \left(\frac{\text{gal}}{\text{day}}\right)$$

VI. EXAMPLE

The daily maximum VOC emission rate is calculated using the input data in Section III and the equation in Section V:

$$\text{Maximum daily VOC emissions (lb/day)} = 2.814 \times 10^{-5} \frac{\text{lb VOC}}{\text{gallon}} * 210{,}000 \frac{\text{gallons}}{\text{day}} = \boxed{5.91 \frac{\text{lb VOC}}{\text{day}}}$$

Storage Tanks - Atlanta NAS

Source ID Number	Contents/ Type	Location Description	Tank Capacity (gallons)	Annual Throughput (gal/yr)	Dispensing/ Fill Rate (gal/min)	Pump Rate (gal/hr)	Throughput (gal/hr)
Surface (b)							
ATL-01-300-A-H6	AVGas	Flight Club (near bldg 300)	5000	60000	300	18000	5000
ATL-01-43-A-H3 (c)	JP-5	Fuel Farm	210000	2896451	350	21000	21000
ATL-01-44-A-H3 (c)	JP-5	Fuel Farm	89970	1241137	350	21000	21000
ATL-01-450-A-H3	Diesel	POL Bldg/Fuel Farm	10000	30000	500	30000	10000
ATL-01-450-B-H3	Gasoline	POL Bldg/Fuel Farm	10000	40000	500	30000	10000
ATL-01-45-A-G3 (c)	JP-5	Fuel Farm	89970	1241137	350	21000	21000
ATL-01-46-A-H3 (c)	JP-5	Fuel Farm	45000	620775	350	21000	21000
ATL-01-47-A-H5	Propane	Flammable Storage Bldg	300	650	n/a	n/a	n/a
ATL-01-47-B-H5	Propane	Flammable Storage Bldg	300		n/a	n/a	n/a
ATL-01-5-C-G2	Waste JP-5	VA-205 Hanger	500	3000	n/a	110	110
ATL-01-TC-A-H0	JP-5, ig	Jet Engine Test Stand	5000	27273	37	2220	2220
ATL-01-TC-B-H0	JP-5, ign	Jet Engine Test Stand	500	2727	37	2220	500
Pen-Cell Tank							
Underground (b)							
ATL-01-1108-A-N14	Waste oil	Combat Vehicle Maint Fac	550	225	n/a	110	110
ATL-01-1108-B-N14	Waste oil	Combat Vehicle Maint Fac	550	225	n/a	110	110
Finger Hill Tank							
ATL-01-17-A-H6	Diesel	GSE/Filling Station	1000	6900	70	4200	1000
ATL-01-17-B-H6	JP-5	GSE/Filling Station	1000	5200	70	4200	1000
ATL-01-17-C-H6	Gasoline	GSE/Filling Station	8000	6900	70	4200	4200
ATL-01-1-B-H5	Dibutyl acid	Hanger 1	250	n/a	n/a	n/a	n/a
ATL-01-29-A-G3	JP-5/water/oil	Spill Containment (O/W sep.)	10000	n/a	n/a	n/a	n/a
ATL-01-49-A-G2	JP-5/water/oil	Spill Containment (O/W sep.)		n/a	n/a	n/a	n/a
ATL-01-550-A-E8	Diesel	Dispensary/Dental Clinic	550	550	70	4200	550
ATL-01-550-B-F8	Dibutyl acid	Dispensary/Dental Clinic	150	n/a	n/a	n/a	n/a
Dispensary/Dental Facility							
ATL-01-5-A-G2	Waste oil	Hanger 5/VA-205	550	550	n/a	110	110
ATL-01-5-B-G2	Diesel	Hanger 5/VA-205	1000	1000	70	4200	1000
ATL-01-65-A-G4	No. 2 Oil	BMQ Marine Barracks	2500	2500	70	4200	2500
ATL-01-71-A-H5	Waste oil	PW Boiler House	4000	4000	110gal/batch		110
ATL-01-71-B-H5	No. 2 Oil	PW Boiler House	15000	15000	70	4200	4200
ATL-01-71-C-H5	No. 2 Oil	PW Boiler House	15000	15000	70	4200	4200
ATL-01-74-A-H5	Diesel	Stand-by Generator	2500	2500	70	4200	2500
ATL-01-85-A-G4(d)	Gasoline	NEX Service Station	10000	288000	300	18000	10000
ATL-01-85-B-G4(d)	Gasoline	NEX Service Station	6000	84000	300	18000	6000
ATL-01-85-C-G4(d)	Gasoline	NEX Service Station	6000	84000	300	18000	6000
ATL-01-90-A-LA	Gasoline	Boat Facility/Lake Altoona	2500	8100	70	4200	2500
Fuel Dispensing							
ATL-01-17-1-H6	Diesel	GSE/Filling Station	4000	6900	7	420	420
ATL-01-17-2-H6	JP-5	GSE/Filling Station	15000	5200	7	420	420
ATL-01-17-3-H6	Gasoline	GSE/Filling Station	15000	6900	7	420	420
ATL-01-300-1-H6	AVgas	Flight Club (near bldg 300)	5000	60000	15	900	900
ATL-01-450-1-G3	Diesel	POL Bldg/Fuel Farm	10000	30000	28	1680	1680
ATL-01-450-2-G3	Gasoline	POL Bldg/Fuel Farm	10000	40000	28	1680	1680
ATL-01-71-4-H5(e)	No. 2 Oil	PW Boiler House	15000		5	300	300
ATL-01-85-1-G4(f)	Gasoline	NEX Service Station	10000	288000	3 x 7	1260	1260
ATL-01-85-2-G4(f)	Gasoline	NEX Service Station	6000	84000	3 x 7	1260	1260
ATL-01-85-3-G4(f)	Gasoline	NEX Service Station	6000	84000	2 x 7	840	840
ATL-01-90-1-LA	Gasoline	Boat Dock/Lake Altoona	2500	8100	23	1350	1350
ATL-01-49-1-G2	JP-5	Rail Tank Car Unloading Facility	Delivery point to tanks 43-46		3 x 225	40500	40500
ATL-01-41-1-G3	JP-5	Tank Truck Unloading Facility	Delivery point to tanks 43-46		2 x 350	42000	42000
ATL-01-42-1-G3	JP-5	Tank Truck Loading Station	434940	6000000	3 x 225	40500	40500

RADIAN CORPORATION

CALCULATION SHEET

CALC. NO. _____

SIGNATURE _____ DATE 3-10-94 CHECKED _____ DATE _____

PROJECT SOUTHDIV/NAS-Atlanta JOB NO. 652-009-01

SUBJECT Jet Test Cells SHEET 1 OF 4 SHEETS

I. PURPOSE

This calculation is an example of the approach for estimating emissions from jet test cells. The general approach for estimating emissions from jet test cells is given in Calculation Number 10 (attached).

This calculation estimates the daily maximum VOC and benzene emission rates for the jet test cell at NAS-Atlanta (Source ID: ATL-01-TC-I10). Estimating emissions of other criteria pollutants from jet test cells follows the same procedure as for VOC. Estimating emissions of other toxic air pollutants follows the same procedure as for benzene.

II. GIVEN INFORMATION

Engine types: T400-CP-400
T76-G-12A
J52-P-408
T56-A-15

Fuel: JP-5

III. DATA

The following data are required to estimate the daily maximum VOC and benzene emission rates from the jet test cell at NAS-Atlanta:

- No. of engines tested = 1 engines
- Maximum hours per day = 8 hrs/day
- Benzene ~~emission~~ mass fraction = 0.0177 lb benzene/lb VOC (Ref: SPECIATE)

4-81:3361

- The following table summarizes the fuel consumption rates and hydrocarbon (HC) emission rates for the J52-P-408 engine (Ref. Mobile Sources, p. 126).

Mode	Fuel Flow (lb/min)	HC Emission Rate (lb/1000 lb fuel)
Takeoff	157.93	0.57
Climbout	95.27	0.67
Approach	42.45	1.40
Idle	12.98	28.33

IV. ASSUMPTIONS

- The worst case VOC emission rate (lb VOC/hr/engine) is assumed to apply for the entire test cycle.

- The benzene emission factor for a TF-39 engine burning JP-5 across all power levels is assumed to apply to the J52-P-408 engine.

V. TECHNICAL APPROACH

The HC emission factors are converted to units of lb/hr/engine using the equation on page 1 of Calculation Number 10 (attached):

$$\text{HC emissions (lb/hr/engine)} = \text{HC emission rate}\left(\frac{\text{lb HC}}{1000\text{ lb fuel}}\right) * \text{Fuel Flow}\left(\frac{\text{lb}}{\text{min}}\right) * 60\ \frac{\text{min}}{\text{hr}} \quad (1)$$

The HC emission factor is then converted to a VOC emission factor using the following equation:

$$\text{VOC emissions (lb/hr/engine)} = \text{HC emissions (lb/hr/engine)} * 1.1046 \quad (2)$$

(Ref: Mobile Sources, p. 148, equation 5-15)

The daily maximum VOC emission rate is calculated using the following equation:

$$\text{Daily maximum VOC emission rate}\left(\frac{lb}{day}\right) = \text{VOC emissions}\left(\frac{lb}{hr \cdot engine}\right) * \text{No. of engines tested (engines)} * \text{Hours of testing}\left(\frac{hrs}{day}\right) \quad (3)$$

The daily maximum benzene emission rate is calculated using the following equation:

$$\text{Daily maximum benzene emission rate}\left(\frac{lb}{day}\right) = \text{Daily maximum VOC emission rate}\left(\frac{lb}{day}\right) * \text{Benzene } \cancel{\text{emission factor}} \text{ mass fraction}\left(\frac{lb\ benzene}{lb\ VOC}\right) \quad (4)$$

II CALCULATION

1. The HC emission rates in Section III are converted using equation (1). The following example is for the takeoff mode:

$$\text{HC emissions (lb/hr/engine)} = \frac{0.57\ lb\ HC}{100\ lb\ fuel} * 157.98\ \frac{lb\ fuel}{min} * 60\ \frac{min}{hr}$$

$$= 5.403\ lb\ HC/hr/engine$$

4-81-3361

2. The remaining HC factors are converted as shown in the above example. The results are summarized below:

Mode	HC Emission rate (lb/hr/engine)
Takeoff	5.403
Climbout	3.654
Approach	3.566
Idle	22.063

The same procedure is followed for all the engine types tested. The maximum HC emission rate for all engines tested is 22.063 lb/hr/engine, and will be used as the basis for the remaining calculations.

3. The VOC emission rate is calculated using equation 2:

$$\text{VOC emissions (lb/hr/engine)} = 22.063 \frac{\text{lb}}{\text{hr·engine}} \times 1.1046 = 24.371 \text{ lb/hr/engine}$$

4. The daily maximum VOC emission rate is calculated using equation 3:

$$\text{Daily maximum VOC emission rate} \left(\frac{\text{lb}}{\text{day}}\right) = 24.371 \frac{\text{lb}}{\text{hr·engine}} \times 1 \text{ engine} \times \frac{8 \text{ hrs}}{\text{day}}$$

$$= \boxed{195 \frac{\text{lb VOC}}{\text{day}}}$$

5. The daily maximum benzene emission rate is calculated using equation 4:

$$\text{Daily maximum benzene emission rate} \left(\frac{\text{lb}}{\text{day}}\right) = 195 \frac{\text{lb VOC}}{\text{day}} \times 0.0177 \frac{\text{lb benzene}}{\text{lb VOC}} = \boxed{3.45 \frac{\text{lb benzene}}{\text{day}}}$$

RADIAN CORPORATION

CALCULATION SHEET

CALC. NO. _____

SIGNATURE _____ DATE 3-9-94 CHECKED _____ DATE _____

PROJECT SOUTHDIV/NAS-Atlanta JOB NO. 652-009-01

SUBJECT Generators SHEET 1 OF 2 SHEETS

I. PURPOSE

This calculation is an example of the approach for estimating emissions from generators. The general approach for estimating emissions from generators is given in Calculation No. 11 (attached).

This calculation estimates the actual annual SO_2 emission rate for the main standby generator (ATL-1-74-1-D5). Estimating emissions of other pollutants follows the same procedure.

II. GIVEN INFORMATION

- The generator uses diesel fuel.

III. DATA

The following data are required to estimate the actual annual SO_2 emission rate for the main standby generator:

- Firing rate = 250 kW
- Operating schedule:
  - 1 hr/day
  - 1 day/wk
  - 52 wks/yr
- SO_2 emission factor = 1.25 g/kW·hrs (Ref: AP-42, page 3.3-4)
  (for this size generator, the AP-42 SO_2 emission factor is independent of the fuel sulfur content).

Supplemental Information for Item 5d.

CORPORATION

CALC. NO. _____

SIGNATURE _____ DATE _____ CHECKED _____ DATE _____

PROJECT _____ JOB NO. _____

SUBJECT _____ SHEET 2 OF 2 SHEETS

IV. ASSUMPTIONS

- The emission factors in AP-42, Section 3.3 are for gasoline and diesel industrial engines, and are assumed to apply to generators.

V. TECHNICAL APPROACH

The data in Section III are used to estimate the actual annual SO_2 emission rate using the equation below, as demonstrated on page 1 of Calculation No. 11:

$$\text{Actual annual } SO_2 \text{ emissions } (\text{lb } SO_2/\text{yr}) = \text{Firing rate (kW)} * \text{Daily operating hours} \left(\frac{\text{hrs}}{\text{day}}\right) * \text{Days of operation per week} \left(\frac{\text{days}}{\text{wk}}\right) * \text{Weeks of operation per year} \left(\frac{\text{wks}}{\text{yr}}\right)$$

$$* \; SO_2 \text{ emission factor} \left(\frac{\text{g } SO_2}{\text{kW}\cdot\text{hr}}\right) * \left(\frac{2.20462 \text{ lb}}{1000 \text{ g}}\right)$$

VI. EXAMPLE

The actual annual SO_2 emission rate is calculated using the data in Section III and the equation in Section V:

$$\text{Actual annual } SO_2 \text{ emissions } (\text{lb } SO_2/\text{yr}) = 250 \text{ kW} * \frac{1 \text{ hr}}{\text{day}} * \frac{1 \text{ day}}{\text{wk}} * \frac{52 \text{ wks}}{\text{yr}} * \frac{1.25 \text{ g } SO_2}{\text{kW}\cdot\text{hr}} * \frac{2.20462 \text{ lb}}{1000 \text{ g}}$$

$$= 35.8 \frac{\text{lb } SO_2}{\text{yr}}$$

NAVAL AIR STATION - ATLANTA

Emergency generators

Actual, Maximum, and Potential Emissions

Conversion (d)	4.258
Hr/day	1
Day/yr	52

Generator Number	5-2	74-1	550-4	1-10	351-1	5-2	74-1	550-4	1-10	351-1	5-2	74-1	550-4	1-10	351-1				
kW	470	250	200	25	45	470	250	200	25	45	470	250	200	25	45				
Fuel	Diesel	Diesel	Diesel	Diesel	NG	Diesel	Diesel	Diesel	Diesel	NG	Diesel	Diesel	Diesel	Diesel	NG				
																			Emission Totals
Criteria pollutants	Emissions (lb/hr)					Emissions (lb/day)					Emissions (lb/yr)					NAS Main	(lb/hr)	(lb/day)	(ton/yr)
NOx	14.49	10.35	8.28	1.04	1.54	14.49	10.35	8.28	1.04	1.54	754	538	431	54	80	1.43E+03	35.7	35.7	0.93
CO	3.31	2.24	1.79	0.22	1.02	3.31	2.24	1.79	0.22	1.02	172	116	93	12	53	3.53E+02	8.6	8.6	0.22
SOx	0.82	0.69	0.55	0.07		0.82	0.69	0.55	0.07		43	36	29	4		8.23E+01	2.1	2.1	0.06
PM	0.27	0.74	0.59	0.07		0.27	0.74	0.59	0.07		14	38	31	4		5.64E+01	1.7	1.7	0.04
PM10	0.22					0.22					11					1.14E+01	0.2	0.2	0.01
VOC (c)	0.46	0.83	0.66	0.08	0.18	0.46	0.83	0.66	0.08	0.18	24	43	34	4	9	8.02E+01	2.2	2.2	0.06
Toxic air pollutants																			
Benzene	3.4E-03	2.2E-03	1.8E-03	2.2E-04	2.2E-04	3.4E-03	2.2E-03	1.8E-03	2.2E-04	2.2E-04	1.8E-01	1.1E-01	9.3E-02	1.1E-02	1.1E-02	3.14E-01	7.8E-03	7.8E-03	4.1E-01
Toluene	1.2E-03	9.6E-04	7.7E-04	9.6E-05	2.2E-04	1.2E-03	9.6E-04	7.7E-04	9.6E-05	2.2E-04	6.4E-02	5.0E-02	4.0E-02	5.0E-03	1.1E-02	1.31E-01	3.3E-03	3.3E-03	1.7E-01
Xylene	8.5E-04	6.7E-04	5.3E-04	6.7E-05	3.3E-04	8.5E-04	6.7E-04	5.3E-04	6.7E-05	3.3E-04	4.4E-02	3.5E-02	2.8E-02	3.5E-03	1.7E-02	9.95E-02	2.4E-03	2.4E-03	1.3E-01
Propylene	1.2E-02	6.0E-03	4.8E-03	6.0E-04		1.2E-02	6.0E-03	4.8E-03	6.0E-04		6.4E-01	3.1E-01	2.5E-01	3.1E-02		9.86E-01	2.4E-02	2.4E-02	1.2E+00
1,3-Butadiene		9.2E-05	7.3E-05	9.2E-06			9.2E-05	7.3E-05	9.2E-06			4.8E-03	3.8E-03	4.8E-04		5.24E-03	1.7E-04	1.7E-04	9.1E-03
Formaldehyde	3.5E-04	2.8E-03	2.2E-03	2.8E-04	1.8E-01	3.5E-04	2.8E-03	2.2E-03	2.8E-04	1.8E-01	1.8E-02	1.4E-01	1.1E-01	1.4E-02	9.2E+00	9.35E+00	1.8E-01	1.8E-01	9.5E+00
Acetaldehyde	1.1E-04	1.8E-03	1.4E-03	1.8E-04		1.1E-04	1.8E-03	1.4E-03	1.8E-04		5.8E-03	9.4E-02	7.5E-02	9.4E-03		1.09E-01	3.5E-03	3.5E-03	1.8E-01
Acrolein	3.5E-05	2.2E-04	1.7E-04	2.2E-05		3.5E-05	2.2E-04	1.7E-04	2.2E-05		1.8E-03	1.1E-02	9.0E-03	1.1E-03		1.42E-02	4.5E-04	4.5E-04	2.3E-02
Naphthalene		2.0E-04	1.6E-04	2.0E-05			2.0E-04	1.6E-04	2.0E-05			1.0E-02	8.3E-03	1.0E-03		1.14E-02	3.8E-04	3.8E-04	2.0E-02
Fluorene		6.8E-05	5.5E-05	6.8E-06			6.8E-05	5.5E-05	6.8E-06			3.6E-03	2.9E-03	3.6E-04		3.92E-03	1.3E-04	1.3E-04	6.8E-03
Chrysene		8.3E-07	6.6E-07	8.3E-08			8.3E-07	6.6E-07	8.3E-08			4.3E-05	3.4E-05	4.3E-06		4.73E-05	1.6E-06	1.6E-06	8.2E-05
Benzo(b)fluoranthene		2.3E-07	1.9E-07	2.3E-08			2.3E-07	1.9E-07	2.3E-08			1.2E-05	9.7E-06	1.2E-06		1.33E-05	4.4E-07	4.4E-07	2.3E-05
Benzo(a)pyrene		4.4E-07	3.5E-07	4.4E-08			4.4E-07	3.5E-07	4.4E-08			2.3E-05	1.8E-05	2.3E-06		2.52E-05	8.4E-07	8.4E-07	4.4E-05
Ethylbenzene					1.1E-04					1.1E-04					5.7E-03	5.67E-03	1.1E-04	1.1E-04	5.7E-03
POM	9.3E-04	3.9E-04	3.1E-04	3.9E-05		9.3E-04	3.9E-04	3.1E-04	3.9E-05		4.9E-02	2.0E-02	1.6E-02	2.0E-03		7.11E-02	1.7E-03	1.7E-03	8.8E-02

[redacted] = Dispensary/Dental Facility Total for Emergency Generators

(a) Should calculate SO2 assuming all sulfur in fuel is converted to SO2 (AP-42, pg 3.4-4):

SO2 (lb/yr) = 0.9486Btu/s/kW * 3600s/hr * 52hr/yr /19460Btu/lb * #kW * sulfur content * 2 lb SO2/lb sulfur

= 0.9486*3600*52/19460*470*.005 SO2 (lb/yr) = 0.8 SO2 (lb/hr)

No.2 Oil/Diesel MILSPEC is 0.5% sulfur.

(b) Assume 4-cycle, lean burn reciprocating engine (AP-42 pg 3.2-4, pipeline compressor engines)

(c) Added speciated emissions together to get total VOC estimate (not all speciated emissions are reported above) for natural gas.

(d) Emission factors reported in AP-42 in units of lb/MMBtu are converted to g/kW-hr using the following conversion factor.

4.257937508

PARTS CLEANING

The solvent used in the parts cleaners at the NAS-Atlanta is PD-680 Type II, which is 100% mineral spirits or Stoddard solvent. To determine the amount of solvent lost from the parts cleaners (i.e., actual emissions), a material balance was used with actual use data: 125 gallons distributed, 110 gallons disposed. The difference (15 gal) is assumed to be the actual amount emitted, or 5 gallons per year per container.

$$\text{Annual emissions} = \text{material loss}\left(\frac{\text{gal}}{\text{yr}}\right) * \left(\rho H_2O * s.g._{solvent}\right)\frac{\text{lb}}{\text{gal}}$$

where

ρH_2O = density of water = 8.328 lb/gal

$s.g._{solvent}$ = specific gravity of solvent = 0.722

$$\text{Annual emissions} = 5\ \frac{\text{gal}}{\text{yr}} \times 8.328\ \frac{\text{lb}}{\text{gal}} \times 0.722$$

$$= 30.06\ \frac{\text{lb}}{\text{yr}}\ \text{actual VOC emitted per container}$$

The method described in Calculation No. 4 is used to calculate maximum emissions from parts cleaners. Calculation No. 4 assumes an 8% solvent loss per week; however, since PD-680 Type II is less volatile than the Safety Kleen 105 solvent, a lower evaporation rate is used. The PD-680 vendor believes 8% is at least twice too high an estimate for weekly loss. Based on this and the vapor pressure being 1/2 that of the 105 solvent, 4% loss per week is assumed for daily maximum emission estimates.

The parts cleaners are used at a frequency of once per week to daily. For daily emissions, a worst case is calculated by assuming that all emissions occur during five days of operation per week.

Maintenance operations at military installations require the use of parts cleaners to remove lubricants from metal parts before installation into equipment or before coating. Numerous parts cleaners of varying dimensions and descriptions are located at these installations, and the solvent or solvent mixture used can vary depending upon the application and activity using the parts cleaners. The estimates of emissions for parts cleaners depend upon the number of cleaners and the composition and amount of material used in them over the period of interest.

Emissions from parts cleaners can be calculated using a material balance approach if data are available. The amount of solvent used is determined from the amount delivered to the location and the amount taken from the location. The total amount of solvent is determined from records, and the VOC and specific toxic and hazardous air pollutant emissions are calculated using data from the material safety data sheets (MSDSs). Typical solvents include Safety Kleen, Citrosol®, and those procured under the MILSPEC PD-680. The amount of material used in the machine is based on information from the user at the activity or the supplier. For example, Safety Kleen provides many installations with machines and a service whereby the solvent is exchanged on a regular schedule to ensure that the operation always maintains adequate fresh solvent. Records are generally maintained (by the vendor in this case) of the amount used and the frequency of replacement. Often, the amount of material removed from a site is not known. In this case, the losses to the atmosphere are based on the amount delivered and information on typical losses.

The solvent consumption for a given type of parts cleaner may only be available for all the parts cleaners of that design (i.e., total solvent consumption for all parts cleaners of that design). In that case, emissions are estimated based on the total amount of solvent used and computed on a single parts cleaner basis. For example, if 276,000 lb of Safety Kleen solvent are used annually in an estimated 100 Safety Kleen parts cleaners, the per cleaner usage is 2,760 lb. For services such as Safety Kleen, emissions are calculated using the vendor supplied estimate of the loss rate (e.g., 8% per week). (For operations that use parts cleaners not associated with a service, the emissions are based on records of usage.) Assuming the solvent is changed monthly, an estimated 35% of the solvent is lost through evaporation. This fraction is applied to the total usage per parts cleaner to estimate VOC emissions:

$$\text{VOC}\left(\frac{\text{lb}}{\text{yr}}\right) = \left(2{,}760\ \frac{\text{lb used}}{\text{yr}}\right) \cdot \left(0.35\ \frac{\text{lb lost}}{\text{lb used}}\right) = 966\ \frac{\text{lb VOC emitted}}{\text{yr}}$$

Because most parts cleaning operations are tied to maintenance which is typically a weekday operation, daily emissions are estimated assuming that annual emissions are distributed equally for the 250 days annually.

$$\text{VOC}\left(\frac{\text{lb}}{\text{day}}\right) = \frac{\left(966\ \frac{\text{lb}}{\text{yr}}\right)}{\left(250\ \frac{\text{day}}{\text{yr}}\right)} = 3.86\ \frac{\text{lb}}{\text{day}}$$

To demonstrate compliance with some regulations (especially regulations for toxic air pollutants), shorter periods of emissions are of interest. These are calculated based on information provided by operations personnel. For example, parts cleaners are used sporadically. Assuming two periods of use daily, each for a 15-min duration, the 15-min emission rate is estimated as follows:

$$\text{VOC}\left(\frac{\text{lb}}{15\ \text{min}}\right) = \frac{\left(3.86\ \frac{\text{lb}}{\text{day}}\right)}{\left(2\ \frac{\text{15-min episodes}}{\text{day}}\right)} = 1.93\ \frac{\text{lb}}{15\ \text{min}}$$

Actual emissions are estimated using data, as available, for each parts cleaner.

Emissions of specific toxic air pollutants may be important in compiling emission inventories. These are calculated assuming the same concentration of pollutants in the vapor lost as found in the liquid phase. These data are found in the MSDSs for the different solvents. For Safety Kleen (as an example), emissions of specific toxic air pollutants (1.0% xylene, 0.5% toluene, 0.5% methyl chloroform, and 0.5% perchloroethylene) are calculated as follows:

$$\text{Xylene}\left(\frac{\text{lb}}{\text{day}}\right) = \left(3.86\ \frac{\text{lb VOC}}{\text{day}}\right) \cdot \left(0.01\ \frac{\text{lb xylene}}{\text{lb VOC}}\right)$$

$$= 0.0386\ \frac{\text{lb xylene}}{\text{day}}$$

$$\text{Toluene}\left(\frac{\text{lb}}{\text{day}}\right) = \left(3.86\ \frac{\text{lb VOC}}{\text{day}}\right) \cdot \left(0.005\ \frac{\text{lb toluene}}{\text{lb VOC}}\right)$$

$$= 0.0193\ \frac{\text{lb toluene}}{\text{day}}$$

RADIAN CORPORATION

CALCULATION SHEET

CALC. NO. 4

SIGNATURE _____ DATE _____ CHECKED _____ DATE _____

PROJECT DoD JOB NO. _____

SUBJECT Emissions from Parts Cleaners SHEET 3 OF 3 SHEETS

$$\text{Methyl chloroform}\left(\frac{\text{lb}}{\text{day}}\right) = \left(3.86\ \frac{\text{lb VOC}}{\text{day}}\right) * \left(0.005\ \frac{\text{lb methyl chloroform}}{\text{lb VOC}}\right)$$

$$= 0.0386\ \frac{\text{lb methyl chloroform}}{\text{day}}$$

$$\text{Perchloroethylene}\left(\frac{\text{lb}}{\text{yr}}\right) = \left(966\ \frac{\text{lb VOC}}{\text{yr}}\right) * \left(0.005\ \frac{\text{lb perchloroethylene}}{\text{lb VOC}}\right)$$

$$= 0.0193\ \frac{\text{lb perchloroethylene}}{\text{yr}}$$

RADIAN CORPORATION

CALCULATION SHEET

CALC. NO. _____

SIGNATURE _____ DATE 3-17-94 CHECKED _____ DATE _____

PROJECT SOUTHDIV/NAS-Atlanta JOB NO. 652-001-02

SUBJECT Spraybooths SHEET 1 OF 4 SHEETS

I. PURPOSE

This calculation is an example of the approach for estimating emissions from spraybooths. The general approach for estimating emissions from spraybooths is given in Calculation Numbers 6 and 7 (attached).

This calculation estimates the annual PM, VOC, and toluene emission rates from the paintbooth in the building 1 hangar (Source ID: ATL-1-1-3-HS), resulting from the use of Primer Coating: Epoxy (Part 1 of 2). Approach I in Calculation No. 7 is used for estimating the maximum daily PM and VOC emission rates. Estimating the emission rates of PM, VOC, and other hazardous and toxic air pollutants from other paints follows the same procedure.

If a toxic or hazardous air pollutant is a solid in its pure form (e.g. strontium chromate), the effects of overspray, fallout, and filter control efficiency must be accounted for, as with PM.

II GIVEN INFORMATION

Paint booth type: Filter pad
Paint application method: Spray gun (pressure assisted)
Paint: Primer Coating: Epoxy (Part 1 of 2)

III. DATA

- Daily maximum consumption = 1 gal/day
- Product density = 11.1 lb/gal paint (Ref. MSDS)
- VOC = 4.2 lb VOC/gal paint
- Toluene = 20 wt %

IV. ASSUMPTIONS

- All solvent constituents are vaporized during the coating process.
- Transfer efficiency = 65%
- Fall out = 90%
- Filter efficiency = 90%

V. TECHNICAL APPROACH

A. The maximum daily VOC emissions are calculated using the equation on page 2 of Calculation Number 7 rewritten as:

$$\text{Maximum daily VOC emissions (lb/day)} = \text{Daily Paint Consumption} \left(\frac{\text{gal}}{\text{day}}\right) * \text{VOC} \left(\frac{\text{lb VOC}}{\text{gal paint}}\right) \qquad (1)$$

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B. The pounds of solids per gallon of paint is calculated using the equation on page 1 of Calculation Number 7.

$$\text{Pounds of solids per gallon of paint}\left(\frac{\text{lb solids}}{\text{gal}}\right) = \text{Product density}\left(\frac{\text{lb paint}}{\text{gal}}\right) - \text{VOC}\left(\frac{\text{lb VOC}}{\text{gal}}\right) \quad (2)$$

C. The maximum daily PM emission rate is calculated using the equation on page 3 of Calculation Number 7, rewritten as:

$$\text{Maximum daily PM emissions (lb/day)} = \text{Pounds of solids per gallon of paint}\left(\frac{\text{lb solids}}{\text{gal}}\right) * \text{Daily Paint Consumption}\left(\frac{\text{gal}}{\text{day}}\right) \quad (3)$$

$$* \left(1 - \text{Transfer efficiency}\right) * \text{PM reaching filter} * \left(1 - \text{Collection Efficiency}\right)$$

where PM reaching filter = 100% - Percent fallout

D. The maximum daily toluene emission rate is calculated using the equation on page 1 of Calculation No. 6, rewritten as:

$$\text{Maximum daily toluene emissions (lb/day)} = \text{Daily Paint Consumption}\left(\frac{\text{gal}}{\text{day}}\right) * \text{Product density}\left(\frac{\text{lb}}{\text{gal}}\right) * \frac{\text{wt\% toluene}}{100} \quad (4)$$

RADIAN CORPORATION

CALCULATION SHEET

CALC. NO. _____

SIGNATURE _____ DATE _____ CHECKED _____ DATE _____

PROJECT _____ JOB NO. _____

SUBJECT _____ SHEET 4 OF 4 SHEETS

VI EXAMPLE

A. Using equation (1) in Section V, the maximum daily VOC emission rate is calculated:

$$\text{Maximum daily VOC emissions}\left(\frac{lb}{day}\right) = \frac{1\ gal}{day} * 4.2\ \frac{lb\ VOC}{gal} = \boxed{4.2\ \frac{lb\ VOC}{day}}$$

B. Using equation (2) in Section V, the pounds of solids per gallon of paint is calculated:

$$\text{Pounds of solids per gallon of paint}\left(\frac{lb\ solids}{gal}\right) = 11.1\left(\frac{lb}{gal}\right) - 4.2\left(\frac{lb}{gal}\right)$$

$$= 6.9\ \frac{lb\ solids}{gal}$$

C. Using the results of B above, and equation (3) in Section V, the maximum daily PM emission rate is calculated:

$$\text{Maximum daily PM emissions (lb/day)} = 6.9\ \frac{lb\ solids}{gal} * \frac{1\ gal}{day} * \left(1 - \frac{65}{100}\right) * \frac{10}{100} * \left(1 - \frac{90}{100}\right)$$

$$= \boxed{2.42 \times 10^{-2}\ \frac{lb\ PM}{day}}$$

D. Using equation (4) in Section V, the maximum daily toluene emission rate is calculated:

$$\text{Maximum daily toluene emission rate}\left(\frac{lb}{day}\right) = \frac{1\ gal}{day} * 11.1\ \frac{lb}{gal} * \frac{20}{100}\ \frac{lb\ toluene}{lb} = \boxed{2.22\ \frac{lb\ toluene}{day}}$$

4-81-3361

...vert Air Station
...pray Booths

Increase from Actual to Potential: 200%

Percentage Filter Efficiency: 90%
Isocyanate Reacted: 99.999%
Thinner & Toluene/MEK = disposed as hazardous waste: 10%

	Product/Constituents	Weight Percent (%)	Product Density (lb/gal)	Actual Operation (hr/day)	Maximum Daily Consumption (gal/day)	Maximum Annual Consumption (gal/day)	Toxic Air Pollutant Emissions: Maximum (lb/hr)	Maximum (lb/day)	Maximum (lb/year)	PTE/M (lb/year)	Actual (lb/year)	VOC (lb/gal)	Solids (lb/gal)	Material (gal/day)	Ontario Pollutants: Total VOC: Maximum (lb/hr)	Maximum (lb/day)	Maximum (lb/year)	PTE/M (lb/yr)	Actual (lb/yr)	Total PM (s): Maximum (lb/hr)	Maximum (lb/day)	Maximum (lb/yr)	PTE/M (lb/yr)	Actual (lb/yr)
...ethe	Polyurethane Coating, Yellow			2								6.92	0.68	2	6.92E+00	1.38E+01	2.49E+02	6.23E+02	1.69E+02	2.03E-03	4.06E-03	7.31E-02	1.82E-01	4.87E-02
3-H6(c)	Aliphatic Isocyanate	30	7.51		2	36	2.25E-06	4.50E-06	8.11E-06	2.03E-04	5.40E-05													
	Ethyl 3-Ethoxypropionate	5	7.51		2	36	3.75E-01	0.75	14	3.38E+01	9.01E+00													
	Hexamethylene Diisocyanate (HDI)	0.7	7.51		2	36	5.25E-08	1.05E-07	1.89E-06	4.73E-06	1.26E-06													
	Methyl Ethyl Ketone	45	7.51		2	36	3.38E+00	6.76	122	3.04E+02	8.11E+01													
	Methyl Isobutyl Ketone	10	7.51		2	36	7.51E-01	1.50	27	6.75E+01	1.80E+01													
	N-Butyl Acetate	5	7.51		2	36	3.75E-01	0.75	14	3.38E+01	9.01E+00													
	Toluene	5	7.51		2	36	3.75E-01	0.75	14	3.38E+01	9.01E+00													
	Xylenes (o,m,p - isomers)	5	7.51		2	36	3.75E-01	0.75	14	3.38E+01	9.01E+00													
	Aerosol Paint			2								7.07	1.27	2	7.07E+00	1.41E+01	2.54E+02	6.36E+02	1.70E+02	4.46E-03	8.89E-03	1.60E-01	4.00E-01	1.07E-01
	Acetone	20	6.34		2	36	1.67E+00	3.34	60	1.50E+02	4.00E+01													
	Aromatic Hydrocarbon Solvent Naphtha (150)	3	6.34		2	36	2.50E-01	0.50	9	2.25E+01	6.00E+00													
	Butane	7	6.34		2	36	5.84E-01	1.17	21	5.25E+01	1.40E+01													
	Isobutane	4	6.34		2	36	3.34E-01	0.67	12	3.00E+01	8.01E+00													
	Mil & P Naphtha	2	6.34		2	36	1.67E-01	0.33	6	1.50E+01	4.00E+00													
	Propane	19	6.34		2	36	1.58E+00	3.17	57	1.42E+02	3.80E+01													
	Toluene	25	6.34		2	36	2.08E+00	4.17	75	1.88E+02	5.00E+01													
	Xylene	2	6.34		2	36	1.67E-01	0.33	6	1.50E+01	4.00E+00													
	Primer Coating: Epoxy (1 of 2)			2								4.20	0.90	1	2.10E+00	4.20E+00	7.56E+01	1.88E+02	5.04E+01	1.21E-02	2.42E-02	4.35E-01	1.09E+00	2.90E-01
	Di-Glycidyl Ether of Bisphenol-A	20	11.10		1	18	1.11E+00	2.22	40	9.99E+01	2.66E+01													
	Methyl Isobutyl Ketone	10	11.10		1	18	5.55E-01	1.11	20	5.00E+01	1.33E+01													
	Strontium Chromate	20	11.10		1	18	3.89E-03	7.77E-03	0	3.50E-01	9.32E-02													
	Titanium Dioxide	5	11.10		1	18	9.71E-04	1.94E-03	0	8.74E-02	2.33E-02													
	Toluene	20	11.10		1	18	1.11E+00	2.22	40	9.99E+01	2.66E+01													
	Xylene	5	11.10		1	18	2.78E-01	0.56	10	2.50E+01	6.66E+00													
	Polyamide Resin (2 of 2)			2								5.89	1.31	1	3.00E+00	5.90E+00	1.06E+02	2.70E+02	7.10E+01	2.29E-03	4.58E-03	8.25E-02	2.08E-01	5.60E-02
	Methyl Isobutyl Ketone	15	7.30		1	18	5.48E-01	1.10	20	4.93E+01	1.31E+01													
	Isobutyl Acetate	30	7.30		1	18	1.10E+00	2.19	39	9.86E+01	2.63E+01													
	Xylene	40	7.30		1	18	1.46E+00	2.92	53	1.31E+02	3.50E+01													
	Polyamide Resin	20	7.30		1	18	2.58E-03	5.11E-03	0	2.30E-01	6.13E-02													
	Toluene/MEK Solution (d)(e)			1								6.67	NA	2	3.46E+00	3.46E+00	1.74E+01	4.36E+01	4.18E+01					
	Toluene	50	6.972		0.5	10	4.28E-01	0.486	9	2.16E+01	5.23E+00													
	Methyl Ethyl Ketone	50	6.972		0.5	10	4.28E-01	0.486	9	2.16E+01	5.23E+00													
	Thinner, Aircraft Coating, Type III (d)(e)			1								7.24		1	3.62E+00	3.62E+00	7.24E+01	1.81E+02	4.34E+01					
	Methyl Ether Ketone	30	7.24		0.5	10	1.09E+00	1.09	22	5.43E+01	1.30E+01													
	Ethyl Acetate	30	7.24		0.5	10	1.09E+00	1.09	22	5.43E+01	1.30E+01													
	Propylene Glycol Methyl Ether Acetate	20	7.24		0.5	10	7.24E-01	0.72	14	3.62E+01	8.68E+00													
	Toluene	12	7.24		0.5	10	4.34E-01	0.43	9	2.17E+01	5.21E+00													
	Xylene	8	7.24		0.5	10	2.90E-01	0.29	6	1.45E+01	3.48E+00													
	Pigmented Epoxy Resin (1 of 2)			2								4.44	0.88	1	2.22E+00	4.44E+00	7.99E+01	2.00E+02	5.33E+01	1.17E-02	2.33E-02	4.20E-01	1.05E+00	2.80E-01
	Toluene	5	11.10		1	18	2.78E-01	0.56	10	2.50E+01	6.66E+00													
	Strontium Chromate	25	11.10		1	18	4.86E-03	0.0097	0	4.37E-01	1.17E-01													
	Propylene Glycol Monomethyl Ether	25	11.10		1	18	1.39E+00	2.78	50	1.25E+02	3.33E+01													
	Isopropyl Alcohol	10	11.10		1	18	5.55E-01	1.11	20	5.00E+01	1.33E+01													
	Polyamide Resin (2 of 2)			2								5.72	1.80	1	2.86E+00	5.72E+00	1.03E+02	2.57E+02	6.86E+01	3.15E-03	6.30E-03	1.13E-01	2.84E-01	7.59E-02
	Isobutyl Alcohol	35	6.90		1	18	1.21E+00	2.42	43	1.08E+02	2.90E+01													
	Isopropyl Alcohol	20	6.90		1	18	6.90E-01	1.38	25	6.21E+01	1.66E+01													
	Methyl Ethyl Ketone	10	6.90		1	18	3.45E-01	0.69	12	3.11E+01	8.28E+00													
	Polyamide Resin	15	6.90		1	18	5.18E-01	1.04	19	4.66E+01	1.24E+01													
	Toluene	15	6.90		1	18	5.18E-01	1.04	19	4.66E+01	1.24E+01													
	TOTALS														7.07E+00	1.41E+01	2.54E+02	6.36E+02	1.70E+02	1.21E-02	2.42E-02	4.36E-01	1.09E+00	2.90E-01
	Acetone						1.67E+00	3.34	60.05	150	40.03													
	Aliphatic Isocyanate						2.25E-06	4.50E-06	8.11E-06	2.03E-04	5.40E-05													
	Aromatic Hydrocarbon Solvent Naphtha (150)						2.50E-01	0.50	9.01	23	6.00													
	Butane						5.84E-01	1.17	21.02	53	14.01													
	Di-Glycidyl Ether of Bisphenol-A						1.11E+00	2.22	39.96	100	26.64													
	Ethyl Acetate						1.09E+00	1.09	21.72	54	13.03													
	Ethyl 3-Ethoxypropionate						3.75E-01	0.75	13.51	34	9.01													
	Hexamethylene Diisocyanate (HDI)						5.25E-08	1.05E-07	1.89E-06	4.73E-06	1.26E-06													
	Isobutane						3.34E-01	0.67	12.01	30	8.01													
	Isobutyl Acetate						1.10E+00	2.19	39.42	99	26.29													
	Isobutyl Alcohol						1.21E+00	2.42	43.47	109	28.98													
	Isopropyl Alcohol						6.90E-01	1.38	24.84	62	16.56													

Atlanta Naval Air Station
Coating Spray Booths

Increase from Actual to Maximum: 50%
Increase from Actual to Potential: 200%

Transfer Efficiency 65%
Percentage Fallout 90%
Filter Efficiency 90%
Isocyanate Reacted 99.999%

Aggregate release factor = 0.0035
Thinner & Toluene/MEK = 75% deposed as hazardous waste

Process ID	Product/Constituents	Weight Percent (%)	Product Density (lb/gal)	Actual Operation (hr/day)	Maximum Daily Consumption (gal/day)	Maximum Annual Consumption (gal/year)	Toxic Air Pollutant Emissions(g) Maximum (lb/hr)	Maximum (lb/yr)	Maximum (lb/yr)	PTBBA (lb/yr)	Actual (lb/yr)	VOC (kg/gal)	Solids (kg/gal)	Monodel (g/mile)	Criteria Pollutants Total VOC Maximum (lb/hr)	Maximum (lb/yr)	Maximum (lb/yr)	PTBBA (lb/yr)	Actual (lb/yr)	Total PM (g) Maximum (lb/hr)	Maximum (lb/yr)	Maximum (lb/yr)	PTBBA (lb/yr)	Actual (lb/yr)
	Methyl Ethyl Ketone						3.38E+00	6.76	121.60	304	81.06													
	Methyl Isobutyl Ketone						7.51E-01	1.50	27.02	68	18.01													
	N-Butyl Acetate						3.75E-01	0.75	13.51	34	9.01													
	VM & P Naphtha						1.67E-01	0.33	6.00	15	4.00													
	Polyamide Resin						5.16E-01	1.04	18.63	47	12.42													
	Propane						1.58E+00	3.17	57.05	143	38.03													
	Propylene Glycol Methyl Ether Acetate						7.34E-01	0.72	14.49	36	8.69													
	Propylene Glycol Monomethyl Ether						1.38E+00	2.78	49.95	125	33.30													
	Strontium Chromate						4.88E-03	9.71E-03	1.75E-01	0.44	1.17E-01													
	Titanium Dioxide						9.71E-04	1.94E-03	3.50E-02	8.74E-02	2.33E-02													
	Toluene						2.08E+00	4.17	75.06	188	50.04													
	Xylenes (o,m,p - isomers)						1.46E+00	2.92	52.58	131	35.04													
Spray Booths	Polyurethane Coating, Yellow			4																				
ATL-1-1-4-HS(f)	Aliphatic Isocyanate	30	7.51		4	1040	2.25E-05	9.01E-08	2.34E-03	5.85E-03	1.17E-03	6.82	0.56	4	6.82E+00	2.77E+01	7.20E+03	1.80E+04	3.60E+03	2.09E-03	8.12E-03	2.11E+00	5.28E+00	1.06E+00
	Ethyl 3-Ethoxypropionate	5	7.51		4	1040	3.75E-01	1.50	390	9.76E+02	1.95E+02													
	Hexamethylene Diisocyanate (HDI)	0.7	7.51		4	1040	5.25E-05	2.10E-07	5.46E-05	1.37E-04	2.73E-05													
	Methyl Ethyl Ketone	46	7.51		4	1040	3.38E+00	13.51	3513	8.78E+03	1.76E+03													
	Methyl Isobutyl Ketone	10	7.51		4	1040	7.51E-01	3.00	781	1.95E+03	3.90E+02													
	N-Butyl Acetate	5	7.51		4	1040	3.75E-01	1.50	390	9.76E+02	1.95E+02													
	Toluene	5	7.51		4	1040	3.75E-01	1.50	390	9.76E+02	1.95E+02													
	Xylenes (o,m,p - isomers)	5	7.51		4	1040	3.75E-01	1.50	390	9.76E+02	1.95E+02													
	Aerosol Paint			4																				
	Acetone	20	6.34		4	1040	1.67E+00	6.67	1735	4.34E+03	8.67E+02	7.07	1.27	4	7.07E+00	2.83E+01	7.35E+03	1.84E+04	3.67E+03	4.45E-03	1.79E-02	4.62E+00	1.16E+01	2.31E+00
	Aromatic Hydrocarbon Solvent Naphtha (180	3	6.34		4	1040	2.50E-01	1.00	260	6.51E+02	1.30E+02													
	Butane	7	6.34		4	1040	5.84E-01	2.34	607	1.52E+03	3.04E+02													
	Isobutane	4	6.34		4	1040	3.34E-01	1.33	347	8.67E+02	1.73E+02													
	VM & P Naphtha	2	6.34		4	1040	1.67E-01	0.67	173	4.34E+02	8.67E+01													
	Propane	19	6.34		4	1040	1.58E+00	6.34	1646	4.12E+03	8.24E+02													
	Toluene	25	6.34		4	1040	2.08E+00	8.34	2168	5.42E+03	1.08E+03													
	Xylene	2	6.34		4	1040	1.67E-01	0.67	173	4.34E+02	8.67E+01													
	Primer Coating: Epoxy (1 of 3)			4																				
	Di-Glycidyl Ether of Bisphenol-A	20	11.10		4	1040	2.22E+00	8.88	2309	5.77E+03	1.15E+03	4.20	0.90	4	4.20E+00	1.68E+01	4.37E+03	1.09E+04	2.18E+03	2.42E-02	9.68E-02	2.51E+01	6.28E+01	1.25E+01
	Methyl Isobutyl Ketone	10	11.10		4	1040	1.11E+00	4.44	1154	2.88E+03	5.77E+02													
	Strontium Chromate	20	11.10		4	1040	7.77E-03	3.11E-02	8	2.02E+01	4.04E+00													
	Titanium Dioxide	5	11.10		4	1040	1.94E-03	7.77E-03	2	5.05E+00	1.01E+00													
	Toluene	20	11.10		4	1040	2.22E+00	8.88	2309	5.77E+03	1.15E+03													
	Xylene	5	11.10		4	1040	5.55E-01	2.22	577	1.44E+03	2.88E+02													
	Polyamide Resin (2 of 3)			4																				
	Methyl Isobutyl Ketone	15	7.30		4	1040	1.10E+00	4.38	1139	2.85E+03	5.69E+02	5.89	1.31	4	5.89E+00	2.40E+01	6.23E+03	1.58E+04	3.11E+03	4.89E-03	1.95E-02	4.77E+00	1.19E+01	2.38E+00
	Isobutyl Acetate	30	7.30		4	1040	2.19E+00	8.76	2278	5.69E+03	1.14E+03													
	Xylene	40	7.30		4	1040	2.92E+00	11.68	3037	7.59E+03	1.52E+03													
	Polyamide Resin	20	7.30		4	1040	5.11E-03	2.04E-02	5	1.33E+01	2.69E+00													
	Toluene/MEK Solution (d)(g)			1																				
	Toluene	50	6.972		2	40	1.74E+00	1.74	36	8.72E+01	1.74E+01	6.97	NA	2	3.48E+00	3.48E+00	8.97E+01	1.74E+02	3.48E+01					
	Methyl Ethyl Ketone	50	6.972		2	40	1.74E+00	1.74	36	8.72E+01	1.74E+01													
	Thinner, Aircraft Coating, Type III (d)			1																				
	Methyl Ether Ketone	30	7.24		2	520	1.09E+00	1.09	282	7.09E+02	1.41E+02	7.24	NA	2	3.62E+00	3.62E+00	9.41E+02	2.36E+03	4.71E+02					
	Ethyl Acetate	30	7.24		2	520	1.09E+00	1.09	282	7.09E+02	1.41E+02													
	Propylene Glycol Methyl Ether Acetate	20	7.24		2	520	7.24E-01	0.72	188	4.71E+02	9.41E+01													
	Toluene	12	7.24		2	520	4.34E-01	0.43	113	2.82E+02	5.65E+01													
	Xylene	8	7.24		2	520	2.90E-01	0.29	75	1.88E+02	3.76E+01													
	Pigmented Epoxy Resin (1 of 2)			4																				
	Toluene	5	11.10		4	1040	5.55E-01	2.22	577	1.44E+03	2.88E+02	4.44	0.88	4	4.44E+00	1.78E+01	4.62E+03	1.16E+04	2.31E+03	2.38E-02	9.32E-02	2.42E+01	6.06E+01	1.21E+01
	Strontium Chromate	25	11.10		4	1040	9.71E-03	0.0389	10	2.53E+01	5.05E+00													
	Propylene Glycol Monomethyl Ether	25	11.10		4	1040	2.78E+00	11.10	2886	7.22E+03	1.44E+03													
	Isopropyl Alcohol	10	11.10		4	1040	1.11E+00	4.44	1154	2.88E+03	5.77E+02													
	Polyamide Resin (2 of 2)			4																				
	Isobutyl Alcohol	35	6.90		4	1040	2.42E+00	9.66	2512	6.28E+03	1.26E+03	5.72	1.80	4	5.72E+00	2.29E+01	5.95E+03	1.49E+04	2.97E+03	6.30E-03	2.52E-02	6.55E+00	1.64E+01	3.28E+00
	Isopropyl Alcohol	20	6.90		4	1040	1.38E+00	5.52	1436	3.59E+03	7.18E+02													
	Methyl Ethyl Ketone	10	6.90		4	1040	6.90E-01	2.76	718	1.79E+03	3.59E+02													
	Polyamide Resin	15	6.90		4	1040	1.04E+00	4.14	1076	2.69E+03	5.38E+02													
	Toluene	15	6.90		4	1040	1.04E+00	4.14	1076	2.69E+03	5.38E+02													
	TOTALS														7.07E+00	2.83E+01	7.35E+03	1.84E+04	3.67E+03	2.42E-02	9.68E-02	2.51E+01	6.28E+01	1.26E+01

ATLANTA1.XLS

12/3/99

Atlanta Naval Air Station
Coating Spray Booths

Increase from Actual to Maximum: 50%
Increase from Actual to Potential: 200%

Transfer Efficiency 65%
Percentage Fallout 50%
Filter Efficiency 50%
Isocyanate Reacted 99.9999%

Aggregate release factor = 0.0035
Thinner & Toluene/MEK = 75%
disposed as hazardous waste

Spray ID	Product/Constituents	Weight Percent (%)	Product Density (lb/gal)	Actual Operation (hr/day)	Maximum Daily Operation (hr/day)	Maximum Annual Operation (hr/yr)	Toxic Air Pollutant Emissions(a) Maximum (lb/hr)	Maximum (lb/day)	Maximum (lb/yr)	PTE(b) (lb/yr)	Actual (lb/yr)	VOC (lb/gal)	Solids (lb/gal)	Material gal/day	Criteria Pollutants Total VOC Maximum (lb/hr)	Maximum (lb/day)	Maximum (lb/yr)	PTE(b) (lb/yr)	Actual (lb/yr)	Total PM 10 Maximum (lb/hr)	Maximum (lb/day)	Maximum (lb/yr)	PTE(b) (lb/yr)	Actual (lb/yr)
	Acetone						1.67E+00	6.67	1735	4337	867													
	Aliphatic Isocyanate						2.25E-06	9.01E-06	2.34E-03	5.85E-03	1.17E-03													
	Aromatic Hydrocarbon Solvent Naphtha (180)						2.80E-01	1.00	260	651	130													
	Butane						5.84E-01	2.34	607	1518	304													
	Di-Glycidyl Ether of Bisphenol-A						2.22E+00	8.88	2309	5772	1154													
	Ethyl Acetate						1.09E+00	1.09	282	706.80	141.18													
	Ethyl 3-Ethoxypropionate						3.76E-01	1.50	390	976	195													
	Hexamethylene Diisocyanate (HDI)						5.25E-06	2.10E-07	5.46E-05	1.37E-04	2.73E-05													
	Isobutane						3.34E-01	1.33	347	867	173													
	Isobutyl Acetate						2.19E+00	8.76	2278	5694	1139													
	Isobutyl Alcohol						2.42E+00	9.68	2512	6279	1256													
	Isopropyl Alcohol						1.38E+00	5.52	1436	3586	718													
	Methyl Ethyl Ketone						3.38E+00	13.51	3513	8782	1756													
	Methyl Isobutyl Ketone						1.11E+00	4.44	1154	2886	577													
	N-Butyl Acetate						3.76E-01	1.50	390	976	195													
	VM & P Naphtha						1.67E-01	0.67	173	434	87													
	Polyamide Resin						1.04E+00	4.14	1076	2691	539													
	Propane						1.60E+00	6.34	1648	4120	824													
	Propylene Glycol Methyl Ether Acetate						7.24E-01	0.72	188	470.60	94.12													
	Propylene Glycol Monomethyl Ether						2.76E+00	11.10	2886	7215	1443													
	Strontium Chromate						9.71E-09	3.88E-02	10.10	25	5													
	Titanium Dioxide						1.94E-06	7.77E-03	2.02	5.05E+00	1.01E+00													
	Toluene						2.22E+00	8.88	2309	5772	1154													
	Xylenes (o,m,p - isomers)						2.82E+00	11.28	2937	7342	1518													
Spray Booths ATL-1-10-1-1-02	Polyurethane Coating, Yellow			4																				
	Aliphatic Isocyanate	30	7.51		4	1040	2.25E-06	9.01E-06	2.34E-03	5.85E-03	1.17E-03	6.62	0.58	4	6.92E+00	2.77E+01	7.20E+03	1.80E+04	3.60E+03	2.08E-03	8.12E-03	2.11E+00	5.28E+00	1.06E+00
	Ethyl 3-Ethoxypropionate	5	7.51		4	1040	3.76E-01	1.50	390	9.76E+02	1.95E+02													
	Hexamethylene Diisocyanate (HDI)	0.7	7.51		4	1040	5.25E-06	2.10E-07	5.46E-05	1.37E-04	2.73E-05													
	Methyl Ethyl Ketone	45	7.51		4	1040	3.38E+00	13.51	3513	8.78E+03	1.76E+03													
	Methyl Isobutyl Ketone	10	7.51		4	1040	7.51E-01	3.00	781	1.95E+03	3.90E+02													
	N-Butyl Acetate	5	7.51		4	1040	3.76E-01	1.50	390	9.76E+02	1.95E+02													
	Toluene	5	7.51		4	1040	3.76E-01	1.50	390	9.76E+02	1.95E+02													
	Xylenes (o,m,p - isomers)	5	7.51		4	1040	3.76E-01	1.50	390	9.76E+02	1.95E+02													
	Aerosol Paint			4																				
	Acetone	20	6.34		4	1040	1.67E+00	6.67	1735	4.34E+03	8.67E+02	7.07	1.27	4	7.07E+00	2.83E+01	7.36E+03	1.84E+04	3.67E+03	4.46E-03	1.78E-02	4.62E+00	1.16E+01	2.31E+00
	Aromatic Hydrocarbon Solvent Naphtha (180)	3	6.34		4	1040	2.80E-01	1.00	260	6.51E+02	1.30E+02													
	Butane	7	6.34		4	1040	5.84E-01	2.34	607	1.52E+03	3.04E+02													
	Isobutane	4	6.34		4	1040	3.34E-01	1.33	347	8.67E+02	1.73E+02													
	VM & P Naphtha	2	6.34		4	1040	1.67E-01	0.67	173	4.34E+02	8.67E+01													
	Propane	19	6.34		4	1040	1.60E+00	6.34	1648	4.12E+03	8.24E+02													
	Toluene	25	6.34		4	1040	2.08E+00	8.34	2166	5.42E+03	1.08E+03													
	Xylene	2	6.34		4	1040	1.67E-01	0.67	173	4.34E+02	8.67E+01													
	Primer Coating: Epoxy (1 of 2)			4																				
	Di-Glycidyl Ether of Bisphenol-A	20	11.10		4	1040	7.77E-03	3.11E-02	8	2.02E+01	4.04E+00	4.20	0.90	4	4.20E+00	1.68E+01	4.37E+03	1.09E+04	2.18E+03	2.42E-02	9.68E-02	2.51E+01	6.28E+01	1.26E+01
	Methyl Isobutyl Ketone	10	11.10		4	1040	1.11E+00	4.44	1154	2.88E+03	5.77E+02													
	Strontium Chromate	20	11.10		4	1040	7.77E-03	3.11E-02	8	2.02E+01	4.04E+00													
	Titanium Dioxide	5	11.10		4	1040	1.94E-03	7.77E-03	2	5.05E+00	1.01E+00													
	Toluene	20	11.10		4	1040	2.22E+00	8.88	2309	5.77E+03	1.15E+03													
	Xylene	5	11.10		4	1040	5.55E-01	2.22	577	1.44E+03	2.88E+02													
	Polyamide Resin (2 of 2)			4																				
	Methyl Isobutyl Ketone	15	7.30		4	1040	1.10E+00	4.38	1139	2.85E+03	5.69E+02	5.89	1.31	4	5.89E+00	2.40E+01	6.23E+03	1.56E+04	3.11E+03	4.69E-03	1.88E-02	4.77E+00	1.19E+01	2.38E+00
	Isobutyl Acetate	30	7.30		4	1040	2.19E+00	8.76	2278	5.69E+03	1.14E+03													
	Xylene	40	7.30		4	1040	2.92E+00	11.68	3037	7.59E+03	1.52E+03													
	Polyamide Resin	20	7.30		4	1040	5.11E-03	2.04E-02	5	1.33E+01	2.66E+00													
	Toluene/MEK Solution (4)(g)			1																				
	[illegible] Ketone	50	6.972		2	40	1.74E+00	1.74	36	8.72E+01	1.74E+01	6.97	NA	2	3.48E+00	3.48E+00	6.97E+01	1.74E+02	3.48E+01					
	Thinner, Aro[illegible]ing, Type III (4)	50	6.972		2	40	1.74E+00	1.74	36	8.72E+01	1.74E+01													
	Methyl Ether Ketone	30	7.24	1	2	520	1.09E+00	1.09	282	7.06E+02	1.41E+02	7.24	NA	2	3.62E+00	3.62E+00	8.41E+02	2.35E+03	4.71E+02					
	Ethyl Acetate	30	7.24		2	520	1.09E+00	1.09	282	7.06E+02	1.41E+02													
	Propylene Glycol Methyl Ether Acetate	20	7.24		2	520	7.24E-01	0.72	188	4.71E+02	9.41E+01													
	Toluene	12	7.24		2	520	4.34E-01	0.43	113	2.82E+02	5.65E+01													
	Xylene	8	7.24		2	520	2.90E-01	0.29	75	1.88E+02	3.76E+01													

ATLANTA1.XLS

12/3/95

Atlanta Naval Air Station
Coating Spray Booths

Increase from Actual to Maximum: 50%
Increase from Actual to Potential: 200%

Transfer Efficiency 65%
Percentage Fallout 90%
Filter Efficiency 90%
Isocyanate Reacted 99.9999%

Aggregate release factor = 0.0035
Thinner & Toluene/MEK = 75% disposed as hazardous waste

Source ID	Product/Constituents	Weight Percent (%)	Product Density (g/gal)	Actual Operation (hr/day)	Maximum Daily Consumption (kg/day)	Maximum Annual Consumption (kg/day)	Toxic Air Pollutants Emitted: Maximum (lb/hr)	Maximum (lb/day)	Maximum (lb/year)	PTE(lb) (lb/year)	Actual (lb/year)	VOC (kg/day)	Solids (kg/day)	Monetal (gal/day)	Criteria Pollutants: Total VOC: Maximum (lb/hr)	Maximum (lb/day)	Maximum (lb/year)	PTE(lb) (lb/year)	Actual (lb/year)	Total PM 10: Maximum (lb/hr)	Maximum (lb/day)	Maximum (lb/year)	PTE(lb) (lb/year)	Actual (lb/year)
	Pigmented Epoxy Resin (1 of 3)			4								4.44	6.66	4	4.44E+00	1.78E+01	4.63E+03	1.16E+04	2.31E+03	2.38E-02	9.52E-02	2.42E+01	6.05E+01	1.21E+01
	Toluene	5	11.10		4	1040	5.88E-01	2.22	577	1.44E+03	2.88E+02													
	Strontium Chromate	25	11.10		4	1040	9.71E-03	3.89E-02	10	2.93E+01	6.05E+00													
	Propylene Glycol Monomethyl Ether	25	11.10		4	1040	2.78E+00	11.10	2886	7.22E+03	1.44E+03													
	Isopropyl Alcohol	10	11.10		4	1040	1.11E+00	4.44	1154	2.89E+03	5.77E+02													
	Polyamide Resin (2 of 3)			4								5.72	1.80	4	5.72E+00	2.29E+01	5.95E+03	1.49E+04	2.97E+03	6.30E-03	2.52E-02	6.55E+00	1.14E+01	3.28E+00
	Isobutyl Alcohol	35	6.90		4	1040	2.42E+00	9.66	2512	6.28E+03	1.26E+03													
	Isopropyl Alcohol	20	6.90		4	1040	1.38E+00	5.52	1436	3.59E+03	7.18E+02													
	Methyl Ethyl Ketone	10	6.90		4	1040	6.90E-01	2.76	718	1.79E+03	3.59E+02													
	Polyamide Resin	15	6.90		4	1040	3.62E-03	1.45E-02	4	9.42E+00	1.88E+00													
	Talcoage	15	6.90		4	1040	1.04E+00	4.14	1076	2.69E+03	5.38E+02													
	TOTALS						1.67E+00	6.67	1735	4337	867				7.07E+00	2.83E+01	7.36E+03	1.84E+04	3.67E+03	2.42E-02	9.68E-02	2.51E+01	6.28E+01	1.26E+01
	Acetone						2.25E-05	9.01E-06	2.34E-03	5.85E-03	1.17E-03													
	Aliphatic Isocyanate						2.50E-01	1.00	260	651	130													
	Aromatic Hydrocarbon Solvent Naphtha (150)						5.84E-01	2.34	607	1518	304													
	Butanol						7.77E-03	3.11E-02	8.08	20	4.04													
	Di-Glycidyl Ether of Bisphenol-A						1.09E+00	1.09	282	706.90	141.18													
	Ethyl Acetate						3.76E-01	1.50	390	976	195													
	Ethyl 3-Ethoxypropionate						6.35E-09	2.10E-07	5.46E-05	1.37E-04	2.73E-05													
	Hexamethylene Diisocyanate (HDI)						3.34E-01	1.33	347	867	173													
	Isobutane						2.19E+00	8.76	2278	5694	1139													
	Isobutyl Acetate						2.42E+00	9.68	2512	6279	1256													
	Isobutyl Alcohol						1.38E+00	5.52	1436	3590	718													
	Isopropyl Alcohol						3.39E+00	13.51	3513	8782	1756													
	Methyl Ethyl Ketone						1.11E+00	4.44	1154	2886	577													
	Methyl Isobutyl Ketone						3.76E-01	1.50	390	976	195													
	N-Butyl Acetate						1.67E-01	0.67	173	434	87													
	VM & P Naphtha						6.11E-03	2.04E-02	5.31	13	2.66													
	Polyamide Resin						1.58E+00	6.34	1648	4120	824													
	Propane						7.34E-01	0.72	188	470.60	94.12													
	Propylene Glycol Methyl Ether Acetate						2.78E+00	11.10	2886	7216	1443													
	Propylene Glycol Monomethyl Ether						9.71E-03	3.89E-02	10.10	25	5.05													
	Strontium Chromate						1.94E-03	7.77E-03	2.02	5.05E+00	1.01													
	Titanium Dioxide						2.22E+00	8.88	2309	5772	1154													
	Toluene						2.92E+00	11.69	3037	7592	1518													
	Xylenes (o,m,p - isomers)																							

Supplemental Information for Item 5d.
Page 28 of 40

PAINT STRIPPING

The stripping material used at the NAS and the method of calculating speciated emissions are same as described in Calculation No. 12. Data on usage of stripping solution at the NAS were not available; information on the quantity of spent solution disposed was available. Therefore, the alternate approach in Calculation No. 12 was used to estimate the amount of virgin stripping solution used during the year.

- Quantity of stripping solution disposed from the NAS: 2 drums (55 gal)

  Total quantity disposed: 110 gal

Annual Emissions

$$\text{Methylene chloride emissions} = \left(10.43 \frac{\text{lb}}{\text{gal spent}}\right) * \left(110 \frac{\text{gal}}{\text{yr}}\right)$$

$$= 1{,}147 \frac{\text{lb}}{\text{yr}}$$

$$\text{Phenol emissions} = \left(0.0136 \frac{\text{lb}}{\text{gal spent}}\right) * \left(110 \frac{\text{gal}}{\text{yr}}\right)$$

$$= 1.49 \frac{\text{lb}}{\text{yr}}$$

- Actual, maximum, and potential annual emissions are assumed equal.

- Daily emissions are based on equal emissions for 365 days per year, or annual emissions divided by 365 days.

Emissions from Paint Stripping

Pollutant	Maximum (lb/day)	Actual (lb/yr)	Maximum (lb/yr)	Potential to Emit (lb/yr)
Methylene chloride	3.14	1,147	1,147	1,147
Phenol	0.0041	1.49	1.49	1.49

Vats containing solvents or solvent mixtures are used to remove paint from various articles at military installations. This equipment is used when the coating does not require abrasive removal and the article is small enough to be placed into the vat. The solvent mixtures usually consist of an aggressive solvent combined with a strong base to aid in the metal cleaning during the solvent cleaning step. These vats are followed by rinse tanks for removal of residual solvent mixture. Often these stripping tanks or vats are equipped with hoods to sweep vapors or fumes from the work place. Although these capture hoods are not usually 100% effective in removing vapors from the work place, all vapors generated are assumed to be removed and exhausted to the atmosphere.

A material balance approach is used to estimate emissions from the paint stripping vats. The amount of material placed into the vats is compared with the amount removed to hazardous waste shipping, with the difference representing the losses to the atmosphere. Such data are found in point-of-use purchase records and hazardous waste manifests or are determined from the operations personnel at the point of use. The latter data may take the form of the estimated use on a daily or weekly basis (for example, 2-3 gallons of paint remover added every 2-3 weeks). Operating hours are also determined through interviews with operations personnel.

Emission estimates are based on the quantities expected to be used and the actual usage. Anticipated usage is determined from interviews with operations personnel. Actual usage is determined from review of records where available.

One paint stripping solution (density of 9.76 lb/gal) contains methylene chloride (55 wt%), phenol (16 wt%), and sodium chromate (1 wt%). In this case the methylene chloride is the most volatile constituent and is used as the basis of the estimated emissions. All of the stripping solution replaced is assumed to be from methylene chloride losses to obtain the total volatile organic compound emissions. Because phenol is much less volatile than methylene chloride, its contribution to emissions is much lower. The ratio of phenol emissions to methylene chloride emissions (based on a comparison of vapor pressures) is 0.0013. Therefore, phenol emissions are estimated from the estimate of methylene chloride emissions. Solid materials such as sodium chromate dissolved in the solution are not readily evolved from the solution, especially at the ambient operating temperatures of the stripping bath. Emissions are assumed negligible and are not estimated.

For example, if 1.5 gal/week of stripping solution are added to the stripping vats, the emissions are calculated as 1.5 gal/week losses of methylene chloride:

$$\text{Methylene chloride emissions}\left(\frac{lb}{yr}\right) = \left(1.5\ \frac{gal}{wk}\right)\left(52\ \frac{wk}{yr}\right)\left(11.07\ \frac{lb}{gal}\right)$$

$$= 863\ \frac{\text{lb methylene chloride}}{yr}$$

$$\text{Phenol emissions}\left(\frac{lb}{yr}\right) = (\ 0.0013\ )\ (\ \text{methylene chloride emissions}\ ) = (\ 0.0013\ )\left(863\ \frac{lb}{yr}\right)$$

$$= 1.14\ \frac{\text{lb phenol}}{yr}$$

At some locations, usage may not be known. The amount of spent stripping solution that is disposed can be used to estimate the quantity of virgin stripping solution used during the year if we assume that in the amount disposed, all highly volatile constituents (methylene chloride) have evaporated, leaving only phenol and other materials less volatile. This is a conservative assumption, which results in estimates in maximum emissions.

To calculate the mass of material disposed, calculate the density of stripping solution without methylene chloride.

Based on 100 gal stripping solution, calculate the mass of virgin solution:

$$\text{Mass of solution} = 100\ \text{gal} * 9.76\ \frac{lb}{gal}$$

$$= 976\ lb$$

Applying the mass fraction of methylene chloride (55 wt%), calculate the mass of methylene chloride in 100 gal of virgin solution:

$$\text{Mass of methylene chloride} = 976\ lb * 0.55$$

$$= 537\ \text{lb methylene chloride}$$

Calculate the mass of stripping solution without methylene chloride by subtracting mass of methylene chloride from mass of virgin solution:

$$\text{Mass of solution without methylene chloride} = 976\ \text{lb} - 537\ \text{lb}$$

$$= 439\ \text{lb}$$

Calculate the volume of methylene chloride in the virgin stripping solution by dividing the mass of methylene chloride by its density:

$$\text{Volume of methylene chloride} = 537\ \text{lb} * \frac{\text{gal}}{11.07\ \text{lb}}$$

$$= 48.5\ \text{gal}$$

Assuming the stripping solution is ideal, calculate the volume of the stripping solution without methylene chloride by subtracting the volume of methylene chloride from the total volume of solution:

$$\text{Volume of solution without methylene chloride} = 100\ \text{gal} - 48.5\ \text{gal}$$

$$= 51.5\ \text{gal}$$

Calculate the density of the solution without methylene chloride from the calculated mass and volume:

$$\text{Density} = \frac{439\ \text{lb}}{51.5\ \text{gal}} = 8.53\ \frac{\text{lb}}{\text{gal}}$$

Calculate the mass of virgin stripping solution per gallon of spent solution assuming that all constituents in the spent solution (everything except methylene chloride) make up 45% by weight of the virgin solution:

$$\text{Mass of virgin solution} = 8.53 \frac{\text{lb spent}}{\text{gal spent}} * \frac{\text{lb virgin}}{0.45 \text{ lb spent}}$$

$$= 18.96 \frac{\text{lb virgin}}{\text{gal spent}}$$

From this value, calculate methylene chloride emissions assuming all methylene chloride evaporates:

$$\text{Methylene chloride emissions} = 18.96 \frac{\text{lb virgin}}{\text{gal spent}} * 0.55 \frac{\text{lb methylene chloride}}{\text{lb virgin}}$$

$$= 10.43 \frac{\text{lb methylene chloride}}{\text{gal spent}}$$

Calculate phenol emissions using relative volatilities of phenol and methylene chloride:

$$\text{Phenol emissions} = 10.43 \frac{\text{lb methylene chloride}}{\text{gal spent}} * 0.0013 \frac{\text{lb phenol}}{\text{lb methylene chloride}}$$

$$= 0.0136 \frac{\text{lb phenol}}{\text{gal spent}}$$

RADIAN CORPORATION

CALCULATION SHEET

CALC. NO. _____

SIGNATURE _____ DATE 3-9-94 CHECKED _____ DATE _____

PROJECT SOUTHDIV/NAS JOB NO. 652-009-01

SUBJECT Welding SHEET 1 OF 2 SHEETS

I. PURPOSE

This calculation is an example of the approach for estimating emissions from welding. The general approach for estimating emissions from welding is given in Calculation Number 5 (attached).

This calculation estimates the actual annual PM emission rate for ARC welding operations in the Building 1 Hangar (Source ID: ATL-01-1-8-H5). Estimating emissions of other pollutants follows the same procedures.

II. GIVEN INFORMATION

Rod Type: Mild steel 7016 Diameter: 0.0625 inches
Welding Type: ARC

III. DATA

The following data are required to estimate the actual annual PM emission rate from welding in the Building 1 Hangar due to use of [redacted] mild steel 7016 electrodes:

Actual rod usage: 5.0 lb/yr
PM emission factor: 21.1 lb PM/1000 lb rod (Ref: Section 313 Reporting: Clarification and Guidance for the Metal Fabrication Industry, p. 14).

IV. ASSUMPTIONS

The PM emission factor for E7018 electrodes is assumed to represent the PM emission factor for mild steel 7016 electrodes.

V. TECHNICAL APPROACH

The data in Section III are used to estimate the actual annual PM emissions rate using the equation below.

$$\text{Actual annual PM emissions (lb PM/yr)} = \text{Actual rod usage}\left(\frac{\text{lb rod}}{\text{yr}}\right) * \text{PM emission factor}\left(\frac{\text{lb PM}}{\text{1000 lb rod}}\right)$$

VI. EXAMPLE

The actual annual PM emission rate is calculated using the data in Section III and the equation in Section V:

$$\text{Actual annual PM emissions (lb PM/yr)} = 50\ \frac{\text{lb rod}}{\text{yr}} * \frac{21.1\ \text{lb PM}}{1000\ \text{lb rod}} = \boxed{1.06\ \frac{\text{lb PM}}{\text{yr}}}$$

CARPENTRY

Particulate matter is generated by sawing boards and table legs at two buildings at the NAS. Most sawdust is of sufficient size to fall to the floor. Some dust is collected using pickups and a cyclone before exhausting to the atmosphere.

Emissions of particulate matter from carpentry sources at the NAS-Atlanta are estimated as shown in Approach I of Calculation No. 13 (attached). This calculation is based on the amount of sawdust collected from the two sources as follows:

- 485 lb sawdust/yr from Building 30; and
- 1,455 lb sawdust/yr from Building 70.

RADIAN CORPORATION

CALCULATION SHEET

CALC. NO. 13

SIGNATURE_____ DATE_____ CHECKED_____ DATE_____

PROJECT DoD JOB NO._____

SUBJECT Particulate Emissions From Carpentry Sources SHEET 1 OF 2 SHEETS

Emissions from carpentry sources can be estimated in different ways, depending upon the information available. This calculation describes two different approaches, one using information about the amount of sawdust collected for disposal each year and the second using emission rates for cyclones applied to woodworking collection systems.

Approach I

This approach to estimating emissions from carpentry sources can be used when the amount of dust collected (from the floor and cyclone) is known. The amount of dust exhausted is calculated using the overall collection efficiency and the total amount of dust disposed of from the facility. Because the PM generated from carpentry sources is so large, the overall efficiency is assumed to be 99%.

Overall collection efficiency	99%
Production variability factor	2

Building Number	Amount Collected (lb/yr)	Actual Amount Emitted (lb/yr)	Days Operated (per year)	Hours Operated (per day)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
30	485	4.90	250	0.5	0.020	0.039	0.039	9.80	343.32
70	1,455	14.70	52	40	0.283	0.565	0.071	29.39	618.97

$$\text{Actual annual emissions} = \left(\frac{\text{lb sawdust disposed}}{\text{yr}}\right)\left(1 - \text{\% efficiency of dust collection system}\right)$$

$$= \left(485\ \frac{\text{lb}}{\text{yr}}\right)(1 - 0.99)$$

$$= 4.85\ \frac{\text{lb}}{\text{yr}}$$

Maximum annual emissions are calculated using a production variability factor (2) to account for any potential increase in activity.

Daily or hourly emissions are calculated from maximum annual emissions based on number of days or hours per year of activity.

Potential to emit is calculated by multiplying the hourly emission rate by 8,760 hours per year.

Approach II

Emissions can also be estimated using an emission rate listed in AP-42[1] for cyclones in woodworking collection systems and hours of operation:

$$\text{Emissions} = E_R \left(\frac{\text{lb}}{\text{hr}} \right) * \text{Hours of operation}$$

Where E_R is the emission rate suggested for use with cyclones handling waste from all operations other than sanding (2 lb/hr).

For example, the following hours of operation are determined through interviews with site personnel:

Average hours/month:	40
Maximum hours/day:	8
Maximum hours/month:	80

The corresponding maximum daily, actual annual, and maximum annual PM emission rates are calculated as follows:

$$\text{Maximum daily PM emissions} \left(\frac{\text{lb}}{\text{day}}\right) = 2\ \frac{\text{lb}}{\text{hr}} * 8\ \frac{\text{hr}}{\text{day}} = 16\ \frac{\text{lb}}{\text{day}}$$

$$\text{Actual annual PM emissions} \left(\frac{\text{lb}}{\text{yr}}\right) = 2\ \frac{\text{lb}}{\text{hr}} * 40\ \frac{\text{hr}}{\text{month}} * 12\ \frac{\text{months}}{\text{yr}} = 960\ \frac{\text{lb}}{\text{yr}}$$

$$\text{Maximum annual PM emissions} \left(\frac{\text{lb}}{\text{yr}}\right) = 2\ \frac{\text{lb}}{\text{hr}} * 80\ \frac{\text{hr}}{\text{month}} * 12\ \frac{\text{months}}{\text{yr}} = 1{,}920\ \frac{\text{lb}}{\text{yr}}$$

[1] Compilation of Air Pollutant Emission Factors (AP-42), September 1985, p. 10.4-2.

NAS-Atlanta
Particulate emissions from carpentry sources
31-Dec-93

Particulate matter is generated by sawing boards and table legs at two buildings at the NAS. Most sawdust is of sufficient size to fall to the floor. Some dust is collected using pickups and a cyclone before exhausting to the atmosphere. The amount of dust collected (from the floor and cyclone) is known. The amount of dust exhausted is calculated using the overall collection efficiency and the total amount of dust disposed of from the facility. Because the PM generated is so large, the overall efficiency is assumed to be 99%.

Overall collection efficiency	99%
Safety factor	2

Building	Amount Collected (lb/yr)	Amount Emitted (lb/yr)	Days Operated (day/yr)	Hours Operated (hr/day)	Emissions (lb/day)	Emissions max. (lb/day)	Emissions (lb/hr)
30	485	4.90	250	0.5	0.020	0.039	0.039
70	1455	14.70	52	4.0	0.283	0.565	0.071

The amount of wood process during sawing of boards must be estimated to assess compliance with the process weight regulation for PM. This is done by assuming the total amount of dust generated (amount collected and amount emitted) is generated by sawing 4 x 8 x 3/4 plywood sheets with a 1/8" blade. The quantity of dust associated with this cut is scaled to the mass of the sheet of plywood.

Saw blade width (in)	0.125
Length of cut (ft)	4
Depth of cut (in)	0.75
Volume of cut (cu ft)	0.0026
Density of plywood (lb/cu ft)	34.3
Weight of cut (lb)	0.0894
Weight of plywood sheet (lb)	68.64
Weight of plywood per lb of cut (lb/lb)	768

NAS-Atlanta
Particulate emissions from carpentry sources
31-Dec-93

The process weight rate equation for existing manufacturing processes is

E = P**0.67

where E is the emission rate in lb/hr and P is the process rate in ton/hr.

Building	Amount Generated (lb/yr)	Amount Emitted (lb/yr)	Amount Generated (lb/hr)	Process Weight rate (lb/hr)	Allowable Emissions (lb/hr)	Estimated Emissions (lb/hr)
30	489.90	4.90	3.92	3010	5.39	0.039
70	1469.70	14.70	7.07	5427	8.00	0.071

5g. Have any base operations/mission/functions (i.e.: training, R&D, ship movement, aircraft movement, military operations, support functions, vehicle trips per day, etc.) been restricted or delayed due to air quality considerations. Explain the reason for the restriction and the "fix" implemented or planned to correct.

No.

5h. Does your base have Emission Reduction Credits (ERCs) or is it subject to any emission offset requirements? If yes, provide details of the sources affected and conditions of the ERCs and offsets. Is there any potential for getting ERCs?

No.

6. ENVIRONMENTAL COMPLIANCE

6. ENVIRONMENTAL COMPLIANCE

6a. Identify compliance costs, currently known or estimated that are required for permits or other actions required to bring existing practices into compliance with appropriate regulations. Do not include Installation Restoration costs that are covered in Section 7 or recurring costs included in question 6c. For the last two columns provide the combined total for those two FY's.

Program	Survey Com-pleted?	Costs in $K to correct deficiencies					
		FY94	FY95	FY96	FY97	FY98-99	FY00-01
Air	Yes						
Hazardous Waste	Yes		30K				
Safe Drinking Water Act	Yes		10K	50K			
PCBs	Yes						
Other (non-PCB) Toxic Substance Control Act	No						
Lead Based Paint	No						
Radon	Yes						
Clean Water Act	Yes		49K				
Solid Waste	Yes						
Oil Pollution Act	No	40K	50K				
USTs	Yes						
Other							
Total		40K	144K	50K			

Provide a separate list of compliance projects in progress or required, with associated cost and estimated start/completion date.

6b.
Does your base have structures containing asbestos? **Yes.** What % of your base has been surveyed for asbestos? **100%.** Are additional surveys planned? **Yes (External).** What is the estimated cost to remediate asbestos ($K) **1065K.** Are asbestos survey costs based on encapsulation, removal or a combination of both? **Survey conducted was for internal building components only. Survey costs are based on removal of all asbestos containing material.**

6c. Provide detailed cost of recurring operational (environmental) compliance costs, with funding source.

Funding Source	**FY92**	**FY93**	**FY94**	**FY95**	**FY96**	**FY97**	**FY98-99**	**FY00-01**
O&MN								
HA								
PA		90K	55K	10K	50K			
Other O&MN (specify)								
Salary	50K	97K	106K	109K	111K	114K	234K	240K
Permit Fees		0.1K	0.1K	5K	5K	5K	10K	10K
Disposal Fees	22K	24K	25K	25K	25K	23K	42K	40K
Supplies	38K	35K	40K	40K	40K	40K	80K	80K
Training	4K	10K	10K	10K	10K	10K	20K	20K
TOTAL	114K	256.1K	236.1K	199K	241K	192K	386K	390K

6d. Are there any compliance issues/requirements that have impacted operations and/or development plans at your base.

No. Listing of enviromental compliance projects is attached.

7. INSTALLATION RESTORATION

7a.

Does your base have any sites that are contaminated with hazardous substances or petroleum products?	YES/NO
Is your base an NPL site or proposed NPL site?	No

R

6c. Confirm that the costs shown in the table are recurring annual environmental operating costs. (R

The cost shown in Table 6c are recurring annual environmental operating costs.

7b. Provide estimated completion date of (total) IR clean-up.

NAS Atlanta is not currently identified as an IR site. A preliminary assessment was completed on 25 January 1994 by the Naval Facilities Engineering Service Center (NFESC), which recommended further investigation of the NAS Atlanta site. If contamination is found and NAS Atlanta becomes an IR site, it is estimated total clean-up will be completed by the year 2004. (R

ENVIRONMENTAL COMPLIANCE PROJECTS

TITLE	SCHEDULE START/FINISH	COST
CROSS CONNECT/BACKFLOW PREVENTION STUDY	FY92/FY96	60K
DEVELOP OHS SPILL CONTINGENCY PLAN	FY94/FY95	40K
STORMWATER DISCHARGE STUDY & IWTP	FY92/FY94	124K
SOLID WASTE REDUCTION EQUIPMENT	FY95	50K
POLLUTION PREVENTION PLAN	FY95	30K

7b. Provide the following information about your Installation Restoration (IR) program. Project list may be provided in separate table format. Note: List only projects eligible for funding under the Defense Environmental Restoration Account (DERA). Do not include UST compliance projects properly listed in section VI.

Site # or name	Type site [1]	Groundwater Contaminated?	Extends off base?	Drinking Water Source?	Cost to Complete ($M)/Est. Compl. Date	Status[2]/Comments
Fuel Farm Sludge Burial	AST	N/K	N/K	No	N/K	PA

N/K = Not known at this time.

PA = Preliminary Assessment

AST = Above ground storage tank.

[1] Type site: CERCLA, 'RCRA corrective action (CA), UST or other (explain)

[2] Status = PA, SI, RI, RD, RA, long term monitoring, etc.

PA was performed during FY93. PA recommended further site investigation. To date, no contamination has been found.

7c. Have any contamination sites been identified for which there is no recognized/accepted remediation process available? List.

No.

7d.

Is there a groundwater treatment system in place?	YES/NO No
Is there a groundwater treatment system planned?	YES/NO No

State scope and expected length of pump and treat operation.

7e.

Has a RCRA Facilities Assessment been performed for your base?	No

7f. Does your base operate any conforming storage facilities for handling **hazardous materials**? If YES, describe facility, capacity, restrictions, and permit conditions.

No.

7g. Does your base operate any "Conforming Storage" facilities for handling **hazardous waste**? If YES, describe facility, capacity, restrictions, and permit conditions.

No.

7h. Is your base responsible for any non-appropriated fund facilities (exchange, gas station) that require cleanup? If so, describe facility/location and cleanup required/status.

No.

7i.

Do the results of any radiological surveys conducted indicate limitations on future land use? Explain below.	No survey conducted at this time.

Note: No survey currently scheduled.

7j. Have any base operations or development plans been restricted due to Installation Restoration considerations?

No.

7k. List any other hazardous waste treatment or disposal facilities not included in question 7b. above. Include capacity, restrictions and permit conditions.

None.

8. LAND / AIR / WATER USE

See Page 18R

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NAS ATLANTA

7e.

Has a RCRA Facilities Assessment been performed for your base?	YES/NO No

7f. Does your base operate any conforming storage facilities for handling hazardous materials? If YES, describe facility, capacity, restrictions, and permit conditions. STATION OPERATES A CENTRAL DISTRIBUTION LOCKER (CDL) TO STORE/ ISSUE ALL ~~HA~~ NO HAZARDOUS MATERIALS. CNRF OIEI NB

7g. Does your base operate any conforming storage facilities for handling hazardous waste? If YES, describe facility, capacity, restrictions, and permit conditions. STATION OPERATES A LESS THAN 180 TEMPORARY HAZARDOUS WASTE STORAGE FACILITY ~~NO~~ BECAUSE STATE OF GEORGIA EPA HAS CLASSIFIED NAS ATLANTA AS A CONDITIONALLY EXEMPT SMALL QUANTITY GENERATOR. CNRF OIEI NB

7h. Is your base responsible for any non-appropriated fund facilities (exchange, gas station) that require cleanup? If so, describe facility/location and cleanup required/status.

No.

7i.

Do the results of any radiological surveys conducted indicate limitations on future land use? Explain below.	No survey conducted at this time.

Note: No survey currently scheduled.

7j. Have any base operations or development plans been restricted due to Installation Restoration consideration?

No.

7k. List any other hazardous waste treatment or disposal facilities not included in question 7b. above. Include capacity, restrictions and permit conditions.

None.

8a. List the acreage of each real estate component controlled or managed by your base (e.g., Main Base - 1,200 acres, Outlying Field - 200 acres, Remote Range - 1,000 acres, remote antenna site - 5 acres, Off-Base Housing Area - 25 acres).

Parcel Descriptor	Acres	Location
Main Station	139.2	Marietta, Cobb County, Georgia
Windy Hill Site	27.7	Smyrna, Cobb County, Georgia
Lake Allatoona Site	25.7	Acworth, Bartow County, Georgia

8b. Provide the acreage of the land use categories listed in the table below:

LAND USE CATEGORY		ACRES
Total Developed: (administration, operational, housing, recreational, training, etc.)		139.2
Total Undeveloped (areas that are left in their natural state but are under specific environmental development constraints, i.e.: wetlands, endangered species, etc.)		Wetlands: 0
		All Others: 0
Total Undeveloped land considered to be without development constraints, but which may have operational/man caused constraints (i.e.: HERO, HERF, HERP, ESQD, AICUZ, etc.) TOTAL		0
Total Undeveloped land considered to be without development constraints		66.9*
Total Off-base lands held for easements/lease for specific purposes		92.1**
Breakout of undeveloped, restricted areas. Some restricted areas may overlap:	ESQD	0
	HERF	0
	HERP	0
	HERO	0
	AICUZ	0
	Airfield Safety Criteria	0
	Other	0

* Includes 26.0 acres from Air Force Plant No. 6 and Dobbins Air Reserve Base.

** Included in the total developed acreage of 139.2 acres and undeveloped acreage of 66.9 acres. Also includes 27.7 of base acres owned at Windy Hill Site.

8c. How many acres on your base (includes off base sites) are dedicated for training purposes (e.g., vehicular, earth moving, mobilization)? This does not include buildings or interior small arms ranges used for training purposes.

0 Acres.

8d. What is the date of your last AICUZ update? 08/31/92 . Are any waivers of airfield safety criteria in effect on your base? Yes Summarize the conditions of the waivers below.

Waiver No.	Description
A-6	To permit the continued existence of Deflorez Road, paving along the road, and fill on which the road and paving rest within 100 feet of the edge of an aircraft parking apron adjacent to the GSE Facility, the applicable requirements of NAVFAC P-80 are waived provided no aircraft is permitted on the apron any part of which can extend more than 40 feet beyond the apron edge when all parts of its landing gear are on the apron.

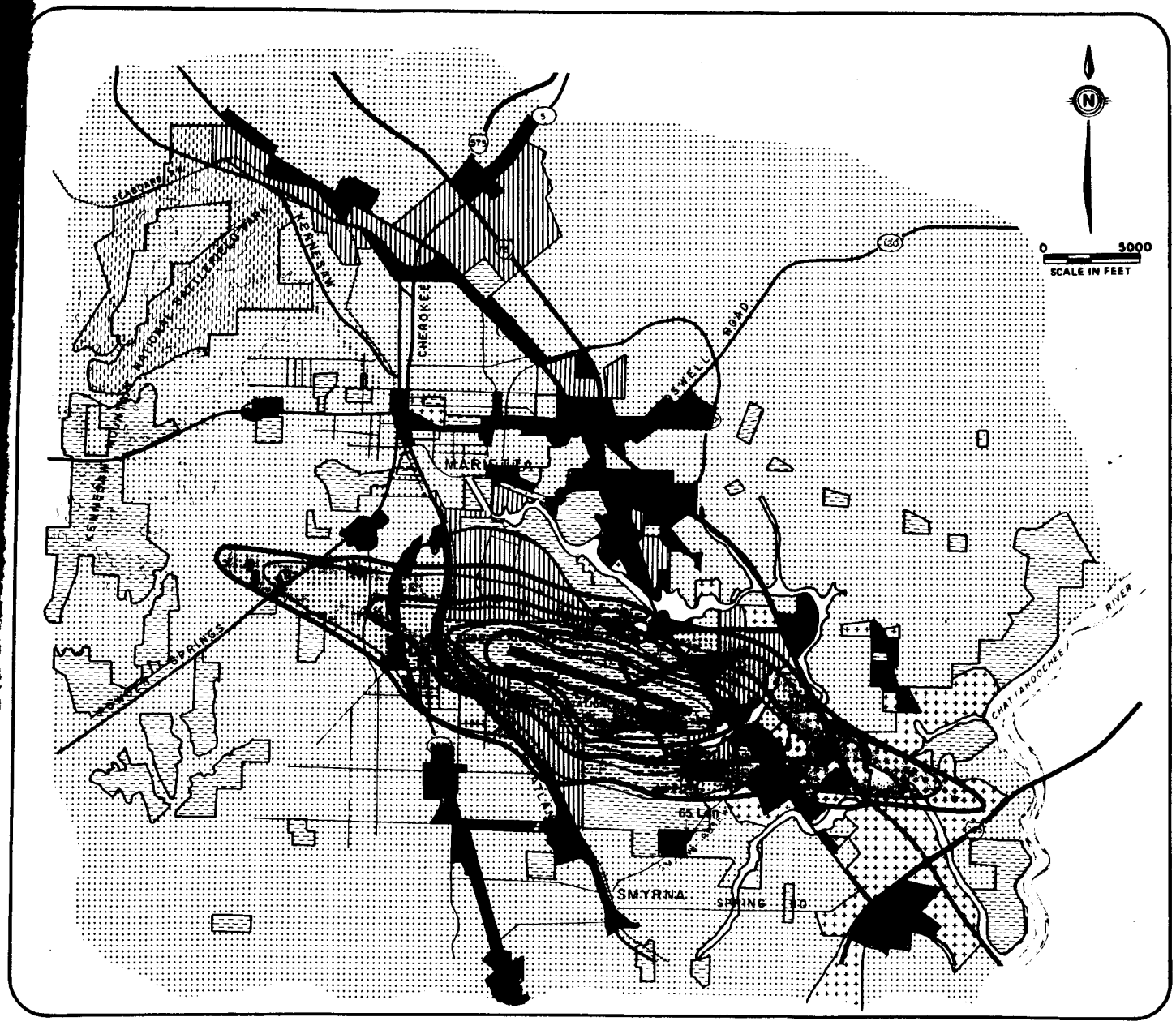
Waiver No.	Description
A-5(T)	To permit the temporary location of a mobile facility within 23 feet of the edge of the parking apron and between 25 and 75 feet north northwest of Hangar 5, the applicable requirements of NAVFAC P-80 are waived until 1 June 1994 provided that portion of the parking apron that either is within 50 feet of the north-northwest side of the facility, lies closer to the facility than the most eastward tangent to both the 50 foot arc centered at the north corner of the facility and the 36 foot arc centered at the east corner of the facility, or lies between the facility and the hangar are excluded from the parking apron and are marked in accordance with paragraph 9 of work package 006 01 of NAVAIR 51-50AAA-2. Extension has been requested.

Waiver No.	Description
A-4	To permit parking AH-1W helicopters with a spacing of 71 feet instead of the required 72 feet, the applicable requirements of NAVFAC P-80 are waived.

Waiver No.	Description
A-3	To permit the following violations to remain: a. Line shacks no. 14 and 15 located 50 ft. east of Hangar 1's aircraft parking apron and 387 ft. (scaled) to 515 ft. (scaled) north of the southeast corner of the parking apron. b. Line shack no. 13 located on west edge of Hangar 1's aircraft parking apron and 25 ft. (scaled) south of Hangar 1's southeast corner. c. Aero Club Hangar to be located 29.5 ft. south of Hangar 1's aircraft parking apron and 300 ft. (scaled) to 372 ft. (scaled) west of the southeast corner of the parking apron. The outer limit of the Aero Club's aircraft parking will be minimum of 92 ft. from the closest parked aircraft.

8e. List the off-base land use *types* (e.g., residential, industrial, agricultural) and *acreage* within Noise Zones 2 & 3 generated by your flight operations and whether it is compatible/incompatible with AICUZ guidelines on land use.

Acreage/Location/ID	Zones 2 or 3	Land Use	Compatible/ Incompatible
0 Acres	3	Single Family Home	N/A*
0 Acres	3	Multi Family Home	N/A*
78 Acres	3	Commercial Industrial	Compatible**
553 Acres	2	Single Family Home	Compatible***
129 Acres	2	Multi Family Home	Compatible****
1367 Acres	2	Commercial Industrial	Compatible



- ZONE 2

- ZONE 3

LAND-USE LEGEND

- RESIDENTIAL
- COMMERCIAL
- OFFICE
- INDUSTRIAL
- INSTITUTIONAL

LAND USE SOURCE:
COBB COUNTY PLANNING DEPARTMENT

- EXISTING NOISE CONTOUR
- PROPOSED NOISE CONTOUR

FIGURE 3-1

PROPOSED AIRCRAFT NOISE LEVEL IN VICINITY OF DOBBINS AFB

TRANSITION FROM A-7 AIRCRAFT TO A-6 AIRCRAFT
NAVAL AIR STATION, ATLANTA
MARIETTA, GEORGIA

DEPARTMENT OF THE NAVY SOUTHERN DIVISION
NAVAL FACILITIES ENGINEERING COMMAND

* There are no single family or multi-family homes in Zone 3.

** Sound attenuation recommended in some buildings.

*** 22% of home acreage is located in 70-75 Ldn. Sound attenuation recommended.

**** 5% of home acreage is located in 70-75 Ldn. Sound attenuation recommended.

Note: Land use map attached. all of above acreages are in Marietta/Smyrna/Cobb County, Georgia.

8f. List the navigational channels and berthing areas controlled by your base which require maintenance dredging? Include the frequency, volume, current project depth, and costs of the maintenance requirement.

Navigational Channels/ Berthing Areas	**Location / Description**	**Maintenance Dredging Requirement**			
		Frequency	Volume (MCY)	Current Project Depth (FT)	Cost ($M)
N/A					

8g. Summarize planned projects through FY 1997 requiring **new channel or berthing area** dredged depths, include location, volume and depth.

N/A

8h.

Are there available **designated dredge disposal areas** for maintenance dredging material? List location, remaining capacity, and future limitations.	N/A
Are there available **designated dredge disposal areas** for new dredge material? List location, remaining capacity, and future limitations.	N/A
Are the dredged materials considered contaminated? List known contaminants.	N/A

8i. List any requirements or constraints resulting from consistency with **State Coastal Zone Management Plans.**

N/A

8j. Describe any **non-point source pollution problems affecting water quality** ,e.g.: coastal erosion.

N/A

8k.

If the base has a cooperative agreement with the US Fish and Wildlife Service and/or the State Fish and Game Department for conducting a hunting and fishing program, does the agreement or these resources constrain either current or future operations or activities? Explain the nature and extent of restrictions.	YES/NO N/A

8l. List any other areas on your base which are indicated as protected or preserved habitat other than threatened/endangered species that have been listed in Section 1. List the species, whether or not treated, and the acres protected/preserved.

N/A

9. WRAPUP

9a. Are there **existing or potential environmental showstoppers** that have affected or will affect the accomplishment of the installation mission that have not been covered in the previous 8 questions?

No.

9b. Are there any **other environmental permits** required for base operations, include any relating to industrial operations.

No.

9c. Describe any **other environmental or encroachment restrictions** on base property not covered in the previous 8 sections.

None.

9d. List **any future/proposed laws/regulations or any proposed laws/regulations** which will constrain base operations or development plans in any way. Explain.

None known at this time.

BRAC-95 CERTIFICATION

Reference: SECNAV NOTE 11000 dtd 8 Dec 93

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

CAPT E. H. FRAZIER, JR., USNR
NAME (Please type of print)

E H Frazier Jr
Signature

COMMANDING OFFICER
Title

5/20/94
Date

NAVAL AIR STATION ATLANTA
Activity

NAS Atlanta

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. D. OLSON II, RADM, USNR
NAME (Please type or print

Signature

Commander, Naval Air Reserve Force
Title

6 JUN 94
Date

COMNAVAIRESFOR New Orleans, LA
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type of print

Signature

Title

Date

Activity

I certify that the information herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

T. F. HALL, RADM, USN
NAME (Please type or print

TF Hall
Signature

Commander, Naval Reserve Force
Title

6/8/94
Date

COMNAVRESFOR Washington D. C.
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

P. N. DRENNON
NAME (Please type of print

Signature

ACTING
Title

6/24/94
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. D. OLSON II, RADM, USNR
Name (Please type or print)

Signature

COMMANDER, NAVAL AIR RESERVE FORCE
Title

10/26/94
Date

COMNAVAIRESFOR NEW ORLEANS, LA
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

Name (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT/CNO LEVEL

T. F. HALL, RADM, USN
Name (Please type or print)

Signature

COMMANDER, NAVAL RESERVE FORCE
Title

11/2/94
Date

DIRECTOR OF THE NAVAL RESERVE (CNO N095)
Activity

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

CAPT E. H. FRAZIER, JR., USNR
NAME (Please type or print)

E H Frazier Jr
Signature

COMMANDING OFFICER
Title

Date 10/18/94

NAVAL AIR STATION ATLANTA
Activity