DCN 1605

# BRAC 95 Undergraduate Pilot Training Joint Cross-Service Group

## Book 11

REESE AFB

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE

11 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: HQ USAF/RT

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the UPT supplemental data calls dated 27 Sep, 30 Sep and 7 Oct 1994 (Atch 1). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan. There are no other supplemental data calls pending. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAY D. BLUME, Jr., Maj Gen, USAF
Special Assistant to the CSAF for
Realignment and Transition

Attachments:
1. Supplemental Data Calls 27 Sep 94, 30 Sep 94, 7 Oct 94
2. AETC Response to Data Calls

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

09 OCT 19[illegible]

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: 28 Sep 94 Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 28 Sep 94 Joint Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

PETER H. FOX
Colonel, USAF
Deputy Director, Plans & Operations

Attachment:
Installation Worksheets

**Clarification to Joint Military Value and Capacity Analysis Data Calls**

27 ~~Aug~~ SEP 94

Please clarify the following question:

(AETC/CNATRA) Capacity Analysis, Mission Requirements, Para E, Question 2. Please fill out the following chart with regard to training airframes:

| AIRCRAFT | UTILIZATION RATE (SORTIES/MONTH) | PAA FOR THE COMMAND | TOTAL AIRCRAFT IN THE COMMAND INVENTORY |
|---|---|---|---|
| T-34 (FY 94) | | | |
| T-34 (FY 01) | | | |
| T-37 (FY 94) | | | |
| T-37 (FY 01) | | | |
| JPATS (TOTAL BUY)(AF) | | | |
| T-1 (FY 94) | | | |
| T-1 (FY 01) | | | |
| T-38 (FY 94) | | | |
| T-38 (FY 01) | | | |
| AT-38 (FY 94) | | | |
| AT-38 (FY 01) | | | |
| T-3 (FY 94) | | | |
| T-3 (FY 01) | | | |
| T-2 (FY 94) | | | |
| T-2 (FY 01) | | | |
| TA-4 (FY 94) | | | |
| TA-4 (FY 01) | | | |
| T-44 (FY 94) | | | |
| T-44 (FY 01) | | | |
| T-45 (FY 94) | | | |
| T-45 (FY 01) (TOTAL BUY) | | | |
| T-43 (FY 94) | | | |
| T-43 (FY 01) | | | |

# CAPACITY ANALYSIS
# MAJCOM WORKSHEET
# AIR EDUCATION AND TRAINING COMMAND

PURPOSE: To document the answer to Mission Requirements question number (E.2-dc)

SOURCE: Air Force XOOT Program Guidance Letter, 8 Aug 94; FTRAP Model; Maj Doby, HQ AETC/XORA, 487-4073; Mr. Hamilton, HQ AETC/LGMMD, 487-3088; Maj Groebe, HQ AETC/XOTI, 487-6341;

METHOD: Extract data from above sources.
Professional knowledge/judgment

CONCLUSION:

| AIRCRAFT | UTILIZATION RATE (SORTIES/MONTH) | PAA FOR THE COMMAND | *TOTAL AIRCRAFT IN THE COMMAND INVENTORY |
|---|---|---|---|
| T-37 (FY 94) | 36 | 242 | 286 |
| T-37 (FY 01) | 36 | 310 | 344 |
| JPATS (FY 94) | 41 | 0 | 0 |
| JPATS (FY 01) | 41 | 30 | 30 |
| T-1 (FY 94) | 25 | 38 | 82 |
| T-1 (FY 01) | 25 | 151 | 180 |
| T-38 (FY 94) | 26 | 312 | 395 |
| T-38 (FY 01) | 26 | 264 | 316 |
| AT-38 (FY 94) | 26 | 38 | 45 |
| AT-38 (FY 01) | 26 | 45 | 56 |
| T-3 (FY 94) | 36 | 17 | 17 |
| T-3 (FY 01) | 36 | 98 | 113 |
| T-43 (FY 94) | 9.9 | 9 | 10 |
| T-43 (FY 01) | 12.1 | 9 | 10 |

* Total aircraft reflects total aircraft authorized (PAA, BAI, and attrition reserve). Total aircraft in inventory may exceed this number.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 7 Oct 94

Signature

Kevin S. C. Darnell, Maj, HQ AETC/XOTR, 487-6236

Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

22 SEP 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: SAF/MII

SUBJECT: Air Force Data Input to the Joint Cross-Service Group on UPT

Attached is validated Air Force data submitted to answer your supplemental data call of 25 Aug 94 for all UPT bases. The data has been certified in accordance with the Air Force Internal Control Plan. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

Attachments:
1. Selected Question List, 25 Aug 94
2. Air Force Joint UPT Supplemental Data

# CAPACITY ANALYSIS
# INSTALLATION WORKSHEET
# Reese AFB TX

PURPOSE: To document the answer to Mission Requirements question number (C.1-dc)

SOURCE: P-V4A-A (TRIM)(T-38), Specialized Undergraduate Pilot Training (T-38) Bomber Fighter, Jan 93;
P-V4A-G, Specialized Undergraduate Pilot Training (T-1A), Feb 94;
P-V4A-J (TRIM)(T-37), Specialized Undergraduate Pilot Training (T-37) Preflight and Primary, May 94.

METHOD: Extracted data from above sources.

CONCLUSION: Only SUPT numbers are provided since Reese does not conduct navigator training.

| Syllabus | Type of Facility | # of Hours |
|---|---|---|
| SUPT Primary | Classrooms | 213 |
| | Simulators | 27.3 |
| SUPT Bomber/Fighter | Classrooms | 156.3 |
| | Simulators | 28.6 |
| SUPT Airlift/Tanker | Classrooms | 185.5 |
| | Simulators | 42.2 |

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Timothy D. Ayres Date 30 Aug 94
Signature

Timothy D. Ayres, Major, HQ AETC/XOPU, 487-3390

# CAPACITY ANALYSIS
# INSTALLATION WORKSHEET
# Reese AFB TX

PURPOSE: To document the answer to Facilities question number (B.1)

SOURCE: AETCR 60-5, Attachment 7, Dated 1 July 1993.

METHOD: Extract Data from Regulation.

CONCLUSION:

**TRAINING AREA SIZE CRITERIA**

Minimum Area Size Requirements (Square Nautical Miles x Altitude) (Note 1):

T-37: Contact Area - Below 15,000 feet - 100 square miles x 5,000 feet
Above 15,000 feet - 100 square miles x 6,000 feet

Instrument Area (Note 2) - 200 square miles x 1,500 feet

Formation (Note 3) - 200 square miles x 3,000 feet

T-38: Contact Area - 200 square miles x 12,000 feet

Instrument Area (Note 2) - Below FL240 - 400 square miles x 4,000 feet
Above FL240 - 800 square miles x 4,000 feet

Formation Area (Note 3) - Below FL240 - 400 square miles x 4,000 feet
Above FL240 - 800 square miles x 4,000 feet

T-1: All Areas - Below FL240 - 400 square miles x 4,000 feet
Above FL240 - 800 square miles x 4,000 feet

T-41: All Areas - 12 square miles x 2,500 feet

T-3: All Areas - 36 square miles x 2,500 feet

NOTES:
1. If high areas are located over low areas, establish a vertical buffer of 1,000 feet (or as assigned by the controlling agency) between high and low areas.
2. Unusual attitudes, steep turns, and confidence maneuvers may be performed in a contact area.
3. Trail, fighting wing, fluid maneuvering, and formation wing work may be performed in a contact area.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Terry D. Striha Date 29 Aug 94
Signature
TERRY D. STRIHA, Capt, OSS/DOO, 838-3108
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl L. Claus Date 30 AUG 94
Signature
CARL L. CLAUS, CAPT, AETC/XOSA, 487-6162
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Reese AFB, TX

PURPOSE: To document the answer to Manpower Implications question number 1b.A and 1c.A.

SOURCE: DD Form 2085, 30 Sep 93, and ATC Form 515, 30 Sep 93.

METHOD: Determine the number of adequate, substandard, and inadequate quarters for both permanent party and PCS students. Determine the number of officer and enlisted gross (available), diverted, and net (accountable) spaces from lines 11, 12, and 13 from DD Form 2085; and lines 3, 5, 6, 8 and 10, A, J, K, and L from ATC Form 515. Enter the "net" spaces in the appropriate column. The number of quarters designated for students are included in the "total" column. Enter the number of gross and diverted spaces in the appropriate spaces. If no substandard or inadequate quarters, then leave blank. Briefly explain usage of the diverted spaces.

CONCLUSION:

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters designated for students |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| BOQ's | 134 | 80 | 54 | 0 | 0 | 54 | 40 |
| BEQ's | 434 | 10 | 424 | 0 | 0 | 424 | 0 |

Explanation of diverted spaces:

80 BOQ units renovation as of 30 Sep 93 - Returned to service July 94.

10 BEQs used as storage units.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 30 Aug 94

RONALD CRAIN, GS-10, 64 CES/CEH, 838-3603
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 30 Aug 94

W/B Hogan, GS-12, HQ AETC/CEPH, DSN 487-3113

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

09 OCT 19[illegible]

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: 28 Sep 94 Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 28 Sep 94 Joint Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

PETER H. FOX
Colonel, USAF
Deputy Director, Plans & Operations

Attachment:
Installation Worksheets

# CAPACITY ANALYSIS
# MAJCOM WORKSHEET
# AIR EDUCATION AND TRAINING COMMAND

PURPOSE: To document the answer to Mission Requirements question number (E.2-dc)

SOURCE: Air Force XOOT Program Guidance Letter, 8 Aug 94; FTRAP Model; Maj Doby, HQ AETC/XORA, 487-4073; Mr. Hamilton, HQ AETC/LGMMD, 487-3088; Maj Groebe, HQ AETC/XOTI, 487-6341;

METHOD: Extract data from above sources.
Professional knowledge/judgment

CONCLUSION:

| AIRCRAFT | UTILIZATION RATE (SORTIES/MONTH) | PAA FOR THE COMMAND | *TOTAL AIRCRAFT IN THE COMMAND INVENTORY |
|---|---|---|---|
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| JPATS (FY 01) | 41 | 30 | 30 |
| T-1 (FY 94) | 25 | 38 | 82 |
| T-1 (FY 01) | 25 | 151 | 180 |
| T-38 (FY 94) | 26 | 312 | 395 |
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| AT-38 (FY 94) | 26 | 38 | 45 |
| AT-38 (FY 01) | 26 | 45 | 56 |
| T-3 (FY 94) | 36 | 17 | 17 |
| T-3 (FY 01) | 36 | 98 | 113 |
| T-43 (FY 94) | 9.9 | 9 | 10 |
| T-43 (FY 01) | 12.1 | 9 | 10 |

* Total aircraft reflects total aircraft authorized (PAA, BAI, and attrition reserve). Total aircraft in inventory may exceed this number.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 7 Oct 94
Signature
Kevin S. C. Darnell, Maj, HQ AETC/XOTR, 487-6236
Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

AUG 0 2 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

SUBJECT: Air Force Data Input to the Joint Cross-Service Group on UPT

Attached is the validated Air Force submission to the JCSG for UPT. The data has been collected and certified in accordance with the Air Force Internal Control Plan. Questions can be referred to Lt Col Mark E. Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

6 Atchs
Columbus AFB Joint Data Call
Laughlin AFB Joint Data Call
Randolph AFB Joint Data Call
Reese AFB Joint Data Call
Sheppard AFB Joint Data Call
Vance AFB Joint Data Call

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE

11 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: HQ USAF/RT

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the UPT supplemental data calls dated 27 Sep, 30 Sep and 7 Oct 1994 (Atch 1). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan. There are no other supplemental data calls pending. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAY D. BLUME, Jr., Maj Gen, USAF
Special Assistant to the CSAF for
Realignment and Transition

Attachments:
1. Supplemental Data Calls 27 Sep 94, 30 Sep 94, 7 Oct 94
2. AETC Response to Data Calls

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Reese AFB TX

PURPOSE: To document the answer to Facilities question number (D.2-dc)

SOURCE: Real Property Records dated 28 Feb 94
AFR 86-2 dated Mar 73; knowledge of local aircraft parking ramp configurations
Mr. Brannon, HQ AETC/LGXP, 487-3428

METHOD: Extract data from above sources.
Professional knowledge/judgment

CONCLUSION:

| Aircraft Type | Total Parking Area | Square Yards Required/Aircraft | Total Number of Aircraft |
|---|---|---|---|
| T-37 | 383,120 SY | 800 | 478 |
| T-38 | 383,120 SY | 700 | 547 |
| T-1 | 383,120 SY | 1,500 | 255 |

NOTES:

1. Total apron space is 383,120 SY. Total usable parking area under current operations is 208,689 SY.

a. Total unusable parking area under current operations is 174,431 SY due to aircraft taxiways, vehicle roadways adjacent to ramp, on-ramp hangars, flight shacks, support equipment parking, hangar enter/exit ramp area and aircraft wash racks.

b. Total usable parking area under current operations is =
383,120 - 174,431 = 208,689 SY

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Thad L. Brannon Date 6 Oct 94
Signature
Thad L. Brannon, Jr., GM-14,HQ AETC/LGXP, 487-3428
Typed Name, Rank, Office Symbol, DSN Number

ATTCH 1

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Reese AFB, TX

PURPOSE: To document the answer to Facilities question number (A.10-DC)

SOURCE: See base worksheet.

METHOD: See base worksheet.

CONCLUSION: The following corrections are made to the base answers:

Reese 3: area should be 2690 sq nm
Roby: area should be 1330 sq nm
Westover 2: area should be 1980 sq nm, ATCAA of same area goes from FL180 to FL230.

NOTE: Since ATCAA is not charted, bases can only report ATCAA they actually use or that impact their operations. ATCAA is established by Letter of Agreement between the originating base and the controlling ARTCC.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl L. Claus Date: 7 Oct 94

Carl L. Claus, Capt, AETC/XOSA, 487-6162

INSTALLATION WORKSHEET
Reese AFB TX

PURPOSE: To document the answer to Facilities question number (A.10) per fax of 7 Oct 94 from HQ AETC/XOPU.

SOURCE: FLIP, Annual Utilization Reports, Sectional Aeronautical Charts, ONC/TPC Charts, Airspace Scheduling Agency, and Base Airspace Manager. When completing this worksheet, include the name, rank, DSN number, and office symbol of any person providing answers.

METHOD: Extract data from above sources and solicit inputs from appropriate wing agencies.

CONCLUSION:

| NAME | TYPE | AREA (sq nm) | ALTITUDE (in thousands) | DISTANCE TO AREA |
|---|---|---|---|---|
| Reese 1 | MOA/ATCAA | 1224 | 12 - 26 | 30 |
| Reese 2 | MOA/ATCAA | 1050 | 10 - 23 | 20 |
| Reese 3 | MOA/ATCAA | 1295 | 12 - 26 | 50 |
| Reese 4 | MOA/ATCAA | 900 | 10 - 23 | 20 |
| Reese 5 | MOA/ATCAA | 1500 | 12 - 26 | 40 |
| High A | ATCAA | 1340 | 28 - 39 | 15 |
| High B | ATCAA | 893 | 28 - 39 | 49 |
| High C | ATCAA | 1133 | 28 - 39 | 49 |
| High D | ATCAA | 908 | 28 - 39 | 15 |
| High E | ATCAA | 1023 | 28 - 39 | 15 |
| Torch | ATCAA | 405 | 28 - 39 | 25 |
| Roby | MOA | 1750 | 12 - 18 | 75 |
| Westover 2 | MOA | 5000 | 10 - 18 | 90 |
| A637 | Alert Area | 1250 | SFC - 6 | 0 |

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 7 OCT 94

Signature

ERIC D. CAIN, Capt, 64 OSS/DOOA, 838-3109

Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date _____

Signature

Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

22 SEP 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: SAF/MII

SUBJECT: Air Force Data Input to the Joint Cross-Service Group on UPT

Attached is validated Air Force data submitted to answer your supplemental data call of 25 Aug 94 for all UPT bases. The data has been certified in accordance with the Air Force Internal Control Plan. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

Attachments:
1. Selected Question List, 25 AUG 94
2. Air Force Joint UPT Supplemental Data

# CAPACITY ANALYSIS
# INSTALLATION WORKSHEET
# Reese AFB TX

PURPOSE: To document the answer to Mission Requirements question number (C.1-dc)

SOURCE: P-V4A-A (TRIM)(T-38), Specialized Undergraduate Pilot Training (T-38) Bomber Fighter, Jan 93;
P-V4A-G, Specialized Undergraduate Pilot Training (T-1A), Feb 94;
P-V4A-J (TRIM)(T-37), Specialized Undergraduate Pilot Training (T-37) Preflight and Primary, May 94.

METHOD: Extracted data from above sources.

CONCLUSION: Only SUPT numbers are provided since Reese does not conduct navigator training.

| Syllabus | Type of Facility | # of Hours |
|---|---|---|
| SUPT Primary | Classrooms | 213 |
| | Simulators | 27.3 |
| SUPT Bomber/Fighter | Classrooms | 156.3 |
| | Simulators | 28.6 |
| SUPT Airlift/Tanker | Classrooms | 185.5 |
| | Simulators | 42.2 |

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Timothy D. Ayres Date 30 Aug 94
Signature

Timothy D. Ayres, Major, HQ AETC/XOPU, 487-3390

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Reese AFB TX

PURPOSE: To document the answer to Facilities question number (B.1)

SOURCE: AETCR 60-5, Attachment 7, Dated 1 July 1993.

METHOD: Extract Data from Regulation.

CONCLUSION:

**TRAINING AREA SIZE CRITERIA**

Minimum Area Size Requirements (Square Nautical Miles x Altitude) (Note 1):

T-37: Contact Area - Below 15,000 feet - 100 square miles x 5,000 feet
Above 15,000 feet - 100 square miles x 6,000 feet

Instrument Area (Note 2) - 200 square miles x 1,500 feet

Formation (Note 3) - 200 square miles x 3,000 feet

T-38: Contact Area - 200 square miles x 12,000 feet

Instrument Area (Note 2) - Below FL240 - 400 square miles x 4,000 feet
Above FL240 - 800 square miles x 4,000 feet

Formation Area (Note 3) - Below FL240 - 400 square miles x 4,000 feet
Above FL240 - 800 square miles x 4,000 feet

T-1: All Areas - Below FL240 - 400 square miles x 4,000 feet
Above FL240 - 800 square miles x 4,000 feet

T-41: All Areas - 12 square miles x 2,500 feet

T-3: All Areas - 36 square miles x 2,500 feet

NOTES:
1. If high areas are located over low areas, establish a vertical buffer of 1,000 feet (or as assigned by the controlling agency) between high and low areas.
2. Unusual attitudes, steep turns, and confidence maneuvers may be performed in a contact area.
3. Trail, fighting wing, fluid maneuvering, and formation wing work may be performed in a contact area.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Terry D. Striha Date 29 Aug 94
Signature
TERRY D. STRIHA, Capt, OSS/DOO, 838-3108
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl L. Claus Date 30 AUG 94
Signature
CARL L. CLAUS, CAPT, AETC/XOSA, 487-6162
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Reese AFB, TX

PURPOSE: To document the answer to Manpower Implications question number 1b.A and 1c.A.

SOURCE: DD Form 2085, 30 Sep 93, and ATC Form 515, 30 Sep 93.

METHOD: Determine the number of adequate, substandard, and inadequate quarters for both permanent party and PCS students. Determine the number of officer and enlisted gross (available), diverted, and net (accountable) spaces from lines 11, 12, and 13 from DD Form 2085; and lines 3, 5, 6, 8 and 10, A, J, K, and L from ATC Form 515. Enter the "net" spaces in the appropriate column. The number of quarters designated for students are included in the "total" column. Enter the number of gross and diverted spaces in the appropriate spaces. If no substandard or inadequate quarters, then leave blank. Briefly explain usage of the diverted spaces.

CONCLUSION:

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters designated for students |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| BOQ's | 134 | 80 | 54 | 0 | 0 | 54 | 40 |
| BEQ's | 434 | 10 | 424 | 0 | 0 | 424 | 0 |

Explanation of diverted spaces:

80 BOQ units renovation as of 30 Sep 93 - Returned to service July 94.

10 BEQs used as storage units.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 30 Aug 94

RONALD CRAIN, GS-10, 64 CES/CEH, 838-3603
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 30 Aug 94

W/B Hogan, GS-12, HQ AETC/CEPH, DSN 487-3113

AUG 30 '94 08:25AM HQ AETC

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

29 August 1994

MEMORANDUM FOR XOOR

FROM: AF/XOOT

SUBJECT: Validation/Certification of Joint Cross Service Questionnaire Data

The attached table provides the information requested in question 4 of the "Clarification to Joint Military Value and Capacity Analysis Data Calls" FAX we received from the Joint UPT Cross-service Study Team.

This memorandum is to certify the attached data is accurate and complete to the best of our knowledge and belief. The AF/XOOT POC, Lt Col Jeff Schantz, is available at 5-0651 to answer questions concerning this particular review.

Stephen R. Martin

STEPHEN R. MARTIN, Colonel, USAF
Chief, Training Division
Directorate of Operations, DCS P&O
X7-1773

Attachments:
1. FY 01 Undergraduate Pilot/Navigator Production Requirements

## FY 01 Undergraduate Pilot/Navigator Production Requirements

The information below responds to the following question contained in the Joint UPT Cross-service Study Team memo, Clarification to Joint Military Value and Capacity Analysis Data Calls, 25 Aug 94:

4. (HQ USAF/XOOT) Capacity Analysis, Mission Requirements, Para A, Question 1. Please provide the USAF FY 01 undergraduate pilot/navigator production requirements. Use the following table as a guide:

| Type of Training | Total Projected Requirement (Active Duty USAF Requirement) | |
|---|---|---|
| Primary Pilot | 1144 | (952) |
| Advanced Airlift/Tanker Pilot | 752 | (656) |
| Advanced Bomber/Fighter Pilot | 336 | (246) |
| ALP | 15 | international only |
| ATP | 33 | international only |
| ENJJPT Primary | 250 | (98) |
| ENJJPT Advanced | 250 | (98) |
| Core Navigator | 361 | (300) |
| Panel Navigator | 222 | (170) |
| Interservice UNT | 144 | non-USAF only |

Primary = 1144 + 250 + 15 = 1409

Airlift/Tanker : 752

Bomber/Ftr : 336 + 15 + 250 = 601

USAF Pr NAV : 361

USAF WSO 361 - 222 = 139

USAF Panel : 222

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

31 AUG 1994

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: Supplemental Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 25 Aug 94 Supplemental Joint Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

PETER H. FOX
Colonel, USAF
Acting Director, Plans and Operations

Attachment:
Installation Worksheets

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

09 AUG 1994

MEMORANDUM FOR HQ AETC/XOPU

FROM: HQ USAF/RTR

SUBJECT: Joint Cross Service Group Questions

1. The Joint Cross Service Working Group for Undergraduate Pilot Training unconvered several issues that require MAJCOM clarification. A set of the questions pertaining to USAF YPT bases was provided to HQ AETC by Lt Col Jerry Free 5 Aug 94 (atch 1). The answers to these questions must be documented IAW the Air Force Internal Control Plan, i.e., worksheets must accompany the answers to HQ USAF/RTR (formerly AF/XOOR).

2. Please put your best effort against this request. This information is due to HQ USAF/RTR NLT 11 Aug 94. Faxed response is appropriate for the timely delivery of this information, however, a hard copy should be sent to follow up the data transfer. POC is Lt Col Bruggemeyer, AF/RTR, DSN 225-4578. Fax DSN 223-9707.

for John F. Plummer

WAYNE MAYFIELD, Col, USAF
Chief, Base Realignment Division

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
REESE AFB TX

PURPOSE: To document the answer to Features and Capabilities question number A.1-dc.

SOURCE: Real Property Record (28 Feb 94), DD Form 2085R as of 31 Mar 94 and evaluation the Housing Manager.

METHOD: Extract Data from above sources.

CONCLUSION: All BOQ/BEQ quarters meet the AFI 32-6005 Chapter 2 standards for adequate/permanent. Total rooms = 357.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 10 Aug 94
Signature
Mr Ronald Crain, GS-10, 64 CES/CEH, 838-3603
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 11 Aug 94
Signature
ALGIE H. ENNIS, GS-12, AETC/CEPH, 487-2559
Typed Name, Rank, Office Symbol, DSN Number

# CLOSE HOLD

## JOINT CROSS-SERVICE

## CATEGORY:

## UNDERGRADUATE PILOT TRAINING

## CAPACITY ANALYSIS:
## DATA CALL WORK SHEETS

REESE AFB
~~6 June 1994~~
25 JULY 1994

The information contained herein is sensitive. Deputy SECDEF guidance restricts the release of data or analysis pertaining to evaluation of military bases for closure or realignment until the SECDEF forwards recommendations to the Base Closure Commission. All individuals handling this information should take steps to protect the material herein from disclosure.

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

# CLOSE HOLD

## Data For Capacity Analysis

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PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

| Title | Location |
|---|---|
| COLUMBUS | COLUMBUS MS |
| CORPUS CHRISTI | CORPUS CHRISTI TX |
| FT RUCKER | FT RUCKER AL |
| KINGSVILLE | KINGSVILLE TX |
| LAUGHLIN | DEL RIO TX |
| MERIDIAN | MERIDIAN MS |
| PENSACOLA | PENSACOLA FL |
| RANDOLPH * | UNIVERSAL CITY TX |
| REESE | LUBBOCK TX |
| SHEPPARD | WITCHITA FALLS TX |
| VANCE | ENID OK |
| WHITING FIELD | MILTON FL |

* Includes Enhanced Flight Screening sites at Hondo TX and Air Force Academy CO

Undergraduate Flight Training (UFT) Throughput/Graduates

Using the Base Force Structure as outlined in the JCS memo dated 7 February 1994, re: 1995 Base Realignments and Closures Force Structure Plan, and projected retention rates, give the projected yearly Pilot Training Rate (PTR)/Program Guidance Letter (PGL) requirements by installation for each of the next seven years.

See change in prior (8 Aug)

Airfield: REESE AFB

| Type of Pilot Training by Syllabus (EXAMPLES) | | Output Requirements , Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor(%)/ADSL) By Fiscal Year | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
| SUPT | USAF | 77/20/15 | 82/20/107 | 93/20/113 | 138/20/188 | 144/20/197 | 176/20/240 | 201/20/275 | 213/20/293 |
| | ANG | 36/20/42 | 37/20/45 | 29/20/34 | 29/20/34 | 29/20/34 | 29/20/34 | 29/20/34 | 29/20/34 |
| | RES | 14/20/14 | 7/20/8 | 11/20/13 | 10/20/11 | 11/20/12 | 10/20/11 | 11/20/12 | 10/20/11 |
| | FMS | 15/20/15 | 13/20/15 | 10/20/12 | 10/20/11 | 10/20/11 | 10/20/11 | 10/20/11 | 10/20/11 |
| | USN | N/A for 94 | 2/20/2 | 16/20/19 | 25/20/28 | 25/20/28 | 25/20/28 | 25/20/28 | 25/20/28 |
| BANKED REQUAL | USAF | 148/0/16 | 81/0/8 | N/A | N/A | N/A | N/A | N/A | N/A |
| ALP | FMS | 4/0/4 | 4/0/4 | 4/0/4 | 4/0/4 | 4/0/4 | 4/0/4 | 4/0/4 | 4/0/4 |

287 ind

ASOL 577

2. Using the Base Force Structure as outlined in the JCS memo dated 7 February 1994, re: 1995 Base Realignments and Closures Force Structure Plan and projected retention rates, give the projected yearly NFO Training Rate (NFOTR)/Program Guidance Letter (PGL) Navigator Training requirements by installation for each of the next seven years. Provide any additional sources of NFO/Nav trainees.

ANSWER: Reese AFB does not conduct any Navigator training.

3. Provide the historical attrition data for undergraduate pilot training by syllabus for FY 91-93:

| Type of Pilot Training by Syllabus | | Historical Attrition By Fiscal Year | | |
|---|---|---|---|---|
| | | 1991 | 1992 | 1993 |
| UPT | USAF | 13.4% | 17.5% | 12.4% |

| | | | | |
|---|---|---|---|---|
| | ANG | 11.1% | 8.6% | 16.1% |
| | AFRES | 14.3% | 0 | 0 |
| | FMS | 0 | 11.1% | 0 |
| ATP | FMS | 50.0% | 0 | 0 |
| ALP | FMS | 0 | 0 | 0 |
| SUPT | USAF | N/A | N/A | 0 |
| | ANG | N/A | N/A | 33.3% |
| | AFRES | N/A | N/A | 0 |
| | FMS | N/A | N/A | 0 |

4. Provide the historical attrition data for undergraduate Navigator training by syllabus for FY 91-93:

ANSWER: Reese AFB does not conduct any Navigator training.

5. Indicate in the table below the types of undergraduate pilot and NFO training currently conducted at your installation. Also give the number of pilots and NFOs trained in FY 1991, FY 1992, and FY 1993 at your installation.

| Syllabus of Training | Level of Training | Graduates | | |
|---|---|---|---|---|
| | | FY 91 | FY 92 | FY 93 |
| UPT | Primary | 331 | 208 | 178 |
| | Advanced | 291 | 221 | 160 |
| SUPT | Primary | N/A | N/A | 62 |
| | Advanced BF | N/A | N/A | 10 |
| | Advanced AT | N/A | N/A | 52 |
| ATP | Advanced | 0 | 0 | 0 |
| ALP | Primary | 2 | 0 | 0 |

Primary 17
240
T38 = 170
T-1 = 52
T-38 FY91
: 291

6. List all other officer training (i.e., non-undergraduate pilot/NFO/Navigator training) by activity conducted at your installation. For each type training, give the actual figure for FY 1993 throughput in terms of the number of students that year, and give the projected figures for FY 94-01. Also give the average daily student load (ADSL) for each activity.

| Other Officer Training (Graduates) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Activity | FY 1993 | FY 1994 | FY 1995 | FY 1996 | FY 1997 | FY 1998 | FY 1999 | FY 2000 | FY 2001 | ADSL for FY 1993 |
| T-38 Banked Requal | 15 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |

Mission Requirements

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| T-1A Banked Requal | 0 | 102 | 164 | 81 | 0 | 0 | 0 | 0 | 0 | 0 |
| T-38 Cross Flow | 3 | 2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | .26 |
| T-38 Pre-Pit | 0 | 8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 0 |
| T-38 Qual | 2 | 2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | .17 |
| T-1A ITC | 72 | 1 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 13.17 |

Use the following formula to calculate ADSL:

Activity Throughput X Average Number of days each student was aboard
Number of Training Days

7. List all enlisted training conducted at your installation. For each type training, give the actual figure for FY 1993 throughput in terms of the number of students that year, and the projected figures for FY 94-01. Also give the average daily student load (ADSL) for each activity.

ANSWER: None

e the following formula to calculate ADSL:

ctivity Throughput X Average Number of days each student was aboard
Number of Training Days

B. Flight Training

1. For each syllabus of undergraduate pilot and/or NFO/Navigator flight training and aircraft type required for that training, give the number of required sorties per graduate, flight time in the airspace/sortie, the dimensions, and the total number of flight hours required for each type of airspace listed that is used for training in that particular syllabus[Total flight hours = # Sorties x (Flight time per sortie)]. Also include additional types of airspace that could accommodate this training.

Syllabus of Training: SUPT P-V4A-A Type of Aircraft: T-38 1.2 ASD

| Type of Airspace | # Sorties per Graduate | Flight Time in Airspace/ Sortie | Vertical Altitude (1000 ft) | Other Types of Usable Airspace | Avg Size ($nm^2$) | Total Flight Hours per Graduate |
|---|---|---|---|---|---|---|
| MOA | 53 | .4 hr | 6 | | 400 | 21.2 |
| PAT | 96 | .4 hr | 3 | | 88 | 38.4 |
| AW | 79 | .4 hr | N/A | | N/A | 31.6 |
| ATCAA | 53 | .4 hr | 8 | | 400 | 21.2 |

Mission Requirements

| | | | | | | |
|---|---|---|---|---|---|---|
| OWA | | | | | | |
| OWAW | | | | | | |
| WA | | | | | | |
| AA | 79 | .2 hr | 3 | | 800 | 38.4 |
| RA | | | | | | |
| RR | | | | | | |
| MTR | 9 | .5 hr | 6 | | 1800 | 4.5 |

80.8

Syllabus of Training: ATP P-V4A-P Type of Aircraft: T-38 1.2 ASD

| Type of Airspace | # Sorties per Graduate | Flight Time in Airspace/ Sortie | Vertical Altitude (1000 ft) | Other Types of Usable Airspace | Avg Size (nm²) | Total Flight Hours per Graduate |
|---|---|---|---|---|---|---|
| MOA | 71 | .4 hr | 6 | | 400 | 28.4 |
| PAT | 86 | .4 | 3 | | 88 | 34.4 |
| AW | 86 | .4 hr | N/A | | N/A | 34.4 |
| ATCAA | 71 | .4 hr | 8 | | 400 | 28.4 |
| OWA | | | | | | |
| OWAW | | | | | | |
| WA | | | | | | |
| AA | 86 | .2 hr | 3 | | 800 | 17.2 |
| RA | | | | | | |
| RR | | | | | | |
| MTR | 5 | .5 hr | 6 | | 1800 | 2.5 |

Syllabus of Training: SUPT P-V4A-A Type of Aircraft: T-37 1.28 ASD

| Type of Airspace | # Sorties per Graduate | Flight Time in Airspace/ Sortie | Vertical Altitude (1000 ft) | Other Types of Usable Airspace | Avg Size (nm²) | Total Flight Hours per Graduate |
|---|---|---|---|---|---|---|
| MOA | 56 | .5 hr | 8 | | 200 | 28 |
| PAT | 68 | .4 hr | 3 | | 36 | 27.2 |
| AW | 68 | .4 hr | N/A | | N/A | 27.2 |
| ATCAA | 56 | .5 hr | 5 | | 1050 | 28 |
| OWA | | | | | | |
| OWAW | | | | | | |
| WA | | | | | | |
| AA | 64 | .6 hr | 3 | | 800 | 38.4 |
| RA | | | | | | |
| RR | | | | | | |
| MTR | 4 | .8 | .8 | | 1200 | 3.2 |

llabus of Training: ALP P-V4A-E Type of Aircraft: T-37 1.28 ASD

| Type of Airspace | # Sorties per Graduate | Flight Time in Airspace/ Sortie | Vertical Altitude (1000 ft) | Other Types of Usable Airspace | Avg Size (nm²) | Total Flight Hours per Graduate |
|---|---|---|---|---|---|---|
| MOA | 70 | .5 hr | 8 | | 200 | 35 |
| PAT | 128 | .4 hr | 3 | | 36 | 51.2 |
| AW | 78 | .4 hr | N/A | | N/A | 31.2 |
| ATCAA | 70 | .5 hr | 5 | | 1050 | 35 |
| OWA | | | | | | |
| OWAW | | | | | | |
| WA | | | | | | |
| AA | 78 | .6 hr | 3 | | 800 | 46.8 |
| RA | | | | | | |
| RR | | | | | | |
| MTR | | | | | | |

llabus of Training: SUPT P-V4A-G Type of Aircraft: T-1A 2.5 ASD

| Type of Airspace | # Sorties per Graduate | Flight Time in Airspace/ Sortie | Vertical Altitude (1000 ft) | Other Types of Usable Airspace | Avg Size (nm²) | Total Flight Hours per Graduate |
|---|---|---|---|---|---|---|
| MOA | 20 | .5 hr | 6 | | 400 | 10 |
| PAT | 96 | .4 hr | 3 | | 88 | 38.4 |
| AW | 62 | .7 hr | N/A | | N/A | 43.4 |
| ATCAA | 20 | .5 hr | 8 | | 4000 | 10 |
| OWA | | | | | | |
| OWAW | | | | | | |
| WA | | | | | | |
| AA | 58 | .7 hr | 3 | | 800 | 40.6 |
| RA | | | | | | |
| RR | | | | | | |
| MTR | 13 | 1.0 hr | 6 | | 1800 | 13 |

60.6 hrs / grad

Key to types of airspace:
MOAs -- Military Operating Areas
WA -- Warning Areas
A -- Alert Areas
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)

# USAF SORTIES PER GRADUATE DATA

## T-37 SORTIES

| BASE | 1991 | 1992 | 1993 |
|---|---|---|---|
| COL | 27559 | 24603 | 19872 |
| LAU | 28448 | 24191 | 19872 |
| RAN | | 13962 | 10276 |
| REE | 21600 | 24330 | 26195 |
| SHP | 36265 | 33336 | 30581 |
| VAN | 28004 | 24482 | 20304 |
| TOTAL: | 141876 | 144904 | 127100 |
| GRAND TOTAL: | 413880 | | |

## T-38 SORTIES

| 1991 | 1992 | 1993 |
|---|---|---|
| 26210 | 27548 | 27720 |
| 37941 | 27844 | 27926 |
| | 16480 | 11162 |
| 34275 | 25935 | 19410 |
| 39671 | 39505 | 35205 |
| 36332 | 27247 | 28998 |
| 174429 | 164559 | 150421 |
| GRAND TOTAL: 489409 | | |

## PRIMARY GRADS

| BASE | 1991 | 1992 | 1993 |
|---|---|---|---|
| COL | 328 | 233 | 212 |
| LAU | 372 | 224 | 211 |
| RAN | | | |
| REE | 333 | 208 | 240 |
| SHP | 282 | 272 | 249 |
| VAN | 332 | 213 | 199 |
| TOTAL: | 1647 | 1150 | 1111 |
| GRAND TOTAL: | 3908 | | |

## ADV GRADS

| 1991 | 1992 | 1993 |
|---|---|---|
| 299 | 225 | 207 |
| 351 | 211 | 186 |
| | | |
| 291 | 211 | 222 |
| 269 | 259 | 244 |
| 306 | 204 | 215 |
| 1516 | 1110 | 1074 |
| GRAND TOTAL: 3700 | | |

[redacted]

[redacted]

**Mission Requirements**

RA -- Restricted Areas
TCAA -- Air Traffic Control Assigned Airspace
WAW -- Overwater Airways
PAT -- Pattern (e.g. airspace above runways)
OWA -- Overwater Airspace
CLG -- Uncontrolled Airspace

2. Give the total number of day and night sorties required for each undergraduate/graduate pilot and/or NFO/Navigator training syllabus and trainer aircraft (and level of training) for student training, overhead, and the total requirement.

ANSWER: An important point to note about the AT track of SUPT is that, although students are required only two dedicated night sorties, they also have a requirement to fly ten night hours before phase completion. This essentially means that more than two of their sorties are flown during the period of darkness.

| Syllabus of Training | Level (Track) of Pilot Training | Trainer Aircraft | sorties required per undergraduate/graduate | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Student | | Overhead[1] | | Total | |
| | | | Day | Night | Day | Night | Day | Night |
| SUPT | Primary | T-37 | 66 | 2 | 28 | 1 | 94 | 3 |
| | BF | T-38 | 92 | 4 | 33 | 1 | 125 | 5 |
| | AT | T-1A | 60 | 2 | 25 | 1 | 85 | 3 |
| ALP | Primary | T-37 | 123 | 5 | 54 | 1 | 177 | 6 |
| ATP | Advanced | T-38 | 83 | 3 | 28 | 1 | 111 | 4 |
| Bank Reql | Graduate | T-1A | 10 | 0 | 4 | 0 | 14 | 0 |

Primary 97 Sorties
B/F 130 Sorties
AT 85 Sorties

Indicate your training weather minimums (ceiling/visiblilty & crosswinds) by aircraft type and syllabus.

| Aircraft | Takeoff/Land | Crosswind Limit |
|---|---|---|
| T-1 | 300/1 | 25 knots |
| T-37 | 300/1 | 17.5 knots |
| T-38 | 300/1 | 25 knots |

C. Flight Training Ground School

1. Provide the ground school training requirements for undergraduate/graduate Pilot and NFO/Navigator training facilities (classrooms, simulators, labs, life support facilities, etc.) by Facility Category Code Number (CCN). Include all applicable 171-*xx*, 179-*xx* CCN's and any other CCN where Undergraduate Pilot or NFO/Navigator training occurs. Ensure that the requirements for all types of simulators (cockpit (UTD), instrument (IFT), and motion-based/visual (OFT), etc.) are indicated.

Facility Category Code (CCN): 171-213

[1] Overhead includes extra flights due to unsatisfactory performance, maintenance flights, complete flights, instructor training, flights, warm-up flights, and instrument check flights.

**Mission Requirements**

| Syllabus of Training | Level of Training | Facility Type(s) | Requirement (Hrs/Grad) Primary/BF/AT |
|---|---|---|---|
| SUPT | Primary | Classroom/Trng Section | 132.5 |
| | Advanced BF | Classroom/Trng Section | 124.3 |
| | Advanced AT | Classroom/Trng Section | 109.5 |
| T-38 Banked Requal | Advanced | Classroom/Trng Section | 36.5 |
| T-1 Banked Requal | Advanced | Classroom/Trng Section | 40.0 |

Facility Category Code (CCN): 171-214

| Syllabus of Training | Level of Training | Facility Type(s) | Requirement (Hrs/Grad) Primary/BF/AT |
|---|---|---|---|
| SUPT | Primary | Phys Trng Facility | 45.5 |
| | Advanced BF | Phys Trng Facility | 7.5 |
| | Advanced AT | Phys Trng Facility | 7.0 |
| T-38 Banked Requal | Advanced | Phys Trng Facility | 8.0 |
| T-1 Banked Requal | Advanced | Phys Trng Facility | 1.0 |

Facility Category Code (CCN): 171-212

| Syllabus of Training | Level of Training | Facility Type(s) | Requirement (Hrs/Grad) Primary/BF/AT |
|---|---|---|---|
| SUPT | Primary | Simulators | 71.5 |
| | Advanced BF | Simulators | 56.1 |
| | Advanced AT | Simulators | 116.2 |
| T-38 Banked Requal | Advanced | Simulators | 14.3 |
| T-1 Banked Requal | Advanced | Simulators | 6.0 |

Facility Category Code (CCN): 179-511

Mission Requirements

| Syllabus of Training | Level of Training | Facility Type(s) | Requirement (Hrs/Grad) Primary/BF/AT |
|---|---|---|---|
| SUPT | Primary | Swing Trainer | 4.0 |
| | Advanced BF | Swing Trainer | 0 |
| | Advanced AT | Swing Trainer | 0 |
| T-38 Banked Requal | Advanced | Swing Trainer | 0 |
| T-1 Banked Requal | Advanced | Swing Trainer | 0 |

Facility Category Code (CCN): 740-674

| Syllabus of Training | Level of Training | Facility Type(s) | Requirement (Hrs/Grad) Primary/BF/AT |
|---|---|---|---|
| SUPT | Primary | Gymnasium | 88.0 |
| | Advanced BF | Gymnasium | 88.0 |
| | Advanced AT | Gymnasium | 88.0 |
| T-38 Banked Requal | Advanced | Gymnasium | 0 |
| T-1 Banked Requal | Advanced | Gymnasium | 0 |

2. List any additional constraints or limitations to the flight training ground school facilities that impact the training mission.

ANSWER: Additional constraints or limitations to the ground training facilities that impact the training mission include: CAI terminals, simulators and squadron sizes. There are only 38 CAI terminals available to all students in the three phases of SUPT. Under normal conditions this number of terminals is adequate, though occasionally academic schedules are reworked to avoid more than one class using the CAI at a time. Simulators pose a problem due to the fact that there are only four T-38 simulators, two T-1 simulators and eight T-37 simulators available for use at any given time. The size of the three flying squadrons poses some limitations as well due to the fact that there are only eight available flight rooms in each building. This number is divided in half for the 52nd and 54th flying training squadrons due to the fact they currently share the same building. Each flight room in the three squadrons could hold approximately 40 students. This means 320 total students in Primary training, 160 students in Bomber/Flighter training and 160 students in Airlift/Tanker maximum at any given time. The total capacity is 640 students.

D. Other Ground Training

By facility Category Code Number (CCN), for facilities in which student pilot or NFO/Navigator training is

**Mission Requirements**

conducted, provide the usage requirements for other than student pilot or NFO/Navigator training. Include all applicable 171-*xx*, 179-*xx* CCN's. Other use made of the facilities must be derived either from course requirements and student throughput (for formal schools/courses of instruction) or that required to maintain readiness (for permanent/support personnel, reserves, etc.).

CCN: 171-213, 171-219, 171-214

ANSWER: FY 2001 data is greater than FY 1993 due to a projected increase in IP manning

| Type of Training Facility | User | Type of Training | FY 1993 Requirements | | FY 2001 Requirements | |
|---|---|---|---|---|---|---|
| | | | Hrs/Student | Hrs/Yr | Hrs/Student | Hrs/Yr |
| 171-213 OSS | 35,52,54sq | Stan/Eval | 1 | 1440 | 1 | 1590 |
| 171-213 OSS | 35,52,54sq | Safety | 1 | 1440 | 1 | 1590 |
| 171-213 OSS | 35,52,54sq | RSU | 1 | 480 | 1 | 480 |
| 171-213 OSS | 64 OPG | SOF | 1 | 160 | 1 | 160 |
| 171-213 OSS | 64 OPG | FCC SEM | 8 | 480 | 8 | 480 |
| 171-213 OSS | 35,52,54sq | IRC | 2 | 336 | 2 | 360 |
| 179-219 SLT | 35,54 sq | parachute | 1 | 170 | 1 | 180 |
| 171-214 PTU | 35,52,54sq | egres/surv | 3 | 816 | 3 | 900 |
| 171-214 PTU | DOD | Alt Chamb | varies | 5856 | varies | 5856 |

By facility Category Code Number (CCN), provide the usage requirements for facilities in which student pilot or NFO/Navigator training is not conducted. Include all applicable 171-*xx*, 179-*xx* CCN's. This usage must be derived either from course requirements and student throughput (for formal schools/courses of instruction) or that required to maintain readiness (for permanent/support personnel, reserves, etc.).

ANSWER: None

E. Training Airframes

1. Provide the number of aircraft (by type) that will be based at each base for use in undergraduate/graduate pilot and NFO/Navigator training programs in the Fiscal Year indicated; and the number of other aircraft not used for training. Project requirements if necessary.

Base: REESE AFB See change in front (11 Oct)

| Aircraft | FY 1994 | FY 1995 | FY 1996 | FY 1997 | FY 1998 | FY 1999 | FY 2000 | FY 2001 | |
|---|---|---|---|---|---|---|---|---|---|
| T-37 | 39 | 48 | 50 | 47 | 64 | 67 | 70 | UNK | P |
| T-38 | 36 | 53 | 42 | 42 | 39 | 45 | 44 | UNK | F/A |
| T-1A | 25 | 20 | 21 | 24 | 24 | 34 | 32 | UNK | T/A |
| JPATS | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 39 | |

Provide the following information for each training airframe used for pilot and NFO/Navigator training:

AIRCRAFT TYPE: T-37

| FACTOR | VALUE |
|---|---|
| Utilization Rate (UTE Rate--sorties or hours per month) | 36.0 hours/month |
| Average Sortie Duration (ASD) (hrs) | 1.28 |
| Planned Turn Time (hrs) (Time from landing to takeoff) | Not Specified |
| Min Runway Length (ft) | 5000 |
| Preferred Runway Length (ft) | Not Specified |
| Min Runway Length for Touch and Go (T/G) (ft) | Not Specified |
| Runway Width (ft) | Not Specified |
| Required Taxiway Width (ft) | Not Specified |
| Weight Bearing Requirement (kips) | 7.2 |
| Apron Space Required ($ft^2$/Aircraft) | 7,200 sq ft |
| Hangar Space Required ($ft^2$/Aircraft) | 1,000 sq ft |
| Navigation Equipment On-Board (GPS?--when?) | VOR/DME/ILS |

AIRCRAFT TYPE: T-38

| FACTOR | VALUE |
|---|---|
| Utilization Rate (UTE Rate--sorties or hours per month) | 26.0 hours/month |
| Average Sortie Duration (ASD) (hrs) | 1.20 |
| Planned Turn Time (hrs) (Time from landing to takeoff) | Not Specified |
| Min Runway Length (ft) | 8000 |
| Preferred Runway Length (ft) | Not Specified |
| Min Runway Length for Touch and Go (T/G) (ft) | Not Specified |
| Runway Width (ft) | Not Specified |
| Required Taxiway Width (ft) | Not Specified |
| Weight Bearing Requirement (kips) | 13.0 |
| Apron Space Required ($ft^2$/Aircraft) | 6,300 sq ft |
| Hangar Space Required ($ft^2$/Aircraft) | 1,090 sq ft |
| Navigation Equipment On-Board (GPS?--when?) | TACAN/ILS |

AIRCRAFT TYPE: T-1

| FACTOR | VALUE |
|---|---|
| Utilization Rate (UTE Rate--sorties or hours per month) | 62.5 hours/month |
| Average Sortie Duration (ASD) (hrs) | 2.5 |
| Planned Turn Time (hrs) (Time from landing to takeoff) | Not Specified |
| Min Runway Length (ft) | 6000 |
| Preferred Runway Length (ft) | Not Specified |
| Min Runway Length for Touch and Go (T/G) (ft) | Not Specified |
| Runway Width (ft) | Not Specified |
| Required Taxiway Width (ft) | Not Specified |
| Weight Bearing Requirement (kips) | 16.3 |
| Apron Space Required ($ft^2$/Aircraft) | 3,500 sq ft |

**Mission Requirements**

| | |
|---|---|
| Hangar Space Required ($ft^2$/Aircraft) | 1,425 sq ft |
| Navigation Equipment On-Board (GPS?--when?) | FMS/ADF/ILS/ TACAN/VOR/INS |

3. List any additional constraints or limitations to the training airframes that impact the training mission.

ANSWER: T-38: Cannot tolerate any icing conditions, takeoffs are restricted during conditions of high temperature and pressure altitude, limited to crosswinds of less than 25 kts. T-37: Can only tolerate ligh rime icing, limited to crosswinds of less that 17.5 kts.

Airfield

Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield Name: Reese AFB Location: 33 35.8N 102 02.5W
Syllabi and Level of Training Supported: SUPT Primary, Advanced BF and Advanced AT, ALP (Undergraduate), ATP (Undergraduate), and Banked Requal (Graduate)
Ownership: Air Force

Airfield Name: Terry County Aux (Westwind) Location: 33 22N 102 22W
Syllabi and Level of Training Supported: SUPT Primary, ALP (Undergraduate)
Ownership: Air Force
Distance from home field: 17nm

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-37

| | | FY 1991 | FY 1992 | FY 1993 |
|---|---|---|---|---|
| Operational Sorties | Undergraduate Training Sorties | 15768 | 17761 | 19122 |
| | Graduate Training Sorties | 216 | 244 | 58 |
| | Training Support Sorties | 5400 | 6082 | 6549 |
| | Other Sorties | 216 | 243 | ~~466~~ |
| | TOTAL SORTIES: | 21600 | 24330 | 26195 |
| Non-Operational Hours | Standdowns | 4780 | 4780 | 4780 |
| | Maintenance | N/A | N/A | N/A |
| | Other Events | N/A | N/A | N/A |

$\frac{26195}{240} = 109$ Sorties/day

$\frac{25724}{240} = 107.2$

TYPE AIRCRAFT: T-38

| | | FY 1991 | FY 1992 | FY 1993 |
|---|---|---|---|---|
| Operational Sorties | Undergraduate Training Sorties | 25021 | 18933 | 13603 |
| | Graduate Training Sorties | 342 | 259 | 784 |
| | Training Support Sorties | 8570 | 6484 | 4751 |
| | Other Sorties | ~~342~~ | 259 | 272 |
| | TOTAL SORTIES: | 34275 | 25935 | 19410 |
| Non-Operational Hours | Standdowns | 4780 | 4780 | 4780 |
| | Maintenance | N/A | N/A | N/A |
| | Other Events | N/A | N/A | N/A |

FY 91
$\frac{34275}{291} = 117.8$ sorties/day
No other ac $\frac{33934}{291} = 116.6$

FY 93
$\frac{19410}{170} = 114$ sorties/day

TYPE AIRCRAFT: T-1A

| | | FY 1991 | FY 1992 | FY 1993 |
|---|---|---|---|---|
| Operational Sorties | Undergraduate Training Sorties | N/A | 0 | 5289 |
| | Graduate Training Sorties | N/A | 0 | 0 |
| | Training Support Sorties | N/A | 900 | 1585 |
| | Other Sorties | N/A | 90 | 233 |
| | TOTAL SORTIES: | N/A | 990 | 7107 |
| Non-Operational Hours | Standdowns | N/A | 4780 | 4780 |
| | Maintenance | N/A | N/A | N/A |
| | Other Events | N/A | N/A | N/A |

$\frac{7107}{52} = \cancel{137}$ sorties a/c

$\frac{6874}{52} = 132.2$ sorties

Assumptions for "operational sorties" values for 1991 and 1992:

73% of total sorties are Undergraduate Training sorties.
25% of total sorties are Training Support sorties.
1% of total sorties are Graduate Training sorties.
1% of total sorties are Other sorties.

Other Sorties include: incentive flights, static display/fly-by, orientation sorties, flight surgeon sorties, inactive fliers sorties.

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

| Syllabus of Training | Level of Training | Pilots and NFO/Navigators Trained | | | |
|---|---|---|---|---|---|
| | | FY | FY 1991 | FY 1992 | FY 1993 |
| UPT | Primary | 419 (FY84) | 331 | 208 | 178 |
| | Advanced | 389 (FY84) | 291 | 221 | 160 |
| SUPT | Primary | 62 (FY93) | N/A | N/A | 62 |
| | Advanced BF | 10 (FY93) | N/A | N/A | 10 |
| | Advanced AT | 52 (FY93) | N/A | N/A | 52 |
| ALP | Primary | 2 (FY91) | 2 | 0 | 0 |
| ATP | Advanced | 0 | 0 | 0 | 0 |

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

AIRFIELD: Reese AFB

| | FY 1991 | FY 1992 | FY 1993 |
|---|---|---|---|
| Average hours (day/night) | 12/0.5 | 12/0.5 | 12/0.5 |
| Days per year: | 246 | 246 | 246 |

'RFIELD: Terry County Aux Field

| | FY 1991 | FY 1992 | FY 1993 |
|---|---|---|---|
| Average hours (day/night) | 12/0 | 12/0 | 12/0 |

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial/civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

T-37 Undergraduate Training

| Factor | | Percentage Lost | | |
|---|---|---|---|---|
| | | FY 91 | FY 92 | FY 93 |
| Weather | Primary | 26.2 | 26.3 | 23.2 |
| Maintenance | | .9 | .3 | .3 |
| Operations | | 1.2 | 2.8 | .4 |
| Other Military Flights | | N/A | N/A | N/A |
| Other | | 0 | .3 | .6 |
| Total | | 28.3 | 29.7 | 24.5 |

T-38 Undergraduate Training

| Factor | | Percentage Lost | | |
|---|---|---|---|---|
| | | FY 91 | FY 92 | FY 93 |
| Weather | Advanced | 20.4 | 24.3 | 19.2 |
| Maintenance | | 2.1 | .6 | .9 |
| Operations | | 1.8 | 2.4 | .6 |
| Other Military Flights | | N/A | N/A | N/A |
| Other | | .2 | .4 | 1.6 |
| Total | | 24.5 | 27.7 | 22.3 |

T-1A Undergraduate Training

| Factor | | Percentage Lost | | |
|---|---|---|---|---|
| | | FY 91 | FY 92 | FY 93 |
| Weather | Advanced | N/A | 1.6 | 9.4 |
| Maintenance | | N/A | 1.1 | .8 |
| Operations | | N/A | 4.3 | 1.4 |
| Other Military Flights | | N/A | N/A | N/A |
| Other | | N/A | 0.5 | 2.1 |
| Total | | N/A | 7.5 | 13.7 |

List the major factors in the "other" category in the above table.

ANSWER: There are no major factors in the "other" category. These losses are usually due to higher headquarters orders.

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

a. Percentage of time WX is at or above 200/1:

ANSWER: 98.6%

b. Percentage of time WX is at or above 300/1:

ANSWER: 98.4%

c. Percentage of time WX is at or above 500/1:

ANSWER: 97.3%%

d. Percentage of time WX is at or above 1000/3:

ANSWER: 93.6%

Percentage of time WX 3000/5 and above:

ANSWER: 86.7%

f. Percentage of time WX 3000/3 and above:

ANSWER: 87.6%

g. Percentage of time WX 1500/3 and above:

ANSWER: 91.5%

h. Percentage of time crosswind component to the primary runway at or below 15 kts:

ANSWER: 93.2%

i. Percentage of time crosswind component to the primary runway at or below 25 kts:

ANSWER: 1.4%

Mean mumber of days icing in the local area:

# AIRFIELD OPERATIONS

| BASE | (C x T x E) HOURLY CAP | % OF YR | % MAX CAP | WEIGHT FACTOR | OPS / HR |
|---|---|---|---|---|---|
| COL | 347.00 | 75% | 100% | 1 | 192.14 |
| | 76.00 | 25% | 23% | 4 | |
| AUX | 111.00 | 100% | 100% | 1 | 111.00 |
| LAU | 364.50 | 75% | 100% | 1 | 191.64 |
| | 62.00 | 25% | 17% | 4 | |
| AUX | 110.50 | 100% | 100% | 1 | 110.50 |
| RAN | 204.00 | 75% | 100% | 1 | 154.29 |
| | 117.00 | 25% | 29% | 4 | |
| AUX | 101.00 | 100% | 100% | 1 | 101.00 |
| REE | 303.00 | 75% | 100% | 1 | 165.29 |
| | 62.00 | 25% | 22% | 4 | |
| AUX | 102.00 | 100% | 100% | 1 | 102.00 |
| SHP | 240.00 | 75% | 100% | 1 | 139.43 |
| | 64.00 | 25% | 16% | 4 | |
| AUX | 103.00 | 100% | 100% | 1 | 103.00 |
| VAN | 294.00 | 75% | 100% | 1 | 162.00 |
| | 63.00 | 25% | 22% | 4 | |
| AUX | 102.00 | 100% | 100% | 1 | 102.00 |

HOURLY CAPACITY INFORMATION WAS OBTAINED FROM:
CAPACITY ANALYSIS, FACILITIES, PARA B (AIRFIELDS), QUESTION 9

THE WX FACTOR WAS OBTAINED FROM:
CAPACITY ANALYSIS, FACILITIES, PARA A, QUESTION 7G

## OPERATIONS PER YEAR BY BASE

| BASE | OPS / HR | X | HRS/DAY | X | TNG DAYS | = | OPS / YR | X | WX FAC | = | TOTAL OPS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| COL | 192.14 | X | 12 | X | 242 | = | 557983 | X | 89.10% | = | 497163 |
| AUX | 111.00 | X | 12 | X | 242 | = | 322344 | X | 89.10% | = | 287209 |
| | | | | | | | | | TOTAL: | | ***784371*** |
| LAU | 191.64 | X | 12 | X | 242 | = | 556531 | X | 90.90% | = | 505887 |
| AUX | 110.50 | X | 12 | X | 242 | = | 320892 | X | 90.90% | = | 291691 |
| | | | | | | | | | TOTAL: | | ***797577*** |
| RAN | 154.29 | X | 12 | X | 242 | = | 448046 | X | 83.60% | = | 374566 |
| AUX | 101.00 | X | 12 | X | 242 | = | 293304 | X | 83.60% | = | 245202 |
| | | | | | | | | | TOTAL: | | ***619768*** |
| REE | 165.29 | X | 12 | X | 242 | = | 479990 | X | 91.50% | = | 439191 |
| AUX | 102.00 | X | 12 | X | 242 | = | 296208 | X | 91.50% | = | 271030 |
| | | | | | | | | | TOTAL: | | ***710221*** |
| SHP | 139.43 | X | 12 | X | 242 | = | 404901 | X | 91.90% | = | 372104 |
| AUX | 103.00 | X | 12 | X | 242 | = | 299112 | X | 91.90% | = | 274884 |
| | | | | | | | | | TOTAL: | | ***646988*** |
| VAN | 162.00 | X | 12 | X | 242 | = | 470448 | X | 89.40% | = | 420581 |
| AUX | 102 | X | 12 | X | 242 | = | 296208 | X | 89.40% | = | 264810 |
| | | | | | | | | | TOTAL: | | ***685390*** |

**Facilities**

ANSWER: Data not available. HQ AETC/XOSW is working with AWS/ETAC to compile the data that is not rrently available. The point of contact at AETC/XOSW is Capt Clark. His phone number is DSN 487-3367 commercial (210) 652-3367.

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

| Syllabus of Training | Level of Training (Aircraft Type) | FY 1993 Reese AFB Airfield Use (Percent) | |
|---|---|---|---|
| | | Day | Night |
| SUPT | Primary (T-37) | 13 | 10 |
| | Advanced BF (T-38) | 4 | 4 |
| | Advanced AT (T-1) | 10 | 8 |
| UPT | Primary (T-37) | 33 | 28 |
| | Advanced (T-38) | 40 | 50 |
| Total | | 100 | 100 |

NOTE: These numbers represent an approximation because AETC does not maintain a database for this information.

Given the current mix of aircraft assigned to your air station, what is the average number of operations per ur this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

ANSWER:

Reese:
Average Hourly Capacity, VFR (Ops/hr) = 303
Average Hourly Capacity, IFR (Ops/hr) = 62
Average Daily Capacity =(VFR)(Avg Daylight)(%VFR Ops) + (IFR)(Avg Daylight)(%IFR Ops)
= (303)(12)(.75) + (62)(12)(.25)
=2913
Average Yearly Capacity = (#O&M Days - #WX Days)(Avg Daily Capacity)
= (246 - (.215 x 246))(2913)
= 562,530
Average Daily Capacity = (AYC)/(246)/(12)
= 191

553383 ops/yr

# OPERATIONS/SORTIE DATA

## T-37 SORTIES

| BASE | 1991 | 1992 | 1993 |
|---|---|---|---|
| COL | 27559 | 24603 | 19872 |
| LAU | 28448 | 24191 | 19872 |
| RAN | | 13962 | 10276 |
| REE | 21600 | 24330 | 26195 |
| SHP | 36265 | 33336 | 30581 |
| VAN | | 24482 | 20304 |
| **TOTAL:** | **113872** | **144904** | **127100** |

**T-37 OPERATIONS/SORTIE**
**6.1**

SORTIE GRAND TOTAL: 385876

## T-37 OPERATIONS

| BASE | 1991 | 1992 | 1993 |
|---|---|---|---|
| COL | 157743 | 140567 | 113307 |
| AUX | 27628 | 27441 | 18313 |
| ***TOTAL:*** | ***185371*** | ***168008*** | ***131620*** |
| LAU | 135350 | 122657 | 102334 |
| AUX | 39521 | 55956 | 47440 |
| ***TOTAL:*** | ***174871*** | ***178613*** | ***149774*** |
| [illegible]N | | ***62734*** | ***69081*** |
| [illegible] | 103684 | 100269 | 85705 |
| [illegible] | 42172 | 48078 | 34507 |
| ***TOTAL:*** | ***145856*** | ***148347*** | ***120212*** |
| VAN | | 105427 | 81791 |
| AUX | | 46126 | 33708 |
| ***TOTAL:*** | ***0*** | ***151553*** | ***115499*** |
| SHP | 145949 | 133508 | 114602 |
| AUX | 66702 | 53013 | 33445 |
| ***TOTAL:*** | ***212651*** | ***186521*** | ***148047*** |
| **SUB TOTAL:** | **718749** | **895776** | **734233** |

OPERATIONS GRAND TOTAL: 2348758

## T-38 SORTIES

| BASE | 1991 | 1992 | 1993 |
|---|---|---|---|
| COL | 26210 | 27548 | 27720 |
| LAU | 37941 | 27844 | 27926 |
| RAN | | | |
| REE | | | |
| SHP | 39671 | 39505 | 35205 |
| VAN | 36332 | 27247 | 28998 |
| TOTAL: | **140154** | **122144** | **119849** |

## T-38 OPERATIONS/SORTIE

**6.6**

| | |
|---|---|
| SORTIE GRAND TOTAL: | 382147 |

## T-38 OPERATIONS

| BASE | 1991 | 1992 | 1993 |
|---|---|---|---|
| COL | 160442 | 136628 | 134478 |
| AUX | 115227 | 95776 | 81777 |
| ***TOTAL:*** | ***275669*** | ***232404*** | ***216255*** |
| LAU | 146651 | 142158 | 130262 |
| AUX | 110866 | 81893 | 124808 |
| ***TOTAL:*** | ***257517*** | ***224051*** | ***255070*** |
| RAN | | | |
| REE | | | |
| AUX | | | |
| ***TOTAL:*** | ***0*** | ***0*** | ***0*** |
| VAN | 158685 | 121245 | 98106 |
| AUX | 102372 | 71237 | 66670 |
| ***TOTAL:*** | ***261057*** | ***192482*** | ***164776*** |
| SHP | 158706 | 137942 | 132577 |
| AUX | | | |
| ***TOTAL:*** | ***158706*** | ***137942*** | ***132577*** |
| **SUB TOTAL:** | **952949** | **786879** | **768678** |

| | |
|---|---|
| OPERATIONS GRAND TOTAL: | 2508506 |

# OPERATIONS/SORTIE DATA

## T-1 SORTIES

| BASE | 1991 | 1992 | 1993 |
|---|---|---|---|
| RAN T-38 | | | 11162 |
| RAN T-1 | | | 374 |
| REE T-38 | | | 19410 |
| REE T-1 | | | 7107 |
| TOTAL: | 0 | 0 | 38053 |

**T-1 OPERATIONS/SORTIE**
**4.6**

| | |
|---|---|
| TOTAL T-1 SORTIES: | 7481 |
| TOTAL T-38 SORTIES: | 30572 |

**AVERAGE ANNUAL T-38 OPERATIONS**

T-38 SORTIES X (AVE T-38 OPS / SORTIE) = 214004

30572 X 7.0

## T-1/T-38 OPERATIONS

| BASE | 1991 | 1992 | 1993 |
|---|---|---|---|
| COL | | | |
| AUX | | | |
| *TOTAL:* | *0* | *0* | *0* |
| LAU | | | |
| AUX | | | |
| *TOTAL:* | *0* | *0* | *0* |
| RAN | | *0* | *79284* |
| [illegible] | | | 82071 |
| [illegible] | | | 86688 |
| [illegible]AL: | *0* | *0* | *168759* |
| [illegible] | | | |
| AUX | | | |
| *TOTAL:* | *0* | *0* | *0* |
| SHP | | | |
| AUX | | | |
| *TOTAL:* | *0* | *0* | *0* |
| **SUB TOTAL:** | **0** | **0** | **248043** |

**AVERAGE ANNUAL T-1 OPERATIONS**

TOTAL OPS - T-38 OPS = 34039

248043 214004

| | |
|---|---|
| OPERATIONS GRAND TOTAL: | 248043 |

**Facilities**

The answer for Terry County Auxilliary is 80.

The calculations are as follows:

+ 553383

Average Daily Capacity = 102 x 12 = 1224
Average Yearly Capacity = [246 - (.215 x 246)] x 1224 = 236,367
Average Hourly Capacity = (236,367/246)/12 = 80

232523 ops/yr
485906 ops/yr

VFR operations per hours is 303
IFR operations per hour is 62
Traffic split is 75/25 VFR/IFR
Weather attrition is 21.5%
Average operating period is 12 hours

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

| | FY 1991 | FY 1992 | FY 1993 |
|---|---|---|---|
| Runway 17R/35L Traffic Count T-38 | 129,100 | 93,084 | 86,688 |
| Runway 17C/35C Traffic Count T-38 | 107,332 | 96,756 | 82,071 |
| Runway 17L/35R Traffic Count T-37 | 103,684 | 100,269 | 85,705 |
| Aux Field Traffic Count T-37 | 42,172 | 48,078 | 34,507 |

T-37
103684 + 42172 / 21600 = 68%

T-38
107,332 / 34275 = 61%

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

Airfield: Reese

| | FY 1991 | FY 1992 | FY 1993 |
|---|---|---|---|
| VFR | 69% | 67% | 75% |
| IFR | 31% | 33% | 25% |
| Total | 100% | 100% | 100% |

Airfield: Terry County Aux.
All operations are VFR

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

ANSWER: The factors which limit student flying hours per day are listed below.
- number of available Instructor Pilots

**Facilities**

- number of available aircraft
- number of available daylight hours
- weather: often our students cannot progress in the syllabus flow because they are required to fly solo and are prevented from doing so because of poor weather. Other times, bad weather prevents flying of any kind.
- simulator requirements: there are a limited number of simulators available for student use during the day. Because of this, some students are prevented from progressing in the syllabus flow until they accomplish their simulator requirements.
- syllabus: the syllabus places numerous constraints upon student training such as number of IPs a student can fly with pre-solo (counters), number of training events a student can accomplish in a given day, types of sorties students can fly at a given time, and number of training events a student should accomplish on a given sortie.
- There are no noise abatement procedures which restrict aircraft operations at Reese AFB

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

ANSWER: Additional capacity which could be gained by the main and auxiliary airfields:

T-37: 5.6 sorties per hour (increase from 6.7 to 12.3 or 83%)

T-38: 4.5 sorties per hour (increase from 7.9 to 12.4 or 57%)

T-1: 1.7 sorties per hour (increase from 3.0 to 4.7 or 55%)

NOTE: Command modeling factors do not allow us to provide data in traffic count per hour. The model also does not break out the data by runway complex.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations

ANSWER: Additional capacity which could be gained by the main and auxiliary airfields:

T-37: 8.2 sorties per hour (increase from 6.7 to 14.9 or 122%)

T-38: 4.7 sorties per hour (increase from 7.9 to 12.6 or 22%)

T-1: 1.7 sorties per hour (increase from 3.0 to 4.7 or 55%)

NOTE: Command modeling factors do not allow us to provide data in traffic count per hour. The model also does not break out the data by runway complex.

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

NSWER: Although improvements in the physical plant could conceivably provide an increased traffic count, : limiting factor after this becomes the airspace. We estimate that airspace saturation occurs when we launch aircraft at a rate greater than thirty six sorties per hour per aircraft for T-37s and T-38s, and twenty four per hour for T-1s. The average daylight window is twelve hours per day (see question A.4). This yields a total of two hundred eighty eight for the T-1 and four hundred thirty two sorties per day per aircraft for the others. This plan is based on a pure maximization of the airspace. There is no conceivable way to maximize our launch and recovery capability under current operations plans without oversaturating our airspace.

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

ANSWER: Maximum sortie generating capacity per year:

T-37: 37,909

T-38: 20,433

T-1: 10,406

NOTE: Command modeling factors do not allow us to provide data by syllabus or level of training.

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of ining installations? If so please explain.

NSWER: Lubbock International (which has both ramp and hangar space available) could be used for staging, and is used during periods of adverse crosswinds. MOA's could also be further sub-divided to minimum workings area to expand capacity.

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

| Runway/Lane/Pad (Airfield Name & Runway Designation) | Length (ft) | Width (ft) | Load Bearing Capacity (lbs/ft²) | Lighting | | | | | Arresting gear type and location | IFR or VFR (I or V) Capable? Night (N) Capable? | Approach Aids (IFR/ VFR) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | F | P | C | N | G | | | |
| 17L/35R | 6500' | 150' | 28,000 | | X | | | | NONE | V-N | PARTIAL LIGHTING VFR |
| 17C/35C | 10,500 | 150' | 54,000 | X | | | | | BAK 15 175' INTO OVERRUN | I-V-N | FULL LIGHTS VORTAC ILS-VFR/IFR |
| 17R/35L | 10,500 | 150' | 47,000 | | X | | | | MA1A-150' INTO OVERRUN | V-N | PARTIAL LIGHTING VFR |

**Facilities**

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| TERRY COUNTY AUX FIELD 17/35 | 8,900 | 150' | 38,000 | | | | X | | NONE | V | VFR |

- Full Lighting (approach, runway edge, center, and threshold)
- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

| Runway Designation | NAVAID | Published Approaches |
|---|---|---|
| 35C | TACAN/ILS/VOR | HI-VOR/DME OR TACAN OR ILS/DME RWY 35C<br>VOR/DME OR TACAN RWY 35C<br>ILS RWY 35C |
| 17C | TACAN/ILS/VOR | HI-VOR/DME OR TACAN OR ILS/DME 1 RWY 17C<br>HI-ILS/DME 2 RWY 17C<br>ILS 1 RWY 17C<br>VOR/DME OR TACAN RWY 17C |

20. For the following category codes, provide the unit measure requested and any appropriate comments about usability of the facility for undergraduate flying training.

| CAT CODE | Facility Type | Unit Measure | Quantity | Comments |
|---|---|---|---|---|
| 111 | Runways Fixed Wing | SY | 706,688 | NA |
| 111 | Runways Rotor Wing | SY | NA | " |
| 111 | Landing Pads | SY | NA | " |
| 113 | Parking Aprons | SY | 378,390 | " |
| 113 | Access Aprons | SY | NA | " |
| 121 | Direct Fueling | OL / GM | NA | " |
| 121 | Truck Fueling | OL / GM | 576,000 GAL (24 hrs) | " |
| 121 | Defueling | OL / GM | 175 GPH | " |
| 124 | Fuel Storage | GA | 269,437 | " |
| 149 | Arresting Gear | EA | NA | " |
| 422 | Ammunition Storage | CF | 5568 | " |
| 425 | Open Ammunition Storage | SY | NA | " |

# AIRSPACE REQUIREMENTS

| COLUMBUS CURRENT AREAS | NAME | SQ NM | ALT | | ADD'L AREAS | TOTAL AREAS FOR: | BLOCK HOURS/YEAR | |
|---|---|---|---|---|---|---|---|---|
| PRIMARY (100 SQ NM X 5000 FT) | COL 1 | 2643 | 15K | PRIMARY: | 67 | PRIMARY | | |
| | MER 1 EAST | 719 | 15K | ADVANCED: | 17 | 161 | x 12 x 242= | 467892 |
| | TOTAL: | 3362 | | | | | | |
| ADVANCED (200 SQ NM X 12000 FT) | COL 2 | 647 | 15K | PRIMARY: | 94 | ADVANCED | | |
| | COL 3 | 2668 | 15K | ADVANCED: | 23 | 40 | x 12 x 242= | 116973 |
| | COL 4 | 1379 | 13K | | | | | |
| | TOTAL: | 4694 | | | | | | |

| LAUGHLIN CURRENT AREAS | NAME | SQ NM | ALT | | ADD'L AREAS | TOTAL AREAS FOR: | | |
|---|---|---|---|---|---|---|---|---|
| PRIMARY (100 SQ NM X 5000 FT) | LAU 3 | 2000 | 15K | PRIMARY: | 40 | PRIMARY | | |
| | TOTAL: | 2000 | | ADVANCED: | 10 | 135 | x 12 x 242= | 391459 |
| ADVANCED (200 SQ NM X 12000 FT) | LAU 1 | 4290 | 13K | PRIMARY: | 95 | ADVANCED | | |
| | LAU 2 | 450 | 13K | ADVANCED: | 65 | 75 | x 12 x 242= | 218889 |
| | PECOS | 8335 | 19K | | | | | |
| | TOTAL: | 13075 | | | | | | |

| RANDOLPH CURRENT AREAS | NAME | SQ NM | ALT | | ADD'L AREAS | TOTAL AREAS FOR: | | |
|---|---|---|---|---|---|---|---|---|
| PRIMARY (100 SQ NM X 5000 FT) | RND 1B | 540 | 15K | PRIMARY: | 15 | PRIMARY | | |
| | RND 1C | 123 | 5K | ADVANCED: | 3 | 73 | x 12 x 242= | 211150 |
| | RND 2B | 330 | 8K | | | | | |
| | TOTAL: | 993 | | | | | | |
| ADVANCED (200 SQ NM X 12000 FT) | RND 1A | 1407 | 13K | PRIMARY: | 57 | ADVANCED | | |
| | RND2A | 1462 | 20K | ADVANCED: | 14 | 17 | x 12 x 242= | 49499 |
| | TOTAL: | 2869 | | | | | | |

| REESE CURRENT AREAS | NAME | SQ NM | ALT | | ADD'L AREAS | TOTAL AREAS FOR: | | |
|---|---|---|---|---|---|---|---|---|
| PRIMARY (100 SQ NM X 5000 FT) | REE 2 | 1050 | 13K | PRIMARY: | 39 | PRIMARY | | |
| | REE 4 | 900 | 13K | ADVANCED: | 10 | 147 | x 12 x 242= | 427701 |
| | TOTAL: | 1950 | | | | | | |
| ADVANCED (200 SQ NM X 12000 FT) | REE 1 | 1224 | 14K | PRIMARY: | 108 | ADVANCED | | |
| | REE 3 | 2690 | 14K | ADVANCED: | 27 | 37 | x 12 x 242= | 106925 |
| | REE 5 | 1500 | 14K | | | | | |
| | TOTAL: | 5414 | | | | | | |

| SHEPPARD CURRENT AREAS | NAME | SQ NM | ALT | | ADD'L AREAS | TOTAL AREAS FOR: | | |
|---|---|---|---|---|---|---|---|---|
| PRIMARY (100 SQ NM X 5000 FT) | SHEP 1 | 1110 | 14K | PRIMARY: | 48 | PRIMARY | | |
| | SHEP 2 | 1290 | 12K | ADVANCED: | 12 | 145 | x 12 x 242= | 420383 |
| | TOTAL: | 2400 | | | | | | |
| ADVANCED (200 SQ NM X 12000 FT) | WASHITA | 768 | 11K | PRIMARY: | 97 | ADVANCED | | |
| | WESTOVER 1 | 2090 | 14K | ADVANCED: | 45 | 57 | x 12 x 242= | 166922 |
| | WESTOVER 2 | 1980 | 13K | | | | | |
| | DICKIE A | 700 | 13K | | | | | |
| | DICKIE B | 700 | 13K | | | | | |
| | LOCK NW | 950 | 18K | | | | | |
| | LOCK NX | 1100 | 14K | | | | | |
| | LOVELAND | 808 | 13K | | | | | |
| | TOTAL: | 9096 | | | | | | |

| VANCE CURRENT AREAS | NAME | SQ NM | ALT | | ADD'L AREAS | TOTAL AREAS FOR: | | |
|---|---|---|---|---|---|---|---|---|
| PRIMARY (100 SQ NM X 5000 FT) | VAN 1B | 1600 | 15K | PRIMARY: | 32 | PRIMARY | | |
| | TOTAL: | 1600 | | ADVANCED: | 8 | 158 | x 12 x 242= | 458832 |
| ADVANCED (200 SQ NM X 12000 FT) | VAN 1A | 6300 | 14K | PRIMARY: | 126 | ADVANCED | | |
| | TOTAL: | 6300 | | ADVANCED: | 32 | 40 | x 12 x 242= | 114708 |

'. List any additional constraints or limitations to the airfield that impact the training mission.

NSWER: Additional constraints or limitations to the airfield which may impact the training mission are:

1. The absence of a military owned and operated Radar Approach Control (RAPCON) facility results in an annual average of 29.2 aircraft mission delays per month due to FAA restrictions.

2. The absence of a high speed taxiway for the center runway prevents air traffic control from expediting departures

3. Narrow taxiways limit opposite direction taxiing

B. Airspace

1. Give the number of workable blocks of airspace and type of airspace used by your installation, the average dimensions (n.mi. x n.mi. x ft), and availability in daylight hours/year of these blocks for each syllabus and level of pilot and/or NFO/Navigator training and trainer aircraft. Note that a workable block of airspace must be large enough to support the required training maneuvers/evolutions without encroaching on another block and have an ingress/egress route that does not go through other airspace blocks. (This question is not applicable to helicopter training.)

| Syllabus of Training | Level of Training | Trainer Aircraft | # Workable Blocks of Airspace | Type of Airspace | Average Block Dimensions | Availability (Hrs/Yr)/ Block* |
|---|---|---|---|---|---|---|
| SUPT | Primary | T-37 | 12 | MOA | 10 NM x 12 NM x 13,000 Ft | 3,120 |
| SUPT | Advanced | T-1A | 3 | MOA/ ATCAA | 17 NM x 25 NM x 14,000 Ft | 3,120 |
| | | T-1A | 2 | ATCAA | 17 NM x 25 NM x 8,000 FT | 3,120 |
| | Advanced | T-38 | 6 | MOA/ ATCAA | 17 NM x 25 NM x 14,000 Ft | 3,120 |
| | | T-38 | 2 | MTR | 180 NM x 10 NM x 6,000 Ft | 3,120 |
| | | Total | 25 | | | |

* This answer reflects a normal schedule of Monday through Friday, sunrise to sunset (considered an average 12 hours per day for the entire year).

**Facilities**

Key to types of airspace:

'OAs -- Military Operating Areas
-- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
OWAW -- Overwater Airways
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
OWA -- Overwater Airspace
CLG -- Uncontrolled Airspace

2. If the transit corridors between training areas and air station limits the number of aircraft that can train concurrently (i.e., can't safely use all blocks) give this limitation and explain what this number is based on. Break this information out by type and level of training if appropriate.

ANSWER: N/A

3. List all the Special Use Airspace (SUA) (e.g., alert areas, restricted areas, warning areas, and MOAs) and airspace-for-special-use (e.g., ranges and low level training routes) within 100 n.mi. of the installation that are used for flight training. For each airspace provide the following information (seven questions):

a. Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

ANSWER: SEE CHART ON NEXT PAGE

b. Is the airspace under radar and/or communications coverage/control? If so, who provides the vices?

ANSWER: SEE CHART ON NEXT PAGE

c. Does the Navy/Air Force/Army own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

ANSWER: SEE CHART ON NEXT PAGE

d. What is the distance en route?

ANSWER: SEE CHART ON NEXT PAGE

e. Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

ANSWER: SEE CHART ON NEXT PAGE

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

**Facilities**

ANSWER: SEE CHART ON NEXT PAGE

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

ANSWER: SEE CHART ON NEXT PAGE

| a | a | a | | a | a | a | a | a | a | b | c | d | e | f |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NAME | Type | Location | | Size | Times | Control Activity | Scheduling Activity | Recording method | Proximity to ATA | Comm Control | Navy/ AF Own Land | Distance Enroute | Envmt Limit.s | Encr Issues |
| Reese 1 | MOA | 33-56.00 | 102-53.00 | 34x36x14 | Day Mon-Fri | ZFW | Reese | TRIM | 25 | Y/ZFW | NO | 30 | None | None |
| Reese 2 | MOA | 33-16.00 | 102-24.00 | 30x35x13 | Day Mon-Fri | LBB | Reese | TRIM | 15 | Y/LBB | NO | 20 | None | None |
| Reese 3 | MOA | 32-53.00 | 103-00.00 | 35x37x14 | Day Mon-Fri | ZFW | Reese | TRIM | 45 | Y/ZFW | NO | 50 | None | None |
| Reese 4 | MOA | 33-13.00 | 101-35.00 | 30x30x13 | Day Mon-Fri | LBB | Reese | TRIM | 15 | Y/LBB | NO | 20 | None | None |
| Reese 5 | MOA | 32-58.00 | 101-12.00 | 20x75x14 | Day Mon-Fri | ZFW | Reese | TRIM | 35 | Y/ZFW | NO | 40 | None | None |
| 7 | Alert Area | 33-30.00 | 102-00.00 | 50x25x3 | Day Mon-Fri | NONE | NONE | TRIM | 0 | Y/ZFW | NO | 0 | None | None |
| IR 128 | MTR | 32-31.50 | 101-19.50 | 380x10x10 | Continuous | ZFW | Offut AFB | TRIM | 85 | N | NO | 90 | None | None |
| VR1116 | MTR | 33-25.50 | 100-58.00 | 210x7x1.5 | Day-light | ZFW | Tinker AFB | TRIM | 45 | Unkown | NO | 50 | None | None |
| IR 154 | MTR | 33-24.50 | 101-13.70 | 180x10x9 | Day-light | ZFW | Reese AFB | TRIM | 35 | N | NO | 40 | None | None |
| IR 155 | MTR | 33-29.70 | 101-12.20 | 180x10x9 | Day-light | ZFW | Reese AFB | TRIM | 35 | N | NO | 40 | None | None |
| G. No: Due to numerous airways the current Reese MOAs and ATCAAs cannot be expanded. (Source: Rick Sikes, FAA Military Ops, FTW ARTCC) | | | | | | | | | | | | | | |

4. Is the available SUA/airspace-for-special-use within 100 n.mi. of your installation sufficient to satisfy all training requirements?

ANSWER: Yes.

5. If deployments/detachments to other domestic locations are required to satisfy training requirements, provide the following information for each location:

a. Where do these units/squadrons deploy?
b. How far from your installation?
Frequency?
Reasons for deployment (e.g., adverse weather, airspace saturation, training, versatility, etc.)

**Facilities**

e. Annual costs incurred for deployments due to adverse weather?
Annual costs incurred for deployments due to airspace non-availability?
Annual costs incurred for deployments due to insufficient training versatility (e.g., lack of low level training [illegible]tes etc.)?

ANSWER: B.5.a - B.5.g: N/A at Reese AFB.

6. List all airspace control measures used for flight training that do not qualify as SUA/airspace-for-special-use and describe the limitations and capabilities of those control measures.

ANSWER: None

7. For each syllabus of undergraduate/graduate pilot and/or NFO/Navigator flight training, state whether you require any specific terrain feature or overwater access for training.

| Syllabus of Training | Terrain Feature or Overwater Requirement |
|---|---|
| SUPT | None |
| ALP T-37 | None |
| ATP T-38 | None |
| T-1 Banked Requal | None |

8. List any additional constraints or limitations to the airspace that impact the training mission.

ANSWER: NONE.

[illegible]. Ground Training

1. By Facility Category Code , complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training is conducted. Include all 171-*xx*, 179-*xx* category codes, and any other applicable category codes.

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.

ANSWER:

Cat Code: 171-212

| Type Training Facility | Total Number | Design Capacity (PN) | Capacity (Student HRS/YR) |
|---|---|---|---|
| Simulators | 14 | 16 | 72,288 |

16 X 16 X 242 = 61,952
HRS TRG DAYS

Cat Code: 171-213

# GROUND TRAINING FACILITIES

| BASE | DESIGN CAP | | HOURS/DAY | | TNG DAYS/YR | | TNG HRS/YR |
|---|---|---|---|---|---|---|---|
| **COLUMBUS** | | | | | | | |
| CLASSROOM | 224 | X | 8 | X | 242 | = | **433664** |
| SIMULATOR | 16 | X | 16 | X | 242 | = | **61952** |
| **LAUGHLIN** | | | | | | | |
| CLASSROOM | 100 | X | 8 | X | 242 | = | **193600** |
| SIMULATOR | 16 | X | 16 | X | 242 | = | **61952** |
| **RANDOLPH** | | | | | | | |
| CLASSROOM | 360 | X | 8 | X | 242 | = | **696960** |
| SIMULATOR | 24 | X | 16 | X | 242 | = | **92928** |
| **REESE** | | | | | | | |
| CLASSROOM | 360 | X | 8 | X | 242 | = | **696960** |
| SIMULATOR | 16 | X | 16 | X | 242 | = | **61952** |
| **SHEPPARD** | | | | | | | |
| CLASSROOM | 180 | X | 8 | X | 242 | = | **348480** |
| SIMULATOR | 24 | X | 16 | X | 242 | = | **92928** |
| **VANCE** | | | | | | | |
| CLASSROOM | 193 | X | 8 | X | 242 | = | **373648** |
| SIMULATOR | 16 | X | 16 | X | 242 | = | **61952** |
| **CORPUS** | | | | | | | |
| CLASSROOM | 240 | X | 8 | X | 242 | = | **464640** |
| SIMULATOR | 12 | X | 16 | X | 242 | = | **46464** |
| **KINGSVILLE** | | | | | | | |
| CLASSROOM | 444 | X | 8 | X | 242 | = | **859584** |
| SIMULATOR | 16 | X | 16 | X | 242 | = | **61952** |
| **MERIDIAN** | | | | | | | |
| CLASSROOM | 300 | X | 8 | X | 242 | = | **580800** |
| SIMULATOR | 14 | X | 16 | X | 242 | = | **54208** |
| **PENSACOLA** | | | | | | | |
| CLASSROOM | 2535 | X | 8 | X | 242 | = | 4907760 |
| | | | | (OTHER TRAINING) | | - | 992216 |
| | | | | TOTAL CLASSROOM: | | | **3915544** |
| SIMULATOR | 74 | X | 16 | X | 242 | = | **286528** |
| **WHITING** | | | | | | | |
| CLASSROOM | 275 | X | 8 | X | 242 | = | **532400** |
| SIMULATOR (T-34) | 18 | X | 16 | X | 242 | = | **69696** |
| SIMULATOR (TH-57) | 9 | X | 16 | X | 242 | = | **34848** |
| **RUCKER** | | | | | | | |
| CLASSROOM | 2853 | X | 8 | X | 242 | = | **5523408** |
| SIMULATOR | 55 | X | 16 | X | 242 | = | **212960** |

**Facilities**

| Type Training Facility | Total Number | Design Capacity (PN) | Capacity (Student HRS/YR) |
|---|---|---|---|
| OSS Classrooms | 9 | 360 | 1,626,480 |
| Squadron Flight rooms | 14 | 308 | 1,391,544 |

360 X 242 X 8 = 696960

Cat Code: 171-214

| Type Training Facility | Total Number | Design Capacity (PN) | Capacity (Student HRS/YR) |
|---|---|---|---|
| Physiology Classrooms | 2 w 65 1 w15 | 145 | 655,110 |

Cat Code: 179-511

| Type Training Facility | Total Number | Design Capacity (PN) | Capacity (Student HRS/YR) |
|---|---|---|---|
| Swing Landing Trainer | 6 | 6 | 27,108 |

For the Student HRS/YR value in the preceding table, describe how that entry was derived.

Design Capacity = (number of classrooms) X (the capacity measured in students per room).
Capacity = (Design Capacity) X (available hours per day) X (available days per year).
Student Hrs/YRS = Design Capacity X 251 days/year (assumed) X 18 hrs/day (assumed).
360 = 242 8

3. 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) could be gained? Provide details and assumptions for all calculations.

ANSWER: 1,237,350 student-hours/year.

(Design capacities from C.1) x (20 hours a day) x (300 days a year (365 minus Sundays and holidays)) = New Capacity.
(New capacity) - (Total capacity from C.1) = Increase in student-hours/year.

4. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations.

ANSWER: Build 4 buildings the size of Building 820 (OSS - 26,700 sq ft).

26,700 sq ft * $123 sq/ft = $3,284,100*17.7% (support costs)= $581,285.70+ $3,284,100=$3,865,385.70*10% (contingency costs) = $386,538.57 + $3,865,385.70 = $4,251,924.30* .05% (supervision, inspection, overhead costs) = $212,596,21 + $4,251,924.30 = $4,464,520.50 per building * 4 = $17,858,082.00.

0(PN) X 300 (DAYS/YR) X 20 (HR/DAY) = 2,160,000 student hrs/yr
60,000 student hrs/yr (existing capacity) + 8,640,000 student hours/yr (2,160,000 student hrs/yr X4) =

10,800,000 total student hrs/yr

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

ANSWER: Size of base limits the addition to four additional classroom buildings.

6. By Category Code, complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training is not conducted. Include all 171-*xx*, 179-*xx* category codes, and any other applicable category codes.

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.

ANSWER: Since the primary mission for Resse AFB is undergraduate pilot training, no facilities are dedicated to other training.

For the Student HRS/YR value in the preceding table, describe how that entry was derived.

ANSWER: N/A

8. 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) could be gained? Provide details and assumptions for all calculations.

ANSWER: N/A

9. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations

ANSWER: N/A

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

ANSWER: N/A

Aircraft Parking, Maintenance, and Supply

Provide the number of other aircraft (both active and reserve operational squadrons) that are based at your 'allation. If a squadron has more than one type of aircraft, fill out a separate line for each type.

ANSWER: Reese does not base any other aircraft or squadrons.

2. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be based and parked on your current parking aprons. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

| Aircraft Type | # of Aircraft | Comments See chart above (11 Oct) |
|---|---|---|
| T-37 | 91 | Row 2 thru 14 provides 91 parking spaces and 76,230 SY of space. We have 83 assigned aircraft. (800 sq yds per aircraft) |
| T-38 | 66 | Row 19 thru 28 provides 66 parking spaces and 69,894 SY of space. We have 64 assigned aircraft. (700 sq yds per aircraft) |
| T-1A | 38 | Rows 29 thru 35 provides 36 parking spaces and 62,565 SY of space. We have 38 assigned aircraft. (1500 yards per aircraft) |
| | | D.3 Worksheets for all calculations have been provided. |
| | | D.3 Minimum space between aircraft wings is 10 feet or 3 meters, as per AFM 86-2, page 3-6 |

3. Provide the details of your calculations, including your assumptions on the minimum separation between aircraft, folding of aircraft wings, and any obstruction that may limit the placement of aircraft on the parking apron spaces.

See Chart Above

4. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be housed in your hangars. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

| Aircraft Type | # of Aircraft | Comments |
|---|---|---|
| T-37 | 6 | T-1A hangar plus 5 spaces in hangar #92 |
| T-38 | 14 | hangar #82 and hangar #70 |
| T-1A | 11 | hangar #52 only |

'OTE: These numbers reflect normal hangar usage for maintenence purposes. For shelter from weather, these ıbers dramatically increase

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

ANSWER: Calculation is based on AFN 86-2 standards and AETC Facility Requirements Calculation Template which states the following: Maximum number of aircraft = hangar space divided by square footage needed for each aircraft. The above source was used to derive the conclusions. These numbers reflect normal hangar usage for maintenance purposes. For shelter only, these increse significantly. Calculations were performed by Lockheed Support Systems based on safety factors for maintenance dock space and equipment movement.

6. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be maintained at your installation based on availability of maintenance facilities (i.e., maintenance docks, wash racks, NDI facilities, etc.).

| Aircraft Type | # of Aircraft | Comments |
|---|---|---|
| T-37 | 43 | |
| T-38 | 97 | |
| T-1A | 81 | |

NOTE: Availability of usable ramp space is the main factor limiting maintenence capacity at this installation. Actual numbers for maximum capacity of maintenence facilities is not available.

7. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

ANSWER: Number of aircraft is derived from availability of nose docks, back shops, fuel cells, and maintenance hangars. Aircraft Parking Plan/TAB, AFR 86-2 Standards, and Facility Floor Plans were used to derive the answer.

8. Describe any maintenance backlogs that your installation 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).

ANSWER: The only backlogs experienced by maintenance are due to spare parts non-availability. There is no average backlog time available.

9. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be supported at your installation based on availability of supply/storage facilities.

| Aircraft Type | # of Aircraft | Comments |
|---|---|---|
| T-1A | 59 | Combs warehouse is sole T-1A facility |
| T-38 | 75 | 43% mix of T-37s sharing facilities with T-38s |

Facilities

| | | |
|---|---|---|
| T-37 | 99 | 57% mix of T-38s sharing facilities with T-37s |

,. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

ANSWER: Calculations were based on 300 sq ft/aircraft for supply space from AFM 86-2 Ch. 11 para. 3d tables 11-1 and 11-2 for T-37 & T-38, Beechcraft Aerospace (Mr Monroe, DSN 838-6623), for T-1A. T-1A warehouse (Combs warehouse) is 17,760 sq ft from Real Property Records, 28 Feb 92 (7115 Report). T-37/T-38 warehouse space is 52,052 sq ft from RCS HAS-LEE(AR)(7115) Report. Number of aircraft was derived by dividing total available space by 300 sq ft per aircraft.

11. List any additional constraints or limitations to the parking, maintenance, and supply facilities that impact the training mission.

ANSWER: There were no constraints noted which impacted the training mission.

**Features and Capabilities**

Housing and Messing

Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

| Facility TYPE | BLDG. # | Cat Code | Total No. of Beds | Total No. of Rooms | Total people housed | Type/Status |
|---|---|---|---|---|---|---|
| BOQ | 1140 | 724415 | 40 | 40 | 40 | Officer/Student |
| BEQ | 1145 | 721312 | 14 | 14 | 14 | Enlisted/Perm Party |
| BOQ | 1145 | 724415 | 14 | 14 | 14 | Officer/Student |
| BOQ | 1220 | 724415 | 40 | 40 | 0* | Officer/Student |
| BOQ | 1225 | 724415 | 40 | 40 | 0* | Officer/20 Student 20 VOQ |
| BEQ | 220 | 721312 | 140** | 70 | 70 | Enlisted/Perm Party |
| BEQ | 320 | 721312 | 138** | 69 | 69 | Enlisted/Perm Party |
| BEQ | 420 | 721312 | 140** | 70 | 70 | Enlisted/Perm Party |

* Facilities under renovation
** As indicated by real property records - Actually using half (70,69,70)

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. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

| FACILITY TYPE | BLDG. # | CAT CODE | Total No. of Beds | Total No. of Rooms | Total people housed | Type/Status |
|---|---|---|---|---|---|---|
| BOQ | 1140 | 724415 | 40 | 40 | 40 | Officer/Students |
| BEQ | 1145 | 721312 | 14 | 14 | 14 | Enlisted/Perm Party |
| BOQ | 1145 | 724415 | 14 | 14 | 14 | Officer/Perm Party |
| BOQ | 1220 | 724415 | 40 | 40 | 40 | Officer/Students |
| BOQ | 1225 | 724415 | 40 | 40 | 40 | Officer/Students |
| BEQ | 220 | 721312 | 140** | 70 | 36* | Enlisted/Perm Party |
| BEQ | 320 | 721312 | 138** | 69 | 35* | Enlisted/Perm Party |
| BEQ | 420 | 721312 | 140** | 70 | 36* | Enlisted/Perm Party |

* Based on A-76 and manning projection
** As indicated by real property records - Actually using half (70,69,70)

3. Provide data on the messing facilities assigned to your current plant account.

| Facility Type, Cat Code and Bldg. # | Total Sq. Ft. | Seats | Avg # Noon Meals Served |
|---|---|---|---|
| Amn Dining Facility 722351 Bldg 430 | 14555 | 261 | 144.787 |

**Features and Capabilities**

4. Provide data on the messing facilities projected to be assigned to your plant account in FY 1997.

| Facility Type, Cat Code and Bldg. # | Total Sq. Ft. | Seats | Avg # Noon Meals Served |
|---|---|---|---|
| Amn Dining Facility 722351 Bldg 430 | 14555 | 261 | 144.787 |

5. Based upon your installation's on and off-base housing and messing facilities, what average daily student load (ADSL) could you support from FY95 - FY01? Express the daily student load in terms of enlisted, officer, and civilian.

| Type Facility | Average Daily Student Load (ADSL) | | | | | | |
|---|---|---|---|---|---|---|---|
| | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
| BOQ | 114 | 114 | 114 | 114 | 114 | 114 | 114 |
| BEQ (NA) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On-Base Housing | 24 | 24 | 24 | 24 | 24 | 24 | 24 |
| Off-Base Housing | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| On-Base Messing | 783 | 783 | 783 | 783 | 783 | 783 | 783 |

6. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

ANSWER:
)Q - # based on average students housed onbase FY 93
EQ - # Based on different mission use of same space that students currently utilize - not utilizing any permanent party rooms
On-Base Housing - Currently 24 - A-76 Conversion frees an additional 175 units - total approx. 200
Off-Base Housing - Housing Market Analysis shows 339 surplus E1-E3 units off-base
On-Base Messing - Based on Services Squadron maximum dining facility capability

7. List any additional constraints or limitations to the housing and messing facilities that impact the training mission.

ANSWER: There are no major constraints/limitations to the housing facilities at Reese AFB which would impact the training mission.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

09 AUG 1994

MEMORANDUM FOR HQ AETC/XOPU

FROM: HQ USAF/RTR

SUBJECT: Joint Cross Service Group Questions

1. The Joint Cross Service Working Group for Undergraduate Pilot Training unconvered several issues that require MAJCOM clarification. A set of the questions pertaining to USAF YPT bases was provided to HQ AETC by Lt Col Jerry Free 5 Aug 94 (atch 1). The answers to these questions must be documented IAW the Air Force Internal Control Plan, i.e., worksheets must accompany the answers to HQ USAF/RTR (formerly AF/XOOR).

2. Please put your best effort against this request. This information is due to HQ USAF/RTR NLT 11 Aug 94. Faxed response is appropriate for the timely delivery of this information, however, a hard copy should be sent to follow up the data transfer. POC is Lt Col Bruggemeyer, AF/RTR, DSN 225-4578. Fax DSN 223-9707.

for John F. Pl

WAYNE MAYFIELD, Col, USAF
Chief, Base Realignment Division

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: Response to Joint Cross-Service Group Data Call

1. The attached worksheets constitute AETC's response to the 9 Aug 94 Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached worksheets to be true and accurate to the best of our ability.

VR

PETER H. FOX
Colonel, USAF
Acting Director, Plans and Operations

Attachment:
1. Installation Worksheets

Subject: Request for clarification

Source of Tasking: HQ USAF/RTR in conjunction with the Joint Working Group for Undergraduate Pilot Training

1. FOR ALL BASES: (Capacity Questionnaire, Features and Capabilities: Housing and Messing)

Provide the number of BOQ/BEQ rooms that are adequate/permanent.

2. COLUMBUS AFB: (Military Value Questionnaire, Mission Requirements, Managed Training Areas; C.1)

Report its outlying airfield.

3. RANDOLPH AFB: (Military Value Questionnaire, Facilities, Air Space and Flight Training Areas; A.11)

The Joint Working Group has refined the distance criteria to 75nm for evaluation purposes. Randolph AFB reported their air-to-surface range at 76nm. Request Randolph AFB remeasure the distance to the range.

4. SHEPPARD AFB: (Military Value Questionnaire, Facilities, Airfield; B.1)

Sheppard AFB needs to report 3rd parallel runway which is funded, contracted and construction in progress.

Does Sheppard AFB have a physiology Trainer?

5. LAUGHLIN: (Military Value Questionnaire, Facilities, Airfield; B.2)

Verify condition of runways.

6. RANDOLPH AFB: (Military Value Questionnaire, Future Requirements, Encroachment; B.4)

Is the existing AICUZ study encoded in local zoning ordinances? Yes or No

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
REESE AFB TX

PURPOSE: To document the answer to Features and Capabilities question number A.1-dc.

SOURCE: Real Property Record (28 Feb 94), DD Form 2085R as of 31 Mar 94 and evaluation the Housing Manager.

METHOD: Extract Data from above sources.

CONCLUSION: All BOQ/BEQ quarters meet the AFI 32-6005 Chapter 2 standards for adequate/permanent. Total rooms = 357.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 10 Aug 94
Signature
Mr Ronald Crain, GS-10, 64 CES/CEH, 838-3603
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 11 Aug 94
Signature
ALGIE H. ENNIS, GS-12, AETC/CEPH, 487-2559
Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE

11 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: HQ USAF/RT

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the UPT supplemental data calls dated 27 Sep, 30 Sep and 7 Oct 1994 (Atch 1). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan. There are no other supplemental data calls pending. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAY D. BLUME, Jr., Maj Gen, USAF
Special Assistant to the CSAF for
Realignment and Transition

Attachments:
1. Supplemental Data Calls 27 Sep 94, 30 Sep 94, 7 Oct 94
2. AETC Response to Data Calls

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Reese AFB TX

PURPOSE: To document the answer to Facilities question number (D.2-dc)

SOURCE: Real Property Records dated 28 Feb 94
AFR 86-2 dated Mar 73; knowledge of local aircraft parking ramp configurations
Mr. Brannon, HQ AETC/LGXP, 487-3428

METHOD: Extract data from above sources.
Professional knowledge/judgment

CONCLUSION:

| Aircraft Type | Total Parking Area | Square Yards Required/Aircraft | Total Number of Aircraft |
|---|---|---|---|
| T-37 | 383,120 SY | 800 | 478 |
| T-38 | 383,120 SY | 700 | 547 |
| T-1 | 383,120 SY | 1,500 | 255 |

NOTES: 383,120 x .80 = 306,496 / ramp space

1. Total apron space is 383,120 SY. Total usable parking area under current operations is 208,689 SY.

a. Total unusable parking area under current operations is 174,431 SY due to aircraft taxiways, vehicle roadways adjacent to ramp, on-ramp hangars, flight shacks, support equipment parking, hangar enter/exit ramp area and aircraft wash racks.

b. Total usable parking area under current operations is =
383,120 - 174,431 = 208,689 SY

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Thad L. Brannon Date 6 Oct 94
Signature
Thad L. Brannon, Jr., GM-14,HQ AETC/LGXP, 487-3428
Typed Name, Rank, Office Symbol, DSN Number

ATTCH 1

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Reese AFB, TX

PURPOSE: To document the answer to Facilities question number (A.10-DC)

SOURCE: See base worksheet.

METHOD: See base worksheet.

CONCLUSION: The following corrections are made to the base answers:

Reese 3: area should be 2690 sq nm
Roby: area should be 1330 sq nm
Westover 2: area should be 1980 sq nm, ATCAA of same area goes from FL180 to FL230.

NOTE: Since ATCAA is not charted, bases can only report ATCAA they actually use or that impact their operations. ATCAA is established by Letter of Agreement between the originating base and the controlling ARTCC.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl L. Claus Date: 7 Oct 94

Carl L. Claus, Capt, AETC/XOSA, 487-6162

INSTALLATION WORKSHEET
Reese AFB TX

PURPOSE: To document the answer to Facilities question number (A.10) per fax of 7 Oct 94 from HQ AETC/XOPU.

SOURCE: FLIP, Annual Utilization Reports, Sectional Aeronautical Charts, ONC/TPC Charts, Airspace Scheduling Agency, and Base Airspace Manager. When completing this worksheet, include the name, rank, DSN number, and office symbol of any person providing answers.

METHOD: Extract data from above sources and solicit inputs from appropriate wing agencies.

CONCLUSION:

| NAME | TYPE | AREA (sq nm) | ALTITUDE (in thousands) | DISTANCE TO AREA |
|---|---|---|---|---|
| Reese 1 | MOA/ATCAA | 1224 | 12 - 26 | 30 |
| Reese 2 | MOA/ATCAA | 1050 | 10 - 23 | 20 |
| Reese 3 | MOA/ATCAA | 1295 | 12 - 26 | 50 |
| Reese 4 | MOA/ATCAA | 900 | 10 - 23 | 20 |
| Reese 5 | MOA/ATCAA | 1500 | 12 - 26 | 40 |
| High A | ATCAA | 1340 | 28 - 39 | 15 |
| High B | ATCAA | 893 | 28 - 39 | 49 |
| High C | ATCAA | 1133 | 28 - 39 | 49 |
| High D | ATCAA | 908 | 28 - 39 | 15 |
| High E | ATCAA | 1023 | 28 - 39 | 15 |
| Torch | ATCAA | 405 | 28 - 39 | 25 |
| Roby | MOA | 1750 | 12 - 18 | 75 |
| Westover 2 | MOA | 5000 | 10 - 18 | 90 |
| A637 | Alert Area | 1250 | SFC - 6 | 0 |

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Eric D. Cain Date 7 OCT 94
Signature
ERIC D. CAIN, Capt, 64 OSS/DOOA, 838-3109
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

AUG 0 2 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

SUBJECT: Air Force Data Input to the Joint Cross-Service Group on UPT

Attached is the validated Air Force submission to the JCSG for UPT. The data has been collected and certified in accordance with the Air Force Internal Control Plan. Questions can be referred to Lt Col Mark E. Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

6 Atchs
Columbus AFB Joint Data Call
Laughlin AFB Joint Data Call
Randolph AFB Joint Data Call
Reese AFB Joint Data Call
Sheppard AFB Joint Data Call
Vance AFB Joint Data Call

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

4 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: SAF/MII

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the 23 Sep 94 supplemental data call (Atch 2). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan.

The complete Military Value and Capacity Analysis Data Calls for Hondo Field and Falcon Field will be sent to HQ USAF/RT shortly. Following receipt and certification of the data calls at the Air Staff level, I will forward them to you. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

Attachments:
1. Selected Question List, 23 Sep 94
2. AETC Response to 23 Sep 94 Questions

# MILITARY VALUE ANALYSIS
## MAJCOM/INSTALLATION WORKSHEET
## REESE AFB

PURPOSE: To document the answer to verbal tasking on 30 Sep 94 to provide quantity and condition data for airfield pavements separately for main base and auxillary airfields. This clarification references Facilities question number (B.2).

SOURCE: Real Property Records (for Current Quantity) A, D, and E Records; MILCON and O&M project listings; In-house survey; Engineering Criteria

METHOD: Provide a separate table for each airfield. For category codes in this section, most bases will need to conduct an in-house survey to accurately capture the condition of the pavements because real property records lump all pavements under one facility number, and only permit one condition code to be assigned. Ensure the condition data reported accurately reports the actual condition of each type of pavement, and not just repeat what is in the real property records. Also, ensure the data reflects the condition of the pavements after completion of all funded O&M and MILCON projects. Backup data retained at the base should document construction projects for new or replacement (hand added) pavement.

CONCLUSION:

MAIN BASE: REESE AFB

| Facility Type (CCN) | Facility Description | Unit of Measure | Current Quantity | Adequate/ Permanent | Substandard /Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|---|
| 111 | Airfield Pavement-Runways(Do not include shoulders or overruns) | SY | 458,333 | 76 % | 24 % | Ø |
| 112 | Airfield Pavements-Taxiways (Do not include Shoulders | SY | 150,273 | 92 % | 8 % | Ø |
| 113 | Airfield Pavements-Aprons (Do not include Shoulders | SY | 383,120 | 9 % | 91 % | 0 |

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
REESE AFB
(CONTINUATION SHEET)

PURPOSE: To document the answer to verbal tasking on 30 Sep 94 to provide quantity and condition data for airfield pavements separately for main base and auxillary airfields. This clarification references Facilities question number (B.2). (Continuation Sheet)

AUXILLARY AIRFIELD: TERRY COUNTY AUXILLARY AIRFIELD

| Facility Type (CCN) | Facility Description | Unit of Measure | Current Quantity | Adequate/ Permanent | Substandard /Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|---|
| 111 | Airfield Pavement-Runways(Do not include shoulders or overruns) | SY | 148,333 | 100% | Ø | Ø |
| 112 | Airfield Pavements-Taxiways (Do not include Shoulders | SY | 71,217 | Ø | 100% | Ø |
| 113 | Airfield Pavements-Aprons (Do not include Shoulders | SY | Ø | Ø | Ø | Ø |

To ensure facility conditions are applied consistently across the command, the following guidance is offered. For airfield pavements, these definitions should be applied to each section of pavement to be evaluated. A single runway, for example, could have different areas that fall into each of the following categories.

a. Adequate/Permanent means the pavement is structurally and functionally adequate to serve its current purpose without major investment. A requirement for recurring maintenance type items, such as joint sealing and spall repairs, should not be considered major investment

b. Substandard/Semi-permanent means the section of the pavement requires significant work to retain its functionality, but is still usable in the meantime.

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
REESE AFB
(CONTINUATION SHEET)

PURPOSE: To document the answer to verbal tasking on 30 Sep 94 to provide quantity and condition data for airfield pavements separately for main base and auxiliary airfields. This clarification references Facilities question number (B.2). (Continuation Sheet)

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c. Inadequate/Temporary means the section of pavement cannot be used for aircraft operations in its present condition, and requires major work or complete replacement to make it usable.

d. Any exception to the above criteria must be well documented.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Phillip A. Thompson Date 4 OCT 94
Signature
PHILLIP A. THOMPSON TSgt DOV 838-3464
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Robert J. Frank Date 5 OCT 94
Signature
ROBERT FRANK, GM13, HQ AETC/CEOE, 487-2594
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM WORKSHEET
REESE AFB, TX

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2).

SOURCE See installation worksheet. Also MILCON and O&M project listings maiintained by 64 CES/CEC.

METHOD: See installation worksheet. Also, data was adjusted to reflect projected completion of funded MILCON and O&M construction projects.

CONCLUSION:

This MAJCOM worksheet corrects the source and method used to complete the installation worksheet, and corrects one part of the conclusion on the installation worksheet. The installation worksheet reflects the method used to originally answer Facilities question B2. However, the data contained in the installation worksheet actually reflects the condition of the systems after completion of all funded MILCON and O&M projects.

Also, the quantity shown for ***cat code 113*** on the installation worksheet should be ***383,120 SY,*** not 378,390 SY. The base overlooked a section of new ramp (4,730 SY) being constructed for the T-1 when doing the original calculations.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Robert J. Frank Date 7 OCT 94
Signature
ROBERT FRANK GM13, HQ AETC/CEOE, 487-2594
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Reese AFB TX

PURPOSE: To document the answer to Facilities question number (B.2).

SOURCE: Real Property Records (for Current Quantity) , In-house survey, Engineering Criteria; Electrical Distribution Study by Alexander Elec. Utility Co., July 1992; Nov 92 & May 93 Sanitary Sewer Reports from Environmental Reveal Unit, AFCESA, Tyndall AFB, FL, May 93; and. Reese AFB Water Distribution Study by Park Hill, Smith & Cooper, 1988.

METHOD: For category codes in this section, most bases will need to conduct an in-house survey to accurately capture the condition because real property records lump all pavements and utility distribution systems under one facility number. For aprons, use the procedures in Para 3-19 of AFM 86-2 to calculate the required parking apron. Use projected primary assigned aircraft numbers plus 10 percent to account for back-up aircraft inventory. Transient, TDY, and mobility aircraft not officially assigned to the base are not to be used for calculating apron requirements. Provide work sheets for documentation of construction projects for new or replacement (hand added) systems.

CONCLUSION:

| Facility Type (CCN) | Facility Description | Unit of Measure | Current Quantity | Adequate/ Permanent | Substandard/Semi-Permanent | Inadequate /Temporary |
|---|---|---|---|---|---|---|
| 111 | Airfield Pavement-Runways(Do not include shoulders or overruns) | SY | 706,688 | 85% | 15% | 0 |
| 112 | Airfield Pavements-Taxiways (Do not include Shoulders | SY | 221,490 | 62% | 38% | 0 |
| 113 | Airfield Pavements-Aprons (Do not include Shoulders | SY | 378,390 | 9% | 91% | 0 |
| 116-662 | Dangerous Cargo Pad | SY | 11,333 | 40% | 60 | 0 |
| 812 | Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines) (Do not include 812-921, 812-926 and 812-928 | LF | 280,760 | 90% | 10% | 0 |

| Facility Type (CCN) | Facility Description | Unit of Measure | Current Quantity | Adequate/ Permanent | Substandard Semi-Permanent | Inadequate /Temporary |
|---|---|---|---|---|---|---|
| 822 | Heat-Trans & Distr Lines (Do not include 822-248and822-268) | LF | 0 | 0 | 0 | 0 |
| 832 | Sewage and Indust Waste-Collection (Mains) (DO not include 832-267 | LF | 108,828 | 70% | 30% | 0 |
| 842 | Water Distr Sys | LF | 369,589 | 100% | 0 | 0 |
| 843 | Water Fire Prot | LF | 4,456 | 100% | 0 | 0 |
| 851 | Roads (Do not include 851-142 and 851-143 | SY | 561,458 | 100% | 0 | 0 |
| 852 | Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289) | SY | 239,877 | 100% | 0 | 0 |

To ensure facility conditions are applied consistently across the command, the following guidance is offered:

a. Adequate/Permanent means the facility is structurally and functionally adequate to serve its current purpose without major investment. For construction projects, major investment is defined as greater than $300,000 (i.e., if it takes a MILCON project to make a facility fully usable, it is not Adequate/Permanent). For repair projects, major investment is defined as greater than $1,000,000. However, judgment may be exercised in applying this second definition. For large facilities, (e.g., depots), where a $1,000,000 repair cost would not represent a significant investment, the facility could still be categorized as Adequate/Permanent.

b. Substandard/Semi-permanent means the facility is a permanent facility which is structurally sound, but requires major investment to adequately serve its current purpose.

c. Inadequate/Temporary means the facility has substandard construction and is used because no other adequate space exists to support the function it houses. In general, this is the type of facility would be razed in favor of new, permanent construction. To be more objective, use the "Seventy-Percent Rule". If the investment required to bring a facility up to Adequate/Permanent status is more than seventy-percent of the cost to build a new, adequate facility, the facility should be considered Inadequate/Temporary.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Joe L. Hassell Date 9/27/94
Signature
Mr JOSEPH L. Hassell, GS-13, 64 CES/CEC, 838-3921
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Robert J. Frank Date 28 Sept 94
Signature
ROBERT FRANK, GM13, HQ AETC/CEOE 487-2594
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Reese AFB, TX

**PURPOSE:** To document the answer to Manpower Implications, Par A, Question 1b. Data Call 23 Sep 94.

**SOURCE:** DD Form 2085, 30 Sep 93, and AETC Form 515, 30 Sep 93. Definition of adequate quarters for existing inventory use DoD Manual 4165.63, DoD Housing Management, September 1993.

**METHOD:** Determine the number of adequate, substandard, and total number of quarters for enlisted and officer personnel. Determine the number of officer and enlisted spaces from lines 11, 12, and 13 from DD Form 2085; and lines 5, 10, 25, and 32 in Column A from AETC Form 515.

**CONCLUSION:**

| | Number of Adequate Quarters | Number of Substandard Quarters | Total Number of Quarters |
|---|---|---|---|
| BOQs | 134 | | 134 |
| VOQs | 18 | | 18 |
| BEQs | 434 | | 434 |
| VAQs | 28 | | 28 |

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 28 Sep 94

RONALD CRAIN, GS-10, 64 CES/CEH, 838-3603
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 28 Sep 94 Date 28 Sep 94

T. Shook, GM-13, AETC/SVXM, 487-5110 A. Ennis, GS-12, AETC/CEPH, 487-3133

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Reese AFB TX

PURPOSE: To document the answer to Facilities question number (E. 7)

SOURCE: Professional knowledge

METHOD: Cite professional knowledge

CONCLUSION: No

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 29 SEP 94

Signature
MICHAEL A. WOODLEE, Capt, DOF, 838-3179
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 29 SEP '94

Signature
THAD L. BRANNON, JR., GM-14, HQ AETC/LGXP, 487-3428
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
Reese AFB, TX

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 2. This clarification references Facilities question number (B.3).

SOURCE: Real Property Records dated 28 Feb 94. MILCON and O&M Project listings

METHOD: Extract data from Real Property records. Manually adjust data based on projected condition of facilities after completion of all funded MILCON and O&M projects. File details of manual adjustments, including documentation of project data, with the worksheet.

CONCLUSION:

| Facility Type (CCN) | Facility Use | Unit of Measure | Adequate/ Permanent | Substandard /Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|
| 131 | Communications Buildings | SF | 10,970 | 0 | 0 |
| 133 | N/A to AETC bases | SF | 0 | 0 | 0 |
| 141 (less 141-753) | Operations Buildings | SF | 10,938 | 1,133 | 0 |
| 211 | Maintenance - Aircraft | SF | 147,317 | 119,737 | 0 |
| 217 | Maint - Electronics and Communications Equip | SF | 368 | 5,206 | 0 |
| 218 | Maint Shops | SF | 30,189 | 3,048 | 0 |
| 219 | Maint Installation Repair and Operations | SF | 43,519 | 0 | 6,040 |
| 610 | Administrative Buildings | SF | 157,045 | 26,252 | 1,531 |

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
REESE AFB TX

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 2. This clarification references Facilities question number (B.3). (Continuation Sheet)

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Evangeline Anguiano Date 27 Sep 94
Signature
EVANGELINE ANGUIANO, GS-9/Civ, CER, 838-3165
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Susan R. Huggins Date 28 Sep 94
Signature
SUSAN HUGGINS GS-12 AETC/CEPE DSN487-2994
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
Reese AFB, TX

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 3. This clarification references Facilities question number (C.1).

SOURCE: Real Property Records dated 28 Feb 94. MILCON and O&M Project listings

METHOD: Extract data from Real Property records. Manually adjust data based on projected condition of facilities after completion of all funded MILCON and O&M projects. File details of manual adjustments, including documentation of project data, with the worksheet.

CONCLUSION:

| Facility Type (CCN) | Facility Use | Unit of Measure | Adequate/ Permanent | Substandard/ Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|
| 141-753 | Squadron Operation Fac | SF | 0 | 0 | 0 |
| 171-152 | Lecture Hall | SF | 0 | 0 | 0 |
| 171-211 | Flying Training Buildings | SF | 0 | 0 | 0 |
| 171-212 | Flight Simulator Building | SF | 60,863 | 0 | 0 |
| 171-213 | Flying Training Bildings (UPT/UNT) | SF | 59,469 | 0 | 0 |
| 171-214 | Physiological Training Bldg | SF | 7,200 | 0 | 0 |
| 740-873 | Theater | SF | 9,507 | 0 | 0 |

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
REESE AFB TX
(CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 3. This clarification references Facilities question number (C.1).

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Evangeline Anguiano Date Sep 94
Signature
EVANGELINE ANGUIANO, GS-9, Civ, CER, 838-3165
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Susan K. Huggins 28 Sep 94
Signature Date
SUSAN HUGGINS, GS-12, AETC/CEPE, DSN487-2994
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Reese AFB TX

PURPOSE: To document the answer to Facilities question number (E. 7)

SOURCE: Professional knowledge

METHOD: Cite professional knowledge

CONCLUSION: No

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 08 Sep 94

Signature
MICHAEL A. WOODLEE, Capt, DOF, 838-3179
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 29 Sep 94

Signature
THAD L. BRANNON, JR., GM-14, HQ AETC/LGXP, 487-3428
Typed Name, Rank, Office Symbol, DSN Number

# MILITARY VALUE ANALYSIS
## INSTALLATION WORKSHEET
## Reese AFB, TX

**PURPOSE:** To document the answer to Manpower Implications, Par A, Question 1b. Data Call 23 Sep 94.

**SOURCE:** DD Form 2085, 30 Sep 93, and AETC Form 515, 30 Sep 93. Definition of adequate quarters for existing inventory use DoD Manual 4165.63, DoD Housing Management, September 1993.

**METHOD:** Determine the number of adequate, substandard, and total number of quarters for enlisted and officer personnel. Determine the number of officer and enlisted spaces from lines 11, 12, and 13 from DD Form 2085; and lines 5, 10, 25, and 32 in Column A from AETC Form 515.

**CONCLUSION:**

| | Number of Adequate Quarters | Number of Substandard Quarters | Total Number of Quarters |
|---|---|---|---|
| BOQs | 134 | | 134 |
| VOQs | 18 | | 18 |
| BEQs | 434 | | 434 |
| VAQs | 28 | | 28 |

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 28 Sep 94

RONALD CRAIN, GS-10, 64 CES/CEH, 838-3603
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 28 Sep 94 Date 28 Sep 94

T. Shook, GM-13, AETC/SVXM, 487-5110 A. Banis, GS-12, AETC/CEPH, 487-3133

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Reese AFB TX

PURPOSE: To document the answer to Facilities question number (B.2).

SOURCE: Real Property Records (for Current Quantity), In-house survey, Engineering Criteria; Electrical Distribution Study by Alexander Elec. Utility Co., July 1992; Nov 92 & May 93 Sanitary Sewer Reports from Environmental Reveal Unit, AFCESA, Tyndall AFB, FL, May 93; and, Reese AFB Water Distribution Study by Park Hill, Smith & Cooper, 1988.

METHOD: For category codes in this section, most bases will need to conduct an in-house survey to accurately capture the condition because real property records lump all pavements and utility distribution systems under one facility number. For aprons, use the procedures in Para 3-19 of AFM 86-2 to calculate the required parking apron. Use projected primary assigned aircraft numbers plus 10 percent to account for back-up aircraft inventory. Transient, TDY, and mobility aircraft not officially assigned to the base are not to be used for calculating apron requirements. Provide work sheets for documentation of construction projects for new or replacement (hand added) systems.

CONCLUSION:

| Facility Type (CCN) | Facility Description | Unit of Measure | Current Quantity | Adequate/ Permanent | Substandard/Semi-Permanent | Inadequate /Temporary |
|---|---|---|---|---|---|---|
| 111 | Airfield Pavement-Runways(Do not include shoulders or overruns) | SY | 706,688 | 85% | 15% | 0 |
| 112 | Airfield Pavements-Taxiways (Do not include Shoulders | SY | 221,490 | 62% | 38% | 0 |
| 113 | Airfield Pavements-Aprons (Do not include Shoulders | SY | 378,390 | 9% | 91% | 0 |
| 116-662 | Dangerous Cargo Pad | SY | 11,333 | 40% | 60 | 0 |
| 812 | Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines) (Do not include 812-921, 812-926 and 812-928 | LF | 280,760 | 90% | 10% | 0 |

| Facility Type (CCN) | Facility Description | Unit of Measure | Current Quantity | Adequate/ Permanent | Substandard Semi-Permanent | Inadequate /Temporary |
|---|---|---|---|---|---|---|
| 822 | Heat-Trans & Distr Lines (Do not include 822-248and822-268) | LF | 0 | 0 | 0 | 0 |
| 832 | Sewage and Indust Waste-Collection (Mains) (DO not include 832-267 | LF | 108,828 | 70% | 30% | 0 |
| 842 | Water Distr Sys | LF | 369,589 | 100% | 0 | 0 |
| 843 | Water Fire Prot | LF | 4,455 | 100% | 0 | 0 |
| 851 | Roads (Do not include 851-142 and 851-143 | SY | 561,458 | 100% | 0 | 0 |
| 852 | Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289) | SY | 239,877 | 100% | 0 | 0 |

To ensure facility conditions are applied consistently across the command, the following guidance is offered:

a. Adequate/Permanent means the facility is structurally and functionally adequate to serve its current purpose without major investment. For construction projects, major investment is defined as greater than $300,000 (i.e., if it takes a MILCON project to make a facility fully usable, it is not Adequate/Permanent). For repair projects, major investment is defined as greater than $1,000,000. However, judgment may be exercised in applying this second definition. For large facilities, (e.g., depots), where a $1,000,000 repair cost would not represent a significant investment, the facility could still be categorized as Adequate/Permanent.

b. Substandard/Semi-permanent means the facility is a permanent facility which is structurally sound, but requires major investment to adequately serve its current purpose.

c. Inadequate/Temporary means the facility has substandard construction and is used because no other adequate space exists to support the function it houses. In general, this is the type of facility would be razed in favor of new, permanent construction. To be more objective, use the "Seventy-Percent Rule". If the investment required to bring a facility up to Adequate/Permanent status is more than seventy-percent of the cost to build a new, adequate facility, the facility should be considered Inadequate/Temporary.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Joe L. Hassell Date 9/27/94
Signature
Mr JOSEPH L. Hassell, GS-13, 64 CES/CEC, 838-3921
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Robert J. Frank Date 28 Sept 94
Signature
ROBERT FRANK, GM13, HQ AETC/CEDE, 487-2594
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
Reese AFB, TX

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 2. This clarification references Facilities question number (B.3).

SOURCE: Real Property Records dated 28 Feb 94. MILCON and O&M Project listings

METHOD: Extract data from Real Property records. Manually adjust data based on projected condition of facilities after completion of all funded MILCON and O&M projects. File details of manual adjustments, including documentation of project data, with the worksheet.

CONCLUSION:

| Facility Type (CCN) | Facility Use | Unit of Measure | Adequate/ Permanent | Substandard /Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|
| 131 | Communications Buildings | SF | 10,970 | 0 | 0 |
| 133 | N/A to AETC bases | SF | 0 | 0 | 0 |
| 141 (less 141-753) | Operations Buildings | SF | 10,938 | 1,133 | 0 |
| 211 | Maintenance - Aircraft | SF | 147,317 | 119,737 | 0 |
| 217 | Maint - Electronics and Communications Equip | SF | 368 | 5,206 | 0 |
| 218 | Maint Shops | SF | 30,189 | 3,048 | 0 |
| 219 | Maint Installation Repair and Operations | SF | 43,519 | 0 | 6,040 |
| 610 | Administrative Buildings | SF | 157,045 | 26,252 | 1,531 |

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
REESE AFB TX

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 2. This clarification references Facilities question number (B.3). (Continuation Sheet)

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Evangeline Anguiano Date 27 Sep 94
Signature
EVANGELINE ANGUIANO, GS-9/Civ, CER, 838-3162
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Susan R. Huggins Date 28 Sep 94
Signature
SUSAN HUGGINS, GS-12, AETC/CEPE, DSN487-2994
Typed Name, Rank, Office Symbol, DSN Number

# MILITARY VALUE ANALYSIS
## MAJCOM/INSTALLATION WORKSHEET
## Reese AFB, TX

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 3. This clarification references Facilities question number (C.1).

SOURCE: Real Property Records dated 28 Feb 94. MILCON and O&M Project listings

METHOD: Extract data from Real Property records. Manually adjust data based on projected condition of facilities after completion of all funded MILCON and O&M projects. File details of manual adjustments, including documentation of project data, with the worksheet.

CONCLUSION:

| Facility Type (CCN) | Facility Use | Unit of Measure | Adequate/ Permanent | Substandard/ Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|
| 141-753 | Squadron Operation Fac | SF | 0 | 0 | 0 |
| 171-152 | Lecture Hall | SF | 0 | 0 | 0 |
| 171-211 | Flying Training Buildings | SF | 0 | 0 | 0 |
| 171-212 | Flight Simulator Building | SF | 60,863 | 0 | 0 |
| 171-213 | Flying Training Bildings (UPT/UNT) | SF | 59,469 | 0 | 0 |
| 171-214 | Physiological Training Bldg | SF | 7,200 | 0 | 0 |
| 740-873 | Theater | SF | 9,507 | 0 | 0 |

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
REESE AFB TX
(CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 3. This clarification references Facilities question number (C.1).

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Evangeline Anguiano Date Sep 94
Signature
EVANGELINE ANGUIANO, GS-9, Civ, CER, 838-3165
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Susan K. Huggins Date 28 Sep 94
Signature
SUSAN HUGGINS, GS-12, AETC/CEPE, DSN487-2994
Typed Name, Rank, Office Symbol, DSN Number

# CAPACITY ANALYSIS
## INSTALLATION WORKSHEET
## Reese AFB TX

PURPOSE: To document the answer to Mission Requirements question number (E.2)

SOURCE: 19 AF Msg 261300Z May 94 and Draft AETCR 55-1

METHOD: Extract data from above source.

CONCLUSION: MAJCOM forwarded incorrect data. The following answer is correct:

AIRCRAFT TYPE: T-1

| FACTOR | VALUE |
|---|---|
| Min Runway Length for Touch and Go (T/G) (ft) | 7,000 |

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

D. E. Cantor Date 11 Aug 94
Signature
David E. Cantor, Capt, HQ AETC/XOPU, 487-3390
Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

29 August 1994

MEMORANDUM FOR XOOR

FROM: AF/XOOT

SUBJECT: Validation/Certification of Joint Cross Service Questionnaire Data

The attached table provides the information requested in question 4 of the "Clarification to Joint Military Value and Capacity Analysis Data Calls" FAX we received from the Joint UPT Cross-service Study Team.

This memorandum is to certify the attached data is accurate and complete to the best of our knowledge and belief. The AF/XOOT POC, Lt Col Jeff Schantz, is available at 5-0651 to answer questions concerning this particular review.

Stephen R. Martin

STEPHEN R. MARTIN, Colonel, USAF
Chief, Training Division
Directorate of Operations, DCS P&O
X7-1773

Attachments:
1. FY 01 Undergraduate Pilot/Navigator Production Requirements

## FY 01 Undergraduate Pilot/Navigator Production Requirements

The information below responds to the following question contained in the Joint UPT Cross-service Study Team memo, Clarification to Joint Military Value and Capacity Analysis Data Calls, 25 Aug 94:

4. (HQ USAF/XOOT) Capacity Analysis, Mission Requirements, Para A, Question 1. Please provide the USAF FY 01 undergraduate pilot/navigator production requirements. Use the following table as a guide:

| Type of Training | Total Projected Requirement (Active Duty USAF Requirement) | |
|---|---|---|
| Primary Pilot | 1144 | (952) |
| Advanced Airlift/Tanker Pilot | 752 | (656) |
| Advanced Bomber/Fighter Pilot | 336 | (246) |
| ALP | 15 | international only |
| ATP | 33 | international only |
| ENJJPT Primary | 250 | (98) |
| ENJJPT Advanced | 250 | (98) |
| Core Navigator | 361 | (300) |
| Panel Navigator | 222 | (170) |
| Interservice UNT | 144 | non-USAF only |

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

31 AUG 1994

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: Supplemental Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 25 Aug 94 Supplemental Joint Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

PETER H. FOX
Colonel, USAF
Acting Director, Plans and Operations

Attachment:
Installation Worksheets

# CAPACITY ANALYSIS
# INSTALLATION WORKSHEET
# Reese AFB TX

PURPOSE: To document the answer to Mission Requirements question number (C.1-dc)

SOURCE: P-V4A-A (TRIM)(T-38), Specialized Undergraduate Pilot Training (T-38) Bomber Fighter, Jan 93;
P-V4A-G, Specialized Undergraduate Pilot Training (T-1A), Feb 94;
P-V4A-J (TRIM)(T-37), Specialized Undergraduate Pilot Training (T-37) Preflight and Primary, May 94.

METHOD: Extracted data from above sources.

CONCLUSION: Only SUPT numbers are provided since Reese does not conduct navigator training.

| Syllabus | Type of Facility | # of Hours |
|---|---|---|
| SUPT Primary | Classrooms | 213 |
| | Simulators | 27.3 |
| SUPT Bomber/Fighter | Classrooms | 156.3 |
| | Simulators | 28.6 |
| SUPT Airlift/Tanker | Classrooms | 185.5 |
| | Simulators | 42.2 |

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Timothy D. Ayres Date 30 Aug 94
Signature

Timothy D. Ayres, Major, HQ AETC/XOPU, 487-3390

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Reese AFB TX

PURPOSE: To document the answer to Facilities question number (B.1)

SOURCE: AETCR 60-5, Attachment 7, Dated 1 July 1993.

METHOD: Extract Data from Regulation.

CONCLUSION:

TRAINING AREA SIZE CRITERIA

Minimum Area Size Requirements (Square Nautical Miles x Altitude) (Note 1):

T-37: Contact Area - Below 15,000 feet - 100 square miles x 5,000 feet
Above 15,000 feet - 100 square miles x 6,000 feet

Instrument Area (Note 2) - 200 square miles x 1,500 feet

Formation (Note 3) - 200 square miles x 3,000 feet

T-38: Contact Area - 200 square miles x 12,000 feet

Instrument Area (Note 2) - Below FL240 - 400 square miles x 4,000 feet
Above FL240 - 800 square miles x 4,000 feet

Formation Area (Note 3) - Below FL240 - 400 square miles x 4,000 feet
Above FL240 - 800 square miles x 4,000 feet

T-1: All Areas - Below FL240 - 400 square miles x 4,000 feet
Above FL240 - 800 square miles x 4,000 feet

T-41: All Areas - 12 square miles x 2,500 feet

T-3: All Areas - 36 square miles x 2,500 feet

NOTES:
1. If high areas are located over low areas, establish a vertical buffer of 1,000 feet (or as assigned by the controlling agency) between high and low areas.
2. Unusual attitudes, steep turns, and confidence maneuvers may be performed in a contact area.
3. Trail, fighting wing, fluid maneuvering, and formation wing work may be performed in a contact area.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Terry D. Striha Date 29 Aug 94
Signature
TERRY D. STRIHA, Capt, OSS/DOQ, 838-3108
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl L. Claus Date 30 AUG 94
Signature
CARL L. CLAUS, CAPT, AETC/XOSA, 487-6162
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Reese AFB, TX

PURPOSE: To document the answer to Manpower Implications question number 1b.A and 1c.A.

SOURCE: DD Form 2085, 30 Sep 93, and ATC Form 515, 30 Sep 93.

METHOD: Determine the number of adequate, substandard, and inadequate quarters for both permanent party and PCS students. Determine the number of officer and enlisted gross (available), diverted, and net (accountable) spaces from lines 11, 12, and 13 from DD Form 2085; and lines 3, 5, 6, 8 and 10, A, J, K, and L from ATC Form 515. Enter the "net" spaces in the appropriate column. The number of quarters designated for students are included in the "total" column. Enter the number of gross and diverted spaces in the appropriate spaces. If no substandard or inadequate quarters, then leave blank. Briefly explain usage of the diverted spaces.

CONCLUSION:

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters designated for students |
|---|---|---|---|---|---|---|---|
| | | | | | | 124 | |
| BOQ's | 134 | 80 | 54 | 0 | 0 | 54 | 40 |
| BEQ's | 434 | 10 | 424 | 0 | 0 | 424 | 0 |

Explanation of diverted spaces: BEQ 100,970

80 BOQ units renovation as of 30 Sep 93 - Returned to service July 94.

10 BEQs used as storage units.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 30 Aug 94

RONALD CRAIN, GS-10, 64 CES/CEH, 838-3603
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 30 Aug 94

W/B Hogan, GS-12, HQ AETC/CEPH, DSN 487-3113

AUG 30 '94 08:25AM HQ AETC

Columbus

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters Designated Students |
|---|---|---|---|---|---|---|---|
| VOQs | 72 | 0 | 72 | 0 | 0 | 72 | 0 |

Laughlin

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters Designated Students |
|---|---|---|---|---|---|---|---|
| VOQs | 24 | 0 | 24 | 0 | 0 | 24 | 0 |

Randolph

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters Designated Students |
|---|---|---|---|---|---|---|---|
| VOQs | 358 | 1 | 357 | 0 | 0 | 357 | 120 |

Reese

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters Designated Students |
|---|---|---|---|---|---|---|---|
| VOQs | 38 | 0 | 38 | 0 | 0 | 38 | 0 |

Sheppard 134/172 134/172 -- 100%

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters Designated Students |
|---|---|---|---|---|---|---|---|
| VOQs | 389 | 5 | 384 | 0 | 0 | 384 | 384 |

Vance

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters Designated Students |
|---|---|---|---|---|---|---|---|
| VOQs | 36 | 20* | 56 | 0 | 0 | 56 | 0 |

* 20 spaces are being converted from BOQ to VOQ

# CLOSE HOLD

## JOINT CROSS-SERVICE

## CATEGORY:

## UNDERGRADUATE PILOT TRAINING

**MILITARY VALUE ANALYSIS:**
**DATA CALL WORK SHEETS**

REESE AFB
~~6 June 1994~~
25 July 1994

The information contained herein is sensitive. Deputy SECDEF guidance restricts the release of data or analysis pertaining to evaluation of military bases for closure or realignment until the SECDEF forwards recommendations to the Base Closure Commission. All individuals handling this information should take steps to protect the material herein from disclosure.

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

# CLOSE HOLD

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**PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:**

| Title | Location |
|---|---|
| COLUMBUS | COLUMBUS MS |
| CORPUS CHRISTI | CORPUS CHRISTI TX |
| FT RUCKER | FT RUCKER AL |
| KINGSVILLE | KINGSVILLE TX |
| LAUGHLIN | DEL RIO TX |
| MERIDIAN | MERIDIAN MS |
| PENSACOLA | PENSACOLA FL |
| RANDOLPH * | UNIVERSAL CITY TX |
| REESE | LUBBOCK TX |
| SHEPPARD | WITCHITA FALLS TX |
| VANCE | ENID OK |
| WHITING FIELD | MILTON FL |

* Includes Enhanced Flight Screening sites at Hondo TX and Air Force Academy CO

Training Other Than Undergraduate Pilot and NFO/Navigator Training

1. List all ground combat units that train at this installation.

| Ground Unit/MTOE | Training Function |
|---|---|
| USMC Reserve Center Lubbock, TX | Disaster Preparedness (Gas Chamber) and Combat Arms and Maintenance Training (CATM) (Firing Range). |

2. List all other units not previously mentioned (active, reserve, guard, etc.) that train at this installation.

| Operational Unit/TDA | Training Function |
|---|---|
| Army Reserve Officer Training Corps (ROTC) Texas Tech University, Lubbock, TX | Use of Firing Range. |
| 4005th US Army Hospital Lubbock, TX | Use of Firing Range. Use of Reese Hospital for On-the-Job Training (OJT). Reese medical personnel provides this OJT. |
| US Army Reserve Center Lubbock, TX | Use of Firing Range. |
| US Naval Reserve Center Lubbock, TX. | Use of Firing Range. |

3. List all requirements the installation or its tenants have to support training of other service components (e.g., ground force training, battle group exercise, etc.) NONE

B. Operational Squadron Support

1. List the operational (active or reserve) or special squadrons based at your installation. Include any programmed additions or deletions through FY 1997. (HQ Air Force will provide for Air Force)

| Squadron Name | Aircraft Type(s) | Mission |
|---|---|---|
| | | |
| | | |
| | | |

List all other DoD, non-DoD, and other aircraft which are or are programmed (through FY 1997) to be parked or stationed at your installation. (HQ Air Force will provide for Air Force)

| Service/Agency/ Custodian | Aircraft Type(s) | Mission |
|---|---|---|
| | | |
| | | |
| | | |

3. Provide the average daily number of flight operations conducted by non-training military aircraft assigned to this station and the total number of days during which these operations were conducted. If data is not normally recorded, include estimates (and identify as such). A flight operation is defined as a takeoff, landing, or approach without a landing.

ANSWER: Reese AFB does not conduct any non-training military aircraft flight operations except for transient aircraft. Actual or estimated data for this type of operation is not available.

4. List deployable aviation support units (e.g., Command & Control, Expeditionary Base Support, and Air Defense) stationed at this installation. For each type unit, give the number assigned, its mission and primary equipment items (e.g., radars, trucks, etc.).

ANSWER: No deployable aviation support units are assigned to Reese AFB

## C. Managed Training Areas

1. List the air-to-ground training ranges, outlying airfields, auxiliary airfields, special use airspace and areas for special use that are actively managed (scheduled or controlled) by the installation.

| Managed Training Assets | Management Role |
|---|---|
| Terry County Aux | Control/schedule |
| Reese 1 - 5 MOA/ATCAA | Schedule |
| IR 154/155 | Schedule |
| SR 274/75/76/77 | Schedule |

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

| Asset | Installation | Reason for Consideration |
|---|---|---|
| ALL | Dyess AFB | Nearby DoD installation with flying mission |
| ALL | Sheppard AFB | Nearby DoD installation with flying mission |
| ALL | Cannon AFB | Nearby DoD installation with flying mission |

D. General Military Support

1. Does this installation currently support any joint services (i.e., counter-narcotics) air operations? If so, explain.

ANSWER: No

a. If applicable, give the type and number of aircraft based at your installation that conduct these operations and the total number of sorties flown during FY 1993 in support of these operations.

ANSWER: N/A

b. If applicable, list special equipment and facility (e.g., radar surveillance systems) at your installation that directly support these operations.

ANSWER: N/A

2. Does this installation have a role in national air defense or any other war or peace time defense plans? If so, explain.

ANSWER: Yes - CONUS Air Reconnaissance for Damage Assessment (CARDA).

3. Does this installation directly support a military or civilian area control and surveillance mission (e.g., FACSFAC, FAA support)? If so, provide details.

ANSWER: No.

4. Describe the role this installation plays in any logistics support and mobilization plan.

ANSWER: Reese AFB does play a part in logistical support and mobilization as defined/outlined in AFR 28-4 and when/if called upon by HQ AETC.

5. List any other military support missions currently conducted at/from this installation (e.g., port of embarkation for personnel, other active duty/reserve personnel or logistics transfer missions).

ANSWER: There are no push/pull mobilization activities at this installation.

Are any new military missions planned for this installation?

ANSWER: There are no new military missions planned for this installation.

E. Other Support

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

ANSWER: Yes, The Readiness Flight, 64th Civil Engineering Squadron, is a mamber of the Lubbock County LEPC (Local Emergency Planning Committee). It provides Reese emergency response plans and information for coordination and advises LEPC on planning actions. Reese AFB does not have a specific agreement or plan to assist the local community during an evacuation or search and recovery operation. However, during an off-base disaster, Reese AFB Oplan 355-1, Disaster Preparedness Operations Plan, and its supporting checklists outline coordination procedures with the local community.

2. Does the installation provide any direct meteorological support to local civilian, governmental or military agencies? If so, describe.

ANSWER: Yes, the Reese AFB Weather Flight will advise the Army Corps of Engineers of weather conditions that can affect planned activities and provides timely notification of such weather events.
During the Reese AFB airfield hours, the Reese AFB Weather Flight will provide hourly weather observations, special weather observations and local altimeter settings to Lubbock Tower via the Automated Weather Distribution System (AWDS). In the event of an AWDS outage, the Reese AFB Weather Flight will be the point of contact for providing maintenance on the AWDS and will provide the above information to Lubbock Tower via telephone.

3. Are any new civilian or other non-DoD missions planned for this installation? If so, describe.

ANSWER: No.

F. Weather

1. 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.).

Airfield: Reese AFB, TX

| Month | % of hours VMC | % of hours IMC | % of hours below 300-1 | % of sorties rescheduled/ cancelled due to weather |
|---|---|---|---|---|
| Jan | 87 | 13 | 4.5 | 17.0 |
| Feb | 83 | 17 | 6.3 | 27.8 |
| Mar | 92 | 8 | 2.1 | 27.6 |
| Apr | 94 | 6 | 1.3 | 39.1 |
| May | 94 | 6 | 0.8 | 32.9 |

| | | | | |
|---|---|---|---|---|
| Jun | 96 | 4 | 0.2 | 22.8 |
| Jul | 99 | 1 | 0.2 | 21.1 |
| Aug | 97 | 3 | 0.2 | 11.2 |
| Sep | 92 | 8 | 0.8 | 12.3 |
| Oct | 89 | 11 | 1.2 | 12.0 |
| Nov | 89 | 11 | 2.7 | 7.8 |
| Dec | 85 | 15 | 1.7 | 6.9 |

19.8

2. Give the official planning factor for percent of sorties lost due to weather (based on historic data).

ANSWER:

| T-37 | T-38 | T-1 |
|---|---|---|
| 27% | 28% | 28% |

Ave: 27.6%

3. Do the normal weather conditions at the most frequently used training areas pose a chronic 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 installations during certain times of the year?

ANSWER: Weather conditions in the local area do not pose a chronic scheduling problem for the use of training areas.

Air Space and Flight Training Areas

1. Is mission/training impacted by training area airspace encroachment or other conflict? For example, noise abatement/traffic procedures that limit operations. Explain.

ANSWER: NO

2. Do the MOAs/bombing ranges/other training areas have any scheduling restrictions/limitations?

ANSWER: NO

a. If scheduling problems are encountered, list all reasons.

ANSWER: N/A

3. Do you expect more restrictions/limitations to be imposed on the MOAs/bombing ranges/other training areas used by your unit?

ANSWER: NO

a. If yes, state all reasons.

ANSWER: N/A

4. Are there any significant changes/restrictions/limitations being worked that will affect the scheduling of low level routes used by your unit?

ANSWER: NO

a. If yes, list all changes.

ANSWER: N/A

5. Excluding airport traffic area, what airspace does the installation schedule/manage? Include any military operating areas, restricted areas, warning areas, low altitude tactical navigation areas, air refueling tracks/anchors, military training routes, and alert areas. List and identify each unit of airspace. Provide MOA and restricted area utilization reports as necessary.

ANSWER: SEE FOLLOWING UTILIZATION REPORTS

LITARY OPERATIONS AREA UTILIZATION REPORT
CT 92 - 30 SEP 93

1. MOA name: REESE 1 MOA
2. Period of report: 1 Oct 92 to 30 Sep 93
3. Published hours of operation: Days, Mon-Fri, OT by NOTAM.
4. Altitudes
   a. Published altitudes: 12,000 MSL to 17,999 MSL
   b. ATCAA associated: Yes
   c. ATCAA altitudes available per LOA: FL 180 to FL 260
5. Activities
   a. Aircraft Operations
      (1) Aircraft types: T-38/T-1
      (2) Maximum altitude/flight level: FL 260
      (3) Activities conducted in the area: Aircraft handling, flight maneuvers and aerobatics.
      (4) Is the area used for supersonic operations? No
   b. & c. Not applicable
6. Area coverage available
   a. Communications: UHF Radio frequencies; 316.1 active and 276.0 discrete. Landline to T-38/T-1 SOF.
   b. Radar/Type: ASR-5
   c. ATC Services provided: Area assignment, area monitor, IFR separation and requested additional service, e.g., radar vectors to aid join-up of separated formations.
   Utilization
   a. Total number of air operations for period of report: 1826
   b. Total number of days area was:
      (1) Scheduled: 251
      (2) Activated: 235
      (3) Utilized: 235
   c. Number of hours area was:
      (1) Scheduled: 3012 hrs
      (2) Activated: 2820 hrs
      (3) Utilized: 1041.8
8. Released to controlling agency for public use (joint use)
   a. Total number of hours released to controlling agency:
      (1) VFR: 8760
      (2) IFR: 7718.2
   b. Number of hours area was active AND non-participating aircraft were permitted simultaneous access: 5.9
   c. Number of weekdays area was not activated: 16
   d. Number of weekend/holiday days area was not activated: 114
9. New charts submitted/No change: No change
10. Other pertinent information: None

LITARY OPERATIONS AREA UTILIZATION REPORT
CT 92 - 30 SEP 93

1. MOA name: REESE 2 MOA
2. Period of report: 1 Oct 92 to 30 Sep 93
3. Published hours of operation: Days, Mon-Fri, OT by NOTAM.
4. Altitudes
   a. Published altitudes: 10,000 MSL to 17,999 MSL
   b. ATCAA associated: Yes
   c. ATCAA altitudes available per LOA: FL 180 to FL 230
5. Activities
   a. Aircraft Operations
      (1) Aircraft types: T-37
      (2) Maximum altitude/flight level: FL 230
      (3) Activities conducted in the area: Aircraft handling, flight maneuvers and aerobatics.
      (4) Is the area used for supersonic operations? No
      b. & c. Not applicable
6. Area coverage available
   a. Communications: UHF Radio frequencies; 260.1, 228.4 active and 257.2 discrete. Landline to T-37 SOF.
   b. Radar/Type: ASR-9
   c. ATC Services provided: Area assignment, area monitor, IFR separation and requested additional service, e.g., radar vectors to aid join-up of separated formations.
   Utilization
   a. Total number of air operations for period of report: 5773
   b. Total number of days area was:
      (1) Scheduled: 251
      (2) Activated: 235
      (3) Utilized: 235
   c. Number of hours area was:
      (1) Scheduled: 3012 hrs
      (2) Activated: 2820 hrs
      (3) Utilized: 2828.5
8. Released to controlling agency for public use (joint use)
   a. Total number of hours released to controlling agency:
      (1) VFR: 8760
      (2) IFR: 5931.5
   b. Number of hours area was active AND non-participating aircraft were permitted simultaneous access: 1.7
   c. Number of weekdays area was not activated: 16
   d. Number of weekend/holiday days area was not activated: 114
9. New charts submitted/No change: No change
10. Other pertinent information: None

"ITARY OPERATIONS AREA UTILIZATION REPORT
CT 92 - 30 SEP 93

1. MOA name: REESE 3 MOA
2. Period of report: 1 Oct 92 to 30 Sep 93
3. Published hours of operation: Days, Mon-Fri, OT by NOTAM.
4. Altitudes
   a. Published altitudes: 12,000 MSL to 17,999 MSL.
   b. ATCAA associated: Yes
   c. ATCAA altitudes available per LOA: FL 180 to FL 260
5. Activities
   a. Aircraft Operations
      (1) Aircraft types: T-38/T-1
      (2) Maximum altitude/flight level: FL 260
      (3) Activities conducted in the area: Aircraft handling, flight maneuvers and aerobatics.
   (4) Is the area used for supersonic operations? No
      b. & c. Not applicable
6. Area coverage available
   a. Communications: UHF Radio frequencies; 362.3 active and 295.9 discrete. Landline to T-38/T-1 SOF.
   b. Radar/Type: ASR-5
   c. ATC Services provided: Area assignment, area monitor, IFR separation and requested additional service, e.g., radar vectors to aid join-up of separated formations.
   Utilization
   a. Total number of air operations for period of report: 2569
   b. Total number of days area was:
      (1) Scheduled: 251
      (2) Activated: 235
      (3) Utilized: 235
   c. Number of hours area was:
      (1) Scheduled: 3012 hrs
      (2) Activated: 2820 hrs
      (3) Utilized: 1488.7
8. Released to controlling agency for public use (joint use)
   a. Total number of hours released to controlling agency:
      (1) VFR: 8760
      (2) IFR: 7271.3
   b. Number of hours area was active AND non-participating aircraft were permitted simultaneous access: 4.7
   c. Number of weekdays area was not activated: 16
   d. Number of weekend/holiday days area was not activated: 114
9. New charts submitted/No change: No change
10. Other pertinent information: None

'LITARY OPERATIONS AREA UTILIZATION REPORT
CT 92 - 30 SEP 93

1. MOA name: REESE 4 MOA
2. Period of report: 1 Oct 92 to 30 Sep 93
3. Published hours of operation: Days, Mon-Fri, OT by NOTAM.
4. Altitudes
   a. Published altitudes: 10,000 MSL to 17,999 MSL
   b. ATCAA associated: Yes
   c. ATCAA altitudes available per LOA: FL 180 to FL 230
5. Activities
   a. Aircraft Operations
      (1) Aircraft types: T-37
      (2) Maximum altitude/flight level: FL 230
      (3) Activities conducted in the area: Aircraft handling, flight maneuvers and aerobatics.
   (4) Is the area used for supersonic operations? No
      b. & c. Not applicable
6. Area coverage available
   a. Communications: UHF Radio frequencies; 260.1, 228.4 active and 337.7 discrete. Landline to T-37 SOF.
   b. Radar/Type: ASR-9
   c. ATC Services provided: Area assignment, area monitor, IFR separation and requested additional service, e.g., radar vectors to aid join-up of separated formations.
7. Utilization
   a. Total number of air operations for period of report: 5303
   b. Total number of days area was:
      (1) Scheduled: 251
      (2) Activated: 235
      (3) Utilized: 235
   c. Number of hours area was:
      (1) Scheduled: 3012 hrs
      (2) Activated: 2820 hrs
      (3) Utilized: 3007.2
8. Released to controlling agency for public use (joint use)
   a. Total number of hours released to controlling agency:
      (1) VFR: 8760
      (2) IFR: 5752.8
   b. Number of hours area was active AND non-participating aircraft were permitted simultaneous access: 2.8
   c. Number of weekdays area was not activated: 16
   d. Number of weekend/holiday days area was not activated: 114
9. New charts submitted/No change: No change
10. Other pertinent information: None

'LITARY OPERATIONS AREA UTILIZATION REPORT
CT 92 - 30 SEP 93

1. MOA name: REESE 5 MOA
2. Period of report: 1 Oct 92 to 30 Sep 93
3. Published hours of operation: Days, Mon-Fri, OT by NOTAM.
4. Altitudes
   a. Published altitudes: 10,000 MSL to 17,999 MSL
   b. ATCAA associated: Yes
   c. ATCAA altitudes available per LOA: FL 180 to FL 260
5. Activities
   a. Aircraft Operations
      (1) Aircraft types: T-38/T-1
      (2) Maximum altitude/flight level: FL 260
      (3) Activities conducted in the area: Aircraft handling, flight maneuvers and aerobatics.
      (4) Is the area used for supersonic operations? No
      b. & c. Not applicable
6. Area coverage available
   a. Communications: UHF Radio frequencies; 362.3 active and 295.9 discrete. Landline to T-38T-1 SOF.
   b. Radar/Type: ASR-5
   c. ATC Services provided: Area assignment, area monitor, IFR separation and requested additional service, e.g., radar vectors to aid join-up of separated formations.
   Utilization
   a. Total number of air operations for period of report: 1555
   b. Total number of days area was:
      (1) Scheduled: 251
      (2) Activated: 235
      (3) Utilized: 235
   c. Number of hours area was:
      (1) Scheduled: 3012 hrs
      (2) Activated: 2820 hrs
      (3) Utilized: 960.6
8. Released to controlling agency for public use (joint use)
   a. Total number of hours released to controlling agency:
      (1) VFR: 8760
      (2) IFR: 7799.4
   b. Number of hours area was active AND non-participating aircraft were permitted simultaneous access: 1.6
   c. Number of weekdays area was not activated: 16
   d. Number of weekend/holiday days area was not activated: 114
9. New charts submitted/No change: No change
10. Other pertinent information: None

LITARY OPERATIONS AREA UTILIZATION REPORT
CT 92 - 30 SEP 93

1. MOA name: IR 154
2. Period of report: 1 Oct 92 to 30 Sep 93
3. Published hours of operation: Sunrise to sunset, Mon-Fri, OT by NOTAM.
4. Altitudes
   a. Published altitudes: Surface to 9,000/5,000/7,000 MSL
   b. ATCAA associated: No
   c. ATCAA altitudes available per LOA: NA
5. Activities
   a. Aircraft Operations
      (1) Aircraft types: T-38/T-1
      (2) Maximum altitude/flight level: 9,000 MSL
      (3) Activities conducted in the area: Aircraft low altitude navigation.
      (4) Is the area used for supersonic operations? No
      b. & c. Not applicable
6. Area coverage available
   a. Communications: UHF Radio frequencies; 362.3
   b. Radar/Type: NA
   c. ATC Services provided: Issues an IFR clearance onto the route.
7. Utilization
   a. Total number of air operations for period of report: 145
   b. Total number of days area was:
      (1) Scheduled: 251
      (2) Activated: 235
      (3) Utilized: 162
   c. Number of hours area was:
      (1) Scheduled: 3012
      (2) Activated: 2820
      (3) Utilized: 119.7
8. Released to controlling agency for public use (joint use)
   a. Total number of hours released to controlling agency:
      (1) VFR: 8760
      (2) IFR: 8640.3
   b. Number of hours area was active AND non-participating aircraft were permitted simultaneous access: 0.5
   c. Number of weekdays area was not activated: 16
   d. Number of weekend/holiday days area was not activated: 114
9. New charts submitted/No change: No change
10. Other pertinent information: None

ITARY OPERATIONS AREA UTILIZATION REPORT
T 92 - 30 SEP 93

1. MOA name: IR 155
2. Period of report: 1 Oct 92 to 30 Sep 93
3. Published hours of operation: Sunrise to sunset, Mon-Fri, OT by NOTAM.
4. Altitudes
   a. Published altitudes: Surface to 9,000/5,000/7,000 MSL
   b. ATCAA associated: NO
   c. ATCAA altitudes available per LOA: NA
5. Activities
   a. Aircraft Operations
      (1) Aircraft types: T-38/T-1
      (2) Maximum altitude/flight level: 9,000 MSL
      (3) Activities conducted in the area: Aircraft low altitude navigation.
      (4) Is the area used for supersonic operations? No
      b. & c. Not applicable
6. Area coverage available
   a. Communications: UHF Radio frequencies; 362.3
   b. Radar/Type: NA
   c. ATC Services provided: Issues an IFR clearance onto the route.
7. Utilization
   a. Total number of air operations for period of report: 321
   b. Total number of days area was:
      (1) Scheduled: 251
      (2) Activated: 235
      (3) Utilized: 235
   c. Number of hours area was:
      (1) Scheduled: 3012
      (2) Activated: 2820
      (3) Utilized: 275.7
8. Released to controlling agency for public use (joint use)
   a. Total number of hours released to controlling agency:
      (1) VFR: 8760
      (2) IFR: 8484.3
   b. Number of hours area was active AND non-participating aircraft were permitted simultaneous access: 0.0
   c. Number of weekdays area was not activated: 16
   d. Number of weekend/holiday days area was not activated: 114
9. New charts submitted/No change: No change
10. Other pertinent information: None

If installation does not schedule/manage any airspace, then identify airspace used for local training.

ANSWER: N/A

7. For each piece of airspace, that your installation controls or manages, answer the following questions:

a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? (Yes or No)
- What is the status of each environmental analysis and supplement?
- Were there any problems associated with the analysis?
- Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports.

ANSWER: Yes. Reese AFB recently requested a new EA to cover all SUPT activities for all three aircraft. There were not any problems assocciated with the analysis. The current DOPPA submitted to HQ AETC, Feb 94, defines our orperations and was used for the latest environmental analysis.

b. Are there known noise sensitive areas (NSAs) associated with each piece of airspace? (Yes/No)
- List those documented in Flight Information Publication (FLIP) and those you have concerns about.
- Do any of these NSAs affect or threaten the quality of training or mission?

ANSWER: IR 155 has a NSA located over the town of Goodnight, restricting flight to 1,000 AGL or above. This restriction does not have an adverse effect on training. (AP 1B)

c. Are there any known civilian/commercial encroachments with each piece of airspace?)

ANSWER: NO.

- List those for ground or airspace encroachment. (i.e., Public-use airports, parachute operations, gliders, etc.)

ANSWER: N/A

d. Are there any planned expansions to your special use airspace? Yes/No (Include new airspace proposals)
- Explain proposal and give status (to include community reactions)
- What was the primary rationale supporting expansion?

ANSWER: Yes. Reese has proposed the widening of IR 155/154 for between 15 and 25 NM each side of the route definition line. Also proposed is the use of these routes opposite the direction currently flown. This is a preliminary proposal and not public reaction has been noted. The rational for this proposal is to improve low-level training through varying the route that is flown.

e. What type of restrictions exist with each airspace? (i.e., hours of operation, subsonic, altitude restrictions, exercise only, ATC delays, etc.)

ANSWER: All MOAs are subsonic. IR 154 and IR 155 are restricted to 400 kts.

f. What is the published availability of each airspace?

- How many hours (average per year for 1990 thru 1993) was the airspace scheduled?
- How many hours were actually used (average per year for 1990 thru 1993, total of all users)?
- State reasons for difference between scheduled and actually used.

| | SCHED | ACTIVATED | UTILIZED | REASON FOR DIFFERENCE |
|---|---|---|---|---|
| Reese 1 MOA | 3054 | 2858 | 2080 | WX AND OPS REQUIREMENTS |
| Reese 2 MOA | 3054 | 2858 | 4239 | SPLIT AREAS |
| Reese 3 MOA | 3054 | 2858 | 3110 | SPLIT AREAS |
| Reese 4 MOA | 3054 | 2858 | 3379 | SPLIT AREAS |
| Reese 5 MOA | 3054 | 2858 | 1228 | WX AND OPS REQUIREMENTS |
| IR 154 | 3054 | 2858 | 337 | OPS REQUIREMENTS |
| IR 155 | 3054 | 2858 | 331 | OPS REQUIREMENTS |
| IR 274/275 | THESE ROUTES WERE RECENTLY APPROVED FOR USE AND THERE IS NO DATA AVAILABLE | | | |
| SR 276/277 | | | | |

g. Is it possible to increase utilization of the airspace?

ANSWER: YES. Operational hours could be extended to include nights and weekends for use by some units capable of night MOA operations.

h. Can it be expanded in volume and/or hours of use?

ANSWER: No. The volume cannot be extended due to surrounding jet and arrival routes and other special use airspace at Cannon AFB and Sheppard AFB.

i. Describe the volume or area of the airspace.

| AIRSPACE | AREA |
|---|---|
| Reese 1 MOA | 1106 sq miles |
| Reese 2 MOA | 1154 sq miles |
| Reese 3 MOA | 2689 sq miles |
| Reese 4 MOA | 882 sq miles |
| Reese 5 MOA | 1483 sq miles |

j. What percentage of the airspace is usable?

ANSWER: 100%

8. Potential For Growth in Training Airspace (Area)

a. Is expansion possible?

ANSWER: NO

If yes, give an estimate of the percentage of increase and rationale for your estimate

ANSWER: N/A

b. Will current access remain the same (status quo)?

ANSWER: YES. Access to SUA will remain the same.

c. Are reductions expected?

ANSWER: NO . There are no expecred reductions in the amount of training airspace.

If yes, give an estimate of the percentage of decrease and rationale for your estimate

ANSWER: N/A

d. Do current special use airspace and training areas meet all training requirements?

ANSWER: YES. Existing SUA meets current training requirements. There is not a need to deploy aircraft to meet existing training requirements.

- Can some of your training requirements only be met by deployed, off-station training?

ANSWER: NO.

- If not, what degradation is experienced? Explain/identify

ANSWER: N/A

9. Commercial Aviation Impact

a. Is the installation joint-use (CIVILIAN/MILITARY)?

'SWER: No. Reese AFB is military only.

b. Identify all of the airfields (to include civilian/commerical/general aviation/uncontrolled) within a 50 mile radius of the installation.

ANSWER: Lubbock International, Cochran, Levelland, Muleshoe, Littlefield, Hale, Abernathy, Floydada, Crosbyton, Slayton, Town and Country, Post-Garza, Tahoka, Lamesa, Terry, Seagraves, Yoakum Terry County AF Aux, McNabb, Biggin Hill, Sudan, Hart, Hammel, Smith, Laney Farm, Willis-Isler, Vaughn, Horan, Cone, Everitt, Macy.

c. Do civilian/commerical operators or other airspace users pose any scheduling, operational, or environmental constraints or limits on operations? Yes/No (In answering Yes or No, consider ATC, hours of operations, flight tracks/profiles, conflicting traffic with other airports or airspace users, noise sensitive areas, etc.

ANSWER: YES.

- Describe the impact:

ANSWER: Commercial operations at Lubbock International have an effect on training operations. During peak arrival and departure times, access to instrument approaches at Lubbock International for training is limited for all Reese based aircraft. It also effects departures of Reese aircraft, holdong them to lower altitudes route to the MOAs, thus increasing fuel consumption and reducing the amount of training accomplished.

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

FOR A.10: SEE FOLLOWING CHART

Airspace Designator: _____

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
b. Dimensions (nmi. x nmi. x ft)
c. Distance from main airfield
d. Time en route from main airfield
e. Controlling agency
f. Scheduling agency
g. Are canned/stereo airways needed to access air space?
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage?
   - If so who provides the coverage?
i. Is the airspace under communications coverage?
   - If so who provides the coverage?

j. Number of low level airways (below 18,000 ft) that bisect airspace
k. Number of high altitude airways (above 18,000 ft ) that bisect airspace
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By your service
   - By other services (including reserves and national guard)
m. Total number of available hours in FY 1990 thru 1993
n. Total number of scheduled hours in FY 1990 thru 1993
   - By your service
   - By other services (including reserves and national guard)
o. Total number of hours used
   - By your service
   - By other services (including reserves and national guard)
p. Types of training permitted

ANSWER: Training permitted in MOAs is any "non-hazardous" activity. Bases track only their own use of MOAs and MTRs. Calculations beyond that are not available.

REESE

| NAME | DIMENSIONS | | AREA | ALT | CUBIC NM | DISTANCE | CNM X DIST | BASE ALT |
|---|---|---|---|---|---|---|---|---|
| REE1 | 34 | 36 | 1224 | 14000 | 2818 | 30 | 84553 | |
| REE2 | 30 | 35 | 1050 | 13000 | 2245 | 20 | 44901 | |
| REE3 | 35 | 37 | 2690 | 14000 | 6194 | 50 | 309704 | |
| REE4 | 30 | 30 | 900 | 13000 | 1924 | 20 | 38487 | |
| REE5 | 20 | 75 | 1500 | 14000 | 3454 | 40 | 138158 | |
| ROBY | 35 | 50 | 1330 | 6000 | 1313 | 75 | 98438 | |
| WESTOVER | 50 | 100 | 1980 | 13000 | 4234 | 90 | 381020 | |
| HIGH A | | | 1340 | 9000 | 1984 | 15 | 29753 | |
| HIGH B | | | 893 | 9000 | 1322 | 49 | 64772 | |
| HIGH C | | | 1133 | 9000 | 1677 | 49 | 82180 | |
| HIGH D | | | 908 | 9000 | 1344 | 15 | 20161 | |
| HIGH E | | | 1023 | 9000 | 1514 | 15 | 22715 | |
| TORCH | | | 405 | 9000 | 600 | 25 | 14988 | |
| A637 | 50 | 25 | 1250 | 3000 | 617 | 1 | 617 | |
| R5104A/B | 12 | 17 | 204 | 10000 | 336 | 90 | 30197 | |

| | | | | | |
|---|---|---|---|---|---|
| ALERT x .8: | 493 | | | | |
| ALERT TOT: | 617 | ALERT: | 617 | ALERT DIST: | 1.0 |
| WA TOTAL: | 0 | WA: | 0 | WA DIST: | ERR |
| MOA TOTAL: | 30622 | MOA : | 1329828 | MOA DIST: | 43.4 |
| RES TOTAL: | 336 | RES: | 30197 | RES DIST: | 90.0 |
| TOTAL: | 31575 | TOTAL: | 1360642 | ALL DIST: | 43.1 |

| | | | | |
|---|---|---|---|---|
| AL/WA/MOA | 31239 | 1330445 | MARITIME & AIRLIFT | 42.6 |
| AL/MOA | 31239 | 1330445 | PRIMARY DIST | 42.6 |
| STRIKE & B/F WA/MOA/RES: | 30958 | 1360026 | STRIKE & B/F DIST | 43.9 |
| E2/C2 & AIRLIFT & WS( AL.8/WA/MOA | 31116 | | | |
| PRIMARY & NFO & SCF AL.8/MOA | 31116 | | | |

**FACILITIES QUESTION A. 10**

| NAME | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Reese 1 | MOA/ATCAA | 34x36x14 | 30 | 5 | ZFW | Reese | Y/1/IFR | Y/ZFW | Y/ZFW | 0 | 0 | 1826 | 35,040 | 12,174 | 6,998 | SUPT |
| Reese 2 | MOA/ATCAA | 30x35x13 | 20 | 5 | LBB | Reese | Y/1/IFR | Y/LBB | Y/LBB | 1 | 0 | 5773 | 35,040 | 12,174 | 15,636 | SUPT |
| Reese 3 | MOA/ATCAA | 35x37x14 | 50 | 9 | ZFW | Reese | Y/1/IFR | Y/ZFW | Y/ZFW | 1 | 0 | 2569 | 35,040 | 12,174 | 11,008 | SUPT |
| Reese 4 | MOA/ATCAA | 30x30x13 | 20 | 5 | LBB | Reese | Y/1/IFR | Y/LBB | Y/LBB | 2 | 0 | 5303 | 35,040 | 12,174 | 12,858 | SUPT |
| Reese 5 | MOA/ATCAA | 20x75x14 | 40 | 9 | ZFW | Reese | Y/1/IFR | Y/ZFW | Y/ZFW | 2 | 0 | 1555 | 35,040 | 12,174 | 4,699 | SUPT |
| Roby | MOA/ATCAA | 35x50x6 | 75 | 13 | ZFW | ZFW | N | Y/ZFW | Y/ZFW | 2 | 0 | | | | | |
| Westover | MOA/ATCAA | 50x100x8 | 90 | 18 | ZFW | ZFW | N | Y/ZFW | Y/ZFW | 4 | 0 | | | | | |
| A 637 | Alert Area | 50x25x3 | 0 | 0 | NONE | NONE | N | Y/ZFW | Y/ZFW | 0 | 0 | N/A | | | | |
| R 5104 A/B | Restricted Area | 12x17x10 | 90 | 18 | ZAB | ZAB | N | Y/ZFW | Y/ZFW | 0 | 0 | | | | | |
| IR 128 | MTR | 380x10x10 | 90 | 18 | ZFW | Offut AFB | Y/1/IFR | N | N | 5 | 0 | | | | | |
| VR 100 | MTR | 250x13x11 | 90 | 18 | ZAB | Cannon AFB | N | Unkown | Unkown | 2 | 0 | | | | | |
| VR 125 | MTR | 400x18x11 | 90 | 18 | ZAB | Cannon AFB | N | Unkown | Unkown | 2 | 0 | | | | | |
| VR114 | MTR | 200x33x11 | 90 | 18 | ZFW | Cannon AFB | N | Unkown | Unkown | 2 | 0 | | | | | |
| VR1116 | MTR | 210x7x1.5 | 50 | 10 | ZFW | Tinker AFB | Y/1/IFR | Unkown | Unkown | 10 | 0 | | | | | |
| IR 154 | MTR | 180x10x9 | 40 | 8 | ZFW | Reese AFB | Y/1/IFR | N | N | 5 | 0 | 321 | 17,520 | 9,485 | 11,72 | SUPT |
| IR 155 | MTR | 180x10x9 | 40 | 8 | ZFW | Reese AFB | Y/1/IFR | N | N | 5 | 0 | 145 | 17,520 | 9,384 | 1,187 | SUPT |
| R 1144 | MTR | 260x20x1.5 | 75 | 13 | ZFW | Sheppard AFB | N | Unkown | Unkown | 6 | 0 | | | | | |
| VR 1143 | MTR | 260x20x1.5 | 75 | 13 | ZFW | Sheppard AFB | N | Unkown | Unkown | 6 | 0 | | | | | |

11. List all the Ranges (Controlled/managed by installation) (IF NONE, SKIP TO A. 3.)

ANSWER: NONE

Range Name: N/A

a. List the range(s) that your installation controls/manages?

b. List the range's (s') associated airspace to include restricted areas, MOAs, etc.

c. What is the distance from the installation to the range(s) (primary target or centroid)?

d. What is the size of the range? (in acres)

- What is the size of the range's(s') impact area(s) (in acres)?
- What is the size of the restricted area in which the range lies (in square miles)?
- What is the altitude ceiling of the range's(s') restricted area(s)?

e. Does the range's(s') shape/location prohibit efficient training or significantly hamper mission accomplishment (i.e., single run-in headings, no pop patterns, etc)?

f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)?

g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List

h. What is the published availability of the range(s)?

- How many hours (average per year for 1990 thru 1993) was the range(s) scheduled? How many hours was the range(s) used (average per year for 1990 thru 1993, total of all users)?
- Utilization (average used/average scheduled x 100 = %)
- Give reasons for non-use.

i. Does the range(s) have full-scale weapons develivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail.
   - What are the associated FSWD/ASWS restrictions?

j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)?
   - What are the associated special weapons restrictions?

k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail.
   - What are the associated electronic warfare restrictions?

l. Are there any noise sensitive area (NSAs) associated with the range(s)? List.
   - Do any of the NSAs affect or threaten the quality of training? (Explain)

m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe.
   - Do any of these encroachments affect or threaten the quality of training? (Explain)

n. Describe problems (if any) with hazardous material/waste/ordnance disposal?

o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range?
   - Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? If yes, explain.

p. Is it possible to increase utilization of the range(s) (expand hours, volume)?

q. Are there any planned range real property expansions? Describe.
   - What is community reaction to your proposal?

12. List all the other air-to-ground training ranges not controled or managed by your installation within 100 nmi. For each range, provide the following data:

ANSWER:

Range Name: Melrose Range

a. 23 NM west of Cannon AFB
b. 97 NM
c. 16 minutes
d. 27 FW, Canon AFB
e. 27 FW, Cannon AFB
f. No
g. Cannon RAPCON during normal duty hours, otherwise, Albuquerque Center
h. Class A range operated by Menrose Ranger
i. None
j. None
k. Unknown
l. 13520
m. 9488

n. 7812
o. Practice bombs, inert FSWD, laser deliveries, electronic combat simulations

13. Describe the major air traffic structure (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield.
The major air traffic structure around Reese consists of:

ANSWER: The major air traffic structure around Reese consists of:
High-Altitude Routes: J65/J166/J17/J26/J72
Low-Altitude Routes: V76/J81/V563/V62/V38/V102/V14/V68/
V16/V18/V530/V280
Class C Airspace: Lubbock/Midland/Amarillo
Class D Airspace: Hobbs/Roswell
High-Altitude Approaches: Roswell/Cannon/Midland/Amarillo

14. Are installation operations currently affected by the major air traffic structures (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield? If so, describe the effect.

ANSWER: Reese AFB has no documentation to suggest that the current operations are adversely effeted by the major air traffic structure.

Are there planned changes to the major air traffic structures (routes, terminal control areas, approaches, etc.) in the region? If so, will these changes affect installation operations. Describe the effect.

ANSWER: No.

16. Does the current system of air traffic control (ATC) routes limit aircraft flights between the installation and all associated training areas? If so, describe these limitations.

ANSWER: No.

17. Does the installation experience any ATC delays on a regular basis? If so, describe the recurring causes for these delays and give the average duration

ANSWER: Yes. The HQ AETC Quality Indicator (QI) program defines a delay as more than five minutes between "ready for the off" call and departure clearance time. The Reese AFB on-time departure rate for 1993 was 99.2 percent. The averabe humber of delays is 29.2 per month. Data reflects only 1993 operations as the delay program has only been in effect for one year. Over half of the delays are atributable to the Federal Aviation Administration (FAA) Terminal Radar Control (TRACON) facility at Lubbock International Airport. The Lubbock TRACON provides all IFR services for Reese AFB.

18. Are there any air traffic control constraints/procedures listed in the current Air Ops manual/AICUZ study that currently, or may in the future, limit installation operations?

ANSWER: None.

19. Does the current airspace which you schedule/control permit advanced fighter training? If not, explain why.

ANSWER: No. Advanced fighter training requires the use of air-to-ground ranges and Reese AFB does not control/manage any air-to-ground ranges.

20. Is there airspace within 50 NM which permits advanced fighter training?

ANSWER: No.

21. Does the current airspace configuration permit advanced helicopter training? If not, explain why.

ANSWER: No. Advanced helicopter training requires the use of low-altitude-tactical-navigation areas. Reese AFB does not control/manage any such areas.

22. Does the airspace configuration prohibit other types of undergraduate pilot training? If so, explain why.

ANSWER: NO

For each syllabus of undergraduate pilot and/or NFO/Navigator flight training, state whether you require any specific terrain feature or overwater access for training.

| Syllabus of Training | Terrain Feature or Overwater Requirement |
|---|---|
| SUPT | None |
| ALP | None |
| ATP | None |

B. Airfields

1. For the main airfield(s) and each auxiliary and outlying field/staging base, provide the following data

Airfield Name: Reese AFB, TX/Westwind (Aux) (8900)

a. Location (city/county and state and lattitude and longitude)

ANSWER: Lubbock/Lubbock/TX LAT LONG (33.36N 102.03W)/ Terry County/TX/(33.22N 102.22W)

b. Distance from main field:

ISWER: . 0 NM 17 NM

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?

ANSWER: Yes / No

d. Does the airfield have parallel or dual offset runways?

ANSWER: Yes / No

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?

ANSWER: NO

e. Does the airfield have full-length parallel taxiways?

ANSWER: No / Yes

f. Does the airfield have high speed taxiways?

ISWER: No / No

g. Does the airfield have a crosswind runway?

ANSWER: No / No

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?

ANSWER: N/A / N/A

i. How much capacity is lost?

ANSWER: N/A / N/A

j. What percent of the time do conditions force the crosswind runway to be used?

ANSWER: N/A / N/A

k. Is the airfield equipped to support IFR flight operations?

ANSWER: Yes / No

l. Is the airfield owned by your service or leased?

ANSWER: Owned / Owned

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).

ANSWER: Designed for primarily fixed wing operations. / Fixed wing

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adquate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

| Facility Type (CCN) | Facility Description | Unit of Measure | Current Quantity | Adequate/ Permanent | Substandard/ Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|---|
| 111 | Airfield Pavement-Runways(Do not include shoulders or overruns) | SY | 706,688 | 85% | 15% | 0 |
| 112 | Airfield Pavements-Taxiways (Do not include Shoulders | SY | 221,490 | 62% | 38% | 0 |
| 113 | Airfield Pavements-Aprons (Do not include Shoulders | SY | 378,390 | 9% | 91% | 0 |
| 116-662 | Dangerous Cargo Pad | SY | 11,333 | 40% | 60% | 0 |
| 812 | Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines) (Do not include 812-921, 812-926 and 812-928 | LF | 280,760 | 90% =252684 | 10% | 0 |
| 822 | Heat-Trans & Distr Lines (Do not include 822-248and822-268) | LF | 0 | 0 | 0 | 0 |
| 832 | Sewage and Indust Waste-Collection (Mains) (D0 not include 832-267 | LF | 108,828 | 30% =32648 | 70% | 0 |
| 842 | Water-Fire Protection(Mains) (Do not include 843-315, 843-316 and 843-319 | LF | 369,700 | 100% =369700 | 0 | 0 |
| 843 | Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319) | LF | 4,456 | 100& = 4456 | 0 | 0 |
| 851 | Roads (Do not include 851-142 and 851-143 | SY | 561,458 | 92% | 8% | 0 |

659488 / 763944 = 86%

137323
+ 34055
171378

Taxiways 171378 / 599880 = 28%

Utilities

# REESE

| FACILITIES<br>CCN | ADEQUATE (%) | SUBSTAND (%) | INADEQUATE (%) | TOTAL | ADEQUATE |
|---|---|---|---|---|---|
| RUNWAYS | | | | | |
| 111 | 85 | 15 | | 706688 | 600685 |
| TAXI/APRONS | (%) | (%) | (%) | ~~383~~ 150,273 | |
| 112 | ~~62~~ 92 | ~~38~~ 8 | | ~~221490~~ | 137324 |
| 113 | 9 | 91 | | ~~378390~~ | 34055 |
| TOTAL: | | | | 383120 | 29% |
| UTILITIES | (%) | (%) | (%) | | |
| 812 | 90 | 10 | | 280760 | 252684 |
| 822 | | | | | 0 |
| 832 | 70 | 30 | | 108828 | 76180 |
| 842 | 100 | | | 369589 | 369589 |
| 843 | 100 | | | 4456 | 4456 |
| TOTAL: | | | | | 92% |
| OTHER | | | | | |
| 131 | 10970 | | | | |
| 133 | | | | | |
| 171-51 | | | | | |
| 218 | 30189 | 3048 | | | |
| 219 | 43519 | | 6040 | | |
| 610 | 157045 | 26252 | 1531 | | |
| 723-30 | | | | | |
| TOTAL: | 241723 | 29300 | 7571 | 278594 | 87% |
| CLASSROOMS | | | | | |
| 171-10 | | | | | |
| 171-20 | | | | | |
| 171-30 | | | | | |
| 171-152 | | | | | |
| 171-211 | | | | | |
| 171-223 | | 18835 | | | |
| 171-815 | | | | | |
| TOTAL: | 0 | 18835 | 0 | 18835 | 0% |
| TRAINERS | | | | | |
| 171-12 | | | | | |
| 171-35 | | | | | |
| 171-212 | 60863 | | | | |
| TOTAL: | 60863 | 0 | 0 | 60863 | 100% |
| OTHER TNG | | | | | |
| 141 | 10938 | 1133 | | | |
| 171-25 | | | | | |
| 171-74 | | | | | |
| 171-213 | 59469 | | | | |
| 171-214 | 7200 | | | | |
| 171-813 | | | | | |
| TOTAL: | 77607 | 1133 | 0 | 78740 | 99% |
| HANGARS | | | | | |
| 211 | 147317 | 119737 | | | |
| 217 | 368 | 5206 | | | |
| TOTAL: | 147685 | 124943 | 0 | 272628 | 54% |

138,251
34480
172,731
32%

See New Data Card

| | | | | | | |
|---|---|---|---|---|---|---|
| `52 | Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289) | SY | 239,877 | 86% | 14% | 0 |

3. List the major facility assets (using your service specific list by 5 digit category code number (CCN)) under installation control (e.g., runway, parking apron, hangars, terminal, administrative spaces) and assess their material condition by indicating the quantities that are adequate/permanent, substandard/semi-permanent and inadequate/temporary. Specify how the facility is used if it is not obvious from its CCN.

| Facility Type (CCN) | Facility Use | Unit of Measure | (%) Adequate/Perm | (%) Substd/ Semi-Perm | (%) Inadequate/Temporary |
|---|---|---|---|---|---|
| 131 | Communications-Buildings | SF | 10,970 | 0 | 0 |
| 141 | Operations-Buildings | SF | 10,938 | 1,133 | 0 |
| 211 | Maintenance-Aircraft (Do not include 211-193) | SF | 147,317 | 119,737 | 0 |
| 217 | Maint-Electronics and Communications Equip | SF | 368 | 5,206 | 0 |
| 219 | Maintenance-Installation, Repair, and Operation | SF | 43,519 | 0 | 6,040 |
| 422 | Ammunition Storage Installation and Ready Use (Do not include 422-275) | SF | 695 | 0 | 0 |
| 610 | Administrative Buildings | SF | 156,728 | | 1,848 |

Hangars 147,317 / 267050 = 55% 54%

222523 / 298862 = 97% = "other"

An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

ANSWER: Reese AFB does not have facilities in the inadequate/temporary category.

a. Facility Type/Code:

ANSWER: (Mx-Installation, Repair, and Operation) 219/ Code 219946

b. What makes it inadequate/temporary?

ANSWER: This building was constructed in 1942 and is a wood structured WWII facility.

c. What use is being made of the facility?

ANSWER: Bldg 542 is being used as a BE stor CV Fclty.

d. What is the cost to upgrade the facility to substandard/semi-permanent?

ANSWER: This building is a substandard/semi-permanent facility.

e. What other use could be made of the facility and at what cost?

ANSWER: No other use can be made of this facility. This facility was classified condition code 3 by language in the 1983 appropriations bill which established all World War II wooden facilities as substandard.

Condition Code 3 is a forced use (substandard) facility that can not be practically upgraded or raised to meet usable class A standards for housing that functions for which currently designed, but, which because of necessity must be continued in use for a short duration, or until a suitable facility can be obtained. Its physical conditions, location, lack of adequate utility systems or other overriding factors are such that the facilities can not be justifiably or economically improved and/or upgraded. (AFR 700-20, Vol I, ADE RE-009)

This facility in general does not meet current engineering standards for long term construction. All standards for life/safety codes would have to be incorporated onto any revitalization/reutilization of this facility. Raising a facility "code" will typically involve upgrade of the entire electrical, mechanical, and fire suppression (detection) systems. These are typically high dollar costs which cause repair costs to exceed the 70% replacement value of the facility. AFI 32-1032 papa 3.3.3 stipulates that when repair work exceeds 70% of the replacement cost, a replacement facility should normally be programmed through the MILCON program.

This facility can not be economically upgraded to meet life/safety codes for any use.

f. Current improvement plans and programmed funding:

ANSWER: Current improvement plans and programmed funding: NONE

g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

ANSWER: No.

## C. Ground Training Facilities

1. List ground training facilities at the installation that support pilot and/or NFO/Navigator training (e.g., classrooms, pistol ranges, water survival facilities). Provide the 5 digit category code number (CCN) where possible. Indicate if these facilities are unique or if they include any specialized equipment and assess their material condition by indicating the quantities that are adequate/permanent, substandard/semi-permanent and inadequate/temporary. Specify how the facility is used if it is not obvious from its CCN.

other training 60%

| Facility Type (CCN) | Facility Use | Unit of Measure | Adequate / Permanent | Substandard/ Semi-Permanent | Inadequate/Temporary |
|---|---|---|---|---|---|
| 171-213 | Flight Training Classroom (Bldg 76) | SF | 17,441 | | |
| 171-223 | Flight Training Classroom (Bldg 105) | SF | | 18,835 | |
| 171-213 | Flight Training Classroom (Bldg 105) | SF | | 18,835 | |
| 171-213 | Flight Training Classroom (Bldg 820) | SF | 23,193 | | |
| 171-214 | Physiological Training (Bldg 1238) | SF | | | 6,472 |
| 171-214 | Physiological Training (Bldg 1234) | SF | | | 728 |
| 171-214 | Swing Trainer (Bldg 1240) | EA | 1 | | |
| 740-674 | Gymnasium (Bldg 210) | SF | | 21,994 | |
| 171-212 | Flight Simulator and CAI (Bldg 930) | SF | | 60,683 | 0% |

40634 / 78304 = 51%

2. An inadequate/temporary facility cannot be made adequate/permanent for its present use through economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

a. Facility Type/Code:
b. What makes it inadequate/temporary?
c. What use is being made of the facility?
d. What is the cost to upgrade the facility to substandard/semi-permanent?
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?

ANSWER:

Building 1238

a. 171-214
b. Current structure needs additional space for a spatial deviation trainer and a T-1 cockpit trainer
c. Building #1238 houses the altitude chamber, physiological training classrooms, classrooms, offices, and various egress and seat trainers.
d. $2,198,343.84
e. Unknown
f. None.
g. No.

Building 2134

a. 171-214
b. Requires a new roof and repair as well as bricking the outside.
c. Inclement weather swing trainers as well as an ejection seat simulator.
d. $50,000
e. Unknown.
f. 1994 program # UBNY-931003
g. No.

## D. Aircraft Maintenance Facilities

1. Complete the following table for each type of aircraft which can be maintained at your installation. Place an "x" in the applicable columns for each type of aircraft.

| Aircraft Types | Level of Maintenance | | | Source | |
|---|---|---|---|---|---|
| | Depot | Intermediate | Organizational | DOD | Contract |
| T-37 | | X | X | | X |
| T-38 | X | X | X | | X |
| T-1A | | X | X | | X |

## E. Special Military Facilities

1. List all facilities and equipment that play a special role in military operations (e.g., radar, communications, command and control, oceanographic facilities) of the aircraft at the installation.

| Type of Facility | Operational Mission of Facility |
|---|---|
| 1. WSR-88D | NEXRAD ADVANCED DOPPLER WEATHER RADAR PRINCIPLE USER PROCESSOR (PUP) |
| 2. AN/FPS-77 | WEATHER RADAR (SCHEDULED FOR REMOVAL FY 94/4) |
| 3. AN/FRN-43 | VHF OMNI RANGE TACTICAL AIR NAVIGATION SYSTEM (VORTAC) |
| 4. AN/GRN-29 (2) | INSTRUMENT LANDING SYSTEMS |
| 5. AN/GRT-21/22 (36) | UHF/VHF SINGLE CHANNEL TRANSMITTERS |
| 6. AN/GRR-23/24 (36) | UHF/VHF RECEIVERS |

| | |
|---|---|
| 7. AN/GRC-171/211 (17) | UHF/VHF MULTI-CHANNEL RADIOS |
| 8. Control Tower | PROVIDES AIR TRAFFIC CONTROL SERVICE FOR THE 64 FTW |
| 9. AWDS | AUTOMATED WEATHER DISTRIBUTION SYSTEM (TIED INTO GLOBAL WEATHER CENTRAL, AFGWC) AND NOTICE TO AIRMEN (NOTAMS) |
| 10. 430 TSS | THUNDERSTORM SENSOR SYSTEM (LIGHTNING DETECTION) |
| 11. ML-658/GM | DIGITAL BAROMETER AND ALTIMETER SETTING INDICATOR (DBASI) |
| 12. GBTS | GROUND BASED TRAINING SYSTEM (MCDONNEL-DOUGLAS) |
| 13. RCS/RSU (8) | RUNWAY CONTROL STRUCTURES/RUNWAY SUPERVISORY UNITS (INCLUDES TERRY COUNTYAUX FIELD) |

2. Contingency and Deployment Requirements:
(Assume full mobilization, sustained 24-hour capability)

a. Can airfield handle wide-body aircraft (e.g. C-5, KC-10, E-3A, 747) transient operations, (e.g., parking, fueling, loading)? (Yes/No)

ANSWER: Yes, Reese AFB can handle wide body aircraft.

3. Does installation have a dedicated munitions loading pad?

ANSWER: Yes.

a. If yes, are there any access limitations?

ANSWER: 193,000 lb limit for C-141 aircraft

b. What type aircraft have used your pad over the last five years?

ANSWER: C-141, C-130, Twin Cessna

## E. Special Military Facilities

4. Is the installation located within 150NM of:
a. Ground Force Installation (active)? Yes/No (If yes, give name(s))

ANSWER: There is no base (Ground Force Installation) located within 150 nautical miles/172.73 ground miles of Reese AFB.

b. Rail Access which allows the loading/unloading of heavy equipment?

ANSWER: Rail access which allows loading and unloading of heavy equipment is available at Reese AFB.

c. Deep water port facility? (If yes, give name(s))

ANSWER: No, Reese does not have access to a deep water port facility.

5. Does the installation medical treatment facility routinely receive referral patients?

ANSWER: No

6. Do installation medical facilities have any unique missions (aeromedical staging facility, environmental health laboratory, area dental laboratory, physiological training unit, wartime tasking, etc.)? Identify.

ANSWER: Yes. Unique missions include a Physiological Training Unit, and wartime taskings of a 13 person Patient Retrieval Team and a 19 person Patient Decontamination Team

7. List any weapons storage and handling facilities located at the installation.

| Type of Facility | Location | Mission and Capability of Facility |
|---|---|---|
| 8 Bay multicube | | Weapons Storage Facility<br>Max Sited NEW: (1.1) 3,400 lbs (total) Max Sq Foot: 800 |
| | | |

## F. Facility Support Arrangements for Other Services

1. List all arrangements (e.g., inter-service support agreements) that involve supporting other military service activities at the installation.

| Activity Name / Military Service | Description of Activity Role and Degree of Support |
|---|---|
| HQ III Corps/US Army | B2, B17, B18, B27, B31, B32. (13%) |
| 171 Air Refueling Wing/USAF | B3, B5, B24, B30. (9%) |
| 911 Tactical Airlift Gp/USAF | B3, B6, B21, B24, B28, B30. (13%) |
| Army ROTC / US Army | B2, B18, B21, B24, B27, B31, B32. (15%) |
| Army Corp of Engineers/ US Army | A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B6, B9, B12, B14, B15, B16, B18, B19, B21, B30, B31, B32, B33, B34. (59%) |
| William Beaumont Medical Center US Army | A2, A6, A8, A9, A11, B1, B9, B12, B14, B15, B17, B18, B19, B21, B22, B23, B28, B33. (39%) |

| | |
|---|---|
| Naval ROTC / US Navy | B2, B5, B6, B7, B10, B12, B13, B16, B17, B18, B19, B21, B23, B24, B26, B27, B28, B32. (39%) |
| 4005 US Army Hosp. / US Army | B2, B17, B18, B21, B27, B31, B32. (15%) |
| US Army Dallas Recruiting Battalion | B1, B2, B10, B16, B17, B18, B19, B21, B23, B24, B27. B28, B30, B31, B32. (33%) |
| Military Entrance and Processing/USAF & US ARMY | B16, B18, B21, B23, B32. (11%) |
| US Navy Reserve Center / US Navy | B12, B17, B18, B19, B21, B27, B28, B32. (17%) |
| USMC Reserve / USMC | B1, B2, B10, B12, B13, B16, B17, B18, B19, B21, B23, B24, B27, B28, B31, B32. (35%) |
| US Army Reserve / US Army | B1, B2, B5, B7, B10, B12, B14, B17, B18, B19, B20, B21, B23, B24, B26, B27, B28, B30, B31, B32, B34. (46%) |

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

| Activity / Sponsor / Government Affiliation | Description of Activity Role and Support Level |
|---|---|
| US Post Office | A6, A9, A10, B12, B14, B15, B30, B33. (17%) |
| National Weather Svc | B2, B12, B21, B28. (9%) |
| Defense Reutilization & Marketing Office | A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B6, B9, B11, B12, B14, B15, B16, B17, B18, B19, B21, B23, B24, B26, B27, B28, B29, B31, B32, B33. (72%) |
| Defense Commissary Agency | A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B2, B3, B4, B5, B6, B7, B10, B11, B12, B14, B15, B16, B17, B18, B19, B21, B22, B23, B24, B26, B27, B28, B29, B31, B32, B33, B35. (84%) |
| Defense Fuel Supply Center (DFSC | A5. (2%) |
| Defense Finance and Accounting Service | A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B3, B6, B9, B10, B12, B14, B15, B16, B17, B19, B21, B24, B25, B26, B27, B28, B29, B30, B32, B33. (72%) |
| Civil Air Patrol | B2, B5, B10, B16, B21, B28, B31. (15%) |

**Support Categories**
(Listed in DoDI 4000.19)

**Mandatory Reimbursement Support Categories**

| | | |
|---|---|---|
| A1 Chapel and Chaplain Services | A5 Environmental Compliance | A9 Police Services |
| A2 Command Element (includes Public Affairs, Social Actions, etc.) | A6 Fire Protection | A10 Safety |
| A3 Common Use Facility Operations, Maintenance, Repair and Construction | A6 Libraries | A11 Shuttle Services |

| | | |
|---|---|---|
| A4 Disaster Preparedness | A8 Morale and Fitness | |

**Total Reimbursement Support Categories**

| | | |
|---|---|---|
| B1 Administrative Services | B13 Explosive Ordnance | B25 Mobilization Support |
| B2 Audio/Visual Services | B14 Facilities and Real Properties Support | B26 Mortuary Services |
| B3 Automated Data Processing / Automation Services | B15 Facility Maintenance and Repair | B27 Printing and Reproduction |
| B4 Civilian Personnel Services | B16 Finance and Accounting | B28 Purchasing and Contracting Services |
| B5 Clubs | B17 Food Services | B29 Refuse Collecting and Disposal |
| B6 Communication Services | B18 Health Services | B30 Resource Management |
| B7 Community Support Services | B19 Housing and Lodging Services | B31 Training Services |
| B8 Confinement and Detention Centers | B20 Information Services | B32 Transportation Services |
| B9 Custodial Services | B21 Installation Retail Supply and Storage Operations | B33 Utilities |
| B10 Education Services | B22 Laundry and Dry Cleaning | B34 Weather Services |
| B11 Engineering Support | B23 Legal Services | B35 Other Support |
| B12 Equipment Operation, Maintenance and Repair | B24 Military Personnel Support | |

**Non Reimbursement Support Categories**

| | | |
|---|---|---|
| C1 Commissary Services | C3 Dependent Schools | C5 Museums |
| C2 Community Relations | C4 Exchange Services | C6 Retired Affairs |

## G. Proximity to Operational Mission Areas

1. Does the location of the installation have any strategic role at the present time or in future plans (include the location and attributes available at that location, e.g., waterfront space). Discuss alternate military/civilian facilities that could fulfill the same strategic role.

ANSWER: We are not aware of any strategic role performed by Reese AFB at present or projected in the future. Any other guidance would come from higher headquarters.

## H. Proximity to Training Areas

1. Does the location of the installation permit any specialized training with other operational units (e.g., Joint forces)? If so, provide details.

ANSWER: No

2. Describe the plan for conducting carrier qualifications. Will ship deploy to training squadron site or will squadrons deploy?

ANSWER: Since the Air Force does not conduct carrier operations/qualifications AETC does not have the necessary information to answer this question.

3. How far (nmi.) is the installation from a designated naval operations area where an aircraft carrier would conceivably operate ?

NSWER: Since the Air Force does not conduct carrier operations/qualifications AETC does not have the essary information to answer this question.

4. If the aircraft carrier deploys to an area within operating range of training air squadrons, would CQ training usually be conducted directly from the installation or on a detachment basis?

ANSWER: Since the Air Force does not conduct carrier operations/qualifications AETC does not have the necessary information to answer this question.

## I. Proximity to Other Support Facilities

1. List other airfields (currently not used for undergraduate pilot and/or NFO/Navigator training) in the local flying area that are available for training and emergency uses.

ANSWER: None. All local fields are currently used for training.

2. What other military facilities located in the vicinity are/could be used to support the installation's and tenants' mission?

ANSWER: N/A

- What civilian owned facilities located in the vicinity are/could be used to support the installation's and ants' mission?

| Facility Name | Actual / Proposed Use | Distance |
|---|---|---|
| Lubbock Int'l | Approaches/Approcahes, Overhead Pattern Training 11,500 | 10 NM |

## J. Unique features

1. Identify any unique (one of a kind) features (function, equipment, ranges, etc.) possessed by this training installation. Please list each feature separately and provide a narrative explanation of the importance of the unique feature. (Do not include Depots, Product Centers or Laboratories)

ANSWER: None

2. Are there any on-installation facilities unique (one-of-a-kind) to your service that must be replaced if the installation is closed?

ANSWER: No.

Air Quality

1. What is the name of the Air Quality Management District in which the base is located?

ANSWER: Reese AFB is lcoated in the Amarillo-Lubbock Intrastate Air Quality Control Region (40 CFR 81.133).

a. Is the installation or any of its OLFs or Staging Bases located in different Air Quality Management Districts?

ANSWER: No

2. Has EPA designated the air quality control area in which your installation is located as a maintenance or non-attainment area for any of the six criteria air pollutants (ozone, carbon monoxide, particulate matter (PM 10), sulfur dioxide, nitrogen dioxide, lead)?

ANSWER: No. → yes

a. If the base is in a maintenance area, identify the regulated pollutant(s).

ANSWER: N/A

b. If the base is in a non-attainment area, identify the pollutant(s) and the degree of severity (marginal, moderate, serious, severe, or extreme).

ANSWER: N/A

3. Are there any critical air quality regions (i.e., non-attainment areas, national parks, etc.) within 100 kilometers of the base?

ANSWER: NO

4. Has the local Air Quality Board (or similar organization) restricted or delayed any on- or off-installation activities due to air quality considerations? Examples to consider include restrictions to construction permits, restrictions to operating hours for industrial facilities, implementation of High Occupancy Vehicle (HOV) procedures during rush hour, etc.

ANSWER: NO = yes

a. If activities have been restricted, describe the nature, extent and duration of the restriction.

ANSWER: N/A

b. Has the installation been required to implement emissions reduction through special actions, such as carpooling or emissions credit transfer?

ANSWER: NO

c. If special actions have been implemented, specify the nature of the actions.

ANSWER: N/A

5. Are there any critical air quality regions (i.e. non-attainment areas, national parks, etc.) within 100 kilometers of the installation?

ANSWER: NO

## B. Encroachment

1. Are there any known plans for a commercial airline to hub at an airport within 100 nmi. of your installation? If so, describe.

ANSWER: NO

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

ANSWER: No delays of 15 min or more due to civilian traffic for FY91-93.

3. How many times during each of the past three years have any of your low level training routes been modified to accommodate construction and/or noise complaints?

| Fiscal Year | Number of changes |
|---|---|
| 1991 | 0 |
| 1992 | 0 |
| 1993 | 0 |

4. Is the existing AICUZ study encoded in local zoning ordnances?

Yes, the existing AICUZ study is encoded in local zoning ordinances

a. Attach a copy of any applicable sections of the installation AICUZ plan and note any recent modifications. See attachments

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

s, the existing AICUZ requirements are encoded in local zoning ordinances.

5. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned mission?

ANSWER: Base population growth and land development do not pose problems for existing or planned mission. Environmental constraints presently do not pose problems for existing or planned mission.

6. Provide a copy of the current and proposed land development plans for the area surrounding the installation (i.e., the local government's comprehensive land-use plan).

ANSWER: Attached find a copy of the current & future development plan for the City of Lubbock. The County of Lubbock does not have a comprehensive plan.

7. Air Space Encroachment.

a. Do you receive noise complaints from off-installation residents?

ANSWER: Yes.

b. How many per month (average)? Include noise complaints from local and transient aircraft hin the airfield traffic pattern and departure and arrival corridors.

ANSWER: 0.3 per month (DOOA Complaint File/PA contact)

c. Has the installation implemented noise abatement procedures?

ANSWER: Yes

d. Describe your procedures. Include noise abatement procedures for maintenance, flight operations, arrivals, departures, and command-directed.

ANSWER: Engine run-ups will only be conducted between 0600-2000L (unless mission dictates otherwise). This is the only noise abatement procedure listed in the AICUZ

8. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures. Answer as well as possible if civilian control or FAR PART 150 Study applies. Answer the following questions regarding current community and other land encroachment near or at the installation by filling in the attached tables following the instructions below.

a. Instructions:

(1) Provide the percent off base current incompatible land use within the Clear Zone (CZ), Accident Potential Zone I (APZ I), Accident Potential Zone II (APZ II), and each noise contour interval (i.e. 60-65 Ldn if available, 65-75 Ldn, 75-80 Ldn if available, and greater than 80 Ldn if available) in the attached tabular format, along with the indicated support information. Incompatibility is governed by DODI 4165.57 and is detailed in the 1980 report of the Federal Interagency Committee on Urban Noise.

(2) Obtain current land use data by overlaying noise contours and CZ/APZ from the most recent publicly released AICUZ, Environmental Assessment which has Finding of No Significant Impact, Environmental Impact Statement which has a Record of Decision, or other officially released noise contour analysis onto current land use maps obtained from local governments. Include the source and date of data. If no current land use maps are available, bases may use recent aerial photography of the off-base areas to determine compatibility percentages. Aerial photos may be available from local governments, USDA offices or planning agencies. Another alternative is to obtain a USGS or map of the environs, and determine land uses through a windshield survey. Analysis of tax/parcel or similar maps may also be conducted.

(3) Then determine the percent incompatible land use. This work is now typically done with computer digitizing programs and equipment. However, the work can be done manually, with the help of the drafting section, through the use of a template or other means. Visit local government planning offices for assistance with off-base land use.

(4) For consistency, use generalized land use areas in determining incompatible land uses (i.e. for residential land uses, include residences, lawns, sidewalks, driveways, local streets, etc., NOT JUST THE RESIDENCES). Generalized land use is the traditional nationwide planning convention and is the standard used in the typical land use maps provided by local governments. For each farm house or rural residence in Accident Potential Zone (APZ) I, add 1/2 acre of incompatible land use.

(5) What is the percent current off-base incompatible land use:
- (a) Within the Clear Zone (CZ) at each end of each active runway?
- (b) Within Accident Potential Zone (APZ) I at each end of each active runway?
- (c) Within APZ II at each end of each active runway?
- (d) Between the 60 Ldn and 65 Ldn noise contours (if available)?
- (e) Between the 65 Ldn and 75 Ldn noise contours?
- (f) Between the 75 Ldn and 80 Ldn noise contours (if available)?
- (g) Within the 80 Ldn noise contour and above (if available)?

9. Current land use status for accident zones: reference questions 8.a.(5)(a) through 8.a.(5)(c). Describe current off-base encroachment/incompatible land use by completing the information in the following table for clear zones and accident potential zones.

| Zones | Rwy No. | Est Pop | Acres | % Incompatible L-U |
|---|---|---|---|---|
| CZ | 17R, C* | 0 | 241 | 0 |

| | | | | |
|---|---|---|---|---|
| CZ | 17L | 0 | 136 | 0 |
| APZ I | 17R,C* | 11 | 524 | 0 |
| APZ I | 17L | 0 | 267 | 0 |
| APZ II | 17 | 12 | 943 | 0 |

| Zones | Rwy No. | Est Pop | Acres | % Incompatible L-U |
|---|---|---|---|---|
| CZ | 35L,C,R* | 0 | 359 | 0 |
| APZ I | 35L,C,R* | 52 | 686 | 0 |
| APZ II | 35L,C,R* | 229 | 941 | 8 |

75.28

* 35/17C Primary Runway

APZ II

$\frac{75.28}{1884} = 4\%$

943
941
1884

Current land use status for noise zones: reference questions 8.a.(5)(d) through 8.a.(5)(g). Describe current off-base encroachment/incompatible land use by filling in the information in the following table for noise zones/contour intervals.

REESE AFB

| DNL | LOCATION | EST POP | ACRES | % INCOMP LAND USE |
|---|---|---|---|---|
| 65-70 | OFF-BASE | 749 | 5,809 | 1.5 |
| | ON- BASE | 1,234 | 217 | na |
| 70-75 | OFF- BASE | 342 | 3,818 | 2 |
| | ON- BASE | 65 | 244 | na |
| 75-80 | OFF-BASE | 75 | 1,901 | 0.01 |
| | ON-BASE | 0 | 167 | na |
| 80+ | OFF-BASE | 21 | 541 | 0 |
| | ON-BASE | 0 | 1,452 | na |

Future local/regional community encroachment. Answer the following questions regarding future community and other land encroachment near or at the installation.

a. Provide a rough estimate of how previous BRAC or operational realignments will impact your AICUZ footprint (i.e., what types and quantities of aircraft and operations tempo increases are expected from incoming units, and what is their predicted effect on your footprints)?

ANSWER: No major changes to AICUZ based on operational realignments.

b. How are local land use plans expected to impact the AICUZ footprints?

ANSWER: Do not expect local land use plans to impact on the AICUZ footprints.

c. If the latest publicly released AICUZ is outdated (does not reflect current flying operations), provide milestones for completion of an updated AICUZ.

ANSWER: The updated AICUZ was approved by the Wing Commander on 9 May 94 and is scheduled for public release in August.

d. Describe how local governments (municipalities, counties) have incorporated AICUZ recommendations into land use controls (zoning, etc.) by indicating which local governments, if any, have

·orporated any of the following into their land use controls. Be sure to specify which types of controls: ing, building codes, subdivision regulations, etc. Indicate if any new local land use control efforts are to be implemented, when implemented, what jurisdiction, and what type of controls, as well as how encroachment will be limited.

ANSWER: No changes have been made in the land use controls of the City and County of Lubbock. City and County of Lubbock have incorporated the land use controls which are listed in B.11.d.(1) through (8). These controls are encoded in the Joint Airport Zoning Ordinance.

(1) AICUZ recommended height restrictions.
(2) AICUZ recommended development limits for Accident Potential Zone (APZ) I.
(3) AICUZ recommended development limits for APZ II
(4) AICUZ recommended development limits between the 60 Ldn and 65 Ldn noise contours (if available).
(5) AICUZ recommended development limits between the 65 Ldn and 75 Ldn noise contours.
(6) AICUZ recommended development limits between the 75 Ldn and 80 Ldn noise contours (if available).
(7) AICUZ recommended development limits above the 80 Ldn noise contour (if available).
(8) Are real estate disclosure statements required by local communities?

ANSWER: No.

e. Indicate if significant development (i.e. a residential subdivision, shopping mall or center, industrial k, etc.) exists or is anticipated or has been announced or started. If so, indicate what type of land use (residential, commercial, industrial, etc.), the type and size of the development (for residential subdivision: number of housing units, number of acres, population; for shopping mall/center: number of stores, total number of acres), when completed or when completion expected. Indicate any long range (20 years) trends for new growth.

ANSWER: No significant development exists or is anticipated around the base, because of the strict controls established by the City & County of Lubbock around Reese AFB thru the Joint Airport Zoning Board (JAZBO).

f. Has all clear zone acquisition been completed?

ANSWER: YES.

(1) If not, indicate the runway approach and number of acres to be acquired, as well as timetable and expected acquisition costs.

ANSWER: N/A

g. Are on-base facilities and proposed facility development sited in accordance with AICUZ recommendations? Refer to the Base Comprehensive or Master Plan. For each incompatible facility (existing proposed), indicate facility type (dormitory, etc.), approximate number of occupants, why the facility is

·ompatible, the reason this incompatibility is necessary, and the anticipated completion date if projected or der construction.

ANSWER: YES.

C. Ability for Expansion

1. Does the operational infrastructure (e.g., parking apron, fuel and munitions storage, warehouse space, hangar space) provide capabilities for future expansion or change in mission?

ANSWER: The operational infrastructure can support an F-16 mission.

2. What is the availability of off-installation acreage for possible future installation development?

ANSWER: There are approximately 7 sections of land located north, east and west of Reese AFB which could be acquired for future installation development. The land is privately owned and being used as grazing or farming land. The land is located within the noise contours of the Air Installation Compatible Use Zones (AICUZ).

3. Provide the following information for installation infrastructure related facilities and functions. If these or other installation infrastructure attributes may be a determining factor for installation loading and expansion, ·ovide additional comments and capacity measures as appropriate.

| Type of facility or Capability | On Installation Capacity | Off installation Long Term Contract | Normal Steady State Load | Peak Demand |
|---|---|---|---|---|
| Electricity (KWH) | 5,713,200 | 5,526,000 | 3,120,000 | 3,369,600 |
| Water (GPD) | NA | 3,024,000 | 786,923 | 1,011,000 |
| Sewage (GPD) | 350,000 | NA | 87,460 | 242,000 |
| Natural Gas (CFH) | 36,300 | 135,000 | 33,447 | 36,067 |
| TransientParking | 28,939 SY | 0 | 5,788 SY | 28,939 SY |
| High Temp. Water/ Steam Generation/ Distribution | NA | NA | NA | NA |

4. Are there any characteristics regarding your utility systems that should be considered?

ANSWER: Yes. All of our utility service contracts are without "take or pay" clauses due to connection charges or Demand Side Management intiatives. None of our natural gas is purchased through the Defense Fuel Supply ·nter (DFSC) central office. Our electric power is purchased from sources other than the Federal Power

rketing Administrations (WAPA, SWPA, SEPA). Water distribution piping on base and in housing area is stic. Corrosion is not a concern, therefore, life expectancy is very high (more than 25 years). Gas distribution piping on base and housing is a polyetheline type. Corrosion is not a concern, and life expectancy is very high. Sewer mains are in poor shape, but there are two projects under design to repair/replace sewer mains. Phase one of a series of projects to correct this condition base wide.

One of five electrical circuits (circuit 4) is presently underground (along with the airfield electrical distribution). A project is funded to go to armless pole construction (circuits 2 and 3). All conductors will be replaced along with many transformers (the base will convert 150 KVA and larger pole mounted banks into pad-mounts).

5. Identify in the table below the real estate which has the potential to facilitate future development and for which you are the plant account holder. Complete a separate table for each individual site, i.e., main installation, outlying airfields, special off-site areas, off installation housing, etc. Unit of measure is acres.

Site Location: Reese AFB, TX

| Land Use | Total Acres | Developed | Available for Development | |
|---|---|---|---|---|
| | | | Restricted | Unrestricted |
| Operational | 1885 | 1782 | 0 | 103 |
| Training | 19 | 19 | 0 | 3.6 |
| Research & Development | NA | NA | NA | NA |
| Supply and Storage | 6 | 4 | 0 | 2.5 |
| Admin | 22 | 20 | 0 | 10.5 |
| Housing | 122 | 122 | 0 | 5 |
| Recreational | 179 | 179 | 0 | 0 |

6. Identify the features of this installation that make it a strong candidate for basing/training other types of aircraft/aircrews and other operational units in the future

ANSWER: The following features of Reese AFB and the surrounding area which make it a strong candidate for basing/training other types of aircraft/aircrews and other operational units in the future are:

1. Low cost and availability of land off base. Land surrounding the base is agricultural which makes it easy to develop.

2. Even though the city limits of Lubbock border the eastern part of the base, this is low population density land with no encroachment potential. No major housing, commercial, or industrial development is

nned by the City of Lubbock for this land. It is zoned as low density residential and commercial velopment.

3. The base has a strong community relationship with the City & County of Lubbock. This has resulted in the passage of the first airport zoning ordinance in the state in 1990. This has protected the base from encroachment in the airfield clear zones and accident potential zones which extend off base. This ordinance will allow for future expansion of our air operations.

4. The City of Lubbock is a commercial and medical hub of the South Plains Region of Texas. This gives the base a good potential for future development based on the services provided by a large city.

5. Due to base manpower reductions in the last couple years and projected reductions, population growth infill for a future base realignment will be more advantageous.

6. The base has an excellent infrastructure (roads, utilities, and airfield pavement) for future development. In addition the facilities on base are relatively new and very well maintained.

7. The base has developable land, about 125 acres, for future base expansion.

8. The airspace surrounding the base (from Reese to Amarillo in the north and and Reese to Midland in the south), is relatively unrestricted for flying.

## Quality of Life

1. Military Housing

a. Family Housing:

(1) Do you have mandatory assignment to on-installation housing? (circle)

ANSWER: NO. Mr Crain is the Housing Manager.

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

| Type of Quarters | Number of Bedrooms | Total number of units | Number Adequate/ Permanent | Number Substandard/ Semi-Permanent | Number Inadequate/ Temporary |
|---|---|---|---|---|---|
| Officer | 4+ | 27 | 27 | | |
| Officer | 3 | 86 | 86 | | |
| Officer | 1 or 2 | 40 | 40 | | |
| Enlisted | 4+ | 31 | 31 | | |
| Enlisted | 3 | 140 | 140 | | |
| Enlisted | 1 or 2 | 76 | 76 | | |
| Mobile Homes | | | 400 | 100% | |
| Mobile Home lots | | | | | |

(3) An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

a. Facility Type/Code:

ANSWER: N/A

b. What makes it inadequate/temporary?

ANSWER: N/A

c. What use is being made of the facility?

ANSWER: N/A

d. What is the cost to upgrade the facility to substandard/semi-permanent?

ANSWER: N/A

e. What other use could be made of the facility and at what cost?

ANSWER: N/A

f. Current improvement plans and programmed funding:

ANSWER: N/A

g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

ANSWER: N/A

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

| Pay Grade | Number of Bedrooms | Number on List | Average Wait |
|---|---|---|---|
| O-6/7/8/9 | 1 | | |
| | 2 | | |
| | 3 | | |
| | 4+ | | |
| O-4/5 | 1 | | |
| | 2 | | |
| | 3 | | |
| | 4+ | 3 | 6 |
| O-1/2/3/CWO | 1 | | |
| | 2 | 20 | 6 |
| | 3 | 5 | 6 |
| | 4+ | 2 | 6 |
| E7-E9 | 1 | | |
| | 2 | | |
| | 3 | 6 | 6 |
| | 4+ | 3 | 6 |
| E1-E6 | 1 | | |
| | 2 | 42 | 6 |
| | 3 | 14 | 6 |
| | 4+ | 6 | 6 |

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

ANSWER: 100% of the base houses have required amenities.

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

| Type of Quarters | Utilization Rate |
|---|---|
| Adequate/Permanent | 99 % |
| Substandard/Semi-Permanent | |
| Inadequate/Temporary | |

(7) 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?

ANSWER: No change in utilization since FY 93. Mr Crain is the Housing Manager.

(b) BEQ:

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

| Type of Quarters | Utilization Rate |
|---|---|
| Adequate/Permanent | 44% |
| Substandard/Semi-Permanent | |
| Inadequate/Temporary | |

(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?

ANSWER: The total reduction in assigned single members to the base make it impossible to achieve the desired occupancy rate. Mr Crain is the housing manager.

(c) BOQ:

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

| Type of Quarters | Utilization Rate |
|---|---|
| Adequate/Permanent | 89% |
| Substandard/Semi-Permanent | |
| Inadequate/Temporary | |

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

ANSWER: YES. Officer's quarters remain vacant because of the choice given members to stay on base or receive a housing allowance equal to or greater than rentals on the economy. Mr Crain is the housing manager at Reese AFB.

(d) Have any family housing/BOQ/BEQ units been vacated for purposes of renovation or are new units under construction? State type unit, total number of units, size, capacity and availability date.

| Units Under Renovation or Construction | | | | |
|---|---|---|---|---|
| **Type Unit (Family Housing BOQ/BEQ)** | **Total Number** | **Size (Appropriate Measure)** | **Capacity (Appropriate Measure)** | **Availability Date** |
| BOQ | 40 | 40 | 40 | 14 June 94 |
| BOQ | 40 | 40 | 40 | 3 July 94 |

(e) Provide the following information on any family housing/BOQ/BEQ units planned for construction (MILCON) for FY94 - 97. State type unit, total number of units, size, capacity, and availability date.

...SWER: N/A

2. For on-installation MWR facilities1 available, complete the following table for each separate location. For off-installation government owned or leased recreation facilities indicate distance from installation. If there are any facilities not listed, include them at the bottom of the table.

| Facility | Unit of Measure | Total | Profitable (Y,N,N/A) |
|---|---|---|---|
| 400 Meter Track | Lanes | 5 | N/A |
| Arts/Crafts | SF | 4992 | Y |
| Auto Hobby | Indoor Bays | 8 | Y |
| Auto Hobby | Outdoor Bays | N/A | N/A |
| Basketball CT (outdoor) | Each | 4 | N/A |
| Beach | LF | N/A | N/A |
| Bowling | Lanes | 10 | Y |
| Driving Range | Tee Boxes | 1 | Y |
| Enlisted Club | SF | 14080 | Y |
| Fitness Center | SF | N/A | N/A |
| Football Fld | Each | 1 | N/A |
| Golf Course | Holes | 9 | Y |

96%

28/30 = 93%

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

| | | | |
|---|---|---|---|
| Gymnasium | SF | 22660 | N/A |
| ITT | SF | 70 | Y |
| Lake | Each | N/A | N/A |
| Library | SF | 9746 | N/A |
| ~~Library~~ | ~~Books~~ | ~~18481~~ | ~~N/A~~ |
| Little League Field | Each | 1n/a | |
| Marina | Berths | N/A | N/A |
| Misc Rec Building | SF | 1985 | N/A |
| Museum/Memorial | SF | N/A | N/A |
| Officer's Club | SF | 22389 | Y |
| Picnic Grounds | Areas | 13 | N/A |
| Pool (indoor) | Lanes | N/A | N/A |
| Pool (outdoor) 2 ea. | Lanes x2 | 5 ea. | N/A |
| POV Wash Rack | Stalls | 3 | Y |
| Priv Veh Pking Compd | Slots | 100 | Y |
| Racquetball CT (indoor) | Indoor Each | 4 | N/A |
| Recreation Center | SF | 10011 | N/A |
| Rod and Gun Club/Range | Each | N/A | N/A |
| Soccer Fld | Each | 1 | N/A |
| Softball Fld | Each | 3 | N/A |
| Squash CT | Each | N/A | N/A |
| Stables | Stalls | N/A | N/A |
| Tennis CT | Each | 6 | N/A |
| Theater | Seats | 498 | N |
| Volleyball CT (outdoor) | Each | 2 | N/A |
| Wood Hobby | SF | | Y |
| Youth Center | SF | 5760 | N/A |

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

ANSWER: YES. The Reese AFB, Texas, Base Library particiapates in a Regional Interlibrary Loan Program.

4. <u>Installation Family Support Facilities and Programs</u>

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

| Age Category | Capacity (Children) | SF Bldg. 341 total square footage 3348 | | | # of PN on Wait List | Avg Wait (Days) | |
|---|---|---|---|---|---|---|---|
| | | Adequate/ Permanent | Substandard/ Semi-Permanent | Inadequate/ Temporary | | | |
| 0-6 Mos | 4 | 479 | N/A | N/A | 6 | 180 | 1080 |
| 6-12 Mos | 8 | 567 | N/A | N/A | 4 | 180 | 720 |
| 13 Mos-2 yrs | 10 | 599 | N/A | N/A | 5 | 180 | 900 |
| 2 - 3 yrs | 14 | 858 | N/A | N/A | 10 | 240 | 2400 |
| 3 - 5 yrs | 24 | 845 | N/A | N/A | 12 | 240 | 2880 |
| | | | | | 37 | | 7980 |



$\frac{7980}{37} = 216$ days

b. An inadequate/temporary facility cannot be made adequate/permanent for its present use through economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

ANSWER: N/A

- Facility Type/Code:
- What makes it inadequate/temporary?
- What use is being made of the facility?
- What is the cost to upgrade the facility to substandard/semi-permanent?
- 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.

ANSWER: Personnel on the waiting lists are given referal lists by the Reese AFB Child Development Center (see attached). The refered facilities are licensed and registered by the Texas Department of Protective and Regulatory Services Licensing Division. Further, waiting list parents are advised of the availability of Home Day Care Providers in the base housing area. As of this date, there are a total of 5 Home Day Care providers on Reese AFB with space for a total of 26 children of varying ages. Availability of Home Day Care Providers vs as care givers enter and depart the program in accordance with the provider's wants and needs.

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

ANSWER: NO. There are no other Military Child development Facilities located within 30 minutes of Reese AFB, TX.

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

| Service | Unit of Measure | Qty |
|---|---|---|
| Exchange | SF | 37570 |
| Gas Station and Auto Repair | SF | 2182 |
| Auto Parts Store | SF | N/A |
| Commissary | SF | 68366 |
| Mini-Mart and Package Store | SF | 767 |
| Fast Food Restaurants | Each | 1 |
| Bank/Credit Union | Each | 1 |
| Family Service Center | SF | 4438 |

| | | |
|---|---|---|
| Laundromat | SF | N/A |
| Dry Cleaners | Each | 1 |
| Alcohol Rehabilitation Center | PN | N/A |
| Chapel | PN | 300 |
| FSC Classroom/Auditorium | PN | 25 |
| Thrift Shop | SF | 2929 |

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

| City | Distance (Miles) |
|---|---|
| LUBBOCK, TEXAS (186,000) | 11 |
| AMARILLO, TEXAS (158,000) | 133 |
| ABILENE, TEXAS (107,000) | 180 |

6. Standard Rate VHA Data for Cost of Living:

| Paygrade | With Dependents | Without Dependents |
|---|---|---|
| E1 | 30.41 | 17.02 |
| E2 | 30.41 | 19.13 |
| E3 | 23.84 | 17.56 |
| E4 | 43.22 | 30.16 |
| E5 | 46.54 | 32.49 |
| E6 | 41.79 | 28.45 |
| E7 | 84.06 | 58.39 |
| E8 | 79.37 | 60.00 |
| E9 | 84.76 | 64.35 |
| W1 | 108.16 | 82.14 |
| W2 | 84.59 | 66.35 |
| W3 | 92.38 | 75.09 |
| W4 | 90.48 | 80.22 |
| O1E | 26.24 | 19.46 |
| O2E | 62.56 | 49.88 |
| O3E | 76.07 | 64.36 |
| O1 | 35.38 | 26.07 |
| O2 | 43.85 | 34.27 |
| O3 | 73.21 | 61.64 |
| O4 | 109.55 | 95.27 |
| O5 | 102.74 | 84.97 |
| O6 | 73.34 | 60.71 |
| O7 | .50 | .41 |

Document Separator

# BRAC 95 Undergraduate Pilot Training Joint Cross-Service Group

## Book 12

SHEPPARD AFB

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE

11 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: HQ USAF/RT

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the UPT supplemental data calls dated 27 Sep, 30 Sep and 7 Oct 1994 (Atch 1). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan. There are no other supplemental data calls pending. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAY D. BLUME, Jr., Maj Gen, USAF
Special Assistant to the CSAF for
Realignment and Transition

Attachments:
1. Supplemental Data Calls 27 Sep 94, 30 Sep 94, 7 Oct 94
2. AETC Response to Data Calls

**Clarification to Joint Military Value and Capacity Analysis Data Calls**

27 ~~Aug~~ SEP 94

Please clarify the following question:

(AETC/CNATRA) Capacity Analysis, Mission Requirements, Para E, Question 2. Please fill out the following chart with regard to training airframes:

| AIRCRAFT | UTILIZATION RATE (SORTIES/MONTH) | PAA FOR THE COMMAND | TOTAL AIRCRAFT IN THE COMMAND INVENTORY |
|---|---|---|---|
| T-34 (FY 94) | | | |
| T-34 (FY 01) | | | |
| T-37 (FY 94) | | | |
| T-37 (FY 01) | | | |
| JPATS (TOTAL BUY)(AF) | | | |
| T-1 (FY 94) | | | |
| T-1 (FY 01) | | | |
| T-38 (FY 94) | | | |
| T-38 (FY 01) | | | |
| AT-38 (FY 94) | | | |
| AT-38 (FY 01) | | | |
| T-3 (FY 94) | | | |
| T-3 (FY 01) | | | |
| T-2 (FY 94) | | | |
| T-2 (FY 01) | | | |
| TA-4 (FY 94) | | | |
| TA-4 (FY 01) | | | |
| T-44 (FY 94) | | | |
| T-44 (FY 01) | | | |
| T-45 (FY 94) | | | |
| T-45 (FY 01) (TOTAL BUY) | | | |
| T-43 (FY 94) | | | |
| T-43 (FY 01) | | | |

CAPACITY ANALYSIS
MAJCOM WORKSHEET
AIR EDUCATION AND TRAINING COMMAND

PURPOSE: To document the answer to Mission Requirements question number (E.2-dc)

SOURCE: Air Force XOOT Program Guidance Letter, 8 Aug 94; FTRAP Model; Maj Doby, HQ AETC/XORA, 487-4073; Mr. Hamilton, HQ AETC/LGMMD, 487-3088; Maj Groebe, HQ AETC/XOTI, 487-6341;

METHOD: Extract data from above sources.
Professional knowledge/judgment

CONCLUSION:

| AIRCRAFT | UTILIZATION RATE (SORTIES/MONTH) | PAA FOR THE COMMAND | *TOTAL AIRCRAFT IN THE COMMAND INVENTORY |
|---|---|---|---|
| T-37 (FY 94) | 36 | 242 | 286 |
| T-37 (FY 01) | 36 | 310 | 344 |
| JPATS (FY 94) | 41 | 0 | 0 |
| JPATS (FY 01) | 41 | 30 | 30 |
| T-1 (FY 94) | 25 | 38 | 82 |
| T-1 (FY 01) | 25 | 151 | 180 |
| T-38 (FY 94) | 26 | 312 | 395 |
| T-38 (FY 01) | 26 | 264 | 316 |
| AT-38 (FY 94) | 26 | 38 | 45 |
| AT-38 (FY 01) | 26 | 45 | 56 |
| T-3 (FY 94) | 36 | 17 | 17 |
| T-3 (FY 01) | 36 | 98 | 113 |
| T-43 (FY 94) | 9.9 | 9 | 10 |
| T-43 (FY 01) | 12.1 | 9 | 10 |

* Total aircraft reflects total aircraft authorized (PAA, BAI, and attrition reserve). Total aircraft in inventory may exceed this number.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 7 Oct 94
Signature
Kevin S. C. Darnell, Maj, HQ AETC/XOTR, 487-6236
Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

6 OCT 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: SAF/MII

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the 28 Sep 94 supplemental data call (Atch 2). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan. Outstanding supplemental data calls are dated 27 Sep 94 and 30 Sep 94. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

Attachments:
1. Selected Question List, 28 Sep 94
2. AETC Response to 28 Sep 94 Questions

**Clarification to Joint Military Value and Capacity Analysis Data Calls**
**28 Sep 94**

1. (AETC/Hondo & USAFA) Please answer the following questions:

   a. Capacity Analysis, Facilities, Para A, Question 7e.

   b. Capacity Analysis, Facilities, Para A, Question 7g.

   c. Capacity Analysis, Facilities, Para A, Question 7h.

   d. Military Value, Mission Requirements, Para F, Question 1.

   e. Military Value, Mission Requirements, Para F, Question 2.

   f. Military Value, Future Requirements, Para B, Question 9.

   g. Military Value, Future Requirements, Para B, Question 11f.

2. (AETC/Sheppard AFB) Capacity Analysis, Facilities, Para C, Question 1. Please complete the referenced table to show data for flight simulators/trainers.

# CAPACITY ANALYSIS
# INSTALLATION WORKSHEET
# Sheppard AFB Tx

PURPOSE: To document the answer to Facilities question number (C.1) and (C.2)

SOURCE: See base worksheet.

METHOD: See base worksheet.

CONCLUSION: This worksheet was generated to correct the base's calculations.

RATIONALE: The Design Capacity (PN) and Capacity (Student-Hrs/Year) for Cat Code 171-212 were incorrectly derived.

The new answers are as follows:

Cat Code: 171

| Type Training Facility | Total Number | Design Capacity (PN) | Capacity (Student HRS/YR) |
|---|---|---|---|
| 171-211 Academic | 6 | 180 | 648,000 |
| 171-214 Physiological/Life Support | 3 | 81 | 194,400 |
| 171-212 Euro-NATO Pilot Trainers | 12 | 24 | 90,000 |

SIMULATORS

These changes are based on 2 students per trainer (per telephone conversation with Capt Ferrez, 80 FTW, 736-4974 on 29 Sep 94) and 12.5 hours per day (per telephone conversation with Mr. Ray Vest, 82 TRW/XR, 736-2820 on 30 Sep 94).

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Timothy D. Ayres Date 30 Sep 94
Signature

Timothy D. Ayres, Major, HQ AETC/XOPU, 487-3390

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

09 OCT 19[illegible]

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: 28 Sep 94 Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 28 Sep 94 Joint Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

PETER H. FOX
Colonel, USAF
Deputy Director, Plans & Operations

Attachment:
Installation Worksheets

# CAPACITY ANALYSIS
# MAJCOM WORKSHEET
# AIR EDUCATION AND TRAINING COMMAND

PURPOSE: To document the answer to Mission Requirements question number (E.2-dc)

SOURCE: Air Force XOOT Program Guidance Letter, 8 Aug 94; FTRAP Model; Maj Doby, HQ AETC/XORA, 487-4073; Mr. Hamilton, HQ AETC/LGMMD, 487-3088; Maj Groebe, HQ AETC/XOTI, 487-6341;

METHOD: Extract data from above sources.
Professional knowledge/judgment

CONCLUSION:

| AIRCRAFT | UTILIZATION RATE (SORTIES/MONTH) | PAA FOR THE COMMAND | *TOTAL AIRCRAFT IN THE COMMAND INVENTORY |
|---|---|---|---|
| T-37 (FY 94) | 36 | 242 | 286 |
| T-37 (FY 01) | 36 | 310 | 344 |
| JPATS (FY 94) | 41 | 0 | 0 |
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| T-1 (FY 94) | 25 | 38 | 82 |
| T-1 (FY 01) | 25 | 151 | 180 |
| T-38 (FY 94) | 26 | 312 | 395 |
| T-38 (FY 01) | 26 | 264 | 316 |
| AT-38 (FY 94) | 26 | 38 | 45 |
| AT-38 (FY 01) | 26 | 45 | 56 |
| T-3 (FY 94) | 36 | 17 | 17 |
| T-3 (FY 01) | 36 | 98 | 113 |
| T-43 (FY 94) | 9.9 | 9 | 10 |
| T-43 (FY 01) | 12.1 | 9 | 10 |

* Total aircraft reflects total aircraft authorized (PAA, BAI, and attrition reserve). Total aircraft in inventory may exceed this number.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 7 Oct 94
Signature
Kevin S. C. Darnell, Maj, HQ AETC/XOTR, 487-6236
Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

22 SEP 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: SAF/MII

SUBJECT: Air Force Data Input to the Joint Cross-Service Group on UPT

Attached is validated Air Force data submitted to answer your supplemental data call of 25 Aug 94 for all UPT bases. The data has been certified in accordance with the Air Force Internal Control Plan. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

Attachments:
1. Selected Question List, 25 AUG 94
2. Air Force Joint UPT Supplemental Data

# CAPACITY ANALYSIS
# INSTALLATION WORKSHEET
## Sheppard AFB TX

PURPOSE: To document the answer to Mission Requirements question number (C.1-dc)

SOURCE: Major Timothy D. Ayres, HQ AETC/XOPU, 487-3390.

METHOD: Professional judgment/knowledge.

CONCLUSION: Sheppard AFB does not conduct SUPT or SUNT; therefore, this question does not apply.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Timothy D. Ayres Date 30 Aug 94
Signature

Timothy D. Ayres, Major, HQ AETC/XOPU, 487-3390

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Sheppard AFB TX

PURPOSE: To document the answer to Facilities question number (B.1-DC)

SOURCE: AETCR 60-5, 1 Jul 93

METHOD: Extract data from above source.

CONCLUSION:

| Syllabus of Training | | Trainer Aircraft | Contact Area below (altitude) | Contact Area above (altitude) | Instrument Area Mins | Formation Area Mins |
|---|---|---|---|---|---|---|
| ENJJPT | | T-37 | 100 sq mi x 5,000' (below 15,000') | 100 sq mi x 6,000' (above 15,000') | 200 sq mi x 1,500 ' | 200 sq mi x 3,000' |
| | | | | | | |
| NJJPT | | T-38 | 200 sq mi x 12,000' | 200 sq mi x 12,000' | (Bel FL240) 400 sq mi x 4000' (Ab FL240) 800 sq mi x 4000' | (Bel FL240) 400 sq mi x 4000' (Ab FL240) 800 sq mi x 4000' |
| | | T-1 | 400 sq mi x 4000' (below FL240) | 800 sq mi x 4000' (above FL240) | (below FL240) 400 sq mi x 4000' (above FL240) 800 sq mi x 4000' | (below FL240) 400 sq mi x 4000' (above FL240) 800 sq mi x 4000' |
| | | | | | | |
| | | | | | | |

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Todd Raines Date 30 Aug 94
Signature

TODD RAINES, Capt, USAF, 80 OSS/DOTM, DSN 736-4970

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl L. Claus Date 30 AUG 94
Signature

CARL L. CLAUS, CAPT, AETC/XOSA, 487-6162
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Sheppard AFB, TX

PURPOSE: To document the answer to Manpower Implications question number 1b.A and 1c.A.

SOURCE: DD Form 2085, 30 Sep 93, and ATC Form 515, 30 Sep 93.

METHOD: Determine the number of adequate, substandard, and inadequate quarters for both permanent party and PCS students. Determine the number of officer and enlisted gross (available), diverted, and net (accountable) spaces from lines 11, 12, and 13 from DD Form 2085; and lines 3, 5, 6, 8 and 10, A, J, K, and L from ATC Form 515. Enter the "net" spaces in the appropriate column. The number of quarters designated for students are included in the "total" column. Enter the number of gross and diverted spaces in the appropriate spaces. If no substandard or inadequate quarters, then leave blank. Briefly explain usage of the diverted spaces.

CONCLUSION:

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters designated for students |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| BOQ's | 120 | 12 | 108 | | | 108 | 108 |
| BEQ's | 4360 | 125 | 4235 | | | 4235 | 3527 |

Explanation of diverted spaces:

BOQ: 1 room housekeeping; 1 room administrative; 10 rooms VOQ

BEQ: 45 rooms administrative; 80 rooms ROTC

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

David L. Preston Date 30 Aug 94
Signature

DAVID L. PRESTON, GS-12, 82 CES/CEH, 736-5774
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

W.B. Hogan Date 30 Aug 94
W/B Hogan, GS-12, HQ AETC/CEPH, DSN 487-3113

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

AUG 0 2 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

SUBJECT: Air Force Data Input to the Joint Cross-Service Group on UPT

Attached is the validated Air Force submission to the JCSG for UPT. The data has been collected and certified in accordance with the Air Force Internal Control Plan. Questions can be referred to Lt Col Mark E. Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

6 Atchs
Columbus AFB Joint Data Call
Laughlin AFB Joint Data Call
Randolph AFB Joint Data Call
Reese AFB Joint Data Call
Sheppard AFB Joint Data Call
Vance AFB Joint Data Call

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE

11 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: HQ USAF/RT

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the UPT supplemental data calls dated 27 Sep, 30 Sep and 7 Oct 1994 (Atch 1). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan. There are no other supplemental data calls pending. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAY D. BLUME, Jr., Maj Gen, USAF
Special Assistant to the CSAF for
Realignment and Transition

Attachments:
1. Supplemental Data Calls 27 Sep 94, 30 Sep 94, 7 Oct 94
2. AETC Response to Data Calls

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Sheppard AFB TX

PURPOSE: To document the answer to Facilities question number (D.2-dc)

SOURCE: Real Property Records dated 28 Feb 94
AFR 86-2 dated Mar 73; local base facilities program panel-base plan dated 1 Oct 78
Mr. Brannon, HQ AETC/LGXP, 487-3428

METHOD: Extract data from above sources.
Professional knowledge/judgment

CONCLUSION:

| Aircraft Type | Total Parking Area | Square Yards Required/Aircraft | Total Number of Aircraft |
|---|---|---|---|
| T-37 | 492,656 SY | 800 | 615 |
| T-38 | 492,656 SY | 700 | 703 |
| T-1 | 492,656 SY | 1,500 | 328 |

NOTES: 492,656 x .80 = 394,125 SY/RAMPS APRONS

1. Total apron space is 492,656 SY. Total usable parking area under current operations is 191,200 SY.

a. Total unusable parking area under current operations is 301,456 SY due to the following:

1. Aircraft taxiways, vehicle roadways adjacent to ramp, on-ramp hangars, flight shacks, support equipment parking, hangar enter/exit ramp area and aircraft wash racks total 56,666 SY.
2. The technical training school utilizes 244,790 square yards of aircraft ramp area in conjunction with their aircraft, aircraft systems and other aircraft maintenance courses. Approximately 98 non-flying "G" coded aircraft currently occupy this aircraft ramp area. The current non-flying aircraft fleet consists of F-15, F-16, F-111, F-4, F-5, C-141, KC-135, C-130, B-52, A-10, HH-1, CH-3, T-37, and T-38 aircraft. These aircraft are parked adjacent to technical training classrooms along the aircraft parking ramps.

b. Total usable parking area under current operations is 492,656 - 301,456 = 191,200 SY



ATTCH 1

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Thad L Brannon Jr Date 6 Oct 94
Signature
Thad L. Brannon, Jr., GM-14,HQ AETC/LGXP, 487-3428
Typed Name, Rank, Office Symbol, DSN Number



ATTCH 1

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Sheppard AFB, TX

PURPOSE: To document the answer to Facilities question number (A.10-DC).

SOURCE: See base answer sheet.

METHOD: See base answer sheet.

CONCLUSION: The base answers were not given in worksheet form. This worksheet puts them in the proper table.

| NAME | TYPE | AREA (sq NM) | ALTITUDE BLOCK (ft) | DISTANCE TO AREA (NM) |
|---|---|---|---|---|
| HOLLIS | MOA & ATCAA | 1,320 | 11,000-FL230 | 75 |
| SHEPPARD 1 | MOA & ATCAA | 1,110 | 8,000-FL220 | 15 |
| SHEPPARD 2 | MOA & ATCAA | 1,290 | 11,000-FL230 | 10 |
| WASHITA | MOA & ATCAA | 768 | 11,000-FL220 | 45 |
| WESTOVER 1 | MOA & ATCAA | 2,090 | 9,000-FL230 | 27 |
| WESTOVER 2 | MOA & ATCAA | 1,980 | 10,000-FL230 | 67 |
| A-561 | AA | 143 | SFC-4,000 | 23 |
| A-636 | AA | 227 | SFC-4,000 | Overhead |
| COBB | ATCAA | Approx. 480 | FL180-FL220 | 52 |
| DICKIEA LOW/HIGH | ATCAA | Approx. 700 | FL260-FL390 | 17 |
| DICKIE B LOW/HIGH | ATCAA | Approx. 700 | FL260-FL390 | 45 |
| LOCKHEED NORTH W | ATCAA | Approx. 950 | FL270-FL500 | 40 |
| LOCKHEED NORTH X | ATCAA | Approx. 1,100 | FL310-FL500 | 47 |
| LOVELAND LOW/HIGH | ATCAA | 808* | FL260-FL390 | 17 |

NOTE: Since ATCAA is not charted, bases can only report ATCAA they actually use or that impact their operations. ATCAA is established by Letter of Agreement between the originating base and the controlling ARTCC.
*Base did not provide area. Source is Mr. Bill Sherrard, Wichita Falls Area Controller at FTW ARTCC, (817) 858-7529.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl L. Claus Date: 7 Oct 94

Carl L. Claus, Capt, AETC/XOSA, 487-6162

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

6 OCT 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: SAF/MII

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the 28 Sep 94 supplemental data call (Atch 2). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan. Outstanding supplemental data calls are dated 27 Sep 94 and 30 Sep 94. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

Attachments:
1. Selected Question List, 28 Sep 94
2. AETC Response to 28 Sep 94 Questions

# CAPACITY ANALYSIS
# INSTALLATION WORKSHEET
## Sheppard AFB Tx

PURPOSE: To document the answer to Facilities question number (C.1) and (C.2)

SOURCE: See base worksheet.

METHOD: See base worksheet.

CONCLUSION: This worksheet was generated to correct the base's calculations.

RATIONALE: The Design Capacity (PN) and Capacity (Student-Hrs/Year) for Cat Code 171-212 were incorrectly derived.

The new answers are as follows:

Cat Code: 171

| Type Training Facility | Total Number | Design Capacity (PN) | Capacity (Student HRS/YR) |
|---|---|---|---|
| 171-211 Academic | 6 | 180 | 648,000 |
| 171-214 Physiological/Life Support | 3 | 81 | 194,400 |
| 171-212 Euro-NATO Pilot Trainers | 12 | 24 | 90,000 |

SIMULATORS

These changes are based on 2 students per trainer (per telephone conversation with Capt Ferrez, 80 FTW, 736-4974 on 29 Sep 94) and 12.5 hours per day (per telephone conversation with Mr. Ray Vest, 82 TRW/XR, 736-2820 on 30 Sep 94).

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Timothy D. Ayres Date 30 Sep 94
Signature

Timothy D. Ayres, Major, HQ AETC/XOPU, 487-3390

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

22 SEP 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: SAF/MII

SUBJECT: Air Force Data Input to the Joint Cross-Service Group on UPT

Attached is validated Air Force data submitted to answer your supplemental data call of 25 Aug 94 for all UPT bases. The data has been certified in accordance with the Air Force Internal Control Plan. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

Attachments:
1. Selected Question List, 25 AUG 94
2. Air Force Joint UPT Supplemental Data

# CAPACITY ANALYSIS
# INSTALLATION WORKSHEET
# Sheppard AFB TX

PURPOSE: To document the answer to Mission Requirements question number (C.1-dc)

SOURCE: Major Timothy D. Ayres, HQ AETC/XOPU, 487-3390.

METHOD: Professional judgment/knowledge.

CONCLUSION: Sheppard AFB does not conduct SUPT or SUNT; therefore, this question does not apply.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Timothy D. Ayres Date 30 Aug 94
Signature

Timothy D. Ayres, Major, HQ AETC/XOPU, 487-3390

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Sheppard AFB TX

PURPOSE: To document the answer to Facilities question number (B.1-DC)

SOURCE: AETCR 60-5, 1 Jul 93

METHOD: Extract data from above source.

CONCLUSION:

| Syllabus of Training | | Trainer Aircraft | Contact Area below (altitude) | Contact Area above (altitude) | Instrument Area Mins | Formation Area Mins |
|---|---|---|---|---|---|---|
| ENJJPT | | T-37 | 100 sq mi x 5,000' (below 15,000') | 100 sq mi x 6,000' (above 15,000') | 200 sq mi x 1,500 ' | 200 sq mi x 3,000' |
| | | | | | | |
| ENJJPT | | T-38 | 200 sq mi x 12,000' | 200 sq mi x 12,000' | (Bel FL240) 400 sq mi x 4000' (Ab FL240) 800 sq mi x 4000' | (Bel FL240) 400 sq mi x 4000' (Ab FL240) 800 sq mi x 4000' |
| | | T-1 | 400 sq mi x 4000' (below FL240) | 800 sq mi x 4000' (above FL240) | (below FL240) 400 sq mi x 4000' (above FL240) 800 sq mi x 4000' | (below FL240) 400 sq mi x 4000' (above FL240) 800 sq mi x 4000' |
| | | | | | | |
| | | | | | | |

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Todd Raines Date 30 Aug 94
Signature

TODD RAINES, Capt, USAF, 80 OSS/DOTM, DSN 736-4970

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl L. Claus Date 30 AUG 94
Signature

CARL L. CLAUS, CAPT, AETC/XOSA, 487-6162
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Sheppard AFB, TX

PURPOSE: To document the answer to Manpower Implications question number 1b.A and 1c.A.

SOURCE: DD Form 2085, 30 Sep 93, and ATC Form 515, 30 Sep 93.

METHOD: Determine the number of adequate, substandard, and inadequate quarters for both permanent party and PCS students. Determine the number of officer and enlisted gross (available), diverted, and net (accountable) spaces from lines 11, 12, and 13 from DD Form 2085; and lines 3, 5, 6, 8 and 10, A, J, K, and L from ATC Form 515. Enter the "net" spaces in the appropriate column. The number of quarters designated for students are included in the "total" column. Enter the number of gross and diverted spaces in the appropriate spaces. If no substandard or inadequate quarters, then leave blank. Briefly explain usage of the diverted spaces.

CONCLUSION:

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters designated for students |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| BOQ's | 120 | 12 | 108 | | | 108 | 108 |
| BEQ's | 4360 | 125 | 4235 | | | 4235 | 3527 |

Explanation of diverted spaces:

BOQ: 1 room housekeeping; 1 room administrative; 10 rooms VOQ

BEQ: 45 rooms administrative; 80 rooms ROTC

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

David L. Preston Date 30 Aug 94
Signature

DAVID L. PRESTON, GS-12, 82 CES/CEH, 736-5774
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

W/B Hogan Date 30 Aug 94
W/B Hogan, GS-12, HQ AETC/CEPH, DSN 487-3113

FOR OFFICIAL USE ONLY

# CAPACITY ANALYSIS
# INSTALLATION WORKSHEET
# Sheppard AFB Tx

PURPOSE: To document the answer to Facilities question number (C.1) and (C.2)

SOURCE: See base worksheet.

METHOD: See base worksheet.

CONCLUSION: This worksheet was generated to correct the base's calculations.

RATIONALE: The Design Capacity (PN) and Capacity (Student-Hrs/Year) for Cat Code 171-212 were incorrectly derived.

The new answers are as follows:

Cat Code: 171

| Type Training Facility | Total Number | Design Capacity (PN) | Capacity (Student HRS/YR) |
|---|---|---|---|
| 171-211 Academic | 6 | 180 | 648,000 |
| 171-214 Physiological/Life Support | 3 | 81 | 194,400 |
| 171-212 Euro-NATO Pilot Trainers | 12 | 24 | 90,000 |

These changes are based on 2 students per trainer (per telephone conversation with Capt Ferrez, 80 FTW, 736-4974 on 29 Sep 94) and 12.5 hours per day (per telephone conversation with Mr. Ray Vest, 82 TRW/XR, 736-2820 on 30 Sep 94).

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Timothy D. Ayres Date 30 Sep 94
Signature

Timothy D. Ayres, Major, HQ AETC/XOPU, 487-3390

FOR OFFICIAL USE ONLY

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

29 August 1994

MEMORANDUM FOR XOOR

FROM: AF/XOOT

SUBJECT: Validation/Certification of Joint Cross Service Questionnaire Data

The attached table provides the information requested in question 4 of the "Clarification to Joint Military Value and Capacity Analysis Data Calls" FAX we received from the Joint UPT Cross-service Study Team.

This memorandum is to certify the attached data is accurate and complete to the best of our knowledge and belief. The AF/XOOT POC, Lt Col Jeff Schantz, is available at 5-0651 to answer questions concerning this particular review.

Stephen R. Martin

STEPHEN R. MARTIN, Colonel, USAF
Chief, Training Division
Directorate of Operations, DCS P&O
X7-1773

Attachments:
1. FY 01 Undergraduate Pilot/Navigator Production Requirements

## FY 01 Undergraduate Pilot/Navigator Production Requirements

The information below responds to the following question contained in the Joint UPT Cross-service Study Team memo, Clarification to Joint Military Value and Capacity Analysis Data Calls, 25 Aug 94:

4. (HQ USAF/XOOT) Capacity Analysis, Mission Requirements, Para A, Question 1. Please provide the USAF FY 01 undergraduate pilot/navigator production requirements. Use the following table as a guide:

| Type of Training | Total Projected Requirement (Active Duty USAF Requirement) | |
|---|---|---|
| Primary Pilot | 1144 | (952) |
| Advanced Airlift/Tanker Pilot | 752 | (656) |
| Advanced Bomber/Fighter Pilot | 336 | (246) |
| ALP | 15 | international only |
| ATP | 33 | international only |
| ENJJPT Primary | 250 | (98) |
| ENJJPT Advanced | 250 | (98) |
| Core Navigator | 361 | (300) |
| Panel Navigator | 222 | (170) |
| Interservice UNT | 144 | non-USAF only |

Primary = 1144 + 250 + 15 = 1409

Airlift/Tanker : 752

Bomber/Ftr : 336 + 15 + 250 = 619

USAF Nav : 361

USAF WSO 361 - 222 = 139

USAF Panel : 222

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

31 AUG 1994

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: Supplemental Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 25 Aug 94 Supplemental Joint Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

PETER H. FOX
Colonel, USAF
Acting Director, Plans and Operations

Attachment:
Installation Worksheets

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

MEMORANDUM FOR AF/XOOR 16 Aug 94

FROM: AF/XOOT

SUBJECT: Response to Joint Cross-Service Group Data Call

Reference: AETC/XO Memo/Fax, 16 Aug 94, Same Subject

This memorandum is to certify the installation worksheets for capacity and military value analysis (Atch 1) which were faxed by AETC/XO to AF/XOOR on 15 Aug 94. Except for one number, the data is accurate and complete to the best of our knowledge and belief. The number which should be corrected is on the capacity analysis worksheet for Vance AFB, OK and concerns the answer to Features and Capabilities question (A.1-dc). Per telephone conference with Maj Tim Ayres, AETC/XOPU, to correct an addition error, the number of 361 should be corrected to 363.

The AF/XOOT POC, Maj Randy Eckley, is available at 5-0902 to answer questions concerning this particular review.

Leonard L. Jarman

LEONARD L. JARMAN, Lt Col, USAF
Acting Chief, Training Division
Directorate of Operations, DCS P&O
X5-0651

Attachments:
1. AETC/XO Install Wrksht Fax, 15 Aug 94

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

09 AUG 1994

MEMORANDUM FOR HQ AETC/XOPU

FROM: HQ USAF/RTR

SUBJECT: Joint Cross Service Group Questions

1. The Joint Cross Service Working Group for Undergraduate Pilot Training unconvered several issues that require MAJCOM clarification. A set of the questions pertaining to USAF YPT bases was provided to HQ AETC by Lt Col Jerry Free 5 Aug 94 (atch 1). The answers to these questions must be documented IAW the Air Force Internal Control Plan, i.e., worksheets must accompany the answers to HQ USAF/RTR (formerly AF/XOOR).

2. Please put your best effort against this request. This information is due to HQ USAF/RTR NLT 11 Aug 94. Faxed response is appropriate for the timely delivery of this information, however, a hard copy should be sent to follow up the data transfer. POC is Lt Col Bruggemeyer, AF/RTR, DSN 225-4578. Fax DSN 223-9707.

for John F. Plu

WAYNE MAYFIELD, Col, USAF
Chief, Base Realignment Division

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET

Sheppard AFB, TX

PURPOSE: To document the answer to Facilities question number (C.1).

SOURCE: Real Property Records (28 Feb 94)

METHOD: Extract Data for Cat Code for Buildings Listed By the Base from above data base.

CONCLUSION:

| Facility Type (CCN) | Facility Use (Bldg) | Unit of Measure | Adequate/ Permanent | Substandard/ Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|
| 171-211 | Fly Tng Mass (2320) | SF | 0 | 76,822 | 0 |
| 171-212 | FLT Sim | SF | 7,737 | 0 | 0 |
| 171-214 | Phys Tng (2333) | SF | 7,606 | 0 | 0 |
| 179-219 | Pr Cht Swing | EA | 1 | 0 | 0 |
| 740-674 | Gym | SF | 57,717 | 0 | 0 |
| | | | | | |
| | | | | | |
| | | | | | |

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 14 Jul 94

SUSAN L. HUGGINS, GS 12, HQ AETC/CEPE, DSN 487-2994
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 14 Jul 94

SUSIE M. LEATHERWOOD, GM 13, HQ AETC/CEPE, DSN 487-2994
Typed Name, Rank, Office Symbol, DSN Number

# CAPACITY ANALYSIS
# INSTALLATION WORKSHEET
## Sheppard AFB TX

PURPOSE: To document the answer to Facilities question number (A.18)

SOURCE: AFR 55-48, Aug 91. STCR 60-2, 30 Sep 92.
John T. Gilmore, GS-12, 82CES/CECCC, DSN: 736-5704

METHOD: Extract data from above sources. Professional Knowledge of Mr Gilmore who is the Civil Engineer representative on the new runway project.

CONCLUSION: Information on the first three runways was previously submitted.

| Runway/Lane/Pad (Airfield Name & Runway Designation) | Length (ft) | Width (ft) | Load Bearing Capacity (lbs/ft²) | Lighting | | | | | Arresting gear type and location | IFR or VFR (I or V) Capable? Night (N) Capable? | Approach Aids (IFR/ VFR) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | F | P | C | N | G | | | |
| 15R/33L | 13,100' | 300' | SEE ATTACHED AGI LIST | X | | | | | MA1A EACH END | I,V &N | ILS(BC); TAC; VOR; PAR; ASR; NDB; VASI VOR |
| 15L/33R | 8,802' | 150' | SEE ATCH AGI LIST | X | | | | | MA1A EACH END | I,V & N | |
| 17/35 | 7,001' | 150 | SEE ATCH AGI LIST | X | | | | | NONE | I,V & N | VOR |
| NEW RUNWAY UNDER CONST | 8,000' | 150' | | | X | | | | NONE | V,N | None in Project |
| | | | | | | | | | | | |

Load Bearing Capacity is not available at this time.
Runway Designation has not been made on the new runway. Also, 1,200 feet will be added to Runway 15L/33R during this project giving it a new length of 10,002 feet.

CAP FAC A.18.

STCK 60-2

MAXIMUM WEIGHT FOR AIRFIELD AREA

Max Weight for Airfield Area's for Pass Level 1:

Those Areas not listed below have no weight limits for all AGI's.

Terms: Defined: UNL -Unlimited weight allowed

- -Not Authorized on this area

* -Weight for 17/35 Landing zones respectively

Aircraft Group Index (AGI)

| 1 | 2 | | |
|---|---|---|---|
| C-123 | A-7<br>F-4<br>F-15<br>F-101<br>F-106<br>T-38 | A-10<br>F-5<br>F-16<br>F-102<br>T-33<br>T-39 | A-37<br>F-14<br>F-100<br>F-105<br>T-37<br>OV-10 |
| 3 | 4 | 5 | |
| F-111<br>FB-111 | C-130 | C-7<br>DC9<br>C-131<br>T-29 | C-9<br>C-54<br>C-140 |
| 6 | 7 | 8 | 9 |
| 737<br>T-43<br>C-118<br>EC-121 | 727<br>KC-97 | 707<br>E-3<br>C-135<br>KC-135<br>VC-135 | C-141 |
| 10 | 11 | 12 | 13 |
| C-5A | KC-10A<br>DC 10<br>L1011 | 747<br>E-4 | B-52 |

Aircraft Group Indexes

| Airfield Areas | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RWY 15L/33R | UNL | UNL | 74 | UNL | UNL | 126 | 134 | 300 | 272 | 764 | 393 | 619 | 220 |
| RWY 17/35 * | 50/- | 44/18 | 50/- | 119/1- | 90/42 | 97/42 | 100/- | 168/- | 154/- | 447/- | 272/- | 343/- | 179/- |
| T/W A North | UNL | 51 | 53 | 120 | 106 | 103 | 104 | 167 | 157 | 447 | 279 | 357 | 185 |
| T/W A South | 52 | 27 | - | 122 | 70 | 72 | 87 | 150 | 140 | 460 | 242 | 303 | - |
| T/W B | UNL | 54 | 85 | UNL | UNL | 143 | 173 | 239 | 280 | UNL | 482 | 604 | 316 |
| Twy C West | 52 | 27 | - | 122 | 70 | 72 | 87 | 150 | 140 | 400 | 242 | 303 | - |
| Twy C Center | UNL | UNL | 69 | 155 | 101 | 110 | 121 | 247 | 231 | 747 | 423 | 592 | 203 |
| Twy E West | UNL | 51 | 53 | 120 | 106 | 103 | 104 | 167 | 157 | 447 | 279 | 357 | 185 |
| Twy E East | UNL | UNL | 117 | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL |
| Twy F East | UNL | UNL | 74 | UNL | UNL | 127 | 135 | 312 | 277 | UNL | 409 | 744 | 223 |
| Twy G East | UNL | 54 | 77 | UNL | UNL | 140 | 167 | 233 | 267 | UNL | 455 | 592 | 300 |
| Twy H East | UNL | UNL | 109 | UNL | UNL | UNL | UNL | UNL | UNL | UNL | 581 | UNL | 316 |
| Twy. H West | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | 417 |
| Base Ops Ramp | 56 | 45 | - | 140 | 76 | 79 | - | 184 | 164 | 470 | 236 | 432 | - |
| 1090 Ramp | UNL | 54 | 60 | 132 | 88 | 95 | 105 | 212 | 197 | 632 | 367 | 510 | - |
| ENJJPT Ramp | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | 389 |
| Maintenance Ramp | 56 | 47 | 52 | 113 | 74 | 93 | 90 | 179 | 167 | 526 | 312 | 431 | - |
| SAC Ramp | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | 454 |
| 15R Hammerhead | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | 437 |

weights = number x 1000#

BRAC RETAIN TIL 2005

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 10 AUG 94

Signature

ALTON R. VEST, GS-12, 82TRW/XP, 736-2820

Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 11 AUG 94

Signature

CARL L. CLAUS, CAPT, AETC/XOSA, 487-6162

Typed Name, Rank, Office Symbol, DSN Number

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Sheppard AFB TX

PURPOSE: To document the answer to Features and Capabilities question number (A.1-dc)

SOURCE: Real Property Record (28 Feb 94) and AETC Form 321 as of 31 Mar 94

METHOD: Extract data from above sources.

CONCLUSION: Total number of rooms that are adequate/permanent: 2300 - See attached.

Preparer: I certify the avove information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name,Rank,Office Symbol,DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Algie H. Ennis Date 11 Aug 94
Signature

ALGIE H. ENNIS, GS-12, AETC/CEPH, 487-2559
Typed Name,Rank,Office Symbol,DSN Number

# CLOSE HOLD

## JOINT CROSS-SERVICE

## CATEGORY:

## UNDERGRADUATE PILOT TRAINING

## CAPACITY ANALYSIS:
## DATA CALL WORK SHEETS

## SHEPPARD AFB

~~6 JUNE 1994~~
25 JULY 1994

The information contained herein is sensitive. Deputy SECDEF guidance restricts the release of data or analysis pertaining to evaluation of military bases for closure or realignment until the SECDEF forwards recommendations to the Base Closure Commission. All individuals handling this information should take steps to protect the material herein from disclosure.

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

# CLOSE HOLD

**Data For Capacity Analysis**

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**PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:**

| Title | Location |
|---|---|
| COLUMBUS | COLUMBUS MS |
| CORPUS CHRISTI | CORPUS CHRISTI TX |
| FT RUCKER | FT RUCKER AL |
| KINGSVILLE | KINGSVILLE TX |
| LAUGHLIN | DEL RIO TX |
| MERIDIAN | MERIDIAN MS |
| PENSACOLA | PENSACOLA FL |
| RANDOLPH * | UNIVERSAL CITY TX |
| REESE | LUBBOCK TX |
| SHEPPARD | WITCHITA FALLS TX |
| VANCE | ENID OK |
| WHITING FIELD | MILTON FL |

* Includes Enhanced Flight Screening sites at Hondo TX and Air Force Academy CO

Undergraduate Flight Training (UFT) Throughput/Graduates

1. Using the Base Force Structure as outlined in the JCS memo dated 7 February 1994, re: 1995 Base Realignments and Closures Force Structure Plan, and projected retention rates, give the projected yearly Pilot Training Rate (PTR)/Program Guidance Letter (PGL) requirements by installation for each of the next seven years.

See change in front 29 Aug

**Airfield: Sheppard**

| Type of Pilot Training by Syllabus * (EXAMPLES) | | Output Requirements, Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor(%)/ADSL) By Fiscal Year | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
| Pri/Adv | | | | | | | | | |
| ENJJPT | USAF | 87/12% 87 | 116/12% 116 | 103/12% 103 | 103/12% 103 | 103/12% 103 | 103/12% 103 | 103/12% 103 | 103/12% 103 |
| ENJJPT | NATO | 114/16.7% 114 | 88/16.7%88 | 103/16.7% 103 | 117/16.7% 117 | 117/16.7% 117 | 117/16.7% 117 | 117/16.7% 117 | 117/16.7% 117 |
| **Graduate** | | | | | | | | | |
| IFF | USAF | 31/0% 3.9 | 42/0% 5.2 | 33/0% 4.8 | 42/0% 5.2 | 42/0% 5.2 | 42/0% 5.2 | 42/0% 5.2 | 42/0% 5.2 |
| IFF | NATO | 20/0% 2.4 | 30/0% 3.8 | 30/0% 4.2 | 30/0% 3.8 | 30/0% 3.8 | 30/0% 3.8 | 30/0% 3.8 | 30/0% 3.8 |
| 'FF PIT | USAF | 2/0% .3 | 7/0% 2.1 | 7/0% 2.1 | 7/0% 2.1 | 7/0% 2.1 | 7/0% 2.1 | 7/0% 2.1 | 7/0% 2.1 |
| F PIT | NATO | 3/0% .7 | 3/0% .9 | 3/0% .9 | 3/0% .9 | 3/0% .9 | 3/0% .9 | 3/0% .9 | 3/0% .9 |
| ENJJPT T-37 PIT | USAF | 22/0% 6.8 | 20/0% 6.2 | 30/0% 10.0 | 30/0% 10.0 | 30/0% 10.0 | 30/0% 10.0 | 30/0% 10.0 | 30/0% 10.0 |
| ENJJPT T-37 PIT | NATO | 20/0% 6.2 | 22/0% 6.8 | 30/0% 10.0 | 30/0% 10.0 | 30/0% 10.0 | 30/0% 10.0 | 30/0% 10.0 | 30/0% 10.0 |
| ENJJPT T-38 PIT | USAF | 23/0% 7.1 | 18/0% 6.0 | 25/0% 8.5 | 25/0% 8.5 | 25/0% 8.5 | 25/0% 8.5 | 25/0% 8.5 | 25/0% 8.5 |
| ENJJPT T-38 PIT | NATO | 21/0% 6.9 | 20/0% 7.0 | 25/0% 8.5 | 25/0% 8.5 | 25/0% 8.5 | 25/0% 8.5 | 25/0% 8.5 | 25/0% 8.5 |

10
11
22

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

ADSL 269

2. Using the Base Force Structure as outlined in the JCS memo dated 7 February 1994, re: 1995 Base Realignments and Closures Force Structure Plan and projected retention rates, give the projected yearly NFO Training Rate (NFOTR)/Program Guidance Letter (PGL) Navigator Training requirements by installation for each of the next seven years. Provide any additional sources of NFO/Nav trainees.

ANSWER: N/A. Navigator training is not conducted at this facility.

Provide the historical attrition data for undergraduate pilot training by syllabus for FY 91-93:

| Type of Pilot Training by Syllabus * (EXAMPLES) | | Historical Attrition By Fiscal Year | | |
|---|---|---|---|---|
| | | 1991 | 1992 | 1993 |
| ENJJPT | USAF | 10.6 | 10.1 | 10.0 |
| ENJPPT | NATO | 16.2 | 13.0 | 10.5 |

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

4. Provide the historical attrition data for undergraduate Navigator training by syllabus for FY 91-93:

| Type of Navigator Training By Syllabus * (EXAMPLES) | | Historical Attrition By Fiscal Year | | |
|---|---|---|---|---|
| | | 1991 | 1992 | 1993 |
| Adv Navigator (NAV) | USN | **21%**** | | |
| | FMS | | | |
| | NOAA | | | |
| | | | | |
| SUNT Core | USAF | | | |
| | ANG | | | |
| | AFRES | | | |
| | FMS | | | |
| Etc. | | | | |

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**
**** Example Entry**

ANSWER: N/A. Navigator training is not conducted at this facility.

5. Indicate in the table below the types of undergraduate pilot and NFO training currently conducted at your installation. Also give the number of pilots and NFOs trained in FY 1991, FY 1992, and FY 1993 at your installation.

| Syllabus of Training * | Level of Training* | Graduates | | |
|---|---|---|---|---|
| | | FY 91 | FY 92 | FY 93 |
| ENJJPT | Primary | 282 | 272 | 249 |
| ENJJPT | Advanced | 269 | 259 | 244 |

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

List all other officer training (i.e., non-undergraduate pilot/NFO/Navigator training) by activity conducted at

your installation. For each type training, give the actual figure for FY 1993 throughput in terms of the number of students that year, and give the projected figures for FY 94-01. Also give the average daily student load (ADSL) for each activity.

NOTE: For questions A.6 and A.7, the following course descriptions apply:

IFF - Introduction to Fighter Fundamentals - graduate flight training (officers only)
PIT - Pilot Instructor Training - graduate flight training (officers only)
1ASC - Special contract training (by AETC contract - civilian industrial/business)
1OHC - Aircrew familiarization (by special contract - civilian industrial/business)
2ASR - AETC special resident training (enlisted only)
3AAR - Advanced training in residence
3ABP - Basic AFSC awarding - seperate operating local (enlisted only)
3ABR - Basic AFSC awarding in residence (enlisted only)
3AIR - Instructor/faculty development in residence
3ALP - Lateral - seperate operating location (enlisted only)
3ALR - Lateral training in residence - basic AFSC awarding (enlisted only)
3AQP - Fundamental/preparatory training - seperate operating location (enlisted only)
3AQR - Fundamental/preparatory training in residence (enlisted only)
3ARR - Reserve refresher training in residence (enlisted only)
3AZP - Supplemental training at seperate operating location (enlisted only)
3AZR - Supplemental course in residence
3OAR - Advanced training in residence
3OBR - Basic AFSC awarding in residence (officers only)
IR - Instructor training in residence
OLR - Lateral in residence (officer only)
3OQR - Fundamental/preparatory course in residence (enlisted only)
3ORR - Reserve refresher in residence (officer only)
3OZP - Supplemental course - seperate operating location
3OZR - Supplemental course in residence
4ABF - Field technical training - basic AFSC awarding (enlisted only)
4AIT - Field technical training instructor - mobile training tram
4ART - Field technical training reserve refresher - mobile training team (enlisted only)
4ASF - Field technical training special training - detachment (enlisted only)
4ASO - Special field Technical Training(not AU, AFSC or AETC military training) - AA
4AST - Field technical training special training - mobile training team
4AZT - Field technical training supplemental - mobile training team
4OSF - Field technical training special training - detachment
4OST - Field technical training special training - mobile training team (officers only)
4OZT - Field technical training supplemental - mobile training team
5AAO - Advanced training - other government agency training (enlisted only)
5ABA - Basic AFSC awarding course - Dept of Army/resident or contract (enlisted only)
5 ABD - Basic AFSC awarding - DoD course, not Army, Navy, Air Force or Marines - AA
5ABN - Basic AFSC awarding course - Dept of Navy/resident or contract (enlisted only)
5ABO - Basic AFSC awarding course - not AU, AFSC or AETC military training - AA
ALN - Lateral training, AFSC awarding - Dept of Navy/resident or contract (enlisted only)

5ALO - Lateral training, AFSC awarding - Nor AU, AFSC or military training - AA
5AQN - Fundamental/preparatory - Dept of Navy/resident or contract (enlisted only)
5ARO - Reserve refresher - not AU, AFSC or AETC military training (enlisted only)
5ASA - Special technical - Dept of Army/resident or contract (enlisted only)
5ASN - Special technical - Dept of Navy/resident or contract (enlisted only)
5AZA - Supplemental course - Dept of Army/resident of contract
5AZB - Supplemental course - mobile training team (enlisted only)
5AZN - Supplemental course - Dept of Navy/resident or contract
5AZO - Supplemental course - USAF activity, not AU, AFSC or military training
5OBO - Basic AFSC awarding course - USAF, not AU, AFSC or military training - AA
5OLN - Lateral course, AFSC awarding - Dept of Navy/resident or contract (officer only)
5OSA - Special technical training - Dept of Army/resident or contract (officer only)
5OZA - Supplemental course - Dept of Army/resident or contract
5OZD - Supplemental course - DoD, not Army, Navy, Air Force or Marines (officer only)
5OZG - Supplemental course - US Gov't activity other than DoD (officer only)
5OZK - Supplemental course -DoD Mobile training team
5OZN - Supplemental course - Dept of Navy/resident or contract (officer only)
5OZO - Supplemental course - USAF, not AU, AFSC or AETC military training

| Other Officer Training (Graduates) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Activity | FY 1993 | FY 1994 | FY 1995 | FY 1996 | FY 1997 | FY 1998 | FY 1999 | FY 2000 | FY 2001 | ADSL for FY 1993 |
| IFF | 0 | 61 | 66 | 72 | 77 | 78 | 78 | 78 | 78 | 0 |
| AT-38 PIT AF ENJJPT | 0 | 1 | 2 | 3 | 1 | 1 | 1 | 1 | 1 | 0 |
| T-37 PIT USAF ENJJPT | 18 | 30 | 23 | 30 | 30 | 30 | 30 | 30 | 30 | 6.0 |
| T-37 PIT NATO ENJJPT | 22 | 21 | 25 | 30 | 30 | 30 | 30 | 30 | 30 | 7.0 |
| T-38 PIT USAF ENJJPT | 17 | 40 | 16 | 25 | 25 | 25 | 25 | 25 | 25 | 5.8 |
| T-38 PIT USAF ENJJPT | 18 | 22 | 19 | 25 | 25 | 25 | 25 | 25 | 25 | 6.0 |
| 1ASC | 3 | 2 | - | | | | | | | - |
| 1OHC | 205 | - | - | | | | | | | 22 |
| 3AAR | - | 5 | - | | | | | | | - |
| 3AIR | 31 | 6 | - | | | | | | | - |
| 3AZR | 52 | 46 | 113 | | | | | | | - |
| 3OAR | 43 | 43 | 98 | | | | | | | 14 |
| 3OBR | 621 | 863 | 813 | | | | | | | 112 |
| 3OIR | 23 | 30 | - | | | | | | | 3 |
| 3OLR | - | 69 | 64 | | | | | | | - |
| 3OQR | 42 | 63 | | | | | | | | 42 |
| 3ORR | 810 | 979 | 1055 | | | | | | | 11 |
| ZP | 60 | 64 | 56 | | | | | | | 11 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 3OZR | 1745 | 1980 | 2809 | | | | | | | 52 |
| 3AIT | 16 | 1 | - | | | | | | | - |
| 4AST | - | 3 | - | | | | | | | - |
| 4AZT | 18 | 6 | - | | | | | | | - |
| 4OSF | 1 | - | - | | | | | | | - |
| 4OST | 60 | 34 | - | | | | | | | - |
| 4QZT | 245 | 645 | 844 | | | | | | | 7 |
| 5AZA | 58 | 84 | 1 | | | | | | | - |
| 5AZN | - | 2 | - | | | | | | | - |
| 5AZO | - | 6 | - | | | | | | | - |
| 5OLN | 3 | - | - | | | | | | | - |
| 5OSA | 4 | 4 | - | | | | | | | - |
| 5OZA | 526 | 513 | 715 | | | | | | | 13 |
| 5OZD | 542 | 356 | - | | | | | | | 7 |
| 5OZG | 24 | 24 | - | | | | | | | - |
| 5OZK | 57 | 30 | - | | | | | | | - |
| 5OZN | 16 | 6 | - | | | | | | | - |
| 5OZO | 95 | 1136 | 553 | | | | | | | 40 |

Notes:

1. Technical training and medical training are combined.
2. This chart contains Air Force officer training statistics and statistics pertinent to DoD officers attending courses limited to officer personnel.
3. A separate chart follows which identifies training provided to civilians and other trainees who attended some of these same courses, but we are unable to determine if the personnel was officer or enlisted.
4. FY 93 = 246 training days in the AFTMS computer system for calculating ADSL.
5. Data for FY 95 through Fy 01 is not available.
6. Use the following formula to calculate ADSL:

$$\frac{\text{Activity Throughput X Average Number of days each student was aboard}}{\text{Number of Training Days}}$$

| Other Training (Graduates) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Activity | FY 1993 | FY 1994 | FY 1995 | FY 1996 | FY 1997 | FY 1998 | FY 1999 | FY 2000 | FY 2001 | ADSL for FY 1993 |
| 1ASC | 76 | 37 | - | | | | | | | |
| 1OHC | 1755 | - | - | | | | | | | |
| 1OSC | 29 | - | - | | | | | | | |
| 3AAR | - | 22 | 35 | | | | | | | |
| 3AIR | 136 | 200 | - | | | | | | | |
| 3AZR | 845 | 924 | 1367 | | | | | | | |
| 3OAR | 47 | 42 | 40 | | | | | | | |
| 3OZR | 483 | 352 | 45 | | | | | | | |
| 3AIT | 63 | 25 | 4 | | | | | | | |
| 4AST | 629 | 799 | 10 | | | | | | | |
| 4AZT | 973 | 841 | - | | | | | | | |
| 5AZA | 136 | 174 | 11 | | | | | | | |
| 5AZO | 64 | 43 | 7 | | | | | | | |
| 5ORO | 95 | 114 | - | | | | | | | |
| 5OZA | 112 | 104 | - | | | | | | | |
| 5OZK | 44 | 17 | - | | | | | | | |

Notes:

1. Technical training and medical training atre combined.
2. This chart contains combined DoD civilian, officer and enlisted training statistics of personnel who attended courses at Sheppard AFB where we were unable to determine their rank.
3. Data for FY 95 through 01 is not available.

7. List all enlisted training conducted at your installation. For each type training, give the actual figure for FY 1993 throughput in terms of the number of students that year, and the projected figures for FY 94-01. Also give the average daily student load (ADSL) for each activity.

| Other Enlisted Training (Graduates) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Activity | FY 1993 | FY 1994 | FY 1995 | FY 1996 | FY 1997 | FY 1998 | FY 1999 | FY 2000 | FY 2001 | ADSL for FY 1993 |
| 1ASC | 187 | 67 | - | | | | | | | 16 |
| 1OHC | 60 | - | - | | | | | | | - |
| 2ASR | 803 | 1297 | 1336 | | | | | | | 46 |
| 3AAR | 82 | 184 | 133 | | | | | | | 8 |
| 3ABP | 1481 | 1769 | 2258 | | | | | | | 194 |
| 3ABR | 9878 | 12102 | 15788 | | | | | | | 2025 |
| 3AIR | 617 | 788 | 79 | | | | | | | 66 |
| 3ALP | - | - | 203 | | | | | | | - |
| 3ALR | 301 | 509 | 553 | | | | | | | 50 |
| 3AQP | 67 | 74 | 69 | | | | | | | 8 |
| 3AQR | 3311 | 3016 | 3858 | | | | | | | 516 |
| 3ARR | 111 | 74 | 72 | | | | | | | 2 |
| 3AZP | - | 151 | 60 | | | | | | | - |
| 3AZR | 2286 | 2378 | 3466 | | | | | | | 221 |
| 3OAR | 15 | 27 | 1 | | | | | | | - |
| 3OIR | 31 | 27 | - | | | | | | | - |
| 3OQR | 48 | 64 | 46 | | | | | | | 43 |
| 3OZP | - | - | 16 | | | | | | | - |
| 3OZR | 641 | 877 | 6 | | | | | | | - |
| 4ABF | 1225 | 462 | 72 | | | | | | | 127 |
| 4AIT | 519 | 315 | 4 | | | | | | | 16 |
| 4ART | 39 | 54 | - | | | | | | | - |
| 4ASF | 1507 | 1310 | 10 | | | | | | | 58 |
| 4ASO | 5 | - | - | | | | | | | - |
| 4AST | 613 | 339 | 29 | | | | | | | 21 |
| 4AZT | 1301 | 1105 | 24 | | | | | | | 51 |
| 4OSF | 2 | 10 | - | | | | | | | - |
| 4OZT | 202 | 280 | - | | | | | | | 7 |
| 5AAO | 10 | - | - | | | | | | | 4 |
| 5ABA | 111 | 204 | 248 | | | | | | | 25 |
| 5ABD | 26 | 23 | 25 | | | | | | | 7 |
| 5ABN | 31 | 56 | 60 | | | | | | | 7 |
| 5ADO | 5 | 3 | 530 | | | | | | | - |
| 5ALN | 20 | 15 | 15 | | | | | | | 5 |
| 5ALO | 16 | 15 | 15 | | | | | | | 10 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 5AON | 5 | 31 | 34 | | | | | | | 2 |
| 5ARO | 111 | 111 | - | | | | | | | - |
| 5ASA | 6 | 7 | - | | | | | | | - |
| 5SN | 2 | 3 | - | | | | | | | - |
| 5AZA | 348 | 592 | 131 | | | | | | | 28 |
| 5AZB | 165 | 4 | - | | | | | | | 3 |
| 5AZN | 67 | 147 | - | | | | | | | 3 |
| 5AZO | 497 | 536 | 109 | | | | | | | 247 |
| 5OBO | 74 | 64 | 67 | | | | | | | - |
| 5OZA | 21 | - | - | | | | | | | - |
| 5OZK | 1 | | | | | | | | | - |
| 5OZO | 16 | 86 | - | | | | | | | - |

Notes:

1. Technical training and medical training are combined.
2. This chart contains Air Force officer training statistics and statistics pertinent to DoD enlisted attending courses limited to enlisted personnel.
3. A separate chart is included in the answer to question A.6 which identifies training provided to civilians and other trainees who attended some of these same courses, but we are unable to determine if the personnel was officer or enlisted.
4. FY 93 = 246 training days in the AFTMS computer system for calculating ADSL.
5. Data for FY 95 through Fy 01 is not available.
6. Use the following formula to calculate ADSL:

$$\frac{\text{Activity Throughput X Average Number of days each student was aboard}}{\text{Number of Training Days}}$$

ANSWER: Data shown is for Sheppard AFB medical resident training only.

3ABR = Airman basic (AFSC awarding) AETC training in residence
3AQR = Airman fundamental or preparatory AETC training in residence
3AZR = Airman supplemental AETC training in residence

| Enlisted Training (Graduates) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Activity | FY 1993 | FY 1994 | FY 1995 | FY 1996 | FY 1997 | FY 1998 | FY 1999 | FY 2000 | FY 2001 | ADSL for FY 1993 |
| 3ABR | 2,036 | 1,384 | 1,775 | 1,975 | | | | | | 565 |
| 3AQR | 1,438 | 2,019 | 2,635 | 2,483 | | | | | | 376 |
| 3AZR | 751 | 525 | | | | | | | | 67 |

Use the following formula to calculate ADSL:

$$\frac{\text{Activity Throughput X Average Number of days each student was aboard}}{\text{Number of Training Days}}$$

B. Flight Training

For each syllabus of undergraduate pilot and/or NFO/Navigator flight training and aircraft type required for t training, give the number of required sorties per graduate, flight time in the airspace/sortie, the dimensions, and the total number of flight hours required for each type of airspace listed that is used for training in that particular syllabus[Total flight hours = # Sorties x (Flight time per sortie)]. Also include additional types of airspace that could accommodate this training.

Note: For helicopter training, airspace dimensions are given as available airspace.

**Syllabus of Training*: P-V4AN-2 (ENJJPT) Type Aircraft: T-37**

| Type of Airspace | # Sorties per Graduate | Flight Time in Airspace / Sortie | Vertical Altitude (1000 ft) | Other Types of Usable Airspace | Avg Size (nm²) | Total Flight Hours per Graduate |
|---|---|---|---|---|---|---|
| MOA | 68 | 0.6 | 6 | ATCAA | 150 | 40.8 |
| PAT | 93 | 0.3 | 2.5 | | 25 | 27.9 |
| AW | 83 | 0.2 | 14 MSL | | 40 | 16.6 |
| ATCAA | 30 | 0.6 | 4 | MOA | 150 | 18 |
| OWA | N/A | | | | | |
| OWAW | N/A | | | | | |
| WA | N/A | | | | | |
| AA | 87 | 0.3 | SFC-4 | | 470 | 26.1 |
| RA | N/A | | | | | |
| RR | N/A | | | | | |
| MTR | N/A* | | | | | |

Total 84.9

*** T-37s use locally published NAV ROUTES for low level training**

**Syllabus of Training*: P-V4AN-3 (ENJJPT) Type Aircraft: T-38**

| Type of Airspace | # Sorties per Graduate | Flight Time in Airspace/ Sortie | Vertical Altitude (1000 ft) | Other Types of Usable Airspace | Avg Size (nm²) | Total Flight Hours per Graduate |
|---|---|---|---|---|---|---|
| MOA | 89 | 0.5 | 12 | ATCAA | 280 | 44.5 |
| PAT | 109 | 0.3 | 3.5 | | 25 | 32.7 |
| AW | 99 | 0.2 | 16 | | 150 | 19.8 |
| ATCAA | 89 | 0.5 | 5 | MOA | 280 | 44.5 |
| OWA | N/A | | | | | |
| OWAW | N/A | | | | | |
| WA | N/A | | | | | |
| AA | 100 | 0.3 | SFC-4 | | 470 | 30 |
| RA | N/A | | | | | |
| RR | N/A | | | | | |
| MTR | 8 | 0.8 | 1.5 | N/A | 3,000 | 6.4 |

Total 119.00

# USAF SORTIES PER GRADUATE DATA

## T-37 SORTIES

| BASE | 1991 | 1992 | 1993 |
|---|---|---|---|
| COL | 27559 | 24603 | 19872 |
| LAU | 28448 | 24191 | 19872 |
| RAN | | 13962 | 10276 |
| REE | 21600 | 24330 | 26195 |
| SHP | 36265 | 33336 | 30581 |
| VAN | 28004 | 24482 | 20304 |
| TOTAL: | 141876 | 144904 | 127100 |
| GRAND TOTAL: | 413880 | | |

## T-38 SORTIES

| 1991 | 1992 | 1993 |
|---|---|---|
| 26210 | 27548 | 27720 |
| 37941 | 27844 | 27926 |
| | 16480 | 11162 |
| 34275 | 25935 | 19410 |
| 39671 | 39505 | 35205 |
| 36332 | 27247 | 28998 |
| 174429 | 164559 | 150421 |
| GRAND TOTAL: | 489409 | |

## PRIMARY GRADS

| BASE | 1991 | 1992 | 1993 |
|---|---|---|---|
| COL | 328 | 233 | 212 |
| LAU | 372 | 224 | 211 |
| RAN | | | |
| REE | 333 | 208 | 240 |
| SHP | 282 | 272 | 249 |
| VAN | 332 | 213 | 199 |
| TOTAL: | 1647 | 1150 | 1111 |
| GRAND TOTAL: | 3908 | | |

## ADV GRADS

| 1991 | 1992 | 1993 |
|---|---|---|
| 299 | 225 | 207 |
| 351 | 211 | 186 |
| | | |
| 291 | 211 | 222 |
| 269 | 259 | 244 |
| 306 | 204 | 215 |
| 1516 | 1110 | 1074 |
| GRAND TOTAL: | 3700 | |

PRIMARY SORTIES PER GRAD:

105.9

ADV SORTIES PER GRAD:

132.3

Key to types of airspace:
MOAs -- Military Operating Areas
-- Warning Areas
-- Alert Areas
-- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
OWAW -- Overwater Airways
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
OWA -- Overwater Airspace
CLG -- Uncontrolled Airspace

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

2. Give the total number of day and night sorties required for each undergraduate/graduate pilot and/or NFO/Navigator training syllabus and trainer aircraft (and level of training) for student training, overhead, and the total requirement.

| Syllabus of Training | Level (Track) of Pilot Training | Trainer Aircraft | Sorties required per graduate | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Student (syllabus) | | Overhead[1] | | Total | |
| | | | Day | Night | Day | Night | Day | Night |
| ENJJPT | Primary | T-37 | 92 | 1 | 19 | 3 | 111 | 4 |
| ENJJPT | Advanced | T-38 | 105 | 4 | 20 | 4 | 125 | 8 |
| IFF | Graduate | AT-38 | 17 | 0 | 10 | 0 | 27 | 0 |
| IFF PIT | Graduate | AT-38 | 25 | 0 | 12 | 0 | 37 | 0 |
| ENJJPT T-37 PIT | Graduate | T-37 | 55 | 1 | 11 | 2 | 66 | 3 |
| ENJJPT T-38 PIT | Graduate | T-38 | 60 | 1 | 11 | 2 | 71 | 3 |

Primary 115 Sorts
IFF 133 Sorts

Indicate your training weather minimums (ceiling/visiblilty & crosswinds) by aircraft type and syllabus.

| Aircraft | Takeoff/Land | Crosswind Limit |
|---|---|---|
| T-37 | 300/1 | 17.5 knots |
| T-38 | 300/1 | 25 knots |
| AT-38 | 300/1 | 25 knots |

C. Flight Training Ground School

1. Provide the ground school training requirements for undergraduate/graduate Pilot and NFO/Navigator training facilities (classrooms, simulators, labs, life support facilities, etc.) by Facility Category Code Number (CCN). Include all applicable 171-*xx*, 179-*xx* CCN's and any other CCN where Undergraduate Pilot or NFO/Navigator training occurs. Ensure that the requirements for all types of simulators (cockpit (UTD), instrument (IFT), and motion-based/visual (OFT), etc.) are indicated.

**Facility Category Code (CCN): 141743**

| Syllabus | Level of Training | Facility Type(s) | Requirement (Hrs/Grad) |
|---|---|---|---|

[1] Overhead includes extra flights due to unsatisfactory performance, maintenance flights, incomplete flights, instructor training, flights, warm-up flights, and instrument check flights.

| | | | |
|---|---|---|---|
| ENJJPT | Primary (T-37) | Life Spt Work Ctr | 3 |
| | Advanced (T-38) | Life Spt Work Ctr | 1 |
| IFF | Graduate (AT-38) | Life Spt Work Ctr | 1 |
| ENJJPT PIT | Graduate (T-37) | Life Spt Work Ctr | 2 |
| ENJJPT PIT | Graduate (T-38) | Life Spt Work Ctr | 2 |
| IFF PIT | Graduate (AT-38) | Life Spt Work Ctr | 2 |

**Facility Category Code (CCN): 171211**

| Syllabus | Level of Training | Facility Type(s) | Requirement (Hrs/Grad) |
|---|---|---|---|
| ENJJPT | Primary (T-37) | Classroom/Trng Sect | 210 |
| | Advanced (T-38) | Classroom/Trng Sect | 91 |
| IFF | Graduate (AT-38) | Classroom/Trng Sect | 40 |
| ENJJPT PIT | Graduate (T-37) | Classroom/Trng Sect | 76 |
| ENJJPT PIT | Graduate (T-38) | Classroom/Trng Sect | 79 |
| IFF PIT | Graduate (AT-38) | Classroom/Trng Sect | 48 |

**Facility Category Code (CCN): 171212**

| Syllabus | Level of Training | Facility Type(s) | Requirement (Hrs/Grad) |
|---|---|---|---|
| ENJJPT | Primary (T-37) | Simulator | 29 |
| | Advanced (T-38) | Simulator | 31.7 |
| IFF | Graduate (AT-38) | Simulator | 2.3 |
| ENJJPT PIT | Graduate (T-37) | Simulator | 23.8 |
| ENJJPT PIT | Graduate (T-38) | Simulator | 23.5 |
| IFF PIT | Graduate (AT-38) | Simulator | 3 |

**Facility Category Code (CCN): 171214**

| Syllabus | Level of Training | Facility Type(s) | Requirement (Hrs/Grad) |
|---|---|---|---|
| ENJJPT | Primary (T-37) | Phys Tng Fac | 49 |
| | Advanced (T-38) | Phys Tng Fac | 6 |
| IFF | Graduate (AT-38) | Phys Tng Fac | 3 |
| ENJJPT PIT | Graduate (T-37) | Phys Tng Fac | 4 |
| ENJJPT PIT | Graduate (T-38) | Phys Tng Fac | 4 |
| IFF PIT | Graduate (AT-38) | Phys Tng Fac | 3 |

**Facility Category Code (CCN): 740674**

| Syllabus | Level of Training | Facility Type(s) | Requirement (Hrs/Grad) |
|---|---|---|---|
| ENJJPT | Primary (T-37) | Gym/Fitness Facility | 78 |
| | Advanced (T-38) | Gym/Fitness Facility | 90 |
| IFF | Graduate (AT-38) | Gym/Fitness Facility | 0 |
| ENJJPT PIT | Graduate (T-37) | Gym/Fitness Facility | 0 |
| ENJJPT PIT | Graduate (T-38) | Gym/Fitness Facility | 0 |
| IFF PIT | Graduate (AT-38) | Gym/Fitness Facility | 0 |

2. List any additional constraints or limitations to the flight training ground school facilities that impact the training mission.

ANSWER: None.

D. Other Ground Training

1. By facility Category Code Number (CCN), for facilities in which student pilot or NFO/Navigator training is conducted, provide the usage requirements for **other than** student pilot or NFO/Navigator training. Include all applicable 171-*xx*, 179-*xx* CCN's. Other use made of the facilities must be derived either from course requirements and student throughput (for formal schools/courses of instruction) or that required to maintain readiness (for permanent/support personnel, reserves, etc.).

CCN: 171

| Type of Training Facility | User | Type of Training | FY 1993 Requirements | | FY 2001 Requirements | |
|---|---|---|---|---|---|---|
| | | | Hrs/Student | Hrs/Yr | Hrs/Student | Hrs/Yr |
| 171-211 Academic | Instructor pilots | Annual Instrument Refresher Crs | 4 hrs/student 280 studs/yr | 1120 hrs/yr | 4 hrs/student 280 studs/yr | 1120 hrs/yr |
| 171-214 Physiological/ Life support | Pilots | Triannual Physiological Refresher Crs | 4 hrs/student 1000 studs/yr | 4000 hrs/yr | 4 hrs/student 1000 studs/yr | 4000 hrs/yr |

ANSWER: N/A. Navigator training is not conducted at this facility.

2. By facility Category Code Number (CCN), provide the usage requirements for facilities in which student pilot or NFO/Navigator training **is not** conducted. Include all applicable 171-*xx*, 179-*xx* CCN's. This usage must be derived either from course requirements and student throughput (for formal schools/courses of instruction) or that required to maintain readiness (for permanent/support personnel, reserves, etc.).

ANSWER: N/A. Navigator training is not conducted at this facility.

Training Airframes

1. Provide the number of aircraft (by type) that will be based at each base for use in undergraduate/graduate pilot and NFO/Navigator training programs in the Fiscal Year indicated; and the number of other aircraft **not** used for training. Project requirements if necessary.

**Base: Sheppard AFB**

**AIRCRAFT USED FOR TRAINING**

| Aircraft | FY 1994 | FY 1995 | FY 1996 | FY 1997 | FY 1998 | FY 1999 | FY 2000 | FY 2001 |
|---|---|---|---|---|---|---|---|---|
| T-37 | 66 | 70 | 70 | 73 | 73 | 73 | 73 | 73 |
| T-38 | 82 | 86 | 87 | 88 | 88 | 88 | 88 | 88 |
| AT-38 | 10 | 11 | 12 | 15 | 15 | 15 | 15 | 15 |
| JPATS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

2. Provide the following information for each training airframe used for pilot and NFO/Navigator training:

SEE CHANGE TO TEXT 11 OCT

**AIRCRAFT TYPE: T-37**

| FACTOR | VALUE |
|---|---|
| Utilization Rate (UTE Rate--sorties or hours per month) | 36 |
| Average Sortie Duration (ASD) (hrs) | 1.28 |
| Planned Turn Time (hrs) (Time from landing to takeoff) | Not Specified |
| Min Runway Length (ft) | 5,000 |
| Preferred Runway Length (ft) | Not specified |
| Min Runway Length for Touch and Go (T/G) (ft) | Not specified |
| Runway Width (ft) | Not specified |
| Required Taxiway Width (ft) | Not specified |
| Weight Bearing Requirement (kips) | 7.2 |
| Apron Space Required ($ft^2$/Aircraft) | 7,200 sq ft |
| Hangar Space Required ($ft^2$/Aircraft) | 1,000 sq ft |
| Navigation Equipment On-Board (GPS?--when?) | VOR/DME/ILS |

**AIRCRAFT TYPE: T-38**

| FACTOR | VALUE |
|---|---|
| Utilization Rate (UTE Rate--sorties or hours per month) | 35 |
| Average Sortie Duration (ASD) (hrs) | 1.20 |
| Planned Turn Time (hrs) (Time from landing to takeoff) | Not Specified |
| Min Runway Length (ft) | 8,000 |
| Preferred Runway Length (ft) | Not specified |
| Min Runway Length for Touch and Go (T/G) (ft) | Not specified |
| Runway Width (ft) | Not specified |

| | |
|---|---|
| Required Taxiway Width (ft) | Not specified |
| Weight Bearing Requirement (kips) | 13.0 |
| Apron Space Required ($ft^2$/Aircraft) | 6,300 sq ft |
| Hangar Space Required ($ft^2$/Aircraft) | 1,090 sq ft |
| Navigation Equipment On-Board (GPS?--when?) | TACAN/ILS |

**AIRCRAFT TYPE: AT-38**

| FACTOR | VALUE |
|---|---|
| Utilization Rate (UTE Rate--sorties or hours per month) | 26 |
| Average Sortie Duration (ASD) (hrs) | 0.95 |
| Planned Turn Time (hrs) (Time from landing to takeoff) | Not Specified |
| Min Runway Length (ft) | 8,000 |
| Preferred Runway Length (ft) | Not specified |
| Min Runway Length for Touch and Go (T/G) (ft) | Not specified |
| Runway Width (ft) | Not specified |
| Required Taxiway Width (ft) | Not specified |
| Weight Bearing Requirement (kips) | 13.0 |
| Apron Space Required ($ft^2$/Aircraft) | 6,300 sq ft |
| Hangar Space Required ($ft^2$/Aircraft) | 1,090 sq ft |
| Navigation Equipment On-Board (GPS?--when?) | TACAN/ILS |

? List any additional constraints or limitations to the training airframes that impact the training mission.

NSWER:

T-37: Can only tolerate light rime icing, limited to crosswinds of less than 17.5 knots.

T-38/AT-38: Cannot tolerate any icing conditions, takeoffs are restricted during conditions of high temperature and pressure altitude, limited to crosswinds of less than 25 knots.

**Facilities**

Airfield

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield: Sheppard AFB, TX. (33°9'N, 98°30'W; Wichita Falls, TX)
Syllabi: Primary and Advanced Undergraduate Flight Training (UFT), Introduction to Fighter Fundamentals
Owner: Air Force

---

Airfield: Frederick Muni, OK. (34°21'N, 98°59'W; Frederick, OK)
Syllabi; Primary UFT, PIT
Owner: Civilian
Distance: 30 NM

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Airfield: Clinton-Sherman Airpark, OK. (35°32'N, 98°56'W)
Syllabi: Primary UFT, PIT
Owner: Civilian
Distance: 88 NM

Note: The Introduction to Fighter Fundamentals Syllabus is graudate level. The following syllabi and levels of training are also supported at Sheppard: PIT - Graduate, IFF - Graduate.

Complete the table below to describe the airfield's **annual operations (sorties flown) by type of aircraft.** Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

**TYPE AIRCRAFT: T-37**

| | | FY 1991 | FY 1992 | FY 1993 |
|---|---|---|---|---|
| Operational Sorties | Undergraduate Training Sorties | 28,005 | 25,575 | 22,409 |
| | Graduate Training Sorties | 2,981 | 2,539 | 2,161 |
| | Training Support Sorties* | 3,902 | 5,039 | 4,944 |
| | Other Sorties | 1,377 | 183 | 1,067 |
| | **TOTAL SORTIES:** | **36,265** | **33,336** | **30,581** |
| Non-Operational Hours[2] | Standdowns | 4,468 | 4,468 | 4,468 |
| | Maintenance | Not available | Not available | Not available |
| | Other Events | Not available | Not available | Not available |

$\frac{36265}{282} = 129$ sorties

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**

**TYPE AIRCRAFT: T-38**

| | | FY 1991 | FY 1992 | FY 1993 |
|---|---|---|---|---|
| Operational Sorties | Undergraduate Training Sorties | 31,480 | 30,112 | 27,221 |
| | Graduate Training Sorties | 3,031 | 3,081 | 2,298 |
| | Training Support Sorties* | 3,494 | 5,193 | 4,624 |
| | Other Sorties | 1,666 | 1,119 | 1,062 |

2 Hours when the airfield was closed for flight operations.

| | | | | |
|---|---|---|---|---|
| | **TOTAL SORTIES:** | **39,671** | **39,505** | **35,205** |
| Non-Operational Hours[3] | Standdowns | 4,468 | 4,468 | 4,468 |
| | Maintenance | Not available | Not available | Not available |
| | Other Events | Not available | Not available | Not available |

$\frac{39671}{269} = 147$ sorties grad

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

| Syllabus of Training | Level of Training | Pilots and NFO/Navigators Trained | | |
|---|---|---|---|---|
| | | FY 1991 | FY 1992 | FY 1993 |
| ENJJPT | Primary | 282* | 272 | 249 |
| ENJJPT | Advanced | 269* | 259 | 244 |
| ENJJPT T-37 PIT | Graduate | 49* | 44 | 34 |
| ENJJPT T-38 PIT | Graduate | 40 | 48* | 34 |

* = Max output past 10 years

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

| | FY 1991 | FY 1992 | FY 1993 |
|---|---|---|---|
| Average hours (day/night) | 12.4 Day<br>0.80 Night | 12.2 Day<br>0.79 Night | 12.0 Day<br>0.76 Night |
| Days per year: | 242 | 242 | 242 |

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial/civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

| Factor | | Percentage Lost | | |
|---|---|---|---|---|
| | | FY 91 | FY 92 | FY 93 |
| Weather | T-37 | 20 | 22 | 19 |
| | T-38 | 18 | 17 | 17 |
| Maintenance | T-37 | 2 | 2 | 1 |
| | T-38 | 3 | 2 | 3 |
| Operations | T-37 | 2 | 2 | 2 |
| | T-38 | 2 | 2 | 2 |
| | Total T-37 | 24 | 26 | 22 |
| | T-38 | 23 | 21 | 22 |

[3] Hours when the airfield was closed for flight operations.

6. List the major factors in the "other" category in the above table.

ANSWER: No historical data retained concerning this question. However, losses due to power outages and bird or animal activity do occur.

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

a. Percentage of time WX at or above 200/1?

ANSWER: 99.1

b. Percentage of time WX at or above 300/1?

ANSWER: 98.8

c. Percentage of time WX at or above 500/1?

ANSWER: 97.5

d. Percentage of time WX at or above 1000/3?

ANSWER: 94.0

e. Percentage of time WX 3000/5 and above?

ANSWER: 85.1

f. Percentage of time WX 3000/3 and above?

ANSWER: 86.0

g. Percentage of time WX 1500/3 and above?

ANSWER: 91.9

h. Percentage of time crosswind component to the primary runway at or below 15 knots?

ANSWER: 97.5

i. Percentage of time crosswind component to the primary runway at or above 25 knots?

ANSWER: 0.3

j. Mean number of days of icing in the local flying area?

ANSWER: 25

# AIRFIELD OPERATIONS

| BASE | (C x T x E) HOURLY CAP | % OF YR | % MAX CAP | WEIGHT FACTOR | OPS / HR |
|---|---|---|---|---|---|
| COL | 347.00 | 75% | 100% | 1 | 192.14 |
| | 76.00 | 25% | 23% | 4 | |
| AUX | 111.00 | 100% | 100% | 1 | 111.00 |
| LAU | 364.50 | 75% | 100% | 1 | 191.64 |
| | 62.00 | 25% | 17% | 4 | |
| AUX | 110.50 | 100% | 100% | 1 | 110.50 |
| RAN | 204.00 | 75% | 100% | 1 | 154.29 |
| | 117.00 | 25% | 29% | 4 | |
| AUX | 101.00 | 100% | 100% | 1 | 101.00 |
| REE | 303.00 | 75% | 100% | 1 | 165.29 |
| | 62.00 | 25% | 22% | 4 | |
| AUX | 102.00 | 100% | 100% | 1 | 102.00 |
| SHP | 240.00 | 75% | 100% | 1 | 139.43 |
| | 64.00 | 25% | 16% | 4 | |
| AUX | 103.00 | 100% | 100% | 1 | 103.00 |
| VAN | 294.00 | 75% | 100% | 1 | 162.00 |
| | 63.00 | 25% | 22% | 4 | |
| AUX | 102.00 | 100% | 100% | 1 | 102.00 |

HOURLY CAPACITY INFORMATION WAS OBTAINED FROM:
CAPACITY ANALYSIS, FACILITIES, PARA B (AIRFIELDS), QUESTION 9

THE WX FACTOR WAS OBTAINED FROM:
CAPACITY ANALYSIS, FACILITIES, PARA A, QUESTION 7G

## OPERATIONS PER YEAR BY BASE

| BASE | OPS / HR | X | HRS/DAY | X | TNG DAYS | = | OPS / YR | X | WX FAC | = | TOTAL OPS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| COL | 192.14 | X | 12 | X | 242 | = | 557983 | X | 89.10% | = | 497163 |
| AUX | 111.00 | X | 12 | X | 242 | = | 322344 | X | 89.10% | = | 287209 |
| | | | | | | | | | TOTAL: | | ***784371*** |
| LAU | 191.64 | X | 12 | X | 242 | = | 556531 | X | 90.90% | = | 505887 |
| AUX | 110.50 | X | 12 | X | 242 | = | 320892 | X | 90.90% | = | 291691 |
| | | | | | | | | | TOTAL: | | ***797577*** |
| RAN | 154.29 | X | 12 | X | 242 | = | 448046 | X | 83.60% | = | 374566 |
| AUX | 101.00 | X | 12 | X | 242 | = | 293304 | X | 83.60% | = | 245202 |
| | | | | | | | | | TOTAL: | | ***619768*** |
| REE | 165.29 | X | 12 | X | 242 | = | 479990 | X | 91.50% | = | 439191 |
| AUX | 102.00 | X | 12 | X | 242 | = | 296208 | X | 91.50% | = | 271030 |
| | | | | | | | | | TOTAL: | | ***710221*** |
| SHP | 139.43 | X | 12 | X | 242 | = | 404901 | X | 91.90% | = | 372104 |
| AUX | 103.00 | X | 12 | X | 242 | = | 299112 | X | 91.90% | = | 274884 |
| | | | | | | | | | TOTAL: | | ***646988*** |
| VAN | 162.00 | X | 12 | X | 242 | = | 470448 | X | 89.40% | = | 420581 |
| AUX | 102 | X | 12 | X | 242 | = | 296208 | X | 89.40% | = | 264810 |
| | | | | | | | | | TOTAL: | | ***685390*** |

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the last year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

**Runway Complex Name: Runway 15L/33R**

| Syllabus of Training * | Level of Training * (Aircraft Type) | FY 1993 Airfield Use (Percent) | |
|---|---|---|---|
| | | Day | Night |
| ENJJPT | Primary | 57 | 100 |
| ENJJPT | Intermediate | 33 | |
| ENJJPT | Advanced | 10 | |
| | Total | 100 | 100 |

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

**Runway Complex Name: Runway 15R/33L**

| Syllabus of Training* | Level of Training * (Aircraft Type) | FY 1993 Airfield Use (Percent) | |
|---|---|---|---|
| | | Day | Night |
| ENJJPT | Primary | 35 | 85 |
| ENJJPT | Intermediate | 35 | 15 |
| ENJJPT | Advanced | 10 | |
| | Total | 100 | 100 |

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

h-s = 12
OP-S = 242

OPS PER yr = Rate X
= 151 X 1
43850

The answer for Sheppard is 151.

The calculations are as follows:

VFR IFR

Average Daily Capacity = (240 × 12 × .75) + (64 × 12 × .25) = 2352
Average Yearly Capacity = [~~246~~ 242 − (.23 × ~~246~~ 242)] × 2352 = 445,516
Average Hourly Capacity = (445,516 ÷ 246) ÷ 12 = 151

20 438,272
Primary 230,316
AW
Total 668,588

The answer for Fredrick is 79

The calculations are as follows:

Average Daily Capacity = 103 × 12 = 1236
Average Yearly Capacity = [~~246~~ 242 – (.23 × ~~246~~ 242)] × 1236 = 234,123 230,316.2
Average Hourly Capacity = (234,123 ÷ 246) ÷ 12 = 79

VFR operations per hour is 240.
IFR operations per hour is 64.
Traffic split is 75/25 VFR/IFR.
Weather attrition is 23%.
Average operating period is 12 hours.

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

| | FY 1991 | FY 1992 | FY 1993 |
|---|---|---|---|
| Runway 15L/33R Traffic Count (T-38) | 158,706 | 137,942 | 132,577 |
| Runway 15R/33L Traffic Count (T-37) | 145,949 | 133,508 | 114,602 |
| Frederick OLF Traffic Count (T-37) | 66,702 | 53,013 | 33,445 |

T37
145949 + 66702 / 36265 = 5.9 ops/sortie

T-38
158706 / 39671 = 4 ops/sortie

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

Sheppard AFB

| | FY 1991 | FY 1992 | FY 1993 |
|---|---|---|---|
| VFR | 97.2% | 96.7% | 96.1% |
| IFR | 2.8% | 3.3% | 3.9% |
| Total | 100% | 100% | 100% |

Sheppard AFB has only two runways for training. Most IFR training is conducted off station to allow T-38 and T-37 traffic pattern training. With the gradual decrease in student training from FY91, IFR training at Sheppard has slightly increased as a percentage of total.

Frederick OLF

| | FY 1991 | FY 1992 | FY 1993 |
|---|---|---|---|
| VFR | 100% | 100% | 100% |
| IFR | 0% | 0% | 0% |
| Total | 100% | 100% | 100% |

# OPERATIONS/SORTIE DATA

## T-37 SORTIES

| BASE | 1991 | 1992 | 1993 |
|---|---|---|---|
| COL | 27559 | 24603 | 19872 |
| LAU | 28448 | 24191 | 19872 |
| RAN | | 13962 | 10276 |
| REE | 21600 | 24330 | 26195 |
| SHP | 36265 | 33336 | 30581 |
| VAN | | 24482 | 20304 |
| **TOTAL:** | **113872** | **144904** | **127100** |

**T-37 OPERATIONS/SORTIE**
**6.1**

| | |
|---|---|
| SORTIE GRAND TOTAL: | 385876 |

## T-37 OPERATIONS

| BASE | 1991 | 1992 | 1993 |
|---|---|---|---|
| COL | 157743 | 140567 | 113307 |
| AUX | 27628 | 27441 | 18313 |
| ***TOTAL:*** | ***185371*** | ***168008*** | ***131620*** |
| LAU | 135350 | 122657 | 102334 |
| AUX | 39521 | 55956 | 47440 |
| ***TOTAL:*** | ***174871*** | ***178613*** | ***149774*** |
| [illegible] | | ***62734*** | ***69081*** |
| [illegible] | 103684 | 100269 | 85705 |
| [illegible] | 42172 | 48078 | 34507 |
| ***TOTAL:*** | ***145856*** | ***148347*** | ***120212*** |
| VAN | | 105427 | 81791 |
| AUX | | 46126 | 33708 |
| ***TOTAL:*** | ***0*** | ***151553*** | ***115499*** |
| SHP | 145949 | 133508 | 114602 |
| AUX | 66702 | 53013 | 33445 |
| ***TOTAL:*** | ***212651*** | ***186521*** | ***148047*** |
| **SUB TOTAL:** | **718749** | **895776** | **734233** |

| | |
|---|---|
| OPERATIONS GRAND TOTAL: | 2348758 |

## T-38 SORTIES

| BASE | 1991 | 1992 | 1993 |
|---|---|---|---|
| COL | 26210 | 27548 | 27720 |
| LAU | 37941 | 27844 | 27926 |
| RAN | | | |
| REE | | | |
| SHP | 39671 | 39505 | 35205 |
| VAN | 36332 | 27247 | 28998 |
| **TOTAL:** | **140154** | **122144** | **119849** |

## T-38 OPERATIONS/SORTIE

**6.6**

| | |
|---|---|
| SORTIE GRAND TOTAL: | 382147 |

## T-38 OPERATIONS

| BASE | 1991 | 1992 | 1993 |
|---|---|---|---|
| COL | 160442 | 136628 | 134478 |
| AUX | 115227 | 95776 | 81777 |
| ***TOTAL:*** | ***275669*** | ***232404*** | ***216255*** |
| LAU | 146651 | 142158 | 130262 |
| AUX | 110866 | 81893 | 124808 |
| ***TOTAL:*** | ***257517*** | ***224051*** | ***255070*** |
| RAN | | | |
| REE | | | |
| AUX | | | |
| ***TOTAL:*** | ***0*** | ***0*** | ***0*** |
| VAN | 158685 | 121245 | 98106 |
| AUX | 102372 | 71237 | 66670 |
| ***TOTAL:*** | ***261057*** | ***192482*** | ***164776*** |
| SHP | 158706 | 137942 | 132577 |
| AUX | | | |
| ***TOTAL:*** | ***158706*** | ***137942*** | ***132577*** |
| **SUB TOTAL:** | **952949** | **786879** | **768678** |

| | |
|---|---|
| OPERATIONS GRAND TOTAL: | 2508506 |

# OPERATIONS/SORTIE DATA

## T-1 SORTIES

| BASE | 1991 | 1992 | 1993 |
|---|---|---|---|
| RAN T-38 | | | 11162 |
| RAN T-1 | | | 374 |
| REE T-38 | | | 19410 |
| REE T-1 | | | 7107 |
| **TOTAL:** | **0** | **0** | **38053** |

**T-1 OPERATIONS/SORTIE**
**4.6**

| | |
|---|---|
| TOTAL T-1 SORTIES: | 7481 |
| TOTAL T-38 SORTIES: | 30572 |

**AVERAGE ANNUAL T-38 OPERATIONS**

T-38 SORTIES X (AVE T-38 OPS / SORTIE) = 214004

30572 X 7.0

## T-1/T-38 OPERATIONS

| BASE | 1991 | 1992 | 1993 |
|---|---|---|---|
| COL | | | |
| AUX | | | |
| ***TOTAL:*** | ***0*** | ***0*** | ***0*** |
| LAU | | | |
| AUX | | | |
| ***TOTAL:*** | ***0*** | ***0*** | ***0*** |
| RAN | | ***0*** | ***79284*** |
| [illegible] | | | 82071 |
| [illegible]E | | | 86688 |
| ***[illegible]TAL:*** | ***0*** | ***0*** | ***168759*** |
| [illegible]N | | | |
| AUX | | | |
| ***TOTAL:*** | ***0*** | ***0*** | ***0*** |
| SHP | | | |
| AUX | | | |
| ***TOTAL:*** | ***0*** | ***0*** | ***0*** |
| **SUB TOTAL:** | **0** | **0** | **248043** |

**AVERAGE ANNUAL T-1 OPERATIONS**

TOTAL OPS - T-38 OPS = 34039

248043 214004

| | |
|---|---|
| OPERATIONS GRAND TOTAL: | 248043 |

All traffic conducted at Frederick OLF is VFR

Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ eements).

ANSWER:

The two major factors constraining the number of flying hours per day at this wing are the local traffic pattern and the availability of training airspace. Both of these factors are near the saturation point now. If we were to add training to this installation, the traffic pattern would be the first to constrain operations--you get to the place where any more aircraft in the pattern degrade everyone's training unacceptably. In FY91, this program reached that condition in the traffic pattern. The program at that time was about 20% larger than it is now, and the lack of quality pattern training was being addressed by wing leadership who recognized we had a real problem. The program shrank and the problem was resolved. ENJJPT had 95,000 flying hours in FY91; in FY94, we will fly 78,959.4 hours and 64,332 sorties. That represents a possible increase of 20 percent.

The airspace ENJJPT uses is also near saturation. Dallas Fort Worth International Airport's (D/FW) growth has pushed FAA Southwest Region to redesign all the airspace near D/FW. That plan, called the D/FW Metroplex plan left 80 FTW with just barely the airspace needed to meet the mission of ENJJPT at a max student load of 320. ENJJPT is programmed to grow back to a student load of 265 in the near future.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[4].

NSWER: Additional capacity which could be gained by the main and auxiliary airfields:

T-37: 2.0 sorties per hour (increase from 10.3 to 12.3 or 19%)

T-38: 2.7 sorties per hour (increase from 12.8 to 15.5 or 21%)

NOTE: Command modeling factors do not allow us to provide data in traffic count per hour. The model also does not break out the data by runway complex.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[5]

ANSWER: Additional capacity which could be gained by the main and auxiliary airfields:

T-37: 4.6 sorties per hour (increase from 10.3 to 14.9 or 45%)

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4 Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

5 Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

T-38: 2.9 sorties per hour (increase from 12.8 to 15.7 or 22%)

NOTE: Command modeling factors do not allow us to provide data in traffic count per hour. The model also does not break out the data by runway complex.

15. 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).

ANSWER: Airspace availability is the factor we cannot overcome. The growth of Dallas/Fort Worth International (D/FW) has the FAA looking for ways to take airspace away from this wing. Getting additional airspace would be limited to small (10%) expansion of some of the areas furthest from D/FW.

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

ANSWER: Maximum sortie generating capacity per year:

T-37: 37,909

T-38: 32,119

NOTE: Command modeling factors do not allow us to provide data by syllabus or level of training.

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

ANSWER: No.

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

| Runway/Lane/Pad (Airfield Name & Runway Designation) | Length (ft) | Width (ft) | Load Bearing Capacity (lbs/ft²) * | Lighting | | | | | Arresting gear type and location | IFR, VFR or Night Capable? (I / V / N) | Approach Aids (IFR/ VFR) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | F | P | C | N | G | | | |
| 15R/33L | 13,100 | 300 | Exceeds AGI#2 loading | X | | | | | MA1A each end | I,V&N | ILS (BC), TAC, VOR, PAR, ASR, NDB, VASI |
| 15L/33R | 8,802 | 150 | 35,000 | X | | | | | MA1A each end | I,V&N | VOR |
| 17/35 | 7,001 | 150 | 30,000 | X | | | | | None | I,V&N | VOR |

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)

N -- No Lighting
G -- NVG Lighting

984 Pavement Evaluation, summary of allowable gross weights for AGI#2 aircraft. Values are in lbs/sq in. GI represents Aircraft Group Index which is the criteria by which the Air Force establishes pavement bearing capacities.

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

| Runway Designation | NAVAID | Published Approaches |
|---|---|---|
| 15R | Wichita Falls VORTAC Ch74<br>Sheppard TACAN Ch 45<br>Shawn NDB | HI-LOC/DME BC RWY 15R, HI-LO/DME BC2 RWY 15R, HI-TACAN 1 RWY 15R, LOC BC RWY 15R |
| 33L | Wichita Falls VORTAC (SPS)<br>Sheppard TACAN (SHP)<br>Shawn NDB I-SPS 109.7 | HI-ILS 1 or TACAN RWY 33L, HI-ILS/DME 2 RWY 33L, HI VOR-D, NDB RWY 33L, ILS RWY 33L |
| Lawton Municipal | Lawton VOR 109.4, I-LAW 109.1, Duncan VOR 111.0 | ILS RWY 35, VOR RWY 35 |
| Halliburton Field | Duncan VOR DUC 111.0, I-DUC 111.5 | LOC RWY 35, VOR RWY 35 |
| Clinton-Sherman | Burns Flat BFV Ch 37/110.0, I-BZF 109.5 | HI-ILS RWY 17R, HI-VOR/DME or TACAN RWY 17R, ILS RWY 17R, VOR 1 RWY 35L |

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

| CAT CODE | Facility Type | Unit Measure | Quantity | Comments |
|---|---|---|---|---|
| 111 | Runways Fixed Wing | SY | 700,001 | 13,500 x 300 ft runway excellent for pilot training under any temp/PA conditions<br>Third RW to be completed in early CY96 |
| 111 | Runways Rotor Wing | SY | 0 | |
| 111 | Landing Pads | SY | 0 | |
| 113 | Parking Aprons | SY | 492,656 | Large tech training operation occupies extensive portions of available parking aprons |
| 113 | Access Aprons | SY | 0 | |
| 21 | Direct Fueling | OL / GM | 6,880 | |

# AIRSPACE REQUIREMENTS

| COLUMBUS CURRENT AREAS | NAME | SQ NM | ALT | | ADD'L AREAS | TOTAL AREAS FOR: | BLOCK HOURS/YEAR | |
|---|---|---|---|---|---|---|---|---|
| PRIMARY (100 SQ NM X 5000 FT) | COL 1 | 2643 | 15K | PRIMARY: | 67 | PRIMARY 161 | x 12 x 242= | 467892 |
| | MER 1 EAST | 719 | 15K | ADVANCED: | 17 | | | |
| | TOTAL: | 3362 | | | | | | |
| ADVANCED (200 SQ NM X 12000 FT) | COL 2 | 647 | 15K | PRIMARY: | 94 | ADVANCED 40 | x 12 x 242= | 116973 |
| | COL 3 | 2668 | 15K | ADVANCED: | 23 | | | |
| | COL 4 | 1379 | 13K | | | | | |
| | TOTAL: | 4694 | | | | | | |
| **LAUGHLIN** CURRENT AREAS | NAME | SQ NM | ALT | | ADD'L AREAS | TOTAL AREAS FOR: | | |
| PRIMARY (100 SQ NM X 5000 FT) | LAU 3 | 2000 | 15K | PRIMARY: | 40 | PRIMARY 135 | x 12 x 242= | 391459 |
| | TOTAL: | 2000 | | ADVANCED: | 10 | | | |
| ADVANCED (200 SQ NM X 12000 FT) | LAU 1 | 4290 | 13K | PRIMARY: | 95 | ADVANCED 75 | x 12 x 242= | 218889 |
| | LAU 2 | 450 | 13K | ADVANCED: | 65 | | | |
| | PECOS | 8335 | 19K | | | | | |
| | TOTAL: | 13075 | | | | | | |
| **RANDOLPH** CURRENT AREAS | NAME | SQ NM | ALT | | ADD'L AREAS | TOTAL AREAS FOR: | | |
| PRIMARY (100 SQ NM X 5000 FT) | RND 1B | 540 | 15K | PRIMARY: | 15 | PRIMARY 73 | x 12 x 242= | 211150 |
| | RND 1C | 123 | 5K | ADVANCED: | 3 | | | |
| | RND 2B | 330 | 8K | | | | | |
| | TOTAL: | 993 | | | | | | |
| ADVANCED (200 SQ NM X 12000 FT) | RND 1A | 1407 | 13K | PRIMARY: | 57 | ADVANCED 17 | x 12 x 242= | 49499 |
| | RND2A | 1462 | 20K | ADVANCED: | 14 | | | |
| | TOTAL: | 2869 | | | | | | |
| **REESE** CURRENT AREAS | NAME | SQ NM | ALT | | ADD'L AREAS | TOTAL AREAS FOR: | | |
| PRIMARY (100 SQ NM X 5000 FT) | REE 2 | 1050 | 13K | PRIMARY: | 39 | PRIMARY 147 | x 12 x 242= | 427701 |
| | REE 4 | 900 | 13K | ADVANCED: | 10 | | | |
| | TOTAL: | 1950 | | | | | | |
| ADVANCED (200 SQ NM X 12000 FT) | REE 1 | 1224 | 14K | PRIMARY: | 108 | ADVANCED 37 | x 12 x 242= | 106925 |
| | REE 3 | 2690 | 14K | ADVANCED: | 27 | | | |
| | REE 5 | 1500 | 14K | | | | | |
| | TOTAL: | 5414 | | | | | | |
| **SHEPPARD** CURRENT AREAS | NAME | SQ NM | ALT | | ADD'L AREAS | TOTAL AREAS FOR: | | |
| PRIMARY (100 SQ NM X 5000 FT) | SHEP 1 | 1110 | 14K | PRIMARY: | 48 | PRIMARY 146 | x 12 x 242= | 420383 |
| | SHEP 2 | 1290 | 12K | ADVANCED: | 12 | | | |
| | TOTAL: | 2400 | | | | | | |
| ADVANCED (200 SQ NM X 12000 FT) | WASHITA | 768 | 11K | PRIMARY: | 97 | ADVANCED 57 | x 12 x 242= | 166922 |
| | WESTOVER 1 | 2090 | 14K | ADVANCED: | 45 | | | |
| | WESTOVER 2 | 1980 | 13K | | | | | |
| | DICKIE A | 700 | 13K | | | | | |
| | DICKIE B | 700 | 13K | | | | | |
| | LOCK NW | 950 | 18K | | | | | |
| | LOCK NX | 1100 | 14K | | | | | |
| | LOVELAND | 808 | 13K | | | | | |
| | TOTAL: | 9096 | | | | | | |
| **VANCE** CURRENT AREAS | NAME | SQ NM | ALT | | ADD'L AREAS | TOTAL AREAS FOR: | | |
| PRIMARY (100 SQ NM X 5000 FT) | VAN 1B | 1600 | 15K | PRIMARY: | 32 | PRIMARY 158 | x 12 x 242= | 458832 |
| | TOTAL: | 1600 | | ADVANCED: | 8 | | | |
| ADVANCED (200 SQ NM X 12000 FT) | VAN 1A | 6300 | 14K | PRIMARY: | 126 | ADVANCED 40 | x 12 x 242= | 114708 |
| | TOTAL: | 6300 | | ADVANCED: | 32 | | | |

| | | | | |
|---|---|---|---|---|
| 121 | Truck Fueling | OL / GM | 0 | |
| 121 | Defueling | OL / GM | 0 | |
| 24 | Fuel Storage | GA | 200,000 | |
| 36-36 (USN) | Carrier Lighting | EA | 0 | |
| 149 | Arresting Gear | EA | 6 | |
| 421<br>422(AF) | Ammunition Storage | CF | 18,730/3 | |
| 425 | Open Ammunition Storage | SY | 0 | |

21. List any additional constraints or limitations to the airfield that impact the training mission.

ANSWER: No additional constraints or limitations impact the training mission.

B. Airspace

1. Give the number of workable blocks of airspace and type of airspace used by your installation, the average dimensions (n.mi. x n.mi. x ft), and availability in daylight hours/year of these blocks for each syllabus and level pilot and/or NFO/Navigator training and trainer aircraft. Note that a workable block of airspace must be large ough to support the required training maneuvers/evolutions without encroaching on another block and have an ingress/egress route that does not go through other airspace blocks. (This question is not applicable to helicopter training.)

| Syllabus of Training | Level of Training | Trainer Aircraft | # Workable Blocks of Airspace | Type of Airspace | Average Block Dimensions | Availability (Hrs/Yr)/ Block ** |
|---|---|---|---|---|---|---|
| ENJJPT | Primary | T-37 | 27 | MOA/ ATCCA* | 13nm x 7nm x 6,000ft | 3,120 |
| | | | 4 | MTR | 160nm x 10nm x 2,000ft | 3,120 |
| | Advanced | T-38 | 14 | MOA/ ATCCA* | 15nm x 20nm x 12,000ft | 3,120 |
| | | | 13 | MTR | 220nm x 10nm x 2,000ft | 3,120 |

| | | | | | | |
|---|---|---|---|---|---|---|
| | Graduate | AT-38 | 1 | RA | 28nm x 8nm x 30,000ft | 3,120 |
| | | | 8 | MOA/ ATCCA* | 15nm x 20nm x 12,000ft | 3,120 |
| | | | 2 | MTR | 220nm x 10nm x 2,000ft | 3,120 |
| | | Total | 50 | N/A | | |

* MOA & ATCCA airspace used simultaneously.
** This answer reflects a normal schedule of Monday through Friday, sunrise to sunset (considered an average of 12 hours per day for the entire year).

Key to types of airspace:
MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
OWAW -- Overwater Airways
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
OWA -- Overwater Airspace
CLG -- Uncontrolled Airspace

. If the transit corridors between training areas and air station limits the number of aircraft that can train concurrently (i.e., can't safely use all blocks) give this limitation and explain what this number is based on. Break this information out by type and level of training if appropriate.

ANSWER: N/A. Transit corridors do not limit training.

3. List all the Special Use Airspace (SUA) (e.g., alert areas, restricted areas, warning areas, and MOAs) and airspace-for-special-use (e.g., ranges and low level training routes) within 100 n.mi. of the installation that are used for flight training. For <u>each</u> airspace provide the following information (<u>seven questions</u>):

a. Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

b. Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

c. Does the Navy/Air Force/Army own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

d. What is the distance en route?

e. Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) t impede the mission? If so, provide details.

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

g. 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 in usable airspace. Provide the basis/calculations for these estimates.

ANSWER:

**HOLLIS**

Type: MOA/ATCAA

Location: 34 deg 55 min N
99 deg 53 min W

Size: 1320 sq nm x 12,000 feet (11,000 feet MSL to FL 230)

Available sunrise to sunset, Monday - Friday, other times by NOTAM

Controlling: Fort Worth ARTC Center

Scheduling: 80 FTW, Sheppard AFB

Method: 80 FTW aircrews log usage postflight with 80 OSS/DOTM

Proximity: Altus AFB, OK is 20 NM away.

b. Yes. Fort Worth ARTC Center.

c. No.

75 NM.

e. No.

f. No.

g. Hollis MOA/ATCAA could increase workload 100%. Special Use Airspace Reports indicate the area is used approximately 50% of the available time now.

**SHEPPARD 1**

a. Type MOA/ATCAA

Location: 34 deg 28 min N
98 deg 48 min W

Size: 1,110 Sq NM x 14,000 feet (8,000 feet MSL to FL 220)

Available sunrise to sunset, Monday - Friday, other times by NOTAM

Controlling: Fort Worth ARTC Center

Scheduling: 80 FTW, Sheppard AFB

Method: 80 FTW aircrews log usage postflight with 80 OSS/DOTM

Proximity: Sheppard AFB is 15 NM southeast. Lawton Municipal, OK is under Sheppard 1. Altus AFB, OK is 4 NM northeast.

b. Yes. SAFB Radar Approach Control, 80 OSS/DOF.

c. No.

d. 15 NM

e. No.

f. No.

g. No. Special Use Airspace Reports show Sheppard 1 is saturated with ENJJPT training from Sheppard AFB, TX.

**SHEPPARD 2**

a. Type: MOA/ATCAA

Location: 34 deg 18 min N
98 deg 00 min W

Size: 1,290 sq NM x 14,000 feet (8,000 feet MSL to FL 220)

Avail: Sunrise-sunset, Mon-Fri, other times by NOTAM

Controlling: Fort Worth ARTCC

Scheduling: 80 FTW, Sheppard AFB

Method: 80 FTW aircrews log usage postflight with 80 OSS/DOTM

Proximity: Sheppard AFB is 5 NM west. Lawton Municipal, OK is 15 NM northwest.

b. Yes. SAFB Radar Approach Control, 80 OSS/DOF.

c. No.

d. 5 NM.

No.

f. Yes. Dallas/Fort Worth International Airport continues to grow in traffic and encroaches on this space more every year. One-fifth of this airspace is flown under altitude restrictions now; increased trictions are likely.

g. No. Special Use Airspace Reports show Sheppard 2 is saturated with ENJJPT training from Sheppard AFB, TX.

**WASHITA**

a. Type: MOA/ATCCA

Location: 34 deg 58 min N
98 deg 30 min W

Size: 768 sq NM x 12,000 feet (11,000 feet MSL to FL 220)

Avail: Sunrise to sunset, Mon-Fri, other times by NOTAM

Controlling: Fort Worth ARTCC

Scheduling: 80 FTW, Sheppard AFB

Method: 80 FTW aircrews log usage postflight with 80 OSS/DOTM

Proximity: Sheppard AFB is 50 NM south. Tinker AFB, OK is 45 NM northeast. Altus AFB, OK is 30 NM west.

b. Yes. Ft Worth ARTCC.

c. No.

d. 65 NM. (You have to go around R5601)

e. No.

f. Yes. When Oklahoma City Approach has heavy inbound traffic, they take back the northern-most 4 NM across the area. This happens less than 5% of the available time, but will mostly increase 2-3% per year.

g. Yes. Special Use Airspace Reports show Washita is used approximately 50% of the available time.

**WESTOVER 1**

a. Type: MOA/ATCCA

Location: 33 deg 43 min N

99 deg 22 min W

Size: 2,090 sq NM x 13,000 feet (9,000 feet MSL to FL 220)

Avail: Sunrise to sunset, Mon-Fri, other times by NOTAM

Controlling: Fort Worth ARTCC

Scheduling: 80 FTW, Sheppard AFB

Method: 80 FTW aircrews log usage postflight with 80 OSS/DOTM

Proximity: Sheppard AFB is 30 NM east. Dyess AFB is 45 NM south.

b. Yes. Ft Worth ARTCC.

c. No.

d. 30 NM.

e. No.

f. Yes. Dallas/Fort Worth International Airport, 100 NM southeast, occasionally has to restrict use of Westover 1 by 1,000 feet of altitude. This will increase 2-3% per year.

g. No. Special Use Airspace Reports show Westover 1 is saturated with ENJJPT training from Sheppard AFB, TX.

**WESTOVER 2**

a. Type: MOA/ATCCA

Location: 33 deg 38 min N
99 deg 54 min W

Size: 1,980 sq NM x 15,000 feet (8,000 feet MSL to FL 230)

Avail: Sunrise to sunset, Mon-Fri, other times by NOTAM

Controlling: Fort Worth ARTCC

Scheduling: 80 FTW, Sheppard AFB

Method: 80 FTW aircrews log usage postflight with 80 OSS/DOTM

Proximity: Sheppard AFB is 65 NM east. Dyess AFB is 30 NM south.

b. Yes. Ft Worth ARTCC.

c. No.

d. 65 NM.

e. No.

f. Yes. Dallas/Fort Worth International Airport, 100 NM southeast, occasionally has to restrict use of Westover 2 by 1,000 feet of altitude. This will increase 2-3% per year.

g. No. Special Use Airspace Reports show Westover 2 usage can be increased 30%.

4. Is the available SUA/airspace-for-special-use within 100 n.mi. of your installation sufficient to satisfy all training requirements?

ANSWER: No. The Introduction to Fighter Fundamentals course is in the process of requesting more airspace in order to satisfy altitude requirements for certain maneuvers required by the syllabus.

5. If deployments/detachments to other domestic locations are required to satisfy training requirements, provide the following information for each location:

a. Where do these units/squadrons deploy?

b. How far from your installation?

c. Frequency?

d. Reasons for deployment (e.g., adverse weather, airspace saturation, training, versatility, etc.)

e. Annual costs incurred for deployments due to adverse weather?

f. Annual costs incurred for deployments due to airspace non-availability?

g. Annual costs incurred for deployments due to insufficient training versatility (e.g., lack of low level training routes etc.)?

ANSWER: N/A.

6. List all airspace control measures used for flight training that do not qualify as SUA/airspace-for-special-use and describe the limitations and capabilities of those control measures.

ANSWER: Locally published low-level navigation routes for T-37s. Limits are 500-1500 ft AGL, 250 KIAS or less.

7. For each syllabus of undergraduate/graduate pilot and/or NFO/Navigator flight training, state whether you require any specific terrain feature or overwater access for training.

| Syllabus of Training * | Terrain Feature or Overwater Requirement |
|---|---|
| ENJJPT T-37 | None. |
| ENJJPT T-38 | None. |
| ENJJPT AT-38 IFF | None. |
| ENJJPT T-37 PIT | None. |
| ENJJPT T-38 PIT | None. |
| ENJJPT AT-38 PIT | None. |

*** Use appropriate Navy, Air Force, or Army syllabus of training list**

8. List any additional constraints or limitations to the airspace that impact the training mission.

ANSWER: None.

C. Ground Training

1. By Facility Category Code , complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training is conducted. Include all 171-*xx*, 179-*xx* category codes, and any other applicable category codes.

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

**Cat Code: 171-211**

| Type Training Facility | Total Number | Design Capacity (PN)[6] | Capacity (Student HRS/YR) |
|---|---|---|---|
| Academic | 6 | 180 | 648,000 |

**Cat Code: 171-214**

| Type Training Facility | Total Number | Design Capacity (PN)[7] | Capacity (Student HRS/YR) |
|---|---|---|---|
| Physiological/Life Support | 3 | 81 | 194,400 |

[6] 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.

[7] 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.

# GROUND TRAINING FACILITIES

| BASE | DESIGN CAP | | HOURS/DAY | | TNG DAYS/YR | | TNG HRS/YR |
|---|---|---|---|---|---|---|---|
| **COLUMBUS** | | | | | | | |
| CLASSROOM | 224 | X | 8 | X | 242 | = | **433664** |
| SIMULATOR | 16 | X | 16 | X | 242 | = | **61952** |
| **LAUGHLIN** | | | | | | | |
| CLASSROOM | 100 | X | 8 | X | 242 | = | **193600** |
| SIMULATOR | 16 | X | 16 | X | 242 | = | **61952** |
| **RANDOLPH** | | | | | | | |
| CLASSROOM | 360 | X | 8 | X | 242 | = | **696960** |
| SIMULATOR | 24 | X | 16 | X | 242 | = | **92928** |
| **REESE** | | | | | | | |
| CLASSROOM | 360 | X | 8 | X | 242 | = | **696960** |
| SIMULATOR | 16 | X | 16 | X | 242 | = | **61952** |
| **SHEPPARD** | | | | | | | |
| CLASSROOM | 180 | X | 8 | X | 242 | = | **348480** |
| SIMULATOR | 24 | X | 16 | X | 242 | = | **92928** |
| **VANCE** | | | | | | | |
| CLASSROOM | 193 | X | 8 | X | 242 | = | **373648** |
| SIMULATOR | 16 | X | 16 | X | 242 | = | **61952** |
| **CORPUS** | | | | | | | |
| CLASSROOM | 240 | X | 8 | X | 242 | = | **464640** |
| SIMULATOR | 12 | X | 16 | X | 242 | = | **46464** |
| **KINGSVILLE** | | | | | | | |
| CLASSROOM | 444 | X | 8 | X | 242 | = | **859584** |
| SIMULATOR | 16 | X | 16 | X | 242 | = | **61952** |
| **MERIDIAN** | | | | | | | |
| CLASSROOM | 300 | X | 8 | X | 242 | = | **580800** |
| SIMULATOR | 14 | X | 16 | X | 242 | = | **54208** |
| **PENSACOLA** | | | | | | | |
| CLASSROOM | 2535 | X | 8 | X | 242 | = | 4907760 |
| | | | | (OTHER TRAINING) | | - | 992216 |
| | | | | TOTAL CLASSROOM: | | | **3915544** |
| SIMULATOR | 74 | X | 16 | X | 242 | = | **286528** |
| **WHITING** | | | | | | | |
| CLASSROOM | 275 | X | 8 | X | 242 | = | **532400** |
| SIMULATOR (T-34) | 18 | X | 16 | X | 242 | = | **69696** |
| SIMULATOR (TH-57) | 9 | X | 16 | X | 242 | = | **34848** |
| **RUCKER** | | | | | | | |
| CLASSROOM | 2853 | X | 8 | X | 242 | = | **5523408** |
| SIMULATOR | 55 | X | 16 | X | 242 | = | **212960** |

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

ANSWER:

a. 6 classrooms: (4 x 35) + (1 x 25) + (1 x 15) = 180 (design capacity) x 12 hrs/day x 300 days/yr = 648,000 student-hours/yr

b. 3 classrooms: 81 total students (different size rooms) = 81 (design capacity) x 8 hrs/day x 300 days/yr = 194,400 student-hours/yr

3. 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) could be gained? Provide details and assumptions for all calculations.

ANSWER: 723,600 student-hours/year.

Answer was derived with the following calculations:

(Design Capabilities from C.1) x (20 hours a day) x (300 days a year (365 minus Sundays and holidays)) = New Capacity

(New Capacity) - (Total Capacity from C.1) = Increase in Student-Hours/Year

Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations[8]

ANSWER:

Potential facility analysis follows:

(35 desks/classroom) x (35 sq ft/desk) + 100 sq ft for instructor = 1,325 sq ft/classroom

8 classrooms/building = 10,600 sq ft total classrooms x 25% for support space = 13,250 sq ft/building

3 buildings x 13,250 sq ft = 39,750 sq ft total

Cost analysis follows:

39,750 sq ft x $100/sq ft = $3,975,000

Student training capacity analysis follows:

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8 Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

24 total classrooms x 35 seats/classroom x 20 hours per day = 16,800 student hours x 300 days = 5,040,000 dent hours per year

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

ANSWER: None.

6. By Category Code, complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training **is not** conducted. Include all 171-*xx*, 179-*xx* category codes, and any other applicable category codes.

**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.

**Cat Code: 171-XXX**

| Type Training Facility | Total Number | Design Capacity (PN)[9] | Capacity (Student HRS/YR) |
|---|---|---|---|
| 171-623 | 524 | 6,172 | 14,697,024 |
| | | | |

TE: Classrooms x students x 8 hrs/day x 246 training days. [In some cases, rooms are used on a double ift (16 hrs/day). This will increase the overall capacity (student hrs/yr numbers).]

7. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

8. 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) could be gained? Provide details and assumptions for all calculations.

ANSWER: Two inputs were received for the base from seperate functions using different callculations. Those calculations are as follows:

FIRST INPUT: The design capacity of the 524 classrooms is 6,172. To obtain the maximum capacity with the present physical equipment and buildings, we increase the available hours per day to 16.

Capacity = 6,172 x 16 x 246 = 24,292,992
Present capacity = 14,697,024
Difference = 9,595,968

[9] 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 apacity (PN) must reflect current use of the facilities.

SECOND INPUT: The design capacity of 1,470 was obtained by adding the sums of the design capacities of all 'assrooms. To obtain the maximum capacity using the present physical equipment and buildings, we increase available hours per day to 20 and the available days per year to 300.

pacity = 1,470 x 20 x 300 = 8,820,000
Present Capacity = 3,381,012
Difference = 5,438,988

TOTAL INPUT:
First Difference: 9,595,968
Second Difference: 5,438,988
Total: 15,034,956

9. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations.

ANSWER: The 882nd Training Group has 25.3 acres available to build on. There are 43,560 square feet per acre, making 1,102,068 square feet available. Thus, there is adequate space to provide for 25 buildings of 25,000 square feet and ample parking space. These buildings would be big enough to house 20 classrooms and appropriate support staff. Each classroom could support 25 students.

Cost - 25 buildings X 25,000 square feet X $100/square foot = $62,500,000

Desing capacity - 25 buildings X 20 classrooms = 500 classrooms. 500 classrooms X 25 students = 12,500

Capacity - 12,500 X 20 hours X 300 days = 75,000,000

If funding and personnel were unlimited, the maximum additional capacity in student hours would be 75,000,000.

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

ANSWER: The only limiting factor is available land for the construction of additional buildings.

D. Aircraft Parking, Maintenance, and Supply

1. Provide the number of other aircraft (both active and reserve operational squadrons) that are based at your installation. If a squadron has more than one type of aircraft, fill out a separate line for each type.

| Squadron | Number of Aircraft (Fiscal Year) | | | | | | | | Mission |
|---|---|---|---|---|---|---|---|---|---|
| | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | |
| | | | | | | | | | |
| | | | | | | | | | |

ANSWER: None.

Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be based and parked on your current parking aprons. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

| Aircraft Type | # of Aircraft | Comments |
|---|---|---|
| T-37 | 124 | 800 sq yds per aircraft |
| T-38 | 28 | 700 sq yds per aircraft |
| AT-38 | 106 | 700 sq yds per aircraft |

(see change in front 11 Oct)

3. Provide the details of your calculations, including your assumptions on the minimum separation between aircraft, folding of aircraft wings, and any obstruction that may limit the placement of aircraft on the parking apron spaces.

ANSWER: None of the aircraft have folding wings. Our calculations included plans for secure tie-downs due to frequent severe weather at this installation. No obstructions.

4. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be housed in your hangars. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

| Aircraft Type | # of Aircraft | | Comments |
|---|---|---|---|
| T-37 | 97 assigned | 57 max hangar | T-37s are not hangared. No bonded surfaces makes them less likely to receive damage and is less costly to repair. Maximum space is given to T-38/AT-38 aircraft. |
| T-38A | 103 assigned | 54 max hangar | Utilizing emergency hangar spacing criteria and all available covered hangar space, minimum separation between aircraft is less than 2 feet wingtip clearance. |
| AT-38B | 10 assigned | 10 max hangar | |

5. 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.

ANSWER: Maximum 2 foot wing to wing clearance for weather protection inside hangars. Aircraft on jacks cannot be moved to allow for additional space.

Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of

these aircraft that could be maintained at your installation based on availability of maintenance facilities (i.e., maintenance docks, wash racks, NDI facilities, etc.).

| Aircraft Type | # of Aircraft | Comments |
|---|---|---|
| T-37 | 97 | 106 aircraft. Data comes from existing and planned aircraft parking spots with secured tie downs. We don't have hangar space for existing aircraft now, so that was not a consideration. |
| T-38A | 103 | 124 aircraft can be stationed at Sheppard without exceeding maintenance capability. |
| AT-38B | 10 | 28 aircraft. |

7. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

ANSWER:

T-37: 8 rows of 11 + 1 row of 8 + 10 hangar spaces = 106
T-38A: 6 rows of 14 + 3 rows of 8 + 16 hangar spaces = 124
AT-38B: 2 rows of 14 = 28

Describe any maintenance backlogs that your installation 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).

ANSWER: Contracted maintenance is calculated on a flying hour program. Additional flying hours adjusts the size of the workforce. No maintenance backlogs experienced on a routine basis at this time.

9. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be supported at your installation based on availability of supply/storage facilities.

| Aircraft Type | # of Aircraft | Comments |
|---|---|---|
| T-37 | 97 | (97 A/C)(300 sq ft/A/C) = 29,100 sq ft required |
| T-38 | 103 | (103 A/C)(300 sq ft/A/C) = 30,900 sq ft required |
| AT-38 | 10 | (10 A/C)(300 sq ft/A/C) = 3,000 sq ft required |

10. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

ANSWER:

Total 80 FTW supply storage/real property record = 14,682 sq ft
^ FM 86-2 supply storage requirement (T-37/38, AT-38): 300 sq ft req/aircraft

14,682 sq ft avail/300 sq ft req/aircraft = total aircraft supported by supply storage = 48
(300 sq ft req/aircraft)(210 total aircraft) = 63,000 sq ft [80 FTW total requirement]
[illegible] FTW supply storage shortage = -48,318 sq ft (14,682 - 63,000)

[illegible]96 MCP calls for a 38,000 sq ft facility to be built on Sheppard AFB sometime in the future for the 82 TRW as the primary customer; no plans are included to increase storage capacity specifically for flying operations.

11. List any additional constraints or limitations to the parking, maintenance, and supply facilities that impact the training mission.

ANSWER: Maintenance hangar space is not adequate to house all assigned aircraft. Space is sufficient to conduct routine day to day maintenance procedures. Supply facilities are capable of expanding past the maintenance capability for parking aircraft on the existing ENJJPT property. Aircraft maintenance capability (performance) is controlled by a flying hour program. Capability (workforce) expands/contracts as flying hours increase/decrease.

**Features and Capabilities**

Housing and Messing

1. Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

| Facility Type, Bldg. # & Cat Code | Total No. of Beds | Total No. of Rooms | Total people housed |
|---|---|---|---|
| BOQ, Bldg 240 724-415 | 120 | 120 | 80 |
| BEQ, Bldg 527 721-312 | 192 | 96 | 104 |
| BEQ, Bldg 528 721-312 | 120 | 60 | 95 |
| BEQ, Bldg 529 721-312 | 192 | 96 | 117 |
| BEQ, Bldg 691 721-312 | 192 | 96 | 66 |
| BEQ, Bldg 692 721-312 | 120 | 60 | 56 |
| BEQ, Bldg 516 721-312 | 636 | 318 | 477 |
| BEQ, Bldg 526 721-312 | 636 | 318 | 754 |
| BEQ, Bldg 596 721-312 | 1,000 | 500 | 662 |
| BEQ, Bldg 716 721-312 | 636 | 318 | 596 |
| BEQ, Bldg 726 721-312 | 636 | 318 | 566 |

Historical Data - 80

2. 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. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

| Facility Type, Bldg. # & Cat Code | Total No. of Beds | Total No. of Rooms | Total people housed |
|---|---|---|---|
| BOQ, Bldg 280 724-415 | 200 | 200 | 200 |
| BEQ, Bldg 527 721-312 | 192 | 96 | 104 |
| BEQ, Bldg 528 721-312 | 120 | 60 | 95 |
| BEQ, Bldg 529 721-312 | 192 | 96 | 117 |
| BEQ, Bldg 691 721-312 | 192 | 96 | 66 |
| BEQ, Bldg 692 721-312 | 120 | 60 | 56 |

200 MAX CAP

| | | | |
|---|---|---|---|
| BEQ, Bldg 516 721-312 | 636 | 318 | 477 |
| BEQ, Bldg 526 721-312 | 636 | 318 | 630 |
| BEQ, Bldg 596 721-312 | 1,000 | 500 | 662 |
| BEQ, Bldg 716 721-312 | 636 | 318 | 596 |
| BEQ, Bldg 726 721-312 | 636 | 318 | 566 |
| BEQ, Bldg 776 721-312 | 978 | 489 | 970 |

3. Provide data on the messing facilities assigned to your current plant account.

| Facility Type, Bldg. # & Cat Code | Total Sq. Ft. | Seats | Avg # Noon Meals Served |
|---|---|---|---|
| Enlisted Dining 721-215, 516 | 12,760 | 257 | Closed |
| Enlisted Dining 721-215, 526 | 12,760 | 257 | 726 |
| Enlisted Dining 721-215, 596 | 14,319 | 299 | Closed |
| Enlisted Dining 721-215, 716 | 12,760 | 257 | 635 |
| Enlisted Dining 721-215, 726 | 12,760 | 257 | 563 |
| Enlisted Dining 721-215, 776 | 14,319 | 299 | Closed |
| Enlisted Dining 721-215, 1368 | 22,700 | 500 | 880 |

4. Provide data on the messing facilities projected to be assigned to your plant account in FY 1997.

| Facility Type, Bldg. # & Cat Code | Total Sq. Ft. | Seats | Avg # Noon Meals Served |
|---|---|---|---|
| Enlisted Dining 721-215, 516 | 12,760 | 257 | Closed |
| Enlisted Dining 721-215, 526 | 12,760 | 257 | 726 |
| Enlisted Dining 721-215, 596 | 14,319 | 299 | Closed |
| Enlisted Dining 721-215, 716 | 12,760 | 257 | 635 |
| Enlisted Dining 721-215, 726 | 12,760 | 257 | 563 |

| | | | |
|---|---|---|---|
| Enlisted Dining 721-215, 776 | 14,319 | 299 | Closed |
| Enlisted Dining 721-215, 1368 | 22,700 | 500 | 880 |

5. Based upon your installation's on and off-base housing and messing facilities, what average daily student load (ADSL) could you support from FY95 - FY01? Express the daily student load in terms of enlisted, officer, and civilian.

| Type Facility | Average Daily Student Load (ADSL) | | | | | | |
|---|---|---|---|---|---|---|---|
| | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
| BOQ | 190 | 190 | 190 | 190 | 190 | 190 | 190 |
| BEQ | 5,258 | 5,258 | 5,258 | 5,258 | 5,258 | 5,258 | 5,258 |
| On-Base Housing | 30 | 30 | 30 | 30 | 30 | 30 | 30 |
| Off-Base Housing | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Messing | 2,216 | 2,216 | 2,216 | 2,216 | 2,216 | 2,216 | 2,216 |

6. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

7. List any additional constraints or limitations to the housing and messing facilities that impact the training mission.

# Appendix 1

Navy pilot training syllabi with service components trained.

| Syllabus of Training | |
|---|---|
| Strike | USN |
| | USMC |
| | FMS |
| Maritime | USN |
| | USMC |
| | USCG |
| | FMS |
| | USAF |
| E2/C2 | USN |
| | USMC |
| | USCG |
| | FMS |
| Rotary | USN |
| | USMC |
| | USCG |
| | FMS |

Navy NFO training syllabi with service components trained.

| | |
|---|---|
| Adv Navigator (NAV) | USN |
| | FMS |
| | NOAA |
| Tact Navigator (TN/BN) | USN |
| | USMC |
| Radar Intercept Officer (RIO) | USN |
| | USMC |
| Over Water Jet Navigator (OJT) | USN |
| Airborne Tact Data Systems (ATDS) | USN |
| | USCG |

Navy pilot training syllabi with levels of training and types of aircraft used.

| | | |
|---|---|---|
| General | Primary | T-34C |
| | | JPATS |
| Strike | Intermediate | T-2 |
| | | T-45[10] |
| | Advanced | TA-4J |
| | | T-45 |
| E2/C2 | Intermediate | T-44 |
| | Advanced | T-45[2] |
| | | T-2 |
| Maritime | Intermediate | T-34C |
| | | JPATS |
| | Advanced | T-44 |
| Rotary | Intermediate | T-34C |
| | | JPATS |
| | Advanced | TH-57 |

[10]If requirements for the T-45 are still being derived, give best estimate.

Navy NFO syllabi of training with levels of training and types of aircraft used.

| | | |
|---|---|---|
| General | Primary | T-34/T-2 |
| | | JPATS |
| General | Intermediate | T-34/T-2 |
| NAV | Advanced | T-43 |
| TN/BN | Advanced | T-2 |
| | Advanced | T-39 |
| RIO | Advanced | T-2 |
| | Advanced | T-39 |
| OJN | Advanced | T-2 |
| | Advanced | T-39 |
| ATDS | Advanced | E-2C |

Navy list of aircraft used in undergraduate pilot and NFO training.

| |
|---|
| T-2 |
| TA-4J |
| T-34C |
| T-39 |
| T-43 |
| T-44 |
| T-45 |
| TH-57 |
| JPATS |

Appendix 1 b

Air Force pilot training syllabi with service components trained.

| Syllabus of Training | |
|---|---|
| Flight Screening | USAF |
| | ANG |
| | AFRES |
| | USAFA |
| | FMS |
| UPT | USAF |
| | ANG |
| | AFRES |
| | FMS |
| SUPT | USAF |
| | ANG |
| | AFRES |
| | FMS |
| | NAVY |
| SUPT HELO | USAF |
| | ANG |
| | AFRES |
| ENJJPT | USAF |
| | ANG |
| | AFRES |
| | NATO |
| BANKED REQ T-38 | USAF |
| BANKED REQ T-1 | USAF |
| FIXED WING QUAL TNG | USAF |
| | ANG |
| | AFRES |
| ROTARY WING QUAL | USAF |
| | ANG |
| | AFRES |
| AVIATION LEADERSHIP PROGRAM T-37 | FMS |
| UPT T-38 ADVANCED TNG PGM | FMS |

| | |
|---|---|
| INTRO TO FTR FUND (IFF) AT-38 | USAF |
| | ANG |
| | AFRES |
| | NATO |
| | FMS |
| INTRO TO BOMBER FUND (IBF) (NO A/C, SIMS ONLY) | USAF |
| | AFRES |
| | ANG |
| T-43 | USAF |
| | FMS |
| PILOT INSTR TNG (PIT) T-37 | USAF |
| | FMS |
| PILOT INSTR TNG (PIT) T-38 | USAF |
| | FMS |
| PILOT INSTR TNG (PIT) T-1 | USAF |
| T-1 PIT TRANSITION | USAF |
| PILOT INSTR TNG (PIT) AT-38 | USAF |
| | NATO |
| ENJJPT PIT T-37 | USAF |
| | NATO |
| ENJJPT PIT T-38 | USAF |
| | NATO |
| JET CURRENCY COURSE T-38 | USAF |
| | ANG |
| | AFRES |
| MED OFFICER FLT FAM TNG T-37 | USAF |

Air Force navigator training syllabi with service components trained.

| Syllabus of Training | |
|---|---|
| SUNT Core Sys Off Tng | USAF |
| | ANG |
| | FMS |
| SUNT Core Topoff Tng | USAF |
| | ANG |
| SUNT Core Nav Tng | USAF |
| | ANG |
| | AFRES |
| | FMS |
| SUNT Core EWO Tng | USAF |
| | ANG |
| | AFRES |
| | USMC |
| SUNT Core EWO + Topoff | USAF |
| | ANG |
| Interservice UNT | USN |
| | FMS |
| | NOAA |
| USMC UNT | USMC |
| EWO Tng CAF | USAF |
| Nav Instr Tng T-43 | USAF |
| | USN |
| Intro to Ftr Fundamentals WSO AT-38 | USAF |
| | ANG |
| | FMS |
| IFF Instr WSO Tng AT-38 | USAF |

Air Force pilot training syllabi with levels of training and types of aircraft used.

| Syllabus | Level of Tng | Aircraft |
|---|---|---|
| Screening | Accession | T-3A, T-41 |
| UPT | Primary | T-37 |
| | Advanced | T-38 |
| SUPT | Primary | T-37 |
| | | JPATS |
| | Advanced BF | T-38 |
| | Advanced AT | T-1A |
| | Advanced Helo | UH-1 |
| ENJJPT | Primary | T-37 |
| | | JPATS |
| | Advanced | T-38 |
| Banked Req | Graduate | T-38 |
| Banked Req | Graduate | T-1A |
| Fixed Wing Qual | Grad Phase 2 | T-37 |
| | Phase 3 or | T-1 |
| | Phase 3 | T-38 |
| Rotary Wing Qual | Graduate | UH-1 |
| Aviation Ldrshp Pgm | Primary | T-37 |
| Adv Tng Pgm | Advanced | T-38 |
| IFF | Graduate | AT-38 |
| IBF | Graduate | T-1A Sims Only |
| T-43 Pilot Tng | Graduate | T-43 |
| PIT T-37 | Graduate | T-37 |
| PIT T-38 | Graduate | T-38 |
| PIT T-1A | Graduate | T-1A |
| T-1A Transition | Graduate | T-1A |
| IFF PIT | Graduate | AT-38 |
| ENJJPT T -37 PIT | Graduate | T-37 |
| ENJJPT T-38 PIT | Graduate | T-38 |
| Jet Currency Course | Graduate | T-38 |
| Med Off Flt Fam Tng | Graduate | T-37 |

Air Force navigator syllabi of training with levels of training and types of aircraft used.

| Syllabus | Level of Tng | Aircraft |
|---|---|---|
| SUNT SO Tng | Primary | T-43 |
| | Advanced | T-38 |
| SUNT Topoff Tng | Advanced | T-37 |
| SUNT Nav Tng | Primary | T-43 |
| | Advanced | T-43 |
| SUNT EWO Tng | Primary | T-37/T-43 |
| | Advanced | T-43 |
| SUNT EWO Topoff | Advanced | T-37 |
| Interservice UNT | Advanced | T-43 |
| USMC UNT | Primary | T-43 |
| EWO Tng CAF | Advanced | T-43 |
| Nav Instr Tng | Graduate | T-43 |
| IFF WSO | Graduate | AT-38 |
| IFF WSO Instr Tng | Graduate | AT-38 |

Air Force list of aircraft used in undergraduate pilot and navigator training.

| |
|---|
| T-37 |
| JPATS |
| T-38 |
| T-1A |
| AT-38 |
| T-43 |
| UH-1 |

Appendix 1 c

Army pilot training syllabi with levels of training and types of aircraft used.

| Syllabus | Level of Tng | Aircraft |
|---|---|---|
| IERW | Primary | UH-1/TH-67 |
| | Instruments | UH-1/TH-67 |
| | Track | UH-1/OH-58 |
| Graduate | AQC<br>IPC<br>MOI<br>MTP | AH-64 |
| | AQC<br>IPC<br>MOI<br>MTP | CH-47D |
| | AQC<br>SUP<br>MOI<br>MTP<br>SUP (M) | OH-58D |
| | AQC<br>IPC<br>MOI<br>MTP | AH-1 |
| | AQC<br>IPC<br>MOI<br>MTP | UH-60 |
| | IPC<br>MOI | OH-58A/C |
| | IPC<br>NVG<br>RWART<br>RWIC<br>RWQC<br>RWIFEC<br>MOI (CT)<br>MOI (NVG) | UH-1 |
| | FWMEQC<br>FWIPC | U-21 |
| | AQC<br>FLT<br>Refresher | C-12 |

| | | |
|---|---|---|
| Euro/NATO | Primary<br>Instru<br>ADINS<br>ADCON<br>C/S | UH-1 |
| Spanish | RWQC<br>TQO<br>IERW<br>NVG<br>IPC | UH-1 |

Army pilot training syllabi with service components trained.

| | |
|---|---|
| IERW | USA |
| | USAF |
| | USAF (RWQC) |
| | SPANISH |
| | EURO/NATO |
| | FMS |
| | OTHER |
| Graduate | USA |
| | SPANISH |
| | EURO/NATO |
| | FMS |
| | OTHER |

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

29 August 1994

MEMORANDUM FOR XOOR

FROM: AF/XOOT

SUBJECT: Validation/Certification of Joint Cross Service Questionnaire Data

The attached table provides the information requested in question 4 of the "Clarification to Joint Military Value and Capacity Analysis Data Calls" FAX we received from the Joint UPT Cross-service Study Team.

This memorandum is to certify the attached data is accurate and complete to the best of our knowledge and belief. The AF/XOOT POC, Lt Col Jeff Schantz, is available at 5-0651 to answer questions concerning this particular review.

Stephen R. Martin
STEPHEN R. MARTIN, Colonel, USAF
Chief, Training Division
Directorate of Operations, DCS P&O
X7-1773

Attachments:
1. FY 01 Undergraduate Pilot/Navigator Production Requirements

## FY 01 Undergraduate Pilot/Navigator Production Requirements

The information below responds to the following question contained in the Joint UPT Cross-service Study Team memo, Clarification to Joint Military Value and Capacity Analysis Data Calls, 25 Aug 94:

4. (HQ USAF/XOOT) Capacity Analysis, Mission Requirements, Para A, Question 1. Please provide the USAF FY 01 undergraduate pilot/navigator production requirements. Use the following table as a guide:

| Type of Training | Total Projected Requirement (Active Duty USAF Requirement) | |
|---|---|---|
| Primary Pilot | 1144 | (952) |
| Advanced Airlift/Tanker Pilot | 752 | (656) |
| Advanced Bomber/Fighter Pilot | 336 | (246) |
| ALP | 15 | international only |
| ATP | 33 | international only |
| ENJJPT Primary | 250 | (98) |
| ENJJPT Advanced | 250 | (98) |
| Core Navigator | 361 | (300) |
| Panel Navigator | 222 | (170) |
| Interservice UNT | 144 | non-USAF only |

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

31 AUG 1994

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: Supplemental Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 25 Aug 94 Supplemental Joint Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

PETER H. FOX
Colonel, USAF
Acting Director, Plans and Operations

Attachment:
Installation Worksheets

# CAPACITY ANALYSIS
# INSTALLATION WORKSHEET
# Sheppard AFB TX

PURPOSE: To document the answer to Mission Requirements question number (C.1-dc)

SOURCE: Major Timothy D. Ayres, HQ AETC/XOPU, 487-3390.

METHOD: Professional judgment/knowledge.

CONCLUSION: Sheppard AFB does not conduct SUPT or SUNT; therefore, this question does not apply.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Timothy D. Ayres Date 30 Aug 94
Signature

Timothy D. Ayres, Major, HQ AETC/XOPU, 487-3390

6

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

09 AUG 1994

MEMORANDUM FOR HQ AETC/XOPU

FROM: HQ USAF/RTR

SUBJECT: Joint Cross Service Group Questions

1. The Joint Cross Service Working Group for Undergraduate Pilot Training unconvered several issues that require MAJCOM clarification. A set of the questions pertaining to USAF YPT bases was provided to HQ AETC by Lt Col Jerry Free 5 Aug 94 (atch 1). The answers to these questions must be documented IAW the Air Force Internal Control Plan, i.e., worksheets must accompany the answers to HQ USAF/RTR (formerly AF/XOOR).

2. Please put your best effort against this request. This information is due to HQ USAF/RTR NLT 11 Aug 94. Faxed response is appropriate for the timely delivery of this information, however, a hard copy should be sent to follow up the data transfer. POC is Lt Col Bruggemeyer, AF/RTR, DSN 225-4578. Fax DSN 223-9707.

for John F. Plummer

WAYNE MAYFIELD, Col, USAF
Chief, Base Realignment Division

**DEPARTMENT OF THE AIR FORCE**
**AIR EDUCATION AND TRAINING COMMAND**

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: Response to Joint Cross-Service Group Data Call

1. The attached worksheets constitute AETC's response to the 9 Aug 94 Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached worksheets to be true and accurate to the best of our ability.

VR

PETER H. FOX
Colonel, USAF
Acting Director, Plans and Operations

Attachment:
1. Installation Worksheets

Subject: Request for clarification

Source of Tasking: HQ USAF/RTR in conjunction with the Joint Working Group for Undergraduate Pilot Training

1. FOR ALL BASES: (Capacity Questionnaire, Features and Capabilities: Housing and Messing)

Provide the number of BOQ/BEQ rooms that are adequate/permanent.

2. COLUMBUS AFB: (Military Value Questionnaire, Mission Requirements, Managed Training Areas; C.1)

Report its outlying airfield.

3. RANDOLPH AFB: (Military Value Questionnaire, Facilities, Air Space and Flight Training Areas; A.11)

The Joint Working Group has refined the distance criteria to 75nm for evaluation purposes. Randolph AFB reported their air-to-surface range at 76nm. Request Randolph AFB remeasure the distance to the range.

4. SHEPPARD AFB: (Military Value Questionnaire, Facilities, Airfield; B.1)

Sheppard AFB needs to report 3rd parallel runway which is funded, contracted and construction in progress.

Does Sheppard AFB have a physiology Trainer?

5. LAUGHLIN: (Military Value Questionnaire, Facilities, Airfield; B.2)

Verify condition of runways.

6. RANDOLPH AFB: (Military Value Questionnaire, Future Requirements, Encroachment; B.4)

Is the existing AICUZ study encoded in local zoning ordinances? Yes or No

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Sheppard AFB TX

PURPOSE: To document the answer to Features and Capabilities question number (A.1-dc)

SOURCE: Real Property Record (28 Feb 94) and AETC Form 321 as of 31 Mar 94

METHOD: Extract data from above sources.

CONCLUSION: Total number of rooms that are adequate/permanent: 2300 - See attached.

Preparer: I certify the avove information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name,Rank,Office Symbol,DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Algie H. Ennis Date 11 Aug 94
Signature

ALGIE H. ENNIS, GS-12, AETC/CEPH, 487-2559
Typed Name,Rank,Office Symbol,DSN Number

# CAPACITY ANALYSIS
# INSTALLATION WORKSHEET
# Sheppard AFB TX

PURPOSE: To document the answer to Facilities question number (A.18)

SOURCE: AFR 55-48, Aug 91. STCR 60-2, 30 Sep 92.
John T. Gilmore, GS-12, 82CES/CECCC, DSN: 736-5704

METHOD: Extract data from above sources. Professional Knowledge of Mr Gilmore who is the Civil Engineer representative on the new runway project.

CONCLUSION: Information on the first three runways was previously submitted.

| Runway/Lane/Pad (Airfield Name & Runway Designation) | Length (ft) | Width (ft) | Load Bearing Capacity (lbs/ft²) | Lighting | | | | | Arresting gear type and location | IFR or VFR (I or V) Capable? Night (N) Capable? | Approach Aids (IFR/ VFR) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | F | P | C | N | G | | | |
| 15R/33L | 13,100' | 300' | SEE ATTACHED AGI LIST | X | | | | | MA1A EACH END | I,V &N | ILS(BC); TAC; VOR; PAR; ASR; |
| 5L/33R | 8,802' | 150' | SEE ATCH AGI LIST | X | | | | | MA1A EACH END | I,V & N | NDB; VASI VOR |
| 17/35 | 7,001' | 150 | SEE ATCH AGI LIST | X | | | | | NONE | I,V & N | VOR |
| NEW RUNWAY UNDER CONST | 8,000' | 150' | | | X | | | | NONE | V,N | None in Project |
| | | | | | | | | | | | |

Load Bearing Capacity is not available at this time.
Runway Designation has not been made on the new runway. Also, 1,200 feet will be added to Runway 15L/33R during this project giving it a new length of 10,002 feet.

CAP FAC A.18.

STCK 60-2

Max Weight for Airfield Area's for Pass Level 1:

Those Areas not listed below have no weight limits for all AGI's.

Terms: Defined: UNL -Unlimited weight allowed

- -Not Authorized on this area

* -Weight for 17/35 Landing zones respectively

Aircraft Group Index (AGI)

| 1 | 2 | | |
|---|---|---|---|
| C-123 | A-7<br>F-4<br>F-15<br>F-101<br>F-106<br>T-38 | A-10<br>F-5<br>F-16<br>F-102<br>T-33<br>T-39 | A-37<br>F-14<br>F-100<br>F-105<br>T-37<br>OV-10 |
| 3 | 4 | 5 | |
| F-111<br>FB-111 | C-130 | C-7<br>DC9<br>C-131<br>T-29 | C-9<br>C-54<br>C-140 |
| 6 | 7 | 8 | 9 |
| 737<br>T-43<br>C-119<br>EC-121 | 727<br>KC-97 | 707<br>E-3<br>C-135<br>KC-135<br>VC-135 | C-141 |
| 10 | 11 | 12 | 13 |
| C-5A | KC-10A<br>DC 10<br>L1011 | 747<br>E-4 | B-52 |

Aircraft Group Indexes

| Airfield Areas | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RWY 15L/33R | UNL | UNL | 74 | UNL | UNL | 126 | 134 | 300 | 272 | 764 | 393 | 619 | 220 |
| RWY 17/35 * | 50/- | 44/18 | 50/- | 119/1- | 90/42 | 97/42 | 100/- | 168/- | 154/- | 447/- | 272/- | 343/- | 179/- |
| T/W A North | UNL | 51 | 53 | 120 | 104 | 103 | 104 | 167 | 157 | 447 | 279 | 357 | 185 |
| T/W A South | 52 | 27 | - | 122 | 70 | 72 | 87 | 150 | 140 | 460 | 242 | 303 | - |
| T/W B | UNL | 54 | 85 | UNL | UNL | 143 | 173 | 239 | 260 | UNL | 482 | 604 | 316 |
| Twy C West | 52 | 27 | - | 122 | 70 | 72 | 87 | 150 | 140 | 460 | 242 | 303 | - |
| Twy C Center | UNL | UNL | 68 | 155 | 101 | 110 | 121 | 247 | 231 | 747 | 423 | 592 | 203 |
| Twy E West | UNL | 51 | 53 | 120 | 108 | 103 | 104 | 167 | 157 | 447 | 279 | 357 | 185 |
| Twy E East | UNL | UNL | 117 | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL |
| Twy F East | UNL | UNL | 74 | UNL | UNL | 127 | 135 | 312 | 277 | UNL | 400 | 744 | 223 |
| Twy G East | UNL | 54 | 77 | UNL | UNL | 140 | 187 | 233 | 267 | UNL | 455 | 592 | 300 |
| Twy H East | UNL | UNL | 109 | UNL | UNL | UNL | UNL | UNL | UNL | UNL | 581 | UNL | 316 |
| Twy. H West | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | 417 |
| Base Ops Ramp | 56 | 45 | - | 140 | 76 | 79 | - | 184 | 164 | 470 | 236 | 432 | - |
| 1090 Ramp | UNL | 54 | 60 | 132 | 88 | 95 | 105 | 212 | 197 | 632 | 367 | 510 | - |
| ENJJPT Ramp | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | 389 |
| Maintenance Ramp | 56 | 47 | 52 | 113 | 74 | 83 | 90 | 179 | 167 | 526 | 312 | 431 | - |
| SAC Ramp | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | 454 |
| 15R Hammerhead | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | UNL | 437 |

weights = number x 1000#

MAXIMUM WEIGHT FOR AIRFIELD AREA

BRAC RETAIN TIL 2005

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 10 AUG 94

Signature

ALTON R. VEST, GS-12, 82TRW/XP, 736-2820

Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 11 AUG 94

Signature

CARL L. CLAUS, CAPT, AETC/XOSA, 487-6162

Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET

Sheppard AFB, TX

PURPOSE: To document the answer to Facilities question number (C.1).

SOURCE: Real Property Records (28 Feb 94)

METHOD: Extract Data for Cat Code for Buildings Listed By the Base from above data base.

CONCLUSION:

| Facility Type (CCN) | Facility Use (Bldg) | Unit of Measure | Adequate/ Permanent | Substandard/ Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|
| 171-211 | Fly Trng Class (2320) | SF | 0 | 76,822 | 0 |
| 171-212 | ELT Sim | SF | 7,737 | 0 | 0 |
| 171-214 | Physl Trng (2333) | SF | 7,606 | 0 | 0 |
| 179-219 | Pracht Swing | EA | 1 | 0 | 0 |
| 740-674 | Gym | SF | 57,717 | 0 | 0 |
| | | | | | |
| | | | | | |
| | | | | | |

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 14 Jul 94

SUSAN L. HUGGINS, GS 12, HQ AETC/CEPE, DSN 487-2994
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 14 Jul 94

SUSIE M. LEATHERWOOD, GM 13, HQ AETC/CEPE, DSN 487-2994
Typed Name, Rank, Office Symbol, DSN Number

6

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE

11 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: HQ USAF/RT

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the UPT supplemental data calls dated 27 Sep, 30 Sep and 7 Oct 1994 (Atch 1). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan. There are no other supplemental data calls pending. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAY D. BLUME, Jr., Maj Gen, USAF
Special Assistant to the CSAF for
Realignment and Transition

Attachments:
1. Supplemental Data Calls 27 Sep 94, 30 Sep 94, 7 Oct 94
2. AETC Response to Data Calls

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Sheppard AFB TX

PURPOSE: To document the answer to Facilities question number (D.2-dc)

SOURCE: Real Property Records dated 28 Feb 94
AFR 86-2 dated Mar 73; local base facilities program panel-base plan dated 1 Oct 78
Mr. Brannon, HQ AETC/LGXP, 487-3428

METHOD: Extract data from above sources.
Professional knowledge/judgment

CONCLUSION:

| Aircraft Type | Total Parking Area | Square Yards Required/Aircraft | Total Number of Aircraft |
|---|---|---|---|
| T-37 | 492,656 SY | 800 | 615 |
| T-38 | 492,656 SY | 700 | 703 |
| T-1 | 492,656 SY | 1,500 | 328 |

NOTES:

1. Total apron space is 492,656 SY. Total usable parking area under current operations is 191,200 SY.

a. Total unusable parking area under current operations is 301,456 SY due to the following:

1. Aircraft taxiways, vehicle roadways adjacent to ramp, on-ramp hangars, flight shacks, support equipment parking, hangar enter/exit ramp area and aircraft wash racks total 56,666 SY.

2. The technical training school utilizes 244,790 square yards of aircraft ramp area in conjunction with their aircraft, aircraft systems and other aircraft maintenance courses. Approximately 98 non-flying "G" coded aircraft currently occupy this aircraft ramp area. The current non-flying aircraft fleet consists of F-15, F-16, F-111, F-4, F-5, C-141, KC-135, C-130, B-52, A-10, HH-1, CH-3, T-37, and T-38 aircraft. These aircraft are parked adjacent to technical training classrooms along the aircraft parking ramps.

b. Total usable parking area under current operations is 492,656 - 301,456 = 191,200 SY



ATTCH 1

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Thad L. Brannon Jr. Date 6 Oct 94
Signature
Thad L. Brannon, Jr., GM-14,HQ AETC/LGXP, 487-3428
Typed Name, Rank, Office Symbol, DSN Number



ATTCH 1

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Sheppard AFB, TX

PURPOSE: To document the answer to Facilities question number (A.10-DC).

SOURCE: See base answer sheet.

METHOD: See base answer sheet.

CONCLUSION: The base answers were not given in worksheet form. This worksheet puts them in the proper table.

| NAME | TYPE | AREA (sq NM) | ALTITUDE BLOCK (ft) | DISTANCE TO AREA (NM) |
|---|---|---|---|---|
| HOLLIS | MOA & ATCAA | 1,320 | 11,000-FL230 | 75 |
| SHEPPARD 1 | MOA & ATCAA | 1,110 | 8,000-FL220 | 15 |
| SHEPPARD 2 | MOA & ATCAA | 1,290 | 11,000-FL230 | 10 |
| WASHITA | MOA & ATCAA | 768 | 11,000-FL220 | 45 |
| WESTOVER 1 | MOA & ATCAA | 2,090 | 9,000-FL230 | 27 |
| WESTOVER 2 | MOA & ATCAA | 1,980 | 10,000-FL230 | 67 |
| A-561 | AA | 143 | SFC-4,000 | 23 |
| A-636 | AA | 227 | SFC-4,000 | Overhead |
| COBB | ATCAA | Approx. 480 | FL180-FL220 | 52 |
| DICKIEA LOW/HIGH | ATCAA | Approx. 700 | FL260-FL390 | 17 |
| DICKIE B LOW/HIGH | ATCAA | Approx. 700 | FL260-FL390 | 45 |
| LOCKHEED NORTH W | ATCAA | Approx. 950 | FL270-FL500 | 40 |
| LOCKHEED NORTH X | ATCAA | Approx. 1,100 | FL310-FL500 | 47 |
| LOVELAND LOW/HIGH | ATCAA | 808* | FL260-FL390 | 17 |

NOTE: Since ATCAA is not charted, bases can only report ATCAA they actually use or that impact their operations. ATCAA is established by Letter of Agreement between the originating base and the controlling ARTCC.
*Base did not provide area. Source is Mr. Bill Sherrard, Wichita Falls Area Controller at FTW ARTCC, (817) 858-7529.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl L. Claus Date: 7 Oct 94

Carl L. Claus, Capt, AETC/XOSA, 487-6162

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

AUG 0 2 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

SUBJECT: Air Force Data Input to the Joint Cross-Service Group on UPT

Attached is the validated Air Force submission to the JCSG for UPT. The data has been collected and certified in accordance with the Air Force Internal Control Plan. Questions can be referred to Lt Col Mark E. Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

6 Atchs
Columbus AFB Joint Data Call
Laughlin AFB Joint Data Call
Randolph AFB Joint Data Call
Reese AFB Joint Data Call
Sheppard AFB Joint Data Call
Vance AFB Joint Data Call

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

4 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: SAF/MII

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the 23 Sep 94 supplemental data call (Atch 2). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan.

The complete Military Value and Capacity Analysis Data Calls for Hondo Field and Falcon Field will be sent to HQ USAF/RT shortly. Following receipt and certification of the data calls at the Air Staff level, I will forward them to you. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

Attachments:
1. Selected Question List, 23 Sep 94
2. AETC Response to 23 Sep 94 Questions

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
Sheppard AFB, TX

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 2. This clarification references Facilities question number (B.3).

SOURCE: Real Property Records dated 28 Feb 94. MILCON and O&M Project listings

METHOD: Extract data from Real Property records. Manually adjust data based on projected condition of facilities after completion of all funded MILCON and O&M projects. File details of manual adjustments, including documentation of project data, with the worksheet.

CONCLUSION:

| Facility Type (CCN) | Facility Use | Unit of Measure | Adequate/ Permanent | Substandard /Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|
| 131 | Communications Buildings | SF | 10,213 | 0 | 0 |
| 133 | N/A to AETC bases | SF | 0 | 0 | 0 |
| 141 (less 141-753) | Operations Buildings | SF | 40,743 | 0 | 0 |
| 211 | Maintenance - Aircraft | SF | 206,448 | 0 | 0 |
| 217 | Maint - Electronics and Communications Equip | SF | 13,376 | 0 | 0 |
| 218 | Maint Shops | SF | 46,121 | 0 | 0 |
| 219 | Maint - Installation Repair and Operations | SF | 57,934 | 10,071 | 11,146 |
| 610 | Administrative Buildings | SF | 317,553 | 78,837 | 25,483 |

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET

SHEPPARD AIR FORCE BASE TX

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 2. This clarification references Facilities question number (B.3). (Continuation Sheet)

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Billie Booth Date 28 Sep 1994
Signature

BILLIE BOOTH, GS-11, 82 CES/CERR/736-5645
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Susan L. Huggins Date 28 Sep 94
Signature

SUSAN L. HUGGINS,GS-12,AETC/CEPE,DSN 487-2994
Typed Name, Rank, Office Symbol, DSN Number

# MILITARY VALUE ANALYSIS
## MAJCOM/INSTALLATION WORKSHEET
## Sheppard AFB, TX

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 3. This clarification references Facilities question number (C.1).

SOURCE: Real Property Records dated 28 Feb 94. MILCON and O&M Project listings

METHOD: Extract data from Real Property records. Manually adjust data based on projected condition of facilities after completion of all funded MILCON and O&M projects. File details of manual adjustments, including documentation of project data, with the worksheet.

CONCLUSION:

| Facility Type (CCN) | Facility Use | Unit of Measure | Adequate/ Permanent | Substandard/ Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|
| 141-753 | Squadron Operation Fac | SF | 0 | 0 | 0 |
| 171-152 | Lecture Hall | SF | 0 | 0 | 0 |
| 171-211 | Flying Training Buildings | SF | 76,822 | 0 | 0 |
| 171-212 | Flight Simulator Building | SF | 7,737 | 0 | 0 |
| 171-213 | Flying Training Bildings (UPT/UNT) | SF | 0 | 0 | 0 |
| 171-214 | Physiological Training Bldg | SF | 7,606 | 0 | 718 |
| 740-873 | Theater | SF | 16,187 | 0 | 0 |

MILITARY-VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
SHEPPARD AIR FORCE BASE TX
(CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 3. This clarification references Facilities question number (C.1).

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Billie Booth Date 27 Sep 1994
Signature
BILLIE BOOTH, GS-11, 82 CES/CERR/736-5645
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Susan L. Huggins Date 28 Sep 94
Signature
SUSAN L. HUGGINS GS-12 AETC/CEPE DSN 487-2994
Typed Name, Rank, Office Symbol, DSN Number

# MILITARY VALUE ANALYSIS
## MAJCOM/INSTALLATION WORKSHEET
## SHEPPARD AFB

PURPOSE: To document the answer to verbal tasking on 30 Sep 94 to provide quantity and condition data for airfield pavements separately for main base and auxillary airfields. This clarification references Facilities question number (B.2).

SOURCE: Real Property Records (for Current Quantity) A, D, and E Records; MILCON and O&M project listings; In-house survey; Engineering Criteria

METHOD: Provide a separate table for each airfield. For category codes in this section, most bases will need to conduct an in-house survey to accurately capture the condition of the pavements because real property records lump all pavements under one facility number, and only permit one condition code to be assigned. Ensure the condition data reported accurately reports the actual condition of each type of pavement, and not just repeat what is in the real property records. Also, ensure the data reflects the condition of the pavements after completion of all funded O&M and MILCON projects. Backup data retained at the base should document construction projects for new or replacement (hand added) pavement.

CONCLUSION:

MAIN BASE: SHEPPARD AFB

| Facility Type (CCN) | Facility Description | Unit of Measure | Current Quantity | Adequate/ Permanent | Substandard /Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|---|
| 111 | Airfield Pavement-Runways(Do not include shoulders or overruns) | SY | 699,999 | 100 | 0 | 0 |
| 112 | Airfield Pavements-Taxiways (Do not include Shoulders | SY | 579,828 | 100 | 0 | 0 |
| 113 | Airfield Pavements-Aprons (Do not include Shoulders | SY | 492,656 | 100 | 0 | 0 |

# MILITARY VALUE ANALYSIS
## MAJCOM/INSTALLATION WORKSHEET
## SHEPPARD AFB
## (CONTINUATION SHEET)

PURPOSE: To document the answer to verbal tasking on 30 Sep 94 to provide quantity and condition data for airfield pavements separately for main base and auxillary airfields. This clarification references Facilities question number (B.2). (Continuation Sheet)

AUXILLARY AIRFIELD: FREDRICK AUXILLARY AIRFIELD

| Facility Type (CCN) | Facility Description | Unit of Measure | Current Quantity | Adequate/ Permanent | Substandard /Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|---|
| 111 | Airfield Pavement-Runways(Do not include shoulders or overruns) | SY | 101,700 | 100% | 0% | 0% |
| 112 | Airfield Pavements-Taxiways (Do not include Shoulders | SY | 39,555 | 100% | 0% | 0% |
| 113 | Airfield Pavements-Aprons (Do not include Shoulders | SY | 18,333 | 100% | 0% | 0% |

ALL FACILITIES AT FREDRICK ARE LEASED AND ARE NOT LISTED ON SHEPPARD'S REAL PROPERTY RECORDS.

To ensure facility conditions are applied consistently across the command, the following guidance is offered. For airfield pavements, these definitions should be applied to each section of pavement to be evaluated. A single runway, for example, could have different areas that fall into each of the following categories.

a. Adequate/Permanent means the pavement is structurally and functionally adequate to serve its current purpose without major investment. A requirement for recurring maintenance type items, such as joint sealing and spall repairs, should not be considered major investment

b. Substandard/Semi-permanent means the section of the pavement requires significant work to retain its functionality, but is still usable in the meantime.

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
SHEPPARD AFB
(CONTINUATION SHEET)

PURPOSE: To document the answer to verbal tasking on 30 Sep 94 to provide quantity and condition data for airfield pavements separately for main base and auxillary airfields. This clarification references Facilities question number (B.2). (Continuation Sheet)

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c. Inadequate/Temporary means the section of pavement cannot be used for aircraft operations in its present condition, and requires major work or complete replacement to make it usable.

d. Any exception to the above criteria must be well documented.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Judith A. Ullum Date 30 Sep 94
Signature
JUDITH A. ULLUM, GS-11, 82 CES/CECD, 736-5715
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Robert J. Frank Date 4 OCT 94
Signature
ROBERT FRANK, GM13, HQ AETC/CEOE, 487-2594
Typed Name, Rank, Office Symbol, DSN Number

# MILITARY VALUE ANALYSIS
## MAJCOM/INSTALLATION WORKSHEET
## SHEPPARD AFB TX

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2).

SOURCE: Real Property Records (for Current Quantity) A, D, and E Records; MILCON and O&M project listings; In-house survey; Engineering Criteria

METHOD: For category codes in this section, most bases will need to conduct an in-house survey to accurately capture the condition because real property records lump all pavements and utility distribution systems under one facility number. Ensure data reflects the condition of the system after completion of all funded O&M and MILCON projects. Work sheets should document construction projects for new or replacement (hand added) systems.

CONCLUSION:

| Facility Type (CCN) | Facility Description | Unit of Measure | Current Quantity | Adequate/ Permanent | Substandard /Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|---|
| 111 | Airfield Pavement-Runways(Do not include shoulders or overruns) | SY | 699,999 | 100% | 0% | 0% |
| 112 | Airfield Pavements-Taxiways (Do not include Shoulders | SY | 579,828 | 100% | 0% | 0% |
| 113 | Airfield Pavements-Aprons (Do not include Shoulders | SY | 492,656 | 100% | 0% | 0% |
| 116-662 | Dangerous Cargo Pad | SY | 0 | 0 | 0 | 0 |
| 812 | Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines) (Do not include 812-921, 812-926 and 812-928 | LF | 688,375 | 100% | 0 | 0 |

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
SUPPORTED AFB TX
(CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2). (Continuation Sheet)

| Facility Type (CCN) | Facility Description | Unit of Measure | Current Quantity | Adequate/ Permanent | Substandard Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|---|
| 822 | Heat-Trans & Distr Lines (Do not include 822-248and822-268) | LF | 250 | 100% | 0% | 0% |
| 832 | Sewage and Indust Waste-Collection (Mains) (D0 not include 832-267 | LF | 338,600 | 100% | 0% | 0% |
| 842 | Water - Distr Sys-Potable (Do not include842-246, and 842-249) | LF | 468,592 | 100% | 000% | 0% |
| 843 | Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319) | LF | 2,010 | 100% | 0% | 0% |
| 851 | Roads (Do not include 851-142 and 851-143 | SY | 963,931 | 100% | 0% | 0% |
| 852 | Veh/Equip Parking (Do not include 852-282, 852-283 and 852-289) | SY | 762,542 | 100% | 0% | 0% |

To ensure facility conditions are applied consistently across the command, the following guidance is offered:

a. Adequate/Permanent means the facility is structurally and functionally adequate to serve its current purpose without major investment. For construction projects, major investment

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
SHEPPARD AFB TX
(CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2). (Continuation Sheet)

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is defined as greater than $300,000 (i.e., if it takes a MILCON project to make a facility fully usable, it is not Adequate/Permanent). For repair projects, major investment is defined as greater than $1,000,000. However, judgment may be exercised in applying this second definition. For large facilities, (e.g., depots), where a $1,000,000 repair cost would not represent a significant investment, the facility could still be categorized as Adequate/Permanent.

b. Substandard/Semi-permanent means the facility is a permanent facility which is structurally sound, but requires major investment to adequately serve its current purpose.

c. Inadequate/Temporary means the facility has substandard construction and is used because no other adequate space exists to support the function it houses. In general, this is the type of facility would be razed in favor of new, permanent construction. To be more objective, use the "Seventy-Percent Rule". If the investment required to bring a facility up to Adequate/Permanent status is more than seventy-percent of the cost to build a new, adequate facility, the facility should be considered Inadequate/Temporary.

d. Any exception to the above criteria must be well documented.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

John T. Gilmore III Date SEP 27, 94
Signature
JOHN T. GILMORE, III, GS-12, 82 CES/CECC, 736-5704
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Robert J. Frank Date 28 Sept 94
Signature
ROBERT FRANK GM13 HQ AETC/CEOE 487-2594
Typed Name, Rank, Office Symbol, DSN Number

# MILITARY VALUE ANALYSIS
# INSTALLATION WORKSHEET
## Sheppard AFB TX

PURPOSE: To document the answer to Manpower Implications, Par A, Question 1b. Data Call 23 Sep 94.

SOURCE: DD Form 2085, 30 Sep 93, and AETC Form 515, 30 Sep 93. Definition of adequate quarters for existing inventory use DoD Manual 4165.63, DoD Housing Management, September 1993.Real Property Records, 27 Jul 94. Dave Prston, GS-12, Housing Mgr 82 CES/CEH, DSN 736-5774; Irene Hall, GS-12, Lodging Officer, 82 SVS/SVMH, DSN 736-4530

METHOD: Determine the number of adequate, substandard, and total number of quarters for enlisted and officer personnel. Determine the number of officer and enlisted spaces from lines 11, 12, and 13 from DD Form 2085; and lines 5, 10, 25, and 32 in Column A from AETC Form 515. Figures include 280 officer and 2,120 enlisted spaces which are currently under construction.

CONCLUSION:

| | Number of Adequate Quarters | Number of Substandard Quarters | Total Number of Quarters |
|---|---|---|---|
| BOQs | 200 | 0 | 200 |
| VOQs | 459 | 0 | 459 |
| BEQs | 5958 | 0 | 5958 |
| VAQs | 2116 | 0 | 2116 |

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 28 Sep 94
Alton R. Vest, GS-12, 82 TRW/XP, 736-2820

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 28 Sep 94 — T. Shook, GM-13, AETC/SVXM, 487-5110

Date 28 Sep 94 — A. Ennis, GS-12, AETC/CEPH, 487-3133

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Sheppard AFB TX

PURPOSE: To document the answer to Facilities question number (E.7).

SOURCE: AT-38 Maintenance in support of TFF. contract number F-41689-91-C-0258 Mod 12 Oct 93. Capt Raut, Chief of Aircraft Maintenance management DSN 736-5030.

METHOD: Professional Knowledge

CONCLUSION:

| Type of Facility | Location | Mission and Capability of Facility |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |

Does the main airfield have the capability to load training munitions on training aircraft? YES

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Greg N. Stanfield Date 27 Sep 94
Signature
Greg Stanfield, Capt, 80 OSS/DOTM, 736-4970
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Thad L. Brannon Jr. Date 28 SEP 94
Signature
THAD L. BRANNON, JR., GM-14 487-3428
Typed Name, Rank, Office Symbol, DSN Number
HQ AETC/LGXP, DSN 487-3428

# MILITARY VALUE ANALYSIS
## INSTALLATION WORKSHEET
## Sheppard AFB TX

PURPOSE: To document the answer to Facilities question number (E.7).

SOURCE: AT-38 Maintenance in support of TFF, contract number F-41689-91-C-0258 Mod 12 Oct 93. Capt Kaut, Chief of Aircraft Maintenance management DSN 736-5030.

METHOD: Professional Knowledge

CONCLUSION:

| Type of Facility | Location | Mission and Capability of Facility |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |

Does the main airfield have the capability to load training munitions on training aircraft? YES

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Greg N. Stanfield Date 27 Sep 94
Signature
Greg Stanfield, Capt, 80 OSS/DOTM, 736-4970
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Thad L. Brannon Jr. Date 28 SEP 94
Signature
THAD L. BRANNON, JR., GM-14 487-3428
Typed Name, Rank, Office Symbol, DSN Number
HQ AETC/LGXP, DSN 487-3428

# MILITARY VALUE ANALYSIS
# INSTALLATION WORKSHEET
## Sheppard AFB TX

PURPOSE: To document the answer to Manpower Implications, Par A, Question 1b. Data Call 23 Sep 94.

SOURCE: DD Form 2085, 30 Sep 93, and AETC Form 515, 30 Sep 93. Definition of adequate quarters for existing inventory use DoD Manual 4165.63, DoD Housing Management, September 1993,Real Property Records, 27 Jul 94. Dave Piston, GS-12, Housing Mgr 82 CES/CEH, DSN 736-5774; Irene Hall, GS-12, Lodging Officer, 82 SVS/SVMH, DSN 736-4530

METHOD: Determine the number of adequate, substandard, and total number of quarters for enlisted and officer personnel. Determine the number of officer and enlisted spaces from lines 11, 12, and 13 from DD Form 2085; and lines 5, 10, 25, and 32 in Column A from AETC Form 515. Figures include 280 officer and 2,120 enlisted spaces which are currently under construction.

CONCLUSION:

| | Number of Adequate Quarters | Number of Substandard Quarters | Total Number of Quarters |
|---|---|---|---|
| BOQs | 200 | 0 | 200 |
| VOQs | 459 | 0 | 459 |
| BEQs | 5958 | 0 | 5958 |
| VAQs | 2116 | 0 | 2116 |

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 28 Sep 94
Alton R. Vest, GS-12, 82 TRW/XP, 736-2820

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 28 Sep 94 — T. Shook, GM-13, AETC/SVXM, 487-5110

Date 28 Sep 94 — A. Ennis, GS-12, AETC/CEPH, 487-3133

# MILITARY VALUE ANALYSIS
## MAJCOM/INSTALLATION WORKSHEET
## SHEPPARD AFB TX

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2).

SOURCE: Real Property Records (for Current Quantity) A, D, and E Records; MILCON and O&M project listings; In-house survey; Engineering Criteria

METHOD: For category codes in this section, most bases will need to conduct an In-house survey to accurately capture the condition because real property records lump all pavements and utility distribution systems under one facility number. Ensure data reflects the condition of the system after completion of all funded O&M and MILCON projects. Work sheets should document construction projects for new or replacement (hand added) systems.

CONCLUSION:

| Facility Type (CCN) | Facility Description | Unit of Measure | Current Quantity | Adequate/ Permanent | Substandard /Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|---|
| 111 | Airfield Pavement-Runways(Do not include shoulders or overruns) | SY | 699,999 | 100% | 0% | 0% |
| 112 | Airfield Pavements-Taxiways (Do not include Shoulders | SY | 579,828 | 100% | 0% | 0% |
| 113 | Airfield Pavements-Aprons (Do not include Shoulders | SY | 492,656 | 100% | 0% | 0% |
| 116-662 | Dangerous Cargo Pad | SY | 0 | 0 | 0 | 0 |
| 812 | Elec Power-Trans & Dist Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928 | LF | 688,375 | 100% | 0 | 0 |

9/26/94 DOS-23.DOC

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
SUPPORTED AFB 74
(CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2). (Continuation Sheet)

| Facility Type (CCN) | Facility Description | Unit of Measure | Current Quantity | Adequate/ Permanent | Substandard Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|---|
| 822 | Heat-Trans & Distr Lines (Do not include 822-248and822-268) | LF | 250 | 100% | 0% | 0% |
| 832 | Sewage and Indust Waste-Collection (Mains) (D0 not include 832-267 | LF | 338,600 | 100% | 0% | 0% |
| 842 | Water - Distr Sys-Potable (Do not include842-246, and 842-249) | LF | 469,572 | 100% | 000% | 0% |
| 843 | Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)- | LF | 2,010 | 100% | 0% | 0% |
| 851 | Roads (Do not\ include 851-142 and 851-143 | SY | 963,931 | 100% | 0% | 0% |
| 852 | Veh/Equip Parking (Do not include 852-282, 852-283 and 852-289) | SY | 762,542 | 100% | 0% | 0% |

To ensure facility conditions are applied consistently across the command, the following guidance is offered:

a. Adequate/Permanent means the facility is structurally and functionally adequate to serve its current purpose without major investment. For construction projects, major investment

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
SHEPPARD AFB TX
(CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2). (Continuation Sheet)

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is defined as greater than $300,000 (i.e., if it takes a MILCON project to make a facility fully usable, it is not Adequate/Permanent). For repair projects, major investment is defined as greater than $1,000,000. However, judgment may be exercised in applying this second definition. For large facilities, (e.g., depots), where a $1,000,000 repair cost would not represent a significant investment, the facility could still be categorized as Adequate/Permanent.

b. Substandard/Semi-permanent means the facility is a permanent facility which is structurally sound, but requires major investment to adequately serve its current purpose.

c. Inadequate/Temporary means the facility has substandard construction and is used because no other adequate space exists to support the function it houses. In general, this is the type of facility would be razed in favor of new, permanent construction. To be more objective, use the "Seventy-Percent Rule". If the investment required to bring a facility up to Adequate/Permanent status is more than seventy-percent of the cost to build a new, adequate facility, the facility should be considered Inadequate/Temporary.

d. Any exception to the above criteria must be well documented.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

John T. Gilmore III Date SEP 27, 94
Signature
JOHN T. GILMORE, III, GS-12, 82 CES/CECC, 736-5704
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Robert J. Frank Date 28 Sept 94
Signature
ROBERT FRANK, GM13, HQ AETC/CEDE, 487-2594
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
Sheppard AFB, TX

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 2. This clarification references Facilities question number (B.3).

SOURCE: Real Property Records dated 28 Feb 94. MILCON and O&M Project listings

METHOD: Extract data from Real Property records. Manually adjust data based on projected condition of facilities after completion of all funded MILCON and O&M projects. File details of manual adjustments, including documentation of project data, with the worksheet.

CONCLUSION:

| Facility Type (CCN) | Facility Use | Unit of Measure | Adequate/ Permanent | Substandard /Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|
| 131 | Communications Buildings | SF | 10,213 | 0 | 0 |
| 133 | N/A to AETC bases | SF | 0 | 0 | 0 |
| 141 (less 141-753) | Operations Buildings | SF | 40,743 | 0 | 0 |
| 211 | Maintenance - Aircraft | SF | 206,448 | 0 | 0 |
| 217 | Maint - Electronics and Communications Equip | SF | 13,376 | 0 | 0 |
| 218 | Maint Shops | SF | 46,121 | 0 | 0 |
| 219 | Maint - Installation Repair and Operations | SF | 57,934 | 10,071 | 11,146 |
| 610 | Administrative Buildings | SF | 317,553 | 78,837 | 25,483 |

# MILITARY VALUE ANALYSIS
# MAJCOM/INSTALLATION WORKSHEET

SHEPPARD AIR FORCE BASE TX

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 2. This clarification references Facilities question number (B.3). (Continuation Sheet)

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Billie Booth Date 28 Sep 1994
Signature
BILLIE BOOTH, GS-11, 82 CES/CERR/736-5645
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Susan L. Huggins Date 28 Sep 94
Signature
SUSAN L. HUGGINS,GS-12,AETC/CEPE,DSN 487-2994
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
Sheppard AFB, TX

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 3. This clarification references Facilities question number (C.1).

SOURCE: Real Property Records dated 28 Feb 94. MILCON and O&M Project listings

METHOD: Extract data from Real Property records. Manually adjust data based on projected condition of facilities after completion of all funded MILCON and O&M projects. File details of manual adjustments, including documentation of project data, with the worksheet.

CONCLUSION:

| Facility Type (CCN) | Facility Use | Unit of Measure | Adequate/ Permanent | Substandard/ Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|
| 141-753 | Squadron Operation Fac | SF | 0 | 0 | 0 |
| 171-152 | Lecture Hall | SF | 0 | 0 | 0 |
| 171-211 | Flying Training Buildings | SF | 76,822 | 0 | 0 |
| 171-212 | Flight Simulator Building | SF | 7,737 | 0 | 0 |
| 171-213 | Flying Training Bildings (UPT/UNT) | SF | 0 | 0 | 0 |
| 171-214 | Physiological Training Bldg | SF | 7,606 | 0 | 718 |
| 740-873 | Theater | SF | 16,187 | 0 | 0 |

MILITARY-VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
SHEPPARD AIR FORCE BASE TX
(CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 3. This clarification references Facilities question number (C.1).

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Billie Booth Date 27 Sep 1994
Signature
BILLIE BOOTH, GS-11, 82 CES/CERR/736-5645
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Susan L. Huggins Date 28 Sep 94
Signature
SUSAN L. HUGGINS, GS-12 AETC/CEPE DSN 487-2994
Typed Name, Rank, Office Symbol, DSN Number

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Sheppard AFB TX

PURPOSE: To document the answer to Facilities question number (B.1-DC)

SOURCE: AETCR 60-5, 1 Jul 93

METHOD: Extract data from above source.

CONCLUSION:

| Syllabus of Training | | Trainer Aircraft | Contact Area below (altitude) | Contact Area above (altitude) | Instrument Area Mins | Formation Area Mins |
|---|---|---|---|---|---|---|
| ENJJPT | | T-37 | 100 sq mi x 5,000' (below 15,000') | 100 sq mi x 6,000' (above 15,000') | 200 sq mi x 1,500 ' | 200 sq mi x 3,000' |
| | | | | | | |
| ENJJPT | | T-38 | 200 sq mi x 12,000' | 200 sq mi x 12,000' | (Bel FL240) 400 sq mi x 4000' (Ab FL240) 800 sq mi x 4000' | (Bel FL240) 400 sq mi x 4000' (Ab FL240) 800 sq mi x 4000' |
| | | T-1 | 400 sq mi x 4000' (below FL240) | 800 sq mi x 4000' (above FL240) | (below FL240) 400 sq mi x 4000' (above FL240) 800 sq mi x 4000' | (below FL240) 400 sq mi x 4000' (above FL240) 800 sq mi x 4000' |
| | | | | | | |
| | | | | | | |

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Todd Raines Date 30 Aug 94
Signature

TODD RAINES, Capt, USAF, 80 OSS/DOTM, DSN 736-4970

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl L. Claus Date 30 AUG 94
Signature

CARL L. CLAUS, CAPT, AETC/XOSA, 487-6162
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Sheppard AFB, TX

PURPOSE: To document the answer to Manpower Implications question number 1b.A and 1c.A.

SOURCE: DD Form 2085, 30 Sep 93, and ATC Form 515, 30 Sep 93.

METHOD: Determine the number of adequate, substandard, and inadequate quarters for both permanent party and PCS students. Determine the number of officer and enlisted gross (available), diverted, and net (accountable) spaces from lines 11, 12, and 13 from DD Form 2085; and lines 3, 5, 6, 8 and 10, A, J, K, and L from ATC Form 515. Enter the "net" spaces in the appropriate column. The number of quarters designated for students are included in the "total" column. Enter the number of gross and diverted spaces in the appropriate spaces. If no substandard or inadequate quarters, then leave blank. Briefly explain usage of the diverted spaces.

CONCLUSION:

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters designated for students |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| BOQ's | 120 -2 | 2 ~~12~~ | 118 | | | 118 | 108 |
| BEQ's | 4360 | 125 | 4235 | 100% | | 4235 | 3527 |

Explanation of diverted spaces:

BOQ: 1 room housekeeping; 1 room administrative; 10 rooms VOQ

BEQ: 45 rooms administrative; 80 rooms ROTC

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

David L. Preston Date 30 Aug 94
Signature

DAVID L. PRESTON, GS-12, 82 CES/CEH, 736-5774
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

W.B. Hogan Date 30 Aug 94
W.B. Hogan, GS-12, HQ AETC/CEPH, DSN 487-3113

Columbus

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters Designated Students |
|---|---|---|---|---|---|---|---|
| VOQs | 72 | 0 | 72 | 0 | 0 | 72 | 0 |

Laughlin

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters Designated Students |
|---|---|---|---|---|---|---|---|
| VOQs | 24 | 0 | 24 | 0 | 0 | 24 | 0 |

Randolph

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters Designated Students |
|---|---|---|---|---|---|---|---|
| VOQs | 358 | 1 | 357 | 0 | 0 | 357 | 120 |

Reese

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters Designated Students |
|---|---|---|---|---|---|---|---|
| VOQs | 38 | 0 | 38 | 0 | 0 | 38 | 0 |

Sheppard

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters Designated Students |
|---|---|---|---|---|---|---|---|
| VOQs | 389 | 5 | 384 | 0 | 0 | 384 | 384 |

118 118 502 502 100%

Vance

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters Designated Students |
|---|---|---|---|---|---|---|---|
| VOQs | 36 | 20* | 56 | 0 | 0 | 56 | 0 |

* 20 spaces are being converted from BOQ to VOQ

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

MEMORANDUM FOR AF/XOOR 16 Aug 94

FROM: AF/XOOT

SUBJECT: Response to Joint Cross-Service Group Data Call

Reference: AETC/XO Memo/Fax, 16 Aug 94, Same Subject

This memorandum is to certify the installation worksheets for capacity and military value analysis (Atch 1) which were faxed by AETC/XO to AF/XOOR on 15 Aug 94. Except for one number, the data is accurate and complete to the best of our knowledge and belief. The number which should be corrected is on the capacity analysis worksheet for Vance AFB, OK and concerns the answer to Features and Capabilities question (A.1-dc). Per telephone conference with Maj Tim Ayres, AETC/XOPU, to correct an addition error, the number of 361 should be corrected to 363.

The AF/XOOT POC, Maj Randy Eckley, is available at 5-0902 to answer questions concerning this particular review.

Leonard L. Jarman

LEONARD L. JARMAN, Lt Col, USAF
Acting Chief, Training Division
Directorate of Operations, DCS P&O
X5-0651

Attachments:
1. AETC/XO Install Wrksht Fax, 15 Aug 94

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

MEMORANDUM FOR AF/XOOR 16 Aug 94

FROM: AF/XOOT

SUBJECT: Response to Joint Cross-Service Group Data Call

Reference: AETC/XO Memo/Fax, 16 Aug 94, Same Subject

This memorandum is to certify the installation worksheets for capacity and military value analysis (Atch 1) which were faxed by AETC/XO to AF/XOOR on 15 Aug 94. Except for one number, the data is accurate and complete to the best of our knowledge and belief. The number which should be corrected is on the capacity analysis worksheet for Vance AFB, OK and concerns the answer to Features and Capabilities question (A.1-dc). Per telephone conference with Maj Tim Ayres, AETC/XOPU, to correct an addition error, the number of 361 should be corrected to 363.

The AF/XOOT POC, Maj Randy Eckley, is available at 5-0902 to answer questions concerning this particular review.

LEONARD L. JARMAN, Lt Col, USAF
Acting Chief, Training Division
Directorate of Operations, DCS P&O
X5-0651

Attachments:
1. AETC/XO Install Wrksht Fax, 15 Aug 94

**DEPARTMENT OF THE AIR FORCE**
**AIR EDUCATION AND TRAINING COMMAND**

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: Response to Joint Cross-Service Group Data Call

1. The attached worksheets constitute AETC's response to the 9 Aug 94 Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached worksheets to be true and accurate to the best of our ability.

VR

PETER H. FOX
Colonel, USAF
Acting Director, Plans and Operations

Attachment:
1. Installation Worksheets

UNCLASSIFIED

HQ AETC/XOPU
1 F STREET, SUITE 2
RANDOLPH AIR FORCE BASE, TEXAS 78150-4325

# FAX TRANSMITTAL SHEET

TO: Lt Col Bruggemeyer PAGE 1 OF 20

ORGANIZATION/OFFICE: AF/RCR

OFFICE PHONE: 225-4666 FAX PHONE: 223-9707

COMMENTS:

Sir,

Here is our data call. Some of the bases provided extraneous data for question A.1-dc. In those cases, the functional area expert generated a worksheet with the bottom line and that's all I'll fax. If you need all the worksheets, please let me know. The worksheet for Randolph Mil Val Facilities C.1 answers #3 on your tasking. The worksheet for Sheppard Mil Val Facilities C.1 answers the second part of #4 on your tasking. For #5, Laughlin validated the original numbers but added an explanation labelled Change 3 under the conclusion. If you need anything else or if this is not sufficient, please let me know.

Maj Ayres

FROM: MAJOR TIM AYRES

OFFICE PHONE: (DSN) 487-3390/2147 COMMERCIAL (210) 652-3390/2147

FAX PHONE: (DSN) 487-4133/6025 COMMERCIAL (210) 652-4133/6025

UNCLASSIFIED

# CLOSE HOLD

## JOINT CROSS-SERVICE

## CATEGORY:

## UNDERGRADUATE PILOT TRAINING

### MILITARY VALUE ANALYSIS:
### DATA CALL WORK SHEETS

## SHEPPARD AFB

~~6 JUNE 1994~~
25 July 1994

The information contained herein is sensitive. Deputy SECDEF guidance restricts the release of data or analysis pertaining to evaluation of military bases for closure or realignment until the SECDEF forwards recommendations to the Base Closure Commission. All individuals handling this information should take steps to protect the material herein from disclosure.

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

CLOSE HOLD

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**Mission Requirements**

**PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:**

| Title | Location |
|---|---|
| COLUMBUS | COLUMBUS MS |
| CORPUS CHRISTI | CORPUS CHRISTI TX |
| FT RUCKER | FT RUCKER AL |
| KINGSVILLE | KINGSVILLE TX |
| LAUGHLIN | DEL RIO TX |
| MERIDIAN | MERIDIAN MS |
| PENSACOLA | PENSACOLA FL |
| RANDOLPH * | UNIVERSAL CITY TX |
| REESE | LUBBOCK TX |
| SHEPPARD | WITCHITA FALLS TX |
| VANCE | ENID OK |
| WHITING FIELD | MILTON FL |

* Includes Enhanced Flight Screening sites at Hondo TX and Air Force Academy CO

**Mission Requirements**

A. Training Other Than Undergraduate Pilot and NFO/Navigator Training

List all ground combat units that train at this installation.

ANSWER: No ground combat units at this location.

| Ground Unit/MTOE | Training Function |
|---|---|
| | |
| | |

2. List all other units not previously mentioned (active, reserve, guard, etc.) that train at this installation.

| Operational Unit/TDA | Training Function |
|---|---|
| 181st Aerial Port Flight (ANG) 081287ZTR5FN | Aerial Port Operations (passenger/cargo) |
| | |
| | |
| | |

3. List all requirements the installation or its tenants have to support training of other service components (e.g., ground force training, battle group exercise, etc.)

ANSWER: No requirement for installation or tenants to support training of other service components.

| Forces | Location/ Distance | Type of Support | Frequency |
|---|---|---|---|
| | | | |
| | | | |

B. Operational Squadron Support

1. List the operational (active or reserve) or special squadrons based at your installation. Include any programmed additions or deletions through FY 1997. (HQ Air Force will provide for Air Force)

| Squadron Name | Aircraft Type(s) | Mission |
|---|---|---|
| | | |

| | | |
|---|---|---|
| | | |

List all other DoD, non-DoD, and other aircraft which are or are programmed (through FY 1997) to be parked or stationed at your installation. (HQ Air Force will provide for Air Force)

| Service/Agency/ Custodian | Aircraft Type(s) | Mission |
|---|---|---|
| | | |
| | | |

3. Provide the average daily number of flight operations conducted by non-training military aircraft assigned to this station and the total number of days during which these operations were conducted. If data is not normally recorded, include estimates (and identify as such). A flight operation is defined as a takeoff, landing, or approach without a landing.

ANSWER: No non-training military aircraft assigned.

| FY | Main Airfield | | Auxiliary Field | | Auxiliary Field | | Auxiliary Field | |
|---|---|---|---|---|---|---|---|---|
| | No. Ops | No. Days | No. Ops | No. Days | No. Ops | No. Days | No. Ops | No. Days |
| 1991 | | | | | | | | |
| 1992 | | | | | | | | |
| 1993 | | | | | | | | |
| 1994[1] | | | | | | | | |

4. List deployable aviation support units (e.g., Command & Control, Expeditionary Base Support, and Air Defense) stationed at this installation. For each type unit, give the number assigned, its mission and primary equipment items (e.g., radars, trucks, etc.).

ANSWER: No aviation support units assigned.

| Type of Unit | Number of Units | Mission | Equipment Items |
|---|---|---|---|
| | | | |
| | | | |

C. Managed Training Areas

1. List the air-to-ground training ranges, outlying airfields, auxiliary airfields, special use airspace and areas for special use that are actively managed (scheduled or controlled) by the installation.

| Managed Training Assets | Management Role |
|---|---|
| | |

[1] Include FY 1994 data through 31 March 1994.

**Mission Requirements**

| | |
|---|---|
| Hollis MOA | Scheduling |
| Sheppard 1 MOA | Scheduling, Controlling |
| Sheppard 2 MOA | Scheduling, Controlling |
| Washita MOA | Scheduling |
| Westover 1 MOA | Scheduling |
| Westover 2 MOA | Scheduling |
| Frederick Airport | Controlling 5200 |

MTR's Reference Pg 18, 19

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

ANSWER: Altus AFB could manage Sheppard's airpsace with several exceptions. Sheppard's current volume of training and necessary deconfliction can ONLY BE HANDLED LOCALLY. To attempt to manage the deconfliction from any other location than Sheppard would be futile. In addition, Sheppard currently provides radar monitoring and deconfliction of the Sheppard 2 Low MOA which neither Altus AFB nor Fort Worth Center would be able to provide.

| Asset | Installation | Reason for Consideration |
|---|---|---|
| | | |
| | | |

General Military Support

1. Does this installation currently support any joint services (i.e., counter-narcotics) air operations? If so, explain.

ANSWER: Sheppard AFB Air Traffic Control radar facilities cooperate with TX DPS, AFOSI, and the City of Wichita Falls to track aircraft suspected of carrying narcotics. Vectors may be provided to law enforcement aircraft. Suspicious aircraft are reported.

a. If applicable, give the type and number of aircraft based at your installation that conduct these operations and the total number of sorties flown during FY 1993 in support of these operations.

ANSWER: N/A.

| Aircraft Type | Number of Aircraft | # Sorties Flown in FY 1993 |
|---|---|---|
| | | |
| | | |

b. If applicable, list special equipment and facility (e.g., radar surveillance systems) at your installation that directly support these operations.

| Equipment/Facility | Function |
|---|---|

| | |
|---|---|
| SAFB Air Traffic Control Radar System | See functions above. |
| | |

2. Does this installation have a role in national air defense or any other war or peace time defense plans? If so, explain.

ANSWER: During war, SAFB aircraft provide post-nuclear strike damage assessment, conduct search and rescue mission. Plan provides guidance and concepts for mission accomplishment during limited or general wartime situations. Implementation of this plan is expected to occur after an undetermined period of heightening world tension, international incidents, mounting tensions, and increasing evidence of enemy preparations for furthering hostilities which will generate a step-up in alert, intelligence, and readiness activities. 80 FTW will disperse aircraft and provide post enemy attack damage assessment.

3. Does this installation directly support a military or civilian area control and surveillance mission (e.g., FACSFAC, FAA support)? If so, provide details.

ANSWER: Yes. The base provides air traffic control services to satellite airport and anti-drug surveillance.

4. Describe the role this installation plays in any logistics support and mobilization plan.

ANSWER: In time of war, Sheppard AFB becomes a staging area for transport and fighter aircraft enroute to the conflict.

5. List any other military support missions currently conducted at/from this installation (e.g., port of embarkation for personnel, other active duty/reserve personnel or logistics transfer missions).

ANSWER: None.

6. Are any new military missions planned for this installation?

ANSWER: No.

E. Other Support

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

ANSWER: Sheppard AFB provides the community with assistance during environmental, weather, and hazardous material carrier disasters. SAFB will support civilian agencies for handling mass casualties. During wartime, SAFB aircraft perform search (for search and rescue.)

2. Does the installation provide any direct meteorological support to local civilian, governmental or military agencies? If so, describe.

**Mission Requirements**

ANSWER: Not directly, information is passed to National Weather Service in Norman OK.

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

ANSWER: No.

F. Weather

1. 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.).

**Airfield: Sheppard AFB**

| | % of | % of | % of Hours Below 500 ft | % of All Sorties |
|---|---|---|---|---|
| Jan. | 83 | 17 | 5.6 | 29.1 |
| Feb. | 83 | 17 | 5.0 | 31.6 |
| Mar. | 90 | 10 | 2.2 | 27.6 |
| Apr. | 94 | 6 | 1.3 | 22.2 |
| May | 93 | 7 | 1.8 | 26.3 |
| June | 97 | 3 | 0.6 | 17.5 |
| July | 99 | 1 | 0.2 | 16.7 |
| Aug. | 98 | 2 | 0.3 | 15 |
| Sept. | 95 | 5 | 1.1 | 22.4 |
| Oct. | 91 | 9 | 2.7 | 17.6 |
| Nov. | 87 | 13 | 4.1 | 20.1 |
| Dec. | 85 | 15 | 5.8 | 26.9 |

22.75

2. Give the official planning factor for percent of sorties lost due to weather (based on historic data).

ANSWER: 22.75% of sorties in a year will be lost due to weather.

3. Do the normal weather conditions at the most frequently used training areas pose a chronic 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 installations during certain times of the year?

ANSWER: No.

---

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

**Facilities**

A.

Air Space and Flight Training Areas

1. Is mission/training impacted by training area airspace encroachment or other conflict? For example, noise abatement/traffic procedures that limit operations. Explain.

ANSWER: Mission/Training is not currently impacted, but we are working proposals to expand airpsace to provide for future program increases. We have near saturation now.

2. Do the MOAs/bombing ranges/other training areas have any scheduling restrictions/limitations?

ANSWER: Falcon Range is open Tue-Sat, 0800-1130, and 1230-1600, local time. There are no scheduling limitations.

a. If scheduling problems are encountered, list all reasons.

ANSWER: There are no scheduling problems. No restrictions or limitations are expected.

3. Do you expect more restrictions/limitations to be imposed on the MOAs/bombing ranges/other training areas used by your unit? (Yes or No)

ANSWER: No.

Are there any significant changes/restrictions/limitations being worked that will affect the scheduling of low level routes used by your unit? (Yes or No)

ANSWER: No.

5. Excluding airport traffic area, what airspace does the installation schedule/manage? Include any military operating areas, restricted areas, warning areas, low altitude tactical navigation areas, air refueling tracks/anchors, military training routes, and alert areas. List and identify each unit of airspace. Provide MOA and restricted area utilization reports as necessary.

ANSWER: The base has the following associated airspace:

- Alert Area A-636 around Sheppard AFB
- Alert Area A-561 around Frederick Municipal, OK
- Hollis MOA
- Sheppard 1 MOA
- Sheppard 2 MOA
- Washita MOA
- Westover 1 MOA
- Westover 2 MOA
- VR-158, 159, 162, 163, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146

If installation does not schedule/manage any airspace, then identify airspace used for local training.

ANSWER: N/A.

7. For each piece of airspace, that your installation controls or manages, answer the following questions:

a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? (Yes or No)
- What is the status of each environmental analysis and supplement?
- Were there any problems associated with the analysis?
- Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports.

ANSWER: An Environmental Analysis (EA) has been completed for each of the following airspace pieces:
- Alert Area A-636 around Sheppard AFB
- Alert Area A-561 around Frederick Municipal OK
- Hollis MOA
- Sheppard 1 MOA
- Sheppard 2 MOA
- Washita MOA
- Westover 1 MOA
- Westover 2 MOA
- VR-158, 159, 162, 163, 1138, 1139, 1140, 1142, 1143, 1144, 1145, 1146
- NAV Routes - A, B, C, d

All EAs are complete.
There are no problems associated with EAs.
DOPAAs match current operations and EAs.

b. Are there known noise sensitive areas (NSAs) associated with each piece of airspace? (Yes/No)
- List those documented in Flight Information Publication (FLIP) and those you have concerns about.
- Do any of these NSAs affect or threaten the quality of training or mission?

ANSWER: There are known noise sensitive areas (NSAs) associated with the following airspace: VR-159, VR-162, VR-163, VR-1139, VR-1140, VR-1141, VR1142, Vr-1143, VR-1144, VR-1145, VR-1146, NAV Routes A/B/C/D. None of the NSAs are listed in FLIP; an update to FLIP is being worked now. None of the NSAs affect or threaten the quality of training. See attached for NSA coordinates and routes affected.

c. Are there any known civilian/commercial encroachments with each piece of airspace? (Yes/No)
- List those for ground or airspace encroachment. (i.e., Public-use airports, parachute operations, gliders, etc.)

ANSWER: Yes. Dallas/Fort Worth International Airport and its associated D/FW Metroplex Plan airspace encroaches on the following MOAs (average number of times each month that USAF aircraft are restricted due D/FW traffic):
Sheppard 2 MOA (7)

estover 1 MOA (15)
estover 2 MOA (7)
D/FW traffic has us "boxed in" with heavy traffic above, below, and around the MOAs listed.

d. Are there any planned expansions to your special use airspace? Yes/No (Include new airspace proposals)

- Explain proposal and give status (to include community reactions)
- What was the primary rationale supporting expansion?

ANSWER: Yes, there are three planned expansions to our special use airpsace:

(1.) One proposal will ask that the lowest altitude of the Washita MOA be dropped to 8,000 feet MSL. The rationale for this request is the need to provide airspace to support the mission of the Introduction to Fighter Fundamentals Course (AT-38 aircraft) added to the base on 4 Jan 94. The proposal is being coordinaed with Fort Sill Army Radar Approach Control, altus AFB, and Fort Worth ARTC Center (FAA), and OK City Approach Control (FAA); no community reaction has been solicited yet.

(2.) Another proposal will ask that the Washita MOA be expanded horizontally about 150 square nautical miles. The rationale for this request is the need of the AT-38s to have more working areas that are large enough for Basic Fighter Maneuvers (BFM). By expanding Washita MOA slightly, another BFM area can be gained. This proposal is being written by 80 OSS/DOTM,; no community reaction has been solicited yet.

(3.) A third proposal will ask that Sheppard 1 MOA be expanded on the Northwest side, near Altus AFB. The rational for this proposal is to provide more BFM working space for AT-38s. Two T-37 contact areas (100 square NM each) will be combined and expanded to the needed 400 squadre NM for BFM. This proposal is being written by 80 OSS/DOTM; no community reaction has been solicited yet.

e. What type of restrictions exist with each airspace? (i.e., hours of operation, subsonic, altitude restrictions, exercise only, ATC delays, etc.)

ANSWER: All MOAs are subsonic.

f. What is the published availability of each airspace?

- How many hours (average per year for 1990 thru 1993) was the airspace scheduled?
- How many hours were actually used (average per year for 1990 thru 1993, total of all users)?
- State reasons for difference between scheduled and actually used.

ANSWER: Sheppard AFB controlled MOAs are published available Mon-Fri from 1 hour before sunrise to 1 hour after sunset. Military Training Routes are activated by NOTAM Mon-Fri from 1 hour after sunrise to 1 hour before sunset. Each piece of airpsace is listed below, followed by average hours scheduled per year, average hours utilized per year, and reasons for non-use (wx = weather, mx = maintenance, mg = unit under-manning).

<u>Airspace/Sched/Util/Reasons</u>
Hollis/3,160/1,693/95% wx, 5% mx
Sheppard 1 /2,460/10,262/90% wx, 5% mx, 5% mg

Sheppard 2 /2,753/6,070/90% wx, 5% mx, 5% mg
Washita /3,160/628/95% wx, 5% mx
Westover 1 /3,160/8,345/95% wx, 5% mx
Westover 2 /3,160/3,622/95% wx, 5% mx
VR-158/2,633/417/95% wx, 5% mx
VR-159/2,633/32/95% wx, 5% mx
VR-162/2,633/245/95% wx, 5% mx
VR-163/2,633/224/95% wx, 5% mx
VR-1138/2,633/482/95% wx, 5% mx
VR-1139/2,633/117/95% wx, 5% mx
VR-1140/2,633/10/95% wx, 5% mx
VR-1141/2,633/15/95% wx, 5% mx
VR-1142/2,633/60/95% wx, 5% mx
VR-1143/2,633/70/95% wx, 5% mx
VR2-1144/2,633/358/95% wx, 5% mx
VR-1145/2,633/8/95% wx, 5% mx
VR-1146/2,633/12/95% wx, 5% mx

g. Is it possible to increase utilization of the airspace? (Yes or No)

ANSWER: Yes. Sheppard 1 MOA and Westover 1 MOAs are being utilized to the max extent possible. Sheppard 2 MOA is at 90% capacity. Westover 2 MOA is at 80% capacity. Hollis MOA is at 50% capacity. Washita MOA is at 50% capacity. All the MTRs could be utilized more.

h. Can it be expanded in volume and/or hours of use? (Yes or No)

ANSWER: Yes.

i. Describe the volume or area of the airspace.

ANSWER:

| MOA | floor (MSL) | ceiling (MSL) | area (sq NM) |
|---|---|---|---|
| Hollis | 11,000 | 18,000 | 1,320 |
| Sheppard 1 | 8,000 | 18,000 | 1,110 |
| Sheppard 2 | 8,000 | 18,000 | 1,290 |
| Washita | 11,000 | 18,000 | 768 |
| Westover 1 | 9,000 | 18,000 | 2,090 |
| Westover 2 | 10,000 | 18,000 | 1,980 |

j. What percentage of the airspace is usable?

ANSWER:

| MOA | % useable |
|---|---|
| Hollis | 99 |
| Sheppard 1 | 95 |
| Sheppard 2 | 90 |
| Washita | 95 |

| | |
|---|---|
| Westover 1 | 99 |
| Westover 2 | 99 |

8. Potential For Growth in Training Airspace (Area)

a. Is expansion possible? (Yes or No)
- If yes, give an estimate of the percentage of increase and rationale for your estimate

ANSWER: Yes. 10%. Nearly saturated now.

b. Will current access remain the same (status quo)? (Yes or No)

ANSWER: Yes. Current access might be reduced because Fort Worth ARTC Center (ZFW) is undergoing equipment changes to accommodate its new DFW Metroplex plan (airspace) for D/FW.

c. Are reductions expected? (Yes or No)
- If yes, give an estimate of the percentage of decrease and rationale for your estimate

ANSWER: Yes. DFW Metroplex Expansion could have reduction effect.

d. Do current special use airspace and training areas meet all training requirements? (Yes or No)

ANSWER: Yes.

- Can some of your training requirements only be met by deployed, off-station training? (Yes or No)
- If not, what degradation is experienced? Explain/identify

ANSWER: No.

9. Commercial Aviation Impact

a. Is the installation joint-use (CIVILIAN/MILITARY)? YES/NO.

ANSWER: Yes.

b. Identify all of the airfields (to include civilian/commerical/general aviation/uncontrolled) within a 50 mile radius of the installation.

ANSWER:

| | |
|---|---|
| Henry Post - Army | Shrum Personal - Civil |
| Lawton - Civil | Hill Top - Civil |
| Halliburton - Civil | Cunnigham - Civil |
| Tipton - Civil | Huscher - Civil |
| Frederick - Civil | Anderson - Civil |
| Chatanooga - Civil | Copland - Civil |
| Grandfield - Civil | Ketchum - Civil |

| | |
|---|---|
| Wilbarger - Civil | Snyder - Civil |
| Wichita Valley - Civil | Pinsons - Civil |
| Kickapoo - Civil | Walters - Civil |
| Danaher - Civil | Temple - Civil |
| Clear Lake - Civil | Lehman - Civil |
| Locket - Civil | Buntons - Civil |
| Nocona - Civil | Mathews - Civil |
| Bowie - Civil | Dodd - Civil |
| Archer City - Civil | Dennis - Civil |
| Seymour - Civil | Pierce - Civil |
| Olney - Civil | Henrietta - Civil |
| Jacksboro - Civil | Lucky - Civil |
| Hornady - Civil | Bailes - Civil |

c. Do civilian/commerical operators or other airspace users pose any scheduling, operational, or environmental constraints or limits on operations? Yes/No (In answering Yes or No, consider ATC, hours of operations, flight tracks/profiles, conflicting traffic with other airports or airspace users, noise sensitive areas, etc.

- Describe the impact.

ANSWER: No. See Change in front of Capacity Analysis Data Call (11 Oct)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
b. Dimensions (nmi. x nmi. x ft)
c. Distance from main airfield
d. Time en route from main airfield
e. Controlling agency
f. Scheduling agency
g. Are canned/stereo airways needed to access air space?
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage?
   - If so who provides the coverage?
i. Is the airspace under communications coverage?
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace
k. Number of high altitude airways (above 18,000 ft ) that bisect airspace
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By your service
   - By other services (including reserves and national guard)
m. Total number of available hours in FY 1990 thru 1993
n. Total number of scheduled hours in FY 1990 thru 1993

**SHEPPARD**

| NAME | DIMENSIONS | AREA | ALT | CUBIC NM | DISTANCE | CNM X DIST | BASE ALT |
|---|---|---|---|---|---|---|---|
| HOLLIS | | 1320 | 12000 | 2605 | 75 | 195395 | |
| SHEP1 | | 1110 | 14000 | 2556 | 15 | 38339 | |
| SHEP2 | | 1290 | 14000 | 2970 | 10 | 29704 | |
| WASHITA | | 768 | 11000 | 1389 | 45 | 62526 | |
| WESTOVER1 | | 2090 | 14000 | 4813 | 27 | 129938 | |
| WESTOVER2 | | 1980 | 13000 | 4234 | 27 | 114306 | |
| COBB | | 480 | 4000 | 316 | 52 | 16421 | |
| DICKIE A | | 700 | 13000 | 1497 | 17 | 25444 | |
| DICKIE B | | 700 | 13000 | 1497 | 45 | 67352 | |
| LOCKHEED NW | | 950 | 18000 | 2813 | 40 | 112500 | |
| LOCKHEED NX | | 1100 | 14000 | 2533 | 47 | 119046 | |
| LOVELAND | | 808 | 13000 | 1728 | 17 | 29370 | |
| R5601A | | 300 | 35000 | 1727 | 35 | 60444 | |
| R5601B | | 300 | 35000 | 1727 | 35 | 60444 | |
| R5601C | | 300 | 35000 | 1727 | 35 | 60444 | |
| R5601D | | 300 | 16000 | 789 | 35 | 27632 | |
| R5601E | | 300 | 5500 | 271 | 35 | 9498 | |
| A-636 | | 227 | 4000 | 149 | 1 | 149 | |
| A561 | | 143 | 4000 | 94 | 23 | 2164 | |

| | | | | | |
|---|---|---|---|---|---|
| ALERT x .8: | 195 | | | | |
| ALERT TOT: | 243 | ALERT: | 2313 | ALERT DIST: | 9.5 |
| WA TOTAL: | 0 | WA: | 0 | WA DIST: | ERR |
| MOA TOTAL: | 28949 | MOA : | 940340 | MOA DIST: | 32.5 |
| RES TOTAL: | 6242 | RES: | 218462 | RES DIST: | 35.0 |
| TOTAL: | 35435 | TOTAL: | 1161115 | ALL DIST: | 32.8 |

| | | | | | |
|---|---|---|---|---|---|
| | AL/WA/MOA | 29193 | 942653 | MARITIME & AIRLIFT | 32.3 |
| | AL/MOA | 29193 | 942653 | PRIMARY DIST | 32.3 |
| STRIKE & B/F | WA/MOA/RES | 35191 | 1158802 | STRIKE & B/F DIST | 32.9 |
| E2/C2 & AIRLIFT & WSO | AL.8/WA/MOA | 29144 | | | |
| PRIMARY & NFO & SCRN | AL.8/MOA | 29144 | | | |

- By your service
- By other services (including reserves and national guard)

o. Total number of hours used
- By your service
- By other services (including reserves and national guard)

p. Types of training permitted

**Airspace Designator: Hollis**

a. MOA /ATCAA 2.0
b. 1320 Sq. NM x 12000 feet (11000 feet MSL to FL 230) = 2640 x 75 = 198000
c. 75nm
d. 15 min
e. Fort Worth ARTC Center
f. 80 FTW, Sheppard AFB
g. Yes. 1 IFR
h. Yes - Fort Worth ARTCC
i. Yes - Fort Worth ARTCC
j. 1
k. 3
l. 28,640
m. 14,560
n. 14,560
o. 8,848
p. Subsonic, non-hazardous

**Airspace Designator: Sheppard 1**

a. MOA /ATCAA 2.3
b. 1110 Sq. NM x 14000 feet (8000 feet MSL to FL 220)) 2553 x 15 = 38295
c. 15nm
d. 3min
e. Sheppard RAPCON
f. 80 FTW, Sheppard AFB
g. Yes. 1 IFR
h. Yes - Sheppard RAPCON
i. Yes - Sheppard RAPCON
j. 0
k. 1
l. 104,868
m. 9,864
n. 9,864
o. 18,548
p. Subsonic, non-hazardous

**Airspace Designator: Sheppard 2**

a. MOA /ATCAA 2.3
b. 1290 Sq. NM x 14000 feet (8000 feet MSL to FL 220)) 2967 X10 = 29670
c. 10nm
d. 2min
e. Sheppard RAPCON
f. 80 FTW, Sheppard AFB
g. Yes. 1 IFR
h. Yes - Sheppard RAPCON
i. Yes - Sheppard RAPCON
j. 1
k. 2
l. 53,492
m. 9,864
n. 9,864
o. 29,000
p. Subsonic, non-hazardous

**Airspace Designator: Washita**

a. MOA /ATCAA 2.6
b. 768 Sq. NM x 12000 feet (11000 feet MSL to FL 230)) 1536 X45 = 69120
c. 45nm
d. 9min
e. Fort Worth ARTC Center
f. 80 FTW, Sheppard AFB
g. Yes. 1 IFR
h. Yes - Fort Worth ARTCC
i. Yes - Fort Worth ARTCC
j. 4
k. 2
l. 6,344
m. 14,560
n. 14,560
o. 2,388
p. Subsonic, non-hazardous

**Airspace Designator: Westover 1**

a. MOA /ATCAA 2.1
b. 2090 Sq. NM x 13000 feet (9000 feet MSL to FL 220)) = 4389X27=118503
c. 27nm

d. 1min
e. Fort Worth ARTC Center
f. 80 FTW, Sheppard AFB
g. Yes. 2 IFR
h. Yes - Fort Worth ARTCC
i. Yes - Fort Worth ARTCC
j. 4
k. 2
l. 101,040
m. 14,560
n. 14,560
o. 39,880
p. Subsonic, non-hazardous

**Airspace Designator: Westover 2**

a. MOA /ATCAA 2.5
b. 1980 Sq. NM x 15000 feet (8000 feet MSL to FL 230)) = 4950 x 27 = 133650
c. 27nm
d. 5min
e. Fort Worth ARTC Center
f. 80 FTW, Sheppard AFB
g. Yes. 2 IFR
h. Yes - Fort Worth ARTCC
i. Yes - Fort Worth ARTCC
j. 4
k. 2
l. 45,968
m. 14,560
n. 14,560
o. 18,548
p. Subsonic, non-hazardous

26 bisecting airways

TOTAL
19035 NM3

TOTAL
NM3 x DISTANCE
587238 / 19035 = 30.9

**Airspace Designator: VR-104**

a. MTR 1
b. 220 x 10 x 10,000 MSL
c. 35nm
d. 7min
e. 457 TFW, Carswell AFB, TX, DSN 739-7515/7486
f. 457 TFW, Carswell AFB, TX, DSN 739-7515/7486
g. None listed in AP/1B
h. Unkown
i. FSS within 100 NM - AMA, FTW, ICT, MLC

j. 8
k. 0
l. 0/Unknown
m. Sunrise to sunset - Daily
n. 0/Unknown
o. 0/Unknown
p. Terrain Following Operations

**Airspace Designator: VR-158**

a. MTR
b. 210 x 10 x 50,000 MSL
c. 25nm
d. 5min
e. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
f. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
g. No
h. No
i. FSS within 100 NM - AUS , SJT, FTW
j. 8
k. 0
l. 2224
m. Mon-Fri Sunrise to sunset. Other times by NOTAM
n. 1440
o. Information not retained
p. Terrain Following Operations

**Airspace Designator: VR-159**

a. MTR
b. 210 x 10 x 50,000 MSL
c. 15nm
d. 3min
e. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
f. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
g. No
h. No
i. FSS within 100 NM - AMA, FTW, MAF, SJT
j. 6
k. 0
l. 60
m. Mon-Fri Sunrise to sunset.
n. 34
o. Information not retained

p. Terrain Following Operations

**Airspace Designator: VR-162**

a. MTR
b. 230 x 10 x 5,000 MSL
c. 32nm
d. 6min
e. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
f. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
g. No
h. No
i. FSS within 100 NM - AMA , SJT, FTW
j. 5
k. 0
l. 1292
m. Sunrise to sunset, Mon-Fri. Other times by NOTAM
n. 796
o. Information not retained
p. Terrain Following Operations

**:space Designator: VR-163**

a. MTR
b. 200 x 10 x 3,000 MSL
c. 19nm
d. 4min
e. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
f. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
g. No
h. No
i. FSS within 100 NM - FTW, MLC/Monitor Altus Approach
j. 5
k. 0
l. Information not retained
m. Sunrise to sunset, Mon-Fri. Other times by NOTAM
n. Information not retained
o. Information not retained
p. Terrain Following Operations

**Airspace Designator: VR-1140**

a. MTR
b. 195 x 20 x 1,500 MSL

c. 75nm
d. 15min
e. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
f. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
g. No
h. No
i. FSS within 100 NM - AMA, ICT, FTW, MLC
j. 0
k. 0
l. 8
m. Sunrise to sunset, Tues - Thus. Other times by NOTAM
n. 4
o. Information not retained
p. Terrain Following Operations

**Airspace Designator: VR-1141**

a. MTR
b. 205 x 8(avg) x 1,500 MSL
c. 98nm
d. 20min
e. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
f. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
g. No
h. No
i. FSS within 100 NM - AMA, PNC, FTW, MAF
j. 0
k. 0
l. 35
m. Sunrise to sunset Daily
n. 22
o. Information not retained
p. Terrain Following Operations

**Airspace Designator: VR-1144**

a. MTR
b. 235 x 20 x 1,500 MSL
c. 20nm
d. 4min
e. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
f. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
g. No
h. No

i. FSS within 100 NM - AMA, FTW, MAF, SJT
j. 0
k. 0
l. 1831
m. Sunrise to sunset, Tue & Thurs, other by NOTAM
n. 1126
o. Information not retained
p. Terrain Following Operations

**Airspace Designator: VR-1145**

a. MTR
b. 215 x 12(avg) x 1,500 MSL
c. 25nm
d. 5min
e. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
f. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
g. No
h. No
i. FSS within 100 NM - FTW, MLC
j. 0
k. 0
l. 22
m. Sunrise to sunset, Mon-Wed-Fri, other by NOTAM
n. 13
o. Information not retained
p. Terrain Following Operations

**Airspace Designator: VR-1146**

a. MTR
b. 215 x 12(avg) x 1,500 MSL
c. 20nm
d. 4min
e. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
f. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
g. No
h. No
i. FSS within 100 NM - FTW, MLC
j. 0
k. 0
l. 10
m. Sunrise to sunset, Tue & Thurs, other by NOTAM
n. 7

o. Information not retained
p. Terrain Following Operations

**Airspace Designator: VR-1128**

a. MTR
b. 195 x 4 x 1,500 MSL
c. 98nm
d. 20min
e. 465 FS/DOM Tinker AFB,OK, DSN 884-3260/3269
f. 465 FS/DOM Tinker AFB,OK, DSN 884-3260/3269
g. No
h. No
i. FSS within 100 NM - FTW, MLC
j. 0
k. 0
l. Information not retained
m. Sunrise to sunset, Tue & Thurs, other by NOTAM
n. Information not retained
o. Information not retained
p. Terrain Following Operations

**rspace Designator: NAV-A**

a. MTR
b. 130 x 10 x 1,000 MSL
c. 20nm
d. 4min
e. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
f. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
g. No
h. No
i. No
j. 3
k. 0
l. Information not retained
m. Sunrise + 1 hr to sunset + 1 hr, Mon-Fri
n. Information not retained
o. Information not retained
p. Terrain Following Operations

**Airspace Designator: NAV-B**

a. MTR

b. 210 x 10 x 1,000 MSL
c. 20nm
d. 4min
e. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
f. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
g. No
h. No
i. No
j. 3
k. 0
l. Information not retained
m. Sunrise + 1 hr to sunset + 1 hr, Mon-Fri
n. Information not retained
o. Information not retained
p. Terrain Following Operations

**Airspace Designator: NAV-C**

a. MTR
b. 150 x 10 x 1,000 MSL
c. 20nm
d. 4min
e. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
f. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
g. No
h. No
i. No
j. 3
k. 0
l. Information not retained
m. Duty Officer Coordinated
n. Information not retained
o. Information not retained
p. Terrain Following Operations

**Airspace Designator: NAV-D**

a. MTR
b. 140 x 10 x 1,000 MSL
c. 18nm
d. 4min
e. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
f. 80 FTW/DOTM Sheppard AFB, TX DSN 736-4970
g. No

h. No
i. No
j. 3
k. 0
l. Information not retained
m. Sunrise + 1 hr to Sunset + 1 hr, Mon-Fri
n. Information not retained
o. Information not retained
p. Terrain Following Operations

**Airspace Designator: IR-117**

a. MTR
b. 210 x 7(avg) x 4,000 MSL
c. 98nm
d. 20min
e. 188 TFG Fort Smith MAP, AR DSN 962-8271
f. 188 TFG Fort Smith MAP, AR DSN 962-8271
g. Unknown
h. Yes - Fort Smith Approach
i. Yes - Fort Smith Approach FSS within 100 NM FTW, ICT, MLC
j. 6
k. 0
l. 0/Unknown
m. Continuous except Sunday 1000-1200 local
n. 0/Unknown
o. 0/Unknown
p. Terrain Following Operations

**Airspace Designator: IR-139**

a. MTR
b. 70 (available on L-13) x 16 (avg) x 5900'
c. 75nm
d. 15min
e. 457 TFS Carswell AFB, TX, DSN 739-7515/7486
f. 457 TFS Carswell AFB, TX, DSN 739-7515/7486
g. Unknown
h. Yes - ZFW Center
i. Yes - ZFW Center
j. 3
k. 0
l. 0/Unknown
m. 0600-2200 local, Daily

n. 0/Unknown
o. 0/Unknown
p. Terrain Following Operations (Limited)

**Airspace Designator: IR-103**

a. MTR
b. 120 x 20 x 5000'
c. 45nm
d. 9min
e. 457 TFS Carswell AFB, TX, DSN 739-7515/7486
f. 457 TFS Carswell AFB, TX, DSN 739-7515/7486
g. Unknown
h. Yes - LTS Approach- Partial Coverage
i. Yes - LTS Approach - FSS within 100NM AMA, FTW, MLC
j. 6
k. 0
l. 0/Unknown
m. Sunrise to Sunset, Daily
n. 0/Unknown
o. 0/Unknown
p. Terrain Following Operations (VMC)

**irspace Designator: IR-105**

a. MTR
b. 190 x 18(avg) x 7000'
c. 45nm
d. 9min
e. 457 TFS Carswell AFB, TX, DSN 739-7515/7486
f. 457 TFS Carswell AFB, TX, DSN 739-7515/7486
g. Unknown
h. Yes - LTS Approach- Partial Coverage
i. Yes - LTS Approach - FSS within 100NM AMA, FTW, MLC
j. 9
k. 0
l. 0/Unknown
m. 0600-2200, Daily
n. 0/Unknown
o. 0/Unknown
p. Terrain Following Operations (VMC)

**rspace Designator: R-5601A-E**

a. Restricted Area
b. Total area 10 x 30 NM Alts A,B,C, to 40,000 D-500 to 16,500, E-500 to 6000
c. 35nm
d. 7min
e. FAA,ARTCC, Fort Worth TX
f. FAA,ARTCC, Fort Worth TX
g. NO
h. Yes - Fort Sill Approach
i. Yes - Fort Sill Approach & Falcon Range Controllers
j. 0
k. 0
l. Information not retained
m. A-C, Continuous D,E Tues-Sat
n. Information not retained
o. Information not retained
p. Low Altitude air to ground training

814.1

Primary
146 x.8 = 117
344 276
2640
2553
2967
1536
4389
4950
19428 NM3

Primary
Wtd Average
3212
345
133650
118503
69120
29670
38295
198000
590795 = 30.2 NM
19525

**Airspace Designator: A-636**

a. Alert Area
b. 13 NM Radius of SPS SFC to 4000 excld Wichita Falls, Class D airspace area = 344.9x1=345
c. N/A
d. N/A
e. Sheppard AFB RAPCON
f. N/A
g. NO
h. Yes - Sheppard Approach Control
i. Yes - Sheppard Approach Control
j. 13
k. 0
l. N/A
m. Mon-Fri 1300-0500Z
n. N/A
o. N/A
p. UPT

.65
530.92 NM2

**Airspace Designator: A-561**

a. Alert Area
b. 15 NM x 15 NM x 4000' = 146.25 X22 = 3212
c. 22NM
d. 4min
e. Sheppard AFB RAPCON
f. N/A

.65

Primary
146.25 X.8 = 117
344.9 276
133650
118503
69120
29670
38295
198000
583631

g. NO
h. 80 FTW RSU
i. 80 FTW T-37 Duty Desk
j. 1
k. 0
l. N/A
m. Mon-Fri 1300-0500Z
n. N/A
o. N/A
p. High Density Student Training

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11. List all the Ranges (Controlled/managed by installation) (IF NONE, SKIP TO A. 3.)

ANSWER: None.

**Range Name:**_____

a. List the range(s) that your installation controls/manages?
b. List the range's (s') associated airspace to include restricted areas, MOAs, etc.
c. What is the distance from the installation to the range(s) (primary target or centroid)?
d. What is the size of the range? (in acres)
- What is the size of the range's(s') impact area(s) (in acres)?
- What is the size of the restricted area in which the range lies (in square miles)?
- What is the altitude ceiling of the range's(s') restricted area(s)?

e. Does the range's(s') shape/location prohibit efficient training or significantly hamper mission accomplishment (i.e., single run-in headings, no pop patterns, etc)?
f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)?
g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List
h. What is the published availability of the range(s)?
- How many hours (average per year for 1990 thru 1993) was the range(s) scheduled?
- How many hours was the range(s) used (average per year for 1990 thru 1993, total of all users)?
- Utilization (average used/average scheduled x 100 = %)
- Give reasons for non-use.

i. Does the range(s) have full-scale weapons develivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail.
- What are the associated FSWD/ASWS restrictions?

j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)?
- What are the associated special weapons restrictions?

k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail.
- What are the associated electronic warfare restrictions?

l. Are there any noise sensitive area (NSAs) associated with the range(s)? List.
- Do any of the NSAs affect or threaten the quality of training? (Explain)

m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe.

- Do any of these encroachments affect or threaten the quality of training? (Explain)

n. Describe problems (if any) with hazardous material/waste/ordnance disposal?

o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range?

- Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? If yes, explain.

p. Is it possible to increase utilization of the range(s) (expand hours, volume)?

q. Are there any planned range real property expansions? Describe.

- What is community reaction to your proposal?

12. List all the other air-to-ground training ranges not controled or managed by your installation within 100 nmi. For each range, provide the following data:

ANSWER: Falcon Range

a. Commanche OK 34 40'N 98 40'W
b. 40NM
c. 8 min (40NM @ 5 NM per minute)
d. US Army Field Artillery Center, Fort Sill, OK, DSN 639-3006
e. DPTM/Range Division, Fort Sill OK, DSn 639-3003
f. No
g. FSI Approach Control
h. Yes, Falcon RAnger, DSn 639-2043
i. None
j. None
k-n. Information is reported annually to HQ/AREA/DOTT, Warner Robbins AFB, GA. They should have this information. No one at this level keeps it for more than a year. DSN 497-1135.
o. Conventional Air-to-Ground gunnery. No Radar delivery capability. No live ordnance. Strafe permitted for up to 30MM.

**Range Name:** _____

a. Location (city/county and state and lattitude and longitude)
b. Distance from main airfield
c. Time en route from main airfield
d. Controlling agency
e. Scheduling agency
f. Are canned/stereo airways needed to access air space?
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
g. Is the airspace under radar coverage?
   - If so who provides the coverage?
h. Is the airspace under communications coverage?
   - If so who provides the coverage?
i. Number of low level airways (below 18,000 ft) that bisect airspace
j. Number of high altitude airways (above 18,000 ft ) that bisect airspace
k. Total number of sorties flown in FY 1990 thru 1993
   - By your service

- By other services (including reserves and national guard)

l. Total number of available hours in FY 1990 thru 1993

m. Total number of scheduled hours in FY 1990 thru 1993
- By your service
- By other services (including reserves and national guard)

n. Total number of hours used
- By your service
- By other services (including reserves and national guard)

o. Types of training permitted

13. Describe the major air traffic structure (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield.

ANSWER: Hollis MOA - V14, 102, 114, 210, 140, 440, 278, 272, 402, 507, 530, J6, 8, 14, 20, 26, 52, 58, 74, 78, 168
Sheppard One MOA - J168 & V77
Sheppard Two MOA - J23, V77, V17
Washita MOA - J, 6, 8, 20, 23, 14, 52, 58, 78, 98, 121, 168, V14, 436, 440
Westover 1/2 - V77, 18, 278, 102, 404, J117, 166
Approaches at Sheppard: NDB RWY 33L, ILS RWY 33L, LOC BC RWY 15R, VOR-D, VOR-B, HI-ILS/DME 2 RWY 33L, HI LOC/BC OR TACAN RWY 15R, HI-ILS/TACAN RWY 33L
Approaches at Henry Post AAF, Ft Sill, OK: NDB RWY 17, NDB 1 RWY 35, VOR RWY 35, VOR/DME RWY 17, Foyer-Two Departure, NEads-One Departure, Nooga-Two Departure.
Approaches at Lawton Municipal, OK: ILS RWY 35, VOR RWY 35
TCA - NONE

14. Are installation operations currently affected by the major air traffic structures (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield? If so, describe the effect.

ANSWER: No.

15. Are there planned changes to the major air traffic structures (routes, terminal control areas, approaches, etc.) in the region? If so, will these changes affect installation operations. Describe the effect.

ANSWER: No.

16. Does the current system of air traffic control (ATC) routes limit aircraft flights between the installation and all associated training areas? If so, describe these limitations.

ANSWER: No.

17. Does the installation experience any ATC delays on a regular basis? If so, describe the recurring causes for these delays and give the average duration.

ANSWER: No delays

. Are there any air traffic control constraints/procedures listed in the current Air Ops manual/AICUZ study at currently, or may in the future, limit installation operations?

ANSWER: No.

19. Does the current airspace which you schedule/control permit advanced fighter training? If not, explain why.

ANSWER: No. Advanced fighter training requires the use of air-to-ground ranges and Sheppard AFB does not control/manage any air-to-ground ranges.

20. Is there airspace within 50 NM which permits advanced fighter training?

ANSWER: Yes.

21. Does the current airspace configuration permit advanced helicopter training? If not, explain why.

ANSWER: No. Advanced helicopter training requires the use of low-altitude-tactical-navigation areas, and Sheppard AFB does not control/manage any such areas.

22. Does the airspace configuration prohibit other types of undergraduate pilot training? If so, explain why.

ISWER: No.

. For each syllabus of undergraduate pilot and/or NFO/Navigator flight training, state whether you require any specific terrain feature or overwater access for training.

| Syllabus of Training * | Terrain Feature or Overwater Requirement |
|---|---|
| ENJJPT | None |
| | |
| | |

*** Use appropriate Navy, Air Force, or Army syllabus of training list**

B. Airfields

1. For the main airfield(s) and each auxiliary and outlying field/staging base, provide the following data

**Airfield Name:** _____

a. Location (city/county and state and lattitude and longitude)
b. Distance from main field:
c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) ght operations?

d. Does the airfield have parallel or dual offset runways?
   - If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
e. Does the airfield have full-length parallel taxiways?
f. Does the airfield have high speed taxiways?
g. Does the airfield have a crosswind runway?
h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
i. How much capacity is lost?
j. What percent of the time do conditions force the crosswind runway to be used?
k. Is the airfield equipped to support IFR flight operations?
l. Is the airfield owned by your service or leased?
m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).

ANSWER:

a. Sheppard AFB, TX 3359.1'N 9829.5W
b. N/A
c. Yes
d. Yes
   - Yes (MARSA)
e. Yes
f. No
   No 3rd runway 7,001' long, 20 degrees of main runway heading
g. N/A
h. N/A
j. N/A
k. Yes
l. Owned
m. MA1A barrier, long runway length. Capable of supporting training in jets of any size.

medium Dist = 61 NM

**CLINTON-SHERMAN MUNICIPAL - T-38 Aux Field**

a. Clinton, OK 3520.4'N 9912.0'W
b. 89NM
c. No
d. Yes (too short for T-38)

13,503 - 17R
5193 - 17L

e. Yes
f. No
g. No
h. N/A
i. N/A
j. N/A
k. Yes
   Civilian owned, USAF contract.
l. Capable of supporting training in jets of any size.

# SHEPPARD

| FACILITIES | | | | | |
|---|---|---|---|---|---|
| CCN | ADEQUATE | SUBSTAND | INADEQUATE | TOTAL | ADEQUATE |
| RUNWAYS | (%) | (%) | (%) | | |
| 111 | 100 | | | 699999 | |
| TAXI/APRONS | (%) | (%) | (%) | | |
| 112 | 100 | | | 579828 | |
| 113 | 100 | | | 492656 | |
| TOTAL: | | | | | 100% |
| UTILITIES | (%) | (%) | (%) | | |
| 812 | 100 | | | 688375 | 688375 |
| 822 | 100 | | | 250 | 250 |
| 832 | 100 | | | 338600 | 338600 |
| 842 | 100 | | | 469592 | 469592 |
| 843 | 100 | | | 2010 | 2010 |
| TOTAL: | | | | | 100% |
| OTHER | | | | | |
| 131 | 10213 | | | | |
| 133 | | | | | |
| 218 | 46121 | | | | |
| 219 | 57934 | 10071 | 11146 | | |
| 610 | 317553 | 78837 | 25483 | | |
| 723-30 | | | | | |
| TOTAL: | 431821 | 88908 | 36629 | | 77% |
| CLASSROOMS | | | | | |
| 171-10 | | | | | |
| 171-20 | | | | | |
| 171-30 | | | | | |
| 171-152 | | | | | |
| 171-211 | 76822 | | | | |
| 171-223 | | | | | |
| 171-815 | | | | | |
| TOTAL: | 76822 | 0 | 0 | | 100% |
| TRAINERS | | | | | |
| 171-12 | | | | | |
| 171-35 | | | | | |
| 171-212 | 7737 | | | | |
| TOTAL: | 7737 | 0 | 0 | | 100% |
| OTHER TNG | | | | | |
| 141 | 40743 | | | | |
| 171-25 | | | | | |
| 171-74 | | | | | |
| 171-213 | | | | | |
| 171-214 | 7606 | | 718 | | |
| 171-813 | | | | | |
| TOTAL: | 48349 | 0 | 718 | 49067 | 99% |
| HANGARS | | | | | |
| 211 | 206448 | | | | |
| 217 | 13376 | | | | |
| TOTAL: | 219824 | 0 | 0 | | 100% |

**REDERICK MUNICIPAL - T-37 Aux Field**

5200'

a. Frederick, OK 3421.2'N 9859.2'W
b. 33NM
c. No
d. No
e. Yes
f. No
g. No (has two unsuitable for our use)
h. N/A
i. N/A
j. N/A
k. No
l. Civilian, LOA, Contract fuel
m. Light aircraft, light jets

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true ndition of the entire system and, therefore, necessitates a survey so you can report the percent of the system .t is Adquate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

| Facility Type (CCN) | Facility Description | Unit of Measure | Current Quantity | Adequate/ Permanent | Substandard/ Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|---|
| 111 | Airfield Pavement-Runways (Do not include shoulders or overruns) | SY | F-101,700<br>S-699,999 | 100% | | |
| 112 | Airfield Pavements-Taxiways (Do not include shoulders) | SY | F-39,555<br>S-579,828 | 100% | | |
| 113 | Airfield Pavements-Aprons (Do not include shoulders) | SY | F-18,333<br>S-492,656 | 100% | | |
| 116-662 | Dangerous Cargo Pad | SY | 0 | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 812 | Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928) | LF | F-10,640<br>T-4,136<br>S-688,375 | 100%<br>100%<br>100% | | |
| 822 | Heat-Trans & Distr Lines (Do not include 822-248 and 822-268) | LF | S-250 | 100% | | |
| 832 | Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267) | LF | F-33<br>T-11,600<br>S-338,600 | 100%<br>100%<br>100% | | |
| 842 | Water-Distr Sys-Potable (Do not include 842-246 and 842-249) | LF | F-70<br>T-5,127<br>S-469,592 | 100%<br>100%<br>100% | | |
| 843 | Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319) | LF | S-2,010 | 100% | | |
| 851 | Roads (Do not include 851-142 and 851-143) | SY | F-736<br>T-11,111<br>S-963,991 | 100% | | |
| 852 | Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289) | SY | F-0<br>T-898<br>S-762,542 | 100% | | |

3. List the major facility assets (using your service specific list by 5 digit category code number (CCN)) under installation control (e.g., runway, parking apron, hangars, terminal, administrative spaces) and assess their material condition by indicating the quantities that are adequate/permanent, substandard/semi-permanent and inadequate/temporary. Specify how the facility is used if it is not obvious from its CCN.

| Facility Type (CCN) | Facility Use | Unit of Measure | Adequate/ Permanent | Substandard /Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|
| 131 | Communications Bldgs | SF | 10,213 | | |
| 141 | Operations Bldgs | SF | 40,743 | | |
| 211 | Maintenance Bldgs | SF | 166,146 | 40,302 | |
| 217 | Maint - Elec. and Comm Equip | SF | 4,316 | 9,015 | |

Hangars 166,146 / 206,448 80%

78%

| | | | | | |
|---|---|---|---|---|---|
| 219 | Maint - Installation, Rep and Operation | SF | 57,934 | 10,071 | 11,146 |
| 422 | Ammo Storage Installation and Ready Use | SF | 18,730 | | |
| 610 | Administrative Bldgs | SF | 289,697 | 103,693 | 25,483 |

→ 402903/562311 = 72% "other facilities

4. An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

a. Facility Type/Code:
b. What makes it inadequate/temporary?
c. What use is being made of the facility?
d. What is the cost to upgrade the facility to substandard/semi-permanent?
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?

ANSWER:

Building 004
a. Maintenance (219-946) and Admin (610 - 142)
b. Building is 1941 W.W.II wood frame on pier and beam foundation, shingle roof, and wood siding. Building has minor foundation cracks, dysfunctional HVAC system in office area, and moderate amount of wear on shingle roof.
c. CE Self Help Store and Traffic Management processing.
d. $33,000
e. Convert to storage building at no additional cost.
f. No plans for improvement. The building is committed to Congress for disposal in FY 99.
g. No.

Building 316
a. Administrative (610-112)
b. Building is a 1941 W.W.II wood frame structure with composition shingle roof, and has insufficient sound proofing, substandard infrastructure, and no handicap access.
c. Law Center
d. $85,000
e. Convert to storage building at no additional cost.
f. No plans for improvement. The building is committed to Congress for demolition in FY 99
g. No.

Building 376
a. Administrative (610-119)
b. Building is a 1941 W.W.II wood frame structure with shingle roof, with a lack of space for customer

service area for counseling, lack of wall a ceiling insulation, and no entertainment area/playground for children.

c. Family Housing Management Office
d. $5,000
e. Convert to storage building at no additional cost.
f. No plans for improvement. Replacement facility scheduled for FY 95 construction and this building will be demolished.
g. No.

Building 1003

a. Maintenance (219-946)
b. Building is a 1942 W.W.II wood frame structure and part of the building has no air conditioning.
c. Mobility Processing Center and storage.
d. $23,000
e. Convert to storage building at no additional cost.
f. An FY 94 O&M project programmed and designed to install HVAC. The building is committed to Congress for demolition in FY 99.
g. No.

Building 1380

a. Maintenance (219 - 944)
b. Building is a 1942 W.W.II combination brick over concrete basement with a wood frame wing and shingle roof. No upgrade has been performed.
c. Wastewater Treatment Plant administrative offices, and chlorine storage basement.
d. $0
e. Convert to storage building at no additional cost.
f. No plans for improvement. Building is committed for disposal in FY95. Sewage treatment plant operations will be fully connected with City of Wichita Falls by 1995 and all facilities associated with this on-base plant will be demolished.
g. No.

Building 2120

a. Maintenance (219-946) and Admin (610-811)
b. This metal building was constructed in 1960 as a tire repair shop and no upgrade has been performed.
c. Paint contractor storage
d. $13,400
e. None.
f. No improvement plans.
g. No.

Building 2130

a. Administrative (610-281) and Miscellaneous Recreation Bld (740-668)
b. Building constructed in 1960 with stucco exterior over wood frame and built up roof. Facility considered historical building. Roof leaks, holes in exterior wall, and windows leak.
c. History office, Boy Scouts, and Girl Scouts.

# MILITARY VALUE ANALYSIS
# INSTALLATION WORKSHEET

Sheppard AFB, TX

PURPOSE: To document the answer to Facilities question number (C.1).

SOURCE: Real Property Records (28 Feb 94)

METHOD: Extract Data for Cat Code for Buildings Listed By the Base from above data base.

CONCLUSION:

| Facility Type (CCN) | Facility Use (Bldg) | Unit of Measure | Adequate/ Permanent | Substandard/ Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|
| 171-211 | Fly Trng Class (2320) | SF | 0 | 76,822 | 0 |
| 171-212 | FLT Sim | SF | 7,737 | 0 | 0 |
| 171-214 | Physl Trng (2333) | SF | 7,606 | 0 | 0 |
| 179-219 | Pr.ch + Swing | EA | 1 | 0 | 0 |
| 710-641 | Gym | SF | 57,717 | 0 | 0 |
| | | | | | |
| | | | | | |
| | | | | | |

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 14 Jul 94

SUSAN L. HUGGINS, GS 12, HQ AETC/CEPE, DSN 487-2994
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 14 Jul 94

SUSIE M. LEATHERWOOD, GM 13, HQ AETC/CEPE, DSN 487-2994
Typed Name, Rank, Office Symbol, DSN Number

d. $35,000
e. Convert to storage building at no additional cost.
f. FY 94 project programmed to replace roof, windows, and repair exterior stucco at a cost of $105,000.
b. No.

Building 2135
a. Administrative (610-811)
b. Building is a 1960 vintage wood frame two-story building with built-up roof and a one story concrete block warehouse with metal roof addition. No upgrade has been performed other than roof repairs. Second floor is uninhabitable due to rotting floor joints, and deteriorated latrines.
c. Defense Marketing and Re utilization Office (DRMO) and warehouse.
d. $33,000
e. Convert to storage building at no additional cost.
f. FY 94 O&M project programmed to repair the second floor and baths for $103,000.
g. No.

C. Ground Training Facilities

1. List ground training facilities at the installation that support pilot and/or NFO/Navigator training (e.g., classrooms, pistol ranges, water survival facilities). Provide the 5 digit category code number (CCN) where possible. Indicate if these facilities are unique or if they include any specialized equipment and assess their material condition by indicating the quantities that are adequate/permanent, substandard/semi-permanent and inadequate/temporary. Specify how the facility is used if it is not obvious from its CCN.

| Facility Type (CCN) | Facility Use | Unit of Measure | Adequate/ Permanent | Substandard/ Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|
| 171-211 | Fly Tng Classroom (Bldg 2320) | SF | ~~76,822~~ | | |
| | | | | | |

see chg. 10/23

2. An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

a. Facility Type/Code:
b. What makes it inadequate/temporary?
c. What use is being made of the facility?
d. What is the cost to upgrade the facility to substandard/semi-permanent?
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?

ANSWER: Not applicable--all facilities are adequate.

D. Aircraft Maintenance Facilities

1. Complete the following table for each type of aircraft which can be maintained at your installation. Place an "x" in the applicable columns for each type of aircraft.

| Aircraft Types | Level of Maintenance | | | Source | |
|---|---|---|---|---|---|
| | Depot | Intermediate | Organizational | DOD | Contract |
| T-37 | | X | X | | X |
| T-38A | | X | X | | X |
| AT-38B | | X | X | | X |
| | | | | | |

E. Special Military Facilities

1. List all facilities and equipment that play a special role in military operations (e.g., radar, communications, command and control, oceanographic facilities) of the aircraft at the installation.

| Type of Facility | Operational Mission of Facility |
|---|---|
| ILS | Terminal precision approach and landing system |
| Communications transmitters and receivers | Used for communications between aircraft and controlling agencies |
| Tower | Controlling arriving and departing aircraft within the airport traffic area and vehicles operating on the aerodrome |
| RAPCON | Radar spacing of arriving and departing aircraft |
| Runway control units (4) | Used for communications during student flying training |

2. Contingency and Deployment Requirements:
(Assume full mobilization, sustained 24-hour capability)

a. Can airfield handle wide-body aircraft (e.g. C-5, KC-10, E-3A, 747) transient operations, (e.g., parking, fueling, loading)? (Yes/No)

ANSWER: Yes. Sheppard can handle, i.e., park and fuel all types of wide body aircraft. However, equipment required to load and off load aircraft is not assigned to Sheppard AFB.

Does installation have a dedicated munitions loading pad?

ANSWER: Yes

a. If yes, are there any access limitations?

ANSWER: Sheppard AFB has two (2) hot cargo pads, with a site explosive capacity of 30,000 lbs. Both pads are 45,000 sq ft, with no access limitations.

b. What type aircraft have used your pad over the last five years?

ANSWER: They have been used in the past five years by C-12, U-21, and C-130 aircraft.

4. Is the installation located within 150NM of:
   a. Ground Force Installation (active)? Yes/No (If yes, give name(s))

ANSWER: Yes, Fort Sill, OK.

b. Rail Access which allows the loading/unloading of heavy equipment? Yes/No

ANSWER: Yes. Government trackage connects with the Missouri, Kansas, Texas (MKT) Railroad Company at Oildom, Texas. The carrier performs internal switching, and trackage is available for troop trains. Storage ce is available for 46 freight cars. Side and end ramps are available. Facilities are available for ding/unloading bilevel/trilevel cars at the downtown track of the MKT in Wichita Falls, TX, 5 miles distant.

c. Deep water port facility? Yes/No (If yes, give name(s))

ANSWER: No. The nearest deep water port is Houston, TX, 412 miles away.

5. Does the installation medical treatment facility routinely receive referral patients? (Yes/No)

ANSWER: Yes.

6. Do installation medical facilities have any unique missions (aeromedical staging facility, environmental health laboratory, area dental laboratory, physiological training unit, wartime tasking, etc.)? Identify.

ANSWER: Yes. The 81st Medical Group also supports the following contingency taskings in addition to the Aerospace Physiology Unit and Dental Residency Program:

Air Transportable Hospital: 128 personnel
125 Bed Expansion Package: 53 personnel
Inplace Blood Donor Center
Hospital Expansion to 318 Beds and 3 primary ORs
Support of the base Pretrained Individual Manpower processing and flying training missions on the base

List any weapons storage and handling facilities located at the installation.

| Type of Facility | Location | Mission and Capability of Facility |
|---|---|---|
| Earth covered igloo (unbar) | 2212 | Weapons Storage Facility<br>Max Sited NEW: (1.1) 46,656 lbs Max Sq Foot: 2,000 |
| Earth covered igloo (unbar) | 2214 | Weapons Storage Facility<br>Max Sited NEW: (1.1) 70,000 lbs Max Sq Foot: 2,000 |
| 13 Bay multicube | 2216 | Weapons Storage Facility<br>Max Sited NEW: (1.1) 5,525 lbs (total) Max Sq Foot: 1,300 |
| 12 Bay multicube | 2218 | Weapons Storage Facility<br>Max Sited NEW: (1.1) 5,100 lbs (total) Max Sq Foot: 1,200 |
| 8 Bay multicube | 2220 | Weapons Storage Facility<br>Max Sited NEW: (1.1) 3,400 lbs (total) Max Sq Foot: 800 |

F. Facility Support Arrangements for Other Services

1. List all arrangements (e.g., inter-service support agreements) that involve supporting other military service activities at the installation.

| Activity Name / Military Service | Description of Activity Role and Degree of Support |
|---|---|
| Army Junior ROTC<br>Wichita Falls, TX/US Army | A2, A5, B2, B18, B21, B30, B32. (15.2%) |
| Army Recruiting<br>Wichita Falls, TX/US Army | B18, B19, B32. (6.5%) |
| Navy Space Center<br>Archer City, TX/contract | A2, A15, B16, B18, B21, B30, B32. (15.2%) |
| Military Entrance Processing Station<br>Dallas, TX/DoD | B1, B10, B16, B18, B24. (10.8%) |
| Army National Guard<br>Wichita Falls, TX/US Army | B18, B19, B31. (6.5%) |
| Defense Printing Service<br>Sheppard AFB,TX/US Navy | A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B6, B9, B11, B14, B15, B18, B21, B28, B29, B30, B33. (50.0%) |
| Navy liaison<br>Sheppard AFB,TX/US Navy | A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B5, B6, B7, B9, B10, B12, B14, B15, B17, B18,B21, B22, B23, B28, B30, B32, B33. (52.2%) |
| Marine liaison<br>Sheppard AFB,TX/USMC | A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B3, B5, B6, B7, B9, B10, B12, B14, B15, B17, B18, B21, B22, B23, B28, B29, B30, B32, B33. (63.0%) |

| | |
|---|---|
| Army liaison<br>Sheppard AFB,TX/US Army | A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B5, B6, B7, B9, B10, B12, B14, B15, B17, B18, B21, B22, B23, B28, B29, B30, B32, B33. (71.7%) |

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

| Activity / Sponsor / Government Affiliation | Description of Activity Role and Support Level |
|---|---|
| Defense Reutilization and Marketing Office Defense Logistics Agency | A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B3, B6, B9, B11, B12, B14, B15, B16, B18, B21, B22, B23, B28, B29, B30, B31, B32, B33. (60.8%) |
| Defense Accounting Office-Sheppard Defense Finance and Accounting Service | A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B3, B5, B6, B7, B8, B9, B11, B12, B14, B15, B16, B17, B18, B19, B21, B22, B23, B24, B26, B28, B29, B30, B31, B32, B33. (84.7%) |
| Defense Commissary Sheppard Defense Commissary Agency | A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B3, B6, B7, B10, B11, B12, B14, B15, B16, B17, B18, B19, B22, B24, B25, B26, B29, B30, B31, B32, B33. (73.9%) |
| Bell Helicopter Plant#1 Ft Worth, TX Defense Logistics Agency | A2, B10, B16, B18, B21, B23, B24, B26, B30, B32. (21.7%) |
| General Dynamics Plant#1 Ft Worth, TX Defense Logistics Agency | A2, B16, B18, B21, B23, B24, B26, B30. (17.4%) |
| Bell Helicopter Textron Ft Worth,TX Defense Logistics Agency | A2, B1, B16, B18, B23, B26, B30, (15.2%) |
| US Post Office Sheppard US Postal Service | A2, A3, A6, A9, A10, B9, B11, B14, B15, B16, B29, B30, B33. (28.2%) |
| Defense Investigative Field Office-Sheppard and Defense Investigative Service | A1, A2, A3, A4, A5, A6, A7, A8, A9 A10, A11, B6, B9, B14, B15, B16, B18, B21, B24, B29, B30, B33. (47.8%) |

## Support Categories

(Listed in DoDI 4000.19)

**Mandatory Reimbursement Support Categories**

| | | |
|---|---|---|
| A1 Chapel and Chaplain Services | A5 Environmental Compliance | A9 Police Services |
| A2 Command Element (includes Public Affairs, Social Actions, etc.) | A6 Fire Protection | A10 Safety |
| A3 Common Use Facility Operations, Maintenance, Repair and Construction | A6 Libraries | A11 Shuttle Services |
| A4 Disaster Preparedness | A8 Morale and Fitness | |

**tional Reimbursement Support Categories**

| | | |
|---|---|---|
| 31 Administrative Services | B13 Explosive Ordnance | B25 Mobilization Support |

| | | |
|---|---|---|
| 2 Audio/Visual Services | B14 Facilities and Real Properties Support | B26 Mortuary Services |
| 3 Automated Data Processing / Automation Services | B15 Facility Maintenance and Repair | B27 Printing and Reproduction |
| B4 Civilian Personnel Services | B16 Finance and Accounting | B28 Purchasing and Contracting Services |
| B5 Clubs | B17 Food Services | B29 Refuse Collecting and Disposal |
| B6 Communication Services | B18 Health Services | B30 Resource Management |
| B7 Community Support Services | B19 Housing and Lodging Services | B31 Training Services |
| B8 Confinement and Detention Centers | B20 Information Services | B32 Transportation Services |
| B9 Custodial Services | B21 Installation Retail Supply and Storage Operations | B33 Utilities |
| B10 Education Services | B22 Laundry and Dry Cleaning | B34 Weather Services |
| B11 Engineering Support | B23 Legal Services | B35 Other Support |
| B12 Equipment Operation, Maintenance and Repair | B24 Military Personnel Support | |

**Non-Reimbursement Support Categories**

| | | |
|---|---|---|
| C1 Commissary Services | C3 Dependent Schools | C5 Museums |
| C2 Community Relations | C4 Exchange Services | C6 Retired Affairs |

G. Proximity to Operational Mission Areas

1. Does the location of the installation have any strategic role at the present time or in future plans (include both location and attributes available at that location, e.g., waterfront space). Discuss alternate military/civilian facilities that could fulfill the same strategic role.

ANSWER: Yes, the location of Sheppard AFB has strategic value. Airspace and land surrounding Sheppard AFB are virtually unencumbered for purposes of flight operations. Dallas-Ft Worth and Will Rogers Airports are over 100 NM away from Sheppard AFB, yet military divert options such as Altus, Dyess, and Carswell are closer. Airways are designed around MOA working areas and through our normal transit corridors. The combined airspace in MOAs, ATCAs and LLTRs that were designed to support Sheppard specific flight training is the largest in AETC devoted to basic flight training. The Sheppard AFB local area topography and environment accommodate flight training well. The base infrastructure is extremely well developed. The geographic location of Sheppard is central to eastern and western United States training opportunities. Sheppard AFB is home to ENJJPT, a multi-national pilot training wing focused on fighter training. The nations of ENJJPT have invested heavily in the wing infrastructure with intentions to invest more. Sheppard has multiple runways and large parking aprons, which could allow heavy transport or bomber aircraft to operate from the base.

H. Proximity to Training Areas

1. Does the location of the installation permit any specialized training with other operational units (e.g., Joint forces)? If so, provide details.

ANSWER: Yes. Fort Sill Artillery Center is 40 Nm north; aircraft from this base could work with US Army units on the Fort Sill range. US Navy has many types of aircraft stationed at NAS Dallas, which could do Joint operations with Sheppard-based aircraft.

Describe the plan for conducting carrier qualifications. Will ship deploy to training squadron site or will squadrons deploy?

ANSWER: Since the Air Force does not conduct carrier operations/qualifications, AETC does not have the necessary information to answer this question.

3. How far (nmi.) is the installation from a designated naval operations area where an aircraft carrier would conceivably operate ?

ANSWER: Since the Air Force does not conduct carrier operations/qualifications, AETC does not have the necessary information to answer this question.

4. If the aircraft carrier deploys to an area within operating range of training air squadrons, would CQ training usually be conducted directly from the installation or on a detachment basis?

ANSWER: Since the Air Force does not conduct carrier operations/qualifications, AETC does not have the necessary information to answer this question.

I. Proximity to Other Support Facilities

List other airfields (currently not used for undergraduate pilot and/or NFO/Navigator training) in the local ing area that are available for training and emergency uses.

Maintenance airfield median 84 nm

| Airfield Name | Major Use / Capability | Location | Distance |
|---|---|---|---|
| Fort Worth Meacham, TX 7501 | T-37 divert | 32 deg 49 min N 97 deg 22 min W | 90 NM |
| Fort Worth Alliance, TX 9600 | T-38 divert | 32 deg 59 min N 97 deg 20 min W | 84 NM |
| Wilbarger County, TX IFR | T-37 divert | 34 deg 14 min N 99 deg 17 min W | 25 NM |
| Ardmore Muni, OK 7202 | T-37 divert | 34 deg 18 min N 97 deg 01 min W | 76 NM |
| Chickisha Muni, OK 5106 | T-37 divert | 35 deg 06 min N 97 deg 58 min W | 71 NM |
| Gainesville Regional, TX 7503 | T-37 divert | 33 deg 43 min N 97 deg 12 min W | 68 NM |
| Grayson County Airport, TX 9055 | T-38 divert | 33 deg 43 min N 96 deg 40 min W | 87 NM |

What other military facilities located in the vicinity are/could be used to support the installation's and ants' mission?

added clinton-sherman 89 NM
13,503 LF
IFR Cap Pg 31

NSWER: None. All military facilities in the area are now being used to support Sheppard's training mission the maximum extent those bases can allow.

3. What civilian owned facilities located in the vicinity are/could be used to support the installation's and tenants' mission?

| Facility Name | Actual / Proposed Use | Distance |
|---|---|---|
| IFR Wilbarger County, TX 5099 | T-37 patterns | 35 |
| Duncan Muni, OK | T-37 patterns | 43 |
| IFR Grayson County Airport, TX 9000 | T-38 patterns | 87 |

J. Unique features

1. Identify any unique (one of a kind) features (function, equipment, ranges, etc.) possessed by this training installation. Please list each feature separately and provide a narrative explanation of the importance of the unique feature. (Do not include Depots, Product Centers or Laboratories)

ISWER: None.

2. Are there any on-installation facilities unique (one-of-a-kind) to your service that must be replaced if the installation is closed (Yes/No). If so, list the following information:
   a. Name or type of facility
   b. Total SF
   c. Cat code
   d. Present use

| Name or Type of Facility | Total SF | Cat Code | Present Use |
|---|---|---|---|
| Bldg 249 | 1,873 | 171-623 | Harvest Bare Training lab supports a reverse osmosis water purification system with a 15,000 CF potable water source to train Harvest Bare Personnel. |
| Bldg 960 | 24,000 | 171-623 | Weapons System Support Training labs and classrooms with specialized parachute packing room and required environmental and anti-static support. Supports Fabrication/Parachute training. |
| Bldg 1926 | 8,823 | 171-627 | Harvest Bare Training lab and classroom with complete office building-type fire suppression system provides civil engineering (CE) training on operation and maintenance of this type of system. |

| | | | |
|---|---|---|---|
| dg 1950 | 12,187 | 171-623 | Communication training labs used for DoD training for electronic switching systems with specialized environmental control, 2 mile loop-back LAN system and Minute Man ICBM Launch Control facility trainer with hardened intersite cable systems LAN installed. |
| Bldg 1954 | 106,000 | 171-625 | Aerospace Propulsion Training facility houses C-130 aircraft, 53 jet engine trainers of various models, 4 turboprop engines, 4 engine hoists, 3 prop changing areas, and associated tools and stands that must be used to provide student access during training projects. |
| Bldg 2001 | 20,744 | 171-625 | High-bay space with specialized power and environmental support for CE carpenter training. |
| Bldg 2012 | 14,363 | 171-623 | Interconnected former engine test cells converted to power production classrooms and laboratories. |
| Bldg 2013 | 22,440 | 171-625 | Interconnected former engine test cells converted to power production classrooms and laboratories. |
| Bldg 2014 | 31,093 | 171-623 | Interconnected former engine test cells converted to power production classrooms and laboratories. |
| Bldg 1900 | 226,029 | 171-627 | Medical training labs which support medical services training and approximates an actual hospital, including patient wards, emergency room, operating room, central sterile supply system, X-ray facilities, complete hospital lab, kitchen, physical therapy sections, and pharmacy. |
| dg 1917 | 126,000 | 171-621 | Dental Training classrooms and labs with sterilization areas, lead lined rooms, grinding and polishing stations with exhaust vents, X-ray units, and patient treatment areas in support of Dental Training. |
| Bldg 1919 | 10,882 | 171-623 | Dental Training classrooms and labs with sterilization areas, lead lined rooms, grinding and polishing stations with exhaust vents, X-ray units, and patient treatment areas in support of Dental Training. |

**Future Requirements**

A. Air Quality

What is the name of the Air Quality Management District in which the base is located?

ANSWER: Sheppard AFB is located in Wichita County. Wichita County is part of the Abilene-Wichita Falls Intrastate Air Quality Control Region. Frederick Auxiliary Airfield is located in Tilman County. Tilman County is not located in any Air Quality Control region.

a. Is the installation or any of its OLFs or Staging Bases located in different Air Quality Management Districts? Yes/No

ANSWER: Yes.

b. If the answer is yes, provide acres of installation at each location, and answer questions 2-4 for each Air Quality Management District location.

ANSWER: Frederick Auxiliary Airfield, 9 acres.

2. Has EPA designated the air quality control area in which your installation is located as a maintenance or non-attainment area for any of the six criteria air pollutants (ozone, carbon monoxide, particulate matter (PM 10), sulfur dioxide, nitrogen dioxide, lead)? YES/NO

NSWER: No, for both Sheppard AFB and Frederick Auxiliary Airfield.

a. If the base is in a maintenance area, identify the regulated pollutant(s).

ANSWER: No response required.

b. If the base is in a non-attainment area, identify the pollutant(s) and the degree of severity (marginal, moderate, serious, severe, or extreme).

ANSWER: No response required.

3. Are there any critical air quality regions (i.e., non-attainment areas, national parks, etc.) within 100 kilometers of the base? YES/NO

ANSWER: No for both Sheppard and Frederick Auxiliary Airfield.

4. Has the local Air Quality Board (or similar organization) restricted or delayed any on- or off-installation activities due to air quality considerations? Examples to consider include restrictions to construction permits, restrictions to operating hours for industrial facilities, implementation of High Occupancy Vehicle (HOV) procedures during rush hour, etc. YES/NO

ANSWER: No for both Sheppard AFB and Frederick Auxiliary Airfield.

a. If activities have been restricted, describe the nature, extent and duration of the restriction.

NSWER: No response required.

b. Has the installation been required to implement emissions reduction through special actions, such as carpooling or emissions credit transfer? YES/NO

ANSWER: No for both Sheppard AFB and Frederick Auxiliary Airfield.

c. If special actions have been implemented, specify the nature of the actions.

ANSWER: No response required.

5. Are there any critical air quality regions (i.e. non-attainment areas, national parks, etc.) within 100 kilometers of the installation? YES/NO

ANSWER: No.

B. Encroachment

1. Are there any known plans for a commercial airline to hub at an airport within 100 nmi. of your installation? If so, describe.

NSWER: Yes. Federal Express is planning a hub at Abilene Airport, Fort Worth, TX.

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

ANSWER: No.

3. How many times during each of the past three years have any of your low level training routes been modified to accommodate construction and/or noise complaints?

| Fiscal Year | Number of changes |
|---|---|
| 1991 | 0 |
| 1992 | 0 |
| 1993 | 0 |

4. Is the existing AICUZ study encoded in local zoning ordnances?

ANSWER: All of Sheppard AFB falls within Wichita County, with the southern and western portions located within the corporate limits of the City of Wichita Falls. The City of Wichita Falls and Wichita County Board of County Commissioners adopted the Sheppard AB/Wichita Falls Municipal Airport Height Hazard and Land Use ning Ordinance in 1982. The ordinance provides for encroachment protection from height obstructions

**Future Requirements**

consistent with Federal Aviation Regulation (FAR) Part 77, subpart C, the same height restrictions recommended in the 1981 and 1992 Sheppard AFB AICUZ reports. No other local governments have adopted height restrictions based on FAR Part 77. The 1982 Sheppard AFB/Wichita Falls Municipal Airport Height Hazard and Land Use Zoning Ordinance provides for land use controls for incompatible development within APZ I. The provisions do not fully comply with conventional AICUZ guidelines and recommendations in that the APZ I dimensions do not equate to Air Force definition, and protection for the center runway extension and the new parallel runway (to be completed in FY96) are not included. Zoning regulations currently do not exist in the City of Burkburnett (located approximately 10 miles northwest of Sheppard AFB), or in the unincorporated areas of Wichita County. There are no land use controls implemented for land use development in APZ II, and no land use controls have been implemented for noise zones 65-80 Ldn. The city and county have adopted an ordinance which implements the majority of AICUZ recommendations. The ordinance will prevent encroachment in all zones except APZ II.

a. Attach a copy of any applicable sections of the installation AICUZ plan and note any recent modifications.

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

5. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned mission?

ANSWER: No.

6. Provide a copy of the current and proposed land development plans for the area surrounding the installation (i.e., the local government's comprehensive land-use plan).

7. Air Space Encroachment.

a. Do you receive noise complaints from off-installation residents? YES/NO.

ANSWER: Yes.

b. How many per month (average)? Include noise complaints from local and transient aircraft within the airfield traffic pattern and departure and arrival corridors.

ANSWER: 4.

c. Has the installation implemented noise abatement procedures? YES/NO.

ANSWER: Yes.

**Future Requirements**

d. Describe your procedures. Include noise abatement procedures for maintenance, flight operations, arrivals, departures, and command-directed.

ANSWER: Flight tracks are routed to minimize noise impacts on the surrounding community. Engine run-up areas and test cells are sited to reduce noise disturbances. Hush houses and sound suppressors are in use. Sound attenuation design is incorporated into on-base construction.

8. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures. Answer as well as possible if civilian control or FAR PART 150 Study applies. Answer the following questions regarding current community and other land encroachment near or at the installation by filling in the attached tables following the instructions below.

a. Instructions:

(1) Provide the percent off base current incompatible land use within the Clear Zone (CZ), Accident Potential Zone I (APZ I), Accident Potential Zone II (APZ II), and each noise contour interval (i.e. 60-65 Ldn if available, 65-75 Ldn, 75-80 Ldn if available, and greater than 80 Ldn if available) in the attached tabular format, along with the indicated support information. Incompatibility is governed by DODI 4165.57 and is detailed in the 1980 report of the Federal Interagency Committee on Urban Noise.

(2) Obtain current land use data by overlaying noise contours and CZ/APZ from the most recent publicly released AICUZ, Environmental Assessment which has Finding of No Significant Impact, Environmental Impact Statement which has a Record of Decision, or other officially released noise contour analysis onto current land use maps obtained from local governments. Include the source and date of data. If no current land use maps are available, bases may use recent aerial photography of the off-base areas to determine compatibility percentages. Aerial photos may be available from local governments, USDA offices or planning agencies. Another alternative is to obtain a USGS or map of the environs, and determine land uses through a windshield survey. Analysis of tax/parcel or similar maps may also be conducted.

(3) Then determine the percent incompatible land use. This work is now typically done with computer digitizing programs and equipment. However, the work can be done manually, with the help of the drafting section, through the use of a template or other means. Visit local government planning offices for assistance with off-base land use.

(4) For consistency, use generalized land use areas in determining incompatible land uses (i.e. for residential land uses, include residences, lawns, sidewalks, driveways, local streets, etc., NOT JUST THE RESIDENCES). Generalized land use is the traditional nationwide planning convention and is the standard used in the typical land use maps provided by local governments. For each farm house or rural residence in Accident Potential Zone (APZ) I, add 1/2 acre of incompatible land use.

(5) What is the percent current off-base incompatible land use:
- (a) Within the Clear Zone (CZ) at each end of each active runway?
- (b) Within Accident Potential Zone (APZ) I at each end of each active runway?
- (c) Within APZ II at each end of each active runway?
- (d) Between the 60 Ldn and 65 Ldn noise contours (if available)?

**Future Requirements**

(e) Between the 65 Ldn and 75 Ldn noise contours?

(f) Between the 75 Ldn and 80 Ldn noise contours (if available)?

(g) Within the 80 Ldn noise contour and above (if available)?

9. Current land use status for accident zones: reference questions 8.a.(5)(a) through 8.a.(5)(c). Describe current off-base encroachment/incompatible land use by completing the information in the following table for clear zones and accident potential zones.

(SECONDARY)

| Zones | Rnwy No. | Est Pop | Acres | % Incomp L-U |
|---|---|---|---|---|
| CZ | 17 | 0 | 68 | 0 |
| APZ I | 17 | 0 | 56 | 0 |
| APZ II | 17 | 0 | 56 | 0 |

APZ II
56
56
927
920
1959

(SECONDARY)

| Zones | Rnwy No. | Est Pop | Acres | % Incomp L-U |
|---|---|---|---|---|
| CZ | 35 | 0 | 68 | 0 |
| APZ I | 35 | 0 | 56 | 0 |
| APZ II | 35 | 0 | 56 | 0 |

APZ II
2% = 40.06 / 1959

(PRIMARY)

| Zones | Rnwy No. | Est Pop | Acres | % Incomp L-U |
|---|---|---|---|---|
| CZ | 15 R/C/L | 0 | 450 | 0 |
| APZ I | 15 R/C/L | 48 | 662 | 7.55 |
| APZ II | 15 R/C/L | 186 | 927 | 3.24 |

= 49.9
= 30.03
+
+ = 40.06

APZ I
56
56
662
747
1521

55.876 / 1521 = 3.7%
4%

(PRIMARY)

| Zones | Rnwy No. | Est Pop | Acres | % Incomp L-U |
|---|---|---|---|---|
| CZ | 33 L/C/R | 0 | 621 | 0 |
| APZ I | 33 L/C/R | 3 | 747 | .80 |
| APZ II | 33 L/C/R | 137 | 920 | 1.09 |

5.9
55.876
10.03

**Future Requirements**

10. Current land use status for noise zones: reference questions 8.a.(5)(d) through 8.a.(5)(g). Describe current ;-base encroachment/incompatible land use by filling in the information in the following table for noise nes/contour intervals.

| DNL | Est Pop | Acres | % Incomp L-U |
|---|---|---|---|
| 60-65* | NA | NA | NA |
| 65-75 | 6,431 | 12,848 | 1.36 |
| 75-80* | 351 | 3,143 | 2.14 |
| 80+* | 21 | 1,279 | .75 |

*** If available**

11. Future local/regional community encroachment. Answer the following questions regarding future community and other land encroachment near or at the installation.

a. Provide a rough estimate of how previous BRAC or operational realignments will impact your AICUZ footprint (i.e., what types and quantities of aircraft and operations tempo increases are expected from incoming units, and what is their predicted effect on your footprints)?

ANSWER: No additional operational aircraft were realigned to Sheppard AFB. No expected impact to AICUZ otprint.

b. How are local land use plans expected to impact the AICUZ footprints?

ANSWER: No expected impact to AICUZ footprint.

c. If the latest publicly released AICUZ is outdated (does not reflect current flying operations), provide milestones for completion of an updated AICUZ.

ANSWER: N/A, AICUZ dated 1992 and publicly released Jan 1993. It is current.

d. Describe how local governments (municipalities, counties) have incorporated AICUZ recommendations into land use controls (zoning, etc.) by indicating which local governments, if any, have incorporated any of the following into their land use controls. Be sure to specify which types of controls: zoning, building codes, subdivision regulations, etc. Indicate if any new local land use control efforts are to be implemented, when implemented, what jurisdiction, and what type of controls, as well as how encroachment will be limited.

(1) AICUZ recommended height restrictions.
(2) AICUZ recommended development limits for Accident Potential Zone (APZ) I.
(3) AICUZ recommended development limits for APZ II
(4) AICUZ recommended development limits between the 60 Ldn and 65 Ldn noise contours (if ailable).
(5) AICUZ recommended development limits between the 65 Ldn and 75 Ldn noise contours.
(6) AICUZ recommended development limits between the 75 Ldn and 80 Ldn noise contours (if

available).

(7) AICUZ recommended development limits above the 80 Ldn noise contour (if available).

(8) Are real estate disclosure statements required by local communities?

ANSWER: NO.

e. Indicate if significant development (i.e. a residential subdivision, shopping mall or center, industrial park, etc.) exists or is anticipated or has been announced or started. If so, indicate what type of land use (residential, commercial, industrial, etc.), the type and size of the development (for residential subdivision: number of housing units, number of acres, population; for shopping mall/center: number of stores, total number of acres), when completed or when completion expected. Indicate any long range (20 years) trends for new growth.

ANSWER: No significant development exists or is anticipated or has been announced or started which would affect the land use area in the clear zones, APZs, or noise zones of Sheppard AFB.

f. Has all clear zone acquisition been completed? YES/NO.

ANSWER: No.

(1) If not, indicate the runway approach and number of acres to be acquired, as well as timetable and expected acquisition costs.

ANSWER: Approximately 12 acres of the clear zone for Runway 35 has not been acquired (fee or easement). timetable or costs for acquisition have been initiated at this time.

g. Are on-base facilities and proposed facility development sited in accordance with AICUZ recommendations? Refer to the Base Comprehensive or Master Plan. For each incompatible facility (existing or proposed), indicate facility type (dormitory, etc.), approximate number of occupants, why the facility is incompatible, the reason this incompatibility is necessary, and the anticipated completion date if projected or under construction.

ANSWER: Yes.

C. Ability for Expansion

1. Does the operational infrastructure (e.g., parking apron, fuel and munitions storage, warehouse space, hangar space) provide capabilities for future expansion or change in mission?

ANSWER: With recent BRAC realignments to Sheppard in the training arena, we have a shortage of warehouse space. This however will be changed with the FY96 MCP construction of a logistics warehouse. The existing 80th Flying Training Wing operational parking apron is near maximum capacity. There is no additional hangar space which can accommodate future missions. However, there is land space on base which can be developed.

What is the availability of off-installation acreage for possible future installation development?

ANSWER: Sheppard recently purchased 678 acres to construct an additional runway on the east side of the base. The area to the north has some housing and the land to the east is all agricultural. It is therefore available.

3. Provide the following information for installation infrastructure related facilities and functions. If these or other installation infrastructure attributes may be a determining factor for installation loading and expansion, provide additional comments and capacity measures as appropriate.

| Type of Facility or Capability | On Installation Capacity | Off Installation Long Term Contract | Normal Steady State Load | Peak Demand |
|---|---|---|---|---|
| Electricity (KWH) | 24,972,000 | 22,080,000 | 11,500,070 | 12,127,449 |
| Water (GPD) | 0 | 10,700,000 | 2,062,895 | 2,978,512 |
| Sewage (GPD) | 2,400,000 | 3,000,000 | 1,515,174 | 2,358,161 |
| Natural Gas (CFH) | 0 | 228,000 | 91,579 | 100,212 |
| Short Term Parking | 45,000 SY | 0 | 13,500 SY | 45,000 SY |
| High Temp.Water/ Steam Generation/ Distribution | N/A | N/A | N/A | N/A |

Are there any characteristics regarding your utility systems that should be considered?

ANSWER: Yes. Sheppard's sewage contract contains connection charge language. The government is required to pay a portion of the cost of the Utility's system expansion. No other Sheppard utility service contracts have "take or pay" clauses due to connection charges or Demand Side Management initiatives. None of our natural gas is purchased through the Defense Fuel Supply Center (DFSC) central office; however, Sheppard expects to begin purchasing natural gas through a DFSC contract in Oct 94. Our electric power is purchased from sources other than the Federal Power Marketing Administration (WAPA, BPA, SWPA, SEPA). Cathodic protection is installed on fire sprinkler riser piping and is on portions of the water distribution system. Anodes are used where steel is used (valves). All gas lines are being replaced with poly pipe and no active gas lines have a cathodic protection system.

5. Identify in the table below the real estate which has the potential to facilitate future development and for which you are the plant account holder. Complete a separate table for each individual site, i.e., main installation, outlying airfields, special off-site areas, off installation housing, etc. Unit of measure is acres.

**Site Location: GZPZ - Frederick Aux Airfield, OK**

**Future Requirements**

| Land Use | Total Acres | Developed[3] | Available for Development | |
|---|---|---|---|---|
| | | | Restricted[4] | Unrestricted |
| Operational | | | | |
| Training | 9 | 9 | 0 | 0 |
| R & D | | | | |
| Supply and Storage | | | | |
| Admin | | | | |
| Housing | | | | |
| Recreational | | | | |

**Site Location: VPFP - Texoma Rec Annex**

| Land Use | Total Acres | Developed[5] | Available for Development | |
|---|---|---|---|---|
| | | | Restricted[6] | Unrestricted |
| Operational | | | | |
| Training | | | | |
| R & D | | | | |
| Supply and Storage | | | | |
| Admin | | | | |

[3]Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

[4]This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

[5] Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

[6]This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

**Future Requirements**

| | | | | |
|---|---|---|---|---|
| Housing | | | | |
| Recreational | 430 | 430 | 0 | 0 |

6. Identify the features of this installation that make it a strong candidate for basing/training other types of aircraft/aircrews and other operational units in the future.

ANSWER: Area on base is relatively flat, weather is good year round, and we have some expansion capability. In addition, the base has a good working relationship with the City of Wichita Falls and surrounding communities.

Quality of Life

1. Military Housing

a. Family Housing:

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

ANSWER: 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/ Permanent | Number Substandard/ Semi-Permanent | Number Inadequate/ Temporary |
|---|---|---|---|---|---|
| Officer | 4+ | 96 | 96 | | |
| Officer | 3 | 104 | 104 | | |
| Officer | 1 or 2 | | | | |
| Enlisted | 4+ | 262 | 262 | | |
| Enlisted | 3 | 395 | 395 | | |
| Enlisted | 1 or 2 | 430 | 430 | | |
| Mobile Homes | | | 1287 | 100% | |
| Mobile Home lots | | | | | |

(3) An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

a. Facility Type/Code:
b. What makes it inadequate/temporary?
c. What use is being made of the facility?
d. What is the cost to upgrade the facility to substandard/semi-permanent?
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?

ANSWER: N/A.

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

**Manpower Implications**

| Pay Grade | Number of Bedrooms | Number on List[7] | Average Wait |
|---|---|---|---|
| O-6/7/8/9 | 1 | | |
| | 2 | | |
| | 3 | | |
| | 4+ | 1 | 12 |
| O-4/5 | 1 | | |
| | 2 | | |
| | 3 | | |
| | 4+ | 10 | 6 |
| O-1/2/3/CWO | 1 | | |
| | 2 | | |
| | 3 | 48 | 9 |
| | 4+ | 4 | 6 |
| E7-E9 | 1 | | |
| | 2 | | |
| | 3 | 25 | 6 |
| | 4+ | 4 | 9 |
| E1-E6 | 1 | | |
| | 2 | 166 | 3 |
| | 3 | 94 | 9 |
| | 4+ | 48 | 9 |

(5) 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)?

ANSWER: 100% of the housing units at Sheppard have all of the required amenities.

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

| Type of Quarters | Utilization Rate |
|---|---|
| Adequate/Permanent | 98.66% |
| Substandard/Semi-Permanent | |
| Inadequate/Temporary | |

(7) 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?

s of 31 March 1994.

ANSWER: No.

(b) BEQ:

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

| Type of Quarters | Utilization Rate |
|---|---|
| Adequate/Permanent | 91% |
| Substandard/Semi-Permanent | |
| Inadequate/Temporary | |

(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?

ANSWER: Additional dormitory space was recently transferred from transient to permanent party. Incoming personnel will raise occupancy rate to 95% by Jul 94.

(c) BOQ:

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

| Type of Quarters | Utilization Rate |
|---|---|
| Adequate/Permanent | 88% |
| Substandard/Semi-Permanent | |
| Inadequate/Temporary | |

(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?

ANSWER: No. Occupancy of BOQs is on a voluntary basis. Therefore, there is no mandatory occupancy rate.

(d) Have any family housing/BOQ/BEQ units been vacated for purposes of renovation or are new units under construction? State type unit, total number of units, size, capacity and availability date.

| Units Under Renovation or Construction | | | | |
|---|---|---|---|---|
| Type Unit (Family Housing/BOQ/ BEQ) | Total Number | Size (Appropriate Measure) | Capacity (Appropriate Measure) | Availability Date |

**Manpower Implications**

| | | | | |
|---|---|---|---|---|
| Family Housing | 20 | 4BR | 20 | Sep 94 |
| Family Housing | 1 | 3BR | 1 | Sep 94 |
| BOQ | 200 | 200 | 200 | CY 95 |

(e) Provide the following information on any family housing/BOQ/BEQ units planned for construction (MILCON) for FY94 - 97. State type unit, total number of units, size, capacity, and availability date.

ANSWER: N/A.

2. For on-installation MWR facilities[8] available, complete the following table for each separate location. For off-installation government owned or leased recreation facilities indicate distance from installation. If there are any facilities not listed, include them at the bottom of the table.

**LOCATION** **SHEPPARD AFB** **DISTANCE** **ON BASE**

| Facility | Unit of Measure | Total | Profitable (Y,N,N/A) |
|---|---|---|---|
| Auto Hobby | Indoor Bays | 16 | Y |
| | Outdoor Bays | | |
| Arts/Crafts * | SF | 19,133 | N |
| Wood Hobby * | SF | * | N |
| Bowling | Lanes | 32 | Y |
| Enlisted Club | SF | 35,014 | Y |
| Officer's Club | SF | 32,738 | Y |
| Library | SF | 16,064 | N/A |
| Library | Books | 45,713 | N/A |
| Theater | Seats | 999 | Y |
| ITT | SF | 192 | N |
| Museum/Memorial | SF | | |
| Pool (indoor) | Lanes | | |
| Pool (outdoor) | Lanes:<br>Main<br>Capehart | <br>6<br>6 | N/A |
| Beach | LF | | |
| Lake | Each | 1 | N/A |
| Tennis CT | Each | 6 | N/A |
| Waterpark/slide | Each | 1 | N/A |
| Overflow pool | Each | 1 | N/A |

* Arts/crafts and wood/hobby in one bldg, records cannot be separated

24/30 = 80%

24/30 = 80%

paces designed for a particular use. A single building might contain several facilities, each of which should be listed separately.

| City | Distance (Miles) |
|---|---|
| Ft Worth, TX | 121 |
| Dallas, TX | 152 |
| Oklahoma City, OK | 141 |

6. Standard Rate VHA Data for Cost of Living:

| Paygrade | With Dependents | Without Dependents |
|---|---|---|
| E1 | 18.51 | 10.36 |
| E2 | 18.51 | 11.64 |
| E3 | 2.31 | 1.70 |
| E4 | 36.88 | 25.74 |
| E5 | 25.89 | 18.08 |
| E6 | 51.11 | 34.79 |
| E7 | 22.64 | 15.73 |
| E8 | 59.36 | 44.88 |
| E9 | 36.04 | 27.36 |
| W1 | 93.84 | 71.27 |
| W2 | 73.48 | 57.64 |
| W3 | 54.05 | 43.94 |
| W4 | 64.52 | 57.20 |
| O1E | 39.56 | 29.34 |
| O2E | 56.78 | 45.27 |
| O3E | 43.71 | 36.98 |
| O1 | 12.85 | 9.47 |
| O2 | 27.13 | 21.20 |
| O3 | 49.02 | 41.27 |
| O4 | 97.00 | 84.35 |
| O5 | 45.05 | 37.25 |
| O6 | 65.33 | 54.08 |
| O7 | 00.00 | 00.00 |

Document Separator

# BRAC 95 Undergraduate Pilot Training Joint Cross-Service Group

## Book 13

VANCE AFB

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE

11 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: HQ USAF/RT

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the UPT supplemental data calls dated 27 Sep, 30 Sep and 7 Oct 1994 (Atch 1). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan. There are no other supplemental data calls pending. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAY D. BLUME, Jr., Maj Gen, USAF
Special Assistant to the CSAF for
Realignment and Transition

Attachments:
1. Supplemental Data Calls 27 Sep 94, 30 Sep 94, 7 Oct 94
2. AETC Response to Data Calls

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

09 OCT 19[illegible]

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: 28 Sep 94 Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 28 Sep 94 Joint Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

PETER H. FOX
Colonel, USAF
Deputy Director, Plans & Operations

Attachment:
Installation Worksheets

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

22 SEP 1994

CE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: SAF/MII

SUBJECT: Air Force Data Input to the Joint Cross-Service Group on UPT

Attached is validated Air Force data submitted to answer your supplemental data call of 25 Aug 94 for all UPT bases. The data has been certified in accordance with the Air Force Internal Control Plan. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

Attachments:
1. Selected Question List, 25 AUG 94
2. Air Force Joint UPT Supplemental Data

# CAPACITY ANALYSIS
# INSTALLATION WORKSHEET
# Vance AFB OK

PURPOSE: To document the answer to Mission Requirements question number (C.1-dc)

SOURCE: Major Timothy D. Ayres, HQ AETC/XOPU, 487-3390.

METHOD: Professional judgment/knowledge.

CONCLUSION: Vance AFB does not conduct SUPT or SUNT; therefore, this question does not apply.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Timothy D. Ayres Date 30 Aug 94
Signature

Timothy D. Ayres, Major, HQ AETC/XOPU, 487-3390

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Vance AFB OK

PURPOSE: To document the answer to Facilities question number (B.1-dc)

SOURCE: AETCR 60-5, attch 7 (1 Jul 93)

METHOD: Extracted data from above sources.

CONCLUSION:

Minimum Area Size Requirements (Square nm x altitude) (Note A):

| | | |
|---|---|---|
| T-37: | Contact Area-- | Below 15000'- 100 sq mi x 5000' |
| | | Above 15000'- 100 sq mi x 6000' |
| | Instrument Area (Note B)-- | 200 sq mi x 1500' |
| | Formation Area (Note C)-- | 200 sq mi x 3000' |
| T-38: | Contact Area-- | 200 sq mi x 12000' |
| | Instrument Area (Note B)-- | Below FL240- 400 sq mi x 4000' |
| | | Above FL240- 800 sq mi x 4000' |
| | Formation Area (Note C)-- | Below FL240- 400 sq mi x 4000' |
| | | Above FL240- 800 sq mi x 4000' |
| T-1: | All Areas-- | Below FL240- 400 sq mi x 4000' |
| | | Above FL240- 800 sq mi x 4000' |

Note A: If high areas are located over low areas, establish a vertical buffer of 1000' (or as assigned by the controlling agency) between high and low areas

Note B: Unusual attitudes, steep turns, and confidence maneuvers may be performed in a contact area

Note C: Trail, fighting wing, fluid maneuvering, and formation wing work may be performed in a contact area

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature
John D. Huguley, Capt, 71 OSS/DOOR, 940-7850
Typed Name, Rank, Office Symbol, DSN Number

~~MAJCOM Reviewer~~ I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl L. Claus Date 30 AUG 94
Signature

Carl L. Claus, Capt, AETC/XOSA, DSN 487-6162

# MILITARY VALUE ANALYSIS
# INSTALLATION WORKSHEET
## Vance AFB, OK

PURPOSE: To document the answer to Manpower Implications question number 1b.A and 1c.A.

SOURCE: ~~DD Form 2085, 30 Sep 93~~, and ATC Form 515, 30 Sep 93.

METHOD: Determine the number of adequate, substandard, and inadequate quarters for both permanent party and PCS students. Determine the number of officer and enlisted gross (available), diverted, and net (accountable) spaces from lines 11, 12, and 13 from DD Form 2085; and lines 3, 5, 6, 8 and 10, A, J, K, and L from ATC Form 515. Enter the "net" spaces in the appropriate column. The number of quarters designated for students are included in the "total" column. Enter the number of gross and diverted spaces in the appropriate spaces. If no substandard or inadequate quarters, then leave blank. Briefly explain usage of the diverted spaces.

CONCLUSION:

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters designated for students |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| BOQ's | 231 | -40 | 191 | — | — | 191 | 191 |
| BEQ's | 266 | +40/-136 | 170 | — | — | 170 | 0 |

Explanation of diverted spaces:
-40 UOQ spaces temporarily diverted to UEQ.
+40 spaces temporarily diverted from UOQ to UEQ.
-136 spaces down for asbestos abatement.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

M Lukey Date 30 Aug 94
Signature
Mark Lukey GS-12 71LS/CE 940-7596
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

W B Hogan Date 30 Aug 94
W/B Hogan, GS-12, HQ AETC/CEPH, DSN 487-3113

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

09 OCT 19[illegible]

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: 28 Sep 94 Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 28 Sep 94 Joint Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

PETER H. FOX
Colonel, USAF
Deputy Director, Plans & Operations

Attachment:
Installation Worksheets

# CAPACITY ANALYSIS
# MAJCOM WORKSHEET
# AIR EDUCATION AND TRAINING COMMAND

PURPOSE: To document the answer to Mission Requirements question number (E.2-dc)

SOURCE: Air Force XOOT Program Guidance Letter, 8 Aug 94; FTRAP Model; Maj Doby, HQ AETC/XORA, 487-4073; Mr. Hamilton, HQ AETC/LGMMD, 487-3088; Maj Groebe, HQ AETC/XOTI, 487-6341;

METHOD: Extract data from above sources.
Professional knowledge/judgment

CONCLUSION:

| AIRCRAFT | UTILIZATION RATE (SORTIES/MONTH) | PAA FOR THE COMMAND | *TOTAL AIRCRAFT IN THE COMMAND INVENTORY |
|---|---|---|---|
| T-37 (FY 94) | 36 | 242 | 286 |
| T-37 (FY 01) | 36 | 310 | 344 |
| JPATS (FY 94) | 41 | 0 | 0 |
| JPATS (FY 01) | 41 | 30 | 30 |
| T-1 (FY 94) | 25 | 38 | 82 |
| T-1 (FY 01) | 25 | 151 | 180 |
| T-38 (FY 94) | 26 | 312 | 395 |
| T-38 (FY 01) | 26 | 264 | 316 |
| AT-38 (FY 94) | 26 | 38 | 45 |
| AT-38 (FY 01) | 26 | 45 | 56 |
| T-3 (FY 94) | 36 | 17 | 17 |
| T-3 (FY 01) | 36 | 98 | 113 |
| T-43 (FY 94) | 9.9 | 9 | 10 |
| T-43 (FY 01) | 12.1 | 9 | 10 |

* Total aircraft reflects total aircraft authorized (PAA, BAI, and attrition reserve). Total aircraft in inventory may exceed this number.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 7 Oct 94

Kevin S. C. Darnell, Maj, HQ AETC/XOTR, 487-6236
Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

AUG 0 2 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

SUBJECT: Air Force Data Input to the Joint Cross-Service Group on UPT

Attached is the validated Air Force submission to the JCSG for UPT. The data has been collected and certified in accordance with the Air Force Internal Control Plan. Questions can be referred to Lt Col Mark E. Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

6 Atchs
Columbus AFB Joint Data Call
Laughlin AFB Joint Data Call
Randolph AFB Joint Data Call
Reese AFB Joint Data Call
Sheppard AFB Joint Data Call
Vance AFB Joint Data Call

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

09 AUG 1994

MEMORANDUM FOR HQ AETC/XOPU

FROM: HQ USAF/RTR

SUBJECT: Joint Cross Service Group Questions

1. The Joint Cross Service Working Group for Undergraduate Pilot Training unconvered several issues that require MAJCOM clarification. A set of the questions pertaining to USAF YPT bases was provided to HQ AETC by Lt Col Jerry Free 5 Aug 94 (atch 1). The answers to these questions must be documented IAW the Air Force Internal Control Plan, i.e., worksheets must accompany the answers to HQ USAF/RTR (formerly AF/XOOR).

2. Please put your best effort against this request. This information is due to HQ USAF/RTR NLT 11 Aug 94. Faxed response is appropriate for the timely delivery of this information, however, a hard copy should be sent to follow up the data transfer. POC is Lt Col Bruggemeyer, AF/RTR, DSN 225-4578. Fax DSN 223-9707.

for John F. Plu

WAYNE MAYFIELD, Col, USAF
Chief, Base Realignment Division

# CAPACITY ANALYSIS
# INSTALLATION WORKSHEET
# Vance AFB OK

PURPOSE: To document the answer to Features and Capabilities question number (A.1-dc)

SOURCE: See base worksheet

METHOD: See base worksheet

CONCLUSION: Total number of rooms that are adequate/permanent - ~~361~~.

363

~~Total w/ Mq. Tin Ayes~~
~~in AETC/Info.~~

ORIGINAL ANSWER
Correct
See worksheet

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Algie H. Ennis Date 11 Aug 94
Signature
ALGIE H. ENNIS, GS-12, AETC/CEPH, 487-2559
Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE

11 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: HQ USAF/RT

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the UPT supplemental data calls dated 27 Sep, 30 Sep and 7 Oct 1994 (Atch 1). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan. There are no other supplemental data calls pending. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAY D. BLUME, Jr., Maj Gen, USAF
Special Assistant to the CSAF for
Realignment and Transition

Attachments:
1. Supplemental Data Calls 27 Sep 94, 30 Sep 94, 7 Oct 94
2. AETC Response to Data Calls

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Vance AFB OK

PURPOSE: To document the answer to Facilities question number (D.2-dc)

SOURCE: Real Property Records dated 28 Feb 94
AFR 86-2 dated Mar 73; knowledge of local aircraft parking ramp configurations
Mr. Brannon, HQ AETC/LGXP, 487-3428

METHOD: Extract data from above sources.
Professional knowledge/judgment

CONCLUSION:

| Aircraft Type | Total Parking Area | Square Yards Required/Aircraft | Total Number of Aircraft |
|---|---|---|---|
| T-37 | 279,556 SY | 800 | 349 |
| T-38 | 279,556 SY | 700 | 399 |
| T-1 | 279,556 SY | 1,500 | 186 |

NOTES: 279,556 x .80 = 223,645 SY/ RAMPS APRONS

1. Total apron space is 279,556 SY. Total usable parking area under current operations is 179,900 SY.

a. Total unusable parking area under current operations is 99,656 SY due to aircraft taxiways, vehicle roadways adjacent to ramp, on-ramp hangars, flight shacks, support equipment parking, hangar enter/exit ramp area and aircraft wash racks.

b. Total usable parking area under current operations is 279,556 - 99,656 = 179,900 SY

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Thad L. Brannon Jr. Date 6 Oct 94
Signature
Thad L. Brannon, Jr., GM-14,HQ AETC/LGXP, 487-3428
Typed Name, Rank, Office Symbol, DSN Number

ATTCH 1

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Vance AFB, OK

PURPOSE: To document the answer to Facilities question number (A.10-DC)

SOURCE: See base worksheet.

METHOD: See base worksheet.

CONCLUSION: The following ATCAA should be included in the base's answer:

| NAME | TYPE | AREA (sq NM) | ALTITUDE BLOCK (ft) | DISTANCE TO AREA (NM) |
|---|---|---|---|---|
| EAGLE 2N | ATCAA | 986 | FL260-FL350 | 40 |
| EAGLE 2S | ATCAA | 866 | FL260-FL350 | 40 |
| EAGLE 3N | ATCAA | 817 | FL260-FL350 | 66 |
| EAGLE 3S | ATCAA | 947 | FL260-FL350 | 66 |
| EAGLE 6 | ATCAA | 612 | FL260-FL430 | 18,K |

The following correction is made to the base answer:

Washita: ATCAA of same size goes from FL180 to FL230.

NOTE: Since ATCAA is not charted, bases can only report ATCAA they actually use or that impact their operations. ATCAA is established by Letter of Agreement between the originating base and the controlling ARTCC.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date: 7 Oct 94

Carl L. Claus, Capt, AETC/XOSA, 487-6162

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Vance AFB OK

PURPOSE: To document the answer to Facilities question number (A.10 - dc).

SOURCE: Capt Robert J. Caldwell, 71 OSS/DOOR, DSN 940-7854; FLIP IFR Enroute L5/L6 (28 Apr 94), L13/14 (28 Apr 94); FLIP AP/1A (11 Nov 93), AP/1B (28 Apr 94); Wichita Sectional Aero. Chart (9 Mar 94);VAFB Quarterly/Annual Airspace Reports (90-93).

METHOD: Referenced above sources and located all Military Operations Areas (MOA), Alert Areas (AA), Warning Areas (WA) and Air Traffic Control Assigned Airspace (ATCAA) areas within 100 NM.

CONCLUSION:

| Name | Type | Area (Sq NM) | Altitude Blocks (MSL) | Distance to Area (NM) |
|---|---|---|---|---|
| VANCE 1A | MOA | 6300 | 10000' to 18000' | Overlies Airfield |
| VANCE 1B | MOA | 1600 | 7000' to 18000' | Overlies Airfield |
| TRACY | MOA | 400 | 10000' to 18000' | 52 |
| WASHITA | MOA | 768 | 10000' to 18000' | 87 |
| EUREKA HIGH | MOA | 2016 | 6000' to 18000' | 100 |
| EUREKA LOW | MOA | 2016 | 6000' to 18000' | 100 |
| A562-A | AA | 200 | 1300' to 10000' | Overlies Airfield |
| A562-B | AA | 140 | 1200' to 10000' | 25 |
| A683 | AA | 115 | 1300' to 4500' | 88 |
| VANCE 1A ATCAA | ATCAA | 6300 | 18000' to 24000' | Overlies Airfield |
| VANCE 1B ATCAA | ATCAA | 1600 | 18000' to 22000' | Overlies Airfield |

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Robert J. Caldwell Date 7 OCT 94
Signature
Robert J. Caldwell, Capt, 71 OSS/DOOR, 940-7854
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

22 SEP 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: SAF/MII

SUBJECT: Air Force Data Input to the Joint Cross-Service Group on UPT

Attached is validated Air Force data submitted to answer your supplemental data call of 25 Aug 94 for all UPT bases. The data has been certified in accordance with the Air Force Internal Control Plan. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

Attachments:
1. Selected Question List, 25 AUG 94
2. Air Force Joint UPT Supplemental Data

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

31 AUG 1994

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: Supplemental Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 25 Aug 94 Supplemental Joint Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

PETER H. FOX
Colonel, USAF
Acting Director, Plans and Operations

Attachment:
Installation Worksheets

# CAPACITY ANALYSIS
# INSTALLATION WORKSHEET
# Vance AFB OK

PURPOSE: To document the answer to Mission Requirements question number (C.1-dc)

SOURCE: Major Timothy D. Ayres, HQ AETC/XOPU, 487-3390.

METHOD: Professional judgment/knowledge.

CONCLUSION: Vance AFB does not conduct SUPT or SUNT; therefore, this question does not apply.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Timothy D. Ayres Date 30 Aug 94
Signature

Timothy D. Ayres, Major, HQ AETC/XOPU, 487-3390

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Vance AFB OK

PURPOSE: To document the answer to Facilities question number (B.1-dc)

SOURCE: AETCR 60-5, attch 7 (1 Jul 93)

METHOD: Extracted data from above sources.

CONCLUSION:

Minimum Area Size Requirements (Square nm x altitude) (Note A):

| | | |
|---|---|---|
| T-37: | Contact Area-- | Below 15000'- 100 sq mi x 5000' |
| | | Above 15000'- 100 sq mi x 6000' |
| | Instrument Area (Note B)-- | 200 sq mi x 1500' |
| | Formation Area (Note C)-- | 200 sq mi x 3000' |
| T-38: | Contact Area-- | 200 sq mi x 12000' |
| | Instrument Area (Note B)-- | Below FL240- 400 sq mi x 4000' |
| | | Above FL240- 800 sq mi x 4000' |
| | Formation Area (Note C)-- | Below FL240- 400 sq mi x 4000' |
| | | Above FL240- 800 sq mi x 4000' |
| T-1: | All Areas-- | Below FL240- 400 sq mi x 4000' |
| | | Above FL240- 800 sq mi x 4000' |

Note A: If high areas are located over low areas, establish a vertical buffer of 1000' (or as assigned by the controlling agency) between high and low areas

Note B: Unusual attitudes, steep turns, and confidence maneuvers may be performed in a contact area

Note C: Trail, fighting wing, fluid maneuvering, and formation wing work may be performed in a contact area

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature
John D. Huguley, Capt, 71 OSS/DOOR, 940-7850
Typed Name, Rank, Office Symbol, DSN Number

~~MAJCOM Reviewer~~ I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl L. Claus Date 30 AUG 94
Signature

Carl L. Claus, Capt, AETC/XOSA, DSN 487-6162

# MILITARY VALUE ANALYSIS
# INSTALLATION WORKSHEET
## Vance AFB, OK

PURPOSE: To document the answer to Manpower Implications question number 1b.A and 1c.A.

SOURCE: ~~DD Form 2085, 30 Sep 93~~, and ATC Form 515, 30 Sep 93.

METHOD: Determine the number of adequate, substandard, and inadequate quarters for both permanent party and PCS students. Determine the number of officer and enlisted gross (available), diverted, and net (accountable) spaces from lines 11, 12, and 13 from DD Form 2085; and lines 3, 5, 6, 8 and 10, A, J, K, and L from ATC Form 515. Enter the "net" spaces in the appropriate column. The number of quarters designated for students are included in the "total" column. Enter the number of gross and diverted spaces in the appropriate spaces. If no substandard or inadequate quarters, then leave blank. Briefly explain usage of the diverted spaces.

CONCLUSION:

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters designated for students |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| BOQ's | 231 | -40 | 191 | – | – | 191 | 191 |
| BEQ's | 266 | +40/-136 | 170 | – | – | 170 | 0 |

Explanation of diverted spaces:
-40 UOQ spaces temporarily diverted to UEQ.
+40 spaces temporarily diverted from UOQ to UEQ.
-136 spaces down for asbestos abatement.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

M Lukey Date 30 Aug 94
Signature
Mark Lukey GS-12 71LS/CE 940-7596
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

W B Hogan Date 30 Aug 94
W/B Hogan, GS-12, HQ AETC/CEPH, DSN 487-3113

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

29 August 1994

MEMORANDUM FOR XOOR

FROM: AF/XOOT

SUBJECT: Validation/Certification of Joint Cross Service Questionnaire Data

The attached table provides the information requested in question 4 of the "Clarification to Joint Military Value and Capacity Analysis Data Calls" FAX we received from the Joint UPT Cross-service Study Team.

This memorandum is to certify the attached data is accurate and complete to the best of our knowledge and belief. The AF/XOOT POC, Lt Col Jeff Schantz, is available at 5-0651 to answer questions concerning this particular review.

Stephen R. Martin

STEPHEN R. MARTIN, Colonel, USAF
Chief, Training Division
Directorate of Operations, DCS P&O
X7-1773

Attachments:
1. FY 01 Undergraduate Pilot/Navigator Production Requirements

## FY 01 Undergraduate Pilot/Navigator Production Requirements

The information below responds to the following question contained in the Joint UPT Cross-service Study Team memo, Clarification to Joint Military Value and Capacity Analysis Data Calls, 25 Aug 94:

4. (HQ USAF/XOOT) Capacity Analysis, Mission Requirements, Para A, Question 1. Please provide the USAF FY 01 undergraduate pilot/navigator production requirements. Use the following table as a guide:

| Type of Training | Total Projected Requirement (Active Duty USAF Requirement) | |
|---|---|---|
| Primary Pilot | 1144 | (952) |
| Advanced Airlift/Tanker Pilot | 752 | (656) |
| Advanced Bomber/Fighter Pilot | 336 | (246) |
| ALP | 15 | international only |
| ATP | 33 | international only |
| ENJJPT Primary | 250 | (98) |
| ENJJPT Advanced | 250 | (98) |
| Core Navigator | 361 | (300) |
| Panel Navigator | 222 | (170) |
| Interservice UNT | 144 | non-USAF only |

Primary = 1144 + 250 + 15 = 1409

Airlift/Tanker : 752

Bomber/Ftr : 336 + 15 + 250 = 619

USAF Pr NAV : 361

USAF WSO : 361 - 222 = 139

USAF Panel : 222

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

31 AUG 1994

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: Supplemental Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 25 Aug 94 Supplemental Joint Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

PETER H. FOX
Colonel, USAF
Acting Director, Plans and Operations

Attachment:
Installation Worksheets

# CLOSE HOLD

## JOINT CROSS-SERVICE

## CATEGORY:

## UNDERGRADUATE PILOT TRAINING

## CAPACITY ANALYSIS:
## DATA CALL WORK SHEETS

VANCE AFB OK
~~6 June 1994~~
25 July 1994

The information contained herein is sensitive. Deputy SECDEF guidance restricts the release of data or analysis pertaining to evaluation of military bases for closure or realignment until the SECDEF forwards recommendations to the Base Closure Commission. All individuals handling this information should take steps to protect the material herein from disclosure.

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

# CLOSE HOLD

**Data For Capacity Analysis**

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**PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:**

| Title | Location |
|---|---|
| COLUMBUS | COLUMBUS MS |
| CORPUS CHRISTI | CORPUS CHRISTI TX |
| FT RUCKER | FT RUCKER AL |
| KINGSVILLE | KINGSVILLE TX |
| LAUGHLIN | DEL RIO TX |
| MERIDIAN | MERIDIAN MS |
| PENSACOLA | PENSACOLA FL |
| RANDOLPH * | UNIVERSAL CITY TX |
| REESE | LUBBOCK TX |
| SHEPPARD | WITCHITA FALLS TX |
| VANCE | ENID OK |
| WHITING FIELD | MILTON FL |

* Includes Enhanced Flight Screening sites at Hondo TX and Air Force Academy CO

[redacted]. Undergraduate Flight Training (UFT) Throughput/Graduates

1. Using the Base Force Structure as outlined in the JCS memo dated 7 February 1994, re: 1995 Base Realignments and Closures Force Structure Plan, and projected retention rates, give the projected yearly Pilot Training Rate (PTR)/Program Guidance Letter (PGL) requirements by installation for each of the next seven years.

See change in bullet (29 Aug)

| | | Output Requirements, Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor(%)/ADSL) By Fiscal Year | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
| UPT | USAF | 115/20%/105 | 88/20%/107 | 65/20%/78 | | | | | |
| | ANG | 25/20%/23 | 20/20%/23 | 22/20%/29 | | | | | |
| | AFRES<br>FMS | 10/20%/9<br>15/20%/14 | 12/20%/14<br>15/20%/17 | 5/20%/6<br>5/20%/6 | | | | | |
| ATP | FMS | 6/0%/3 | 27/0%/17 | 25/0%/16 | 25/0%/16 | 25/0%/16 | 25/0%/16 | 25/0%/16 | 25/0%/16 |
| ALP | FMS | 18/0%/9 | 4/0%/3 | 4/0%/3 | 4/0%/3 | 4/0%/3 | 4/0%/3 | 4/0%/3 | 4/0%/3 |
| SUPT | USAF | | | 37/20%/46 | 138/20%/188 | 144/20%/197 | 176/20%/240 | 201/20%/275 | 213/20%/293 |
| | ANG | | | 7/20%/8 | 29/20%/34 | 29/20%/24 | 29/20%/34 | 29/20%/34 | 29/20%/34 |
| | AFRES | | | 5/20%/6 | 11/20%/12 | 11/20%/12 | 10/20%/11 | 11/20%/12 | 10/20%/11 |
| | NAVY | | | | 25/20%/28 | 25/20%/28 | 25/20%/28 | 25/20%/28 | 25/20%/28 |
| | FMS | | 5/20%/6 | 10/20%/11 | 10/20%/11 | 10/20%/11 | 10/20%/11 | 10/20%/11 | 10/20%/11 |

2. Using the Base Force Structure as outlined in the JCS memo dated 7 February 1994, re: 1995 Base Realignments and Closures Force Structure Plan and projected retention rates, give the projected yearly NFO Training Rate (NFOTR)/Program Guidance Letter (PGL) Navigator Training requirements by installation for each of the next seven years. Provide any additional sources of NFO/Nav trainees.

ANSWER: Vance does not conduct Navigator training.

3. Provide the historical attrition data for undergraduate pilot training by syllabus for FY 91-93:

| Type of Pilot Training by Syllabus (EXAMPLES) | | Historical Attrition By Fiscal Year | | |
|---|---|---|---|---|
| | | 1991 | 1992 | 1993 |
| UPT | USAF | 15.5% | 18.7% | 13.6% |
| | ANG | 14.3% | 6.7% | 6.7% |
| | AFRES | 28.6% | 20.0% | 0 |
| | FMS | 20.0 | 12.50 | 0 |
| ATP | FMS | 0 | 0 | 8.3% |
| ALP | FMS | 33.3% | 50.0% | 0 |

Provide the historical attrition data for undergraduate Navigator training by syllabus for FY 91-93:

ANSWER: No Navigator/NFO training at Vance AFB.

5. Indicate in the table below the types of undergraduate pilot and NFO training currently conducted at your installation. Also give the number of pilots and NFOs trained in FY 1991, FY 1992, and FY 1993 at your installation.

| Syllabus of Training | Level of Training | Graduates | | |
|---|---|---|---|---|
| | | FY 91 | FY 92 | FY 93 |
| UPT | Primary | 330 | 212 | 199 |
| | Advanced | 306 | 204 | 204 |
| ALP | Advanced | 2 | 1 | 0 |
| ATP | Advanced | 0 | 0 | 11 |
| T-38 Banked Requal | Advanced | 0 | 0 | 18 |

Listed graduates are for UPT (SUPT not in place these years)

List all other officer training (i.e., non-undergraduate pilot/NFO/Navigator training) by activity conducted at your installation. For each type training, give the actual figure for FY 1993 throughput in terms of the number of students that year, and give the projected figures for FY 94-01. Also give the average daily student load (ADSL) for each activity.

| Other Officer Training (Graduates) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Activity | FY 1993 | FY 1994 | FY 1995 | FY 1996 | FY 1997 | FY 1998 | FY 1999 | FY 2000 | FY 2001 | ADSL for FY 1993 |
| BNK RQL | 18 | 91 | 70 | 67 | - | - | - | - | - | 3.6 |
| | | | | | | | | | | |

7. List all enlisted training conducted at your installation. For each type training, give the actual figure for FY 1993 throughput in terms of the number of students that year, and the projected figures for FY 94-01. Also give the average daily student load (ADSL) for each activity.

ANSWER: None.

B. Flight Training

For each syllabus of undergraduate pilot and/or NFO/Navigator flight training and aircraft type required for that training, give the number of required sorties per graduate, flight time in the airspace/sortie, the dimensions,

**Mission Requirements**

d the total number of flight hours required for each type of airspace listed that is used for training in that rticular syllabus[Total flight hours = # Sorties x (Flight time per sortie)]. Also include additional types of airspace that could accommodate this training.

Key to types of airspace:
MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
OWAW -- Overwater Airways
CLG -- Uncontrolled Airspace
OWA -- Overwater Airspace
PAT -- Pattern (e.g. airspace above runways)
AW-- Airways (e.g. corridors to and from training areas)
MTR -- Military Training Routes
RR -- Restricted Areas with Ranges

Syllabus of Training: UPT P-V4A-B Type Aircraft: T-37

| Type of Airspace | # Sorties per Graduate | Flight Time in Airspace/ Sortie | Vertical Altitude (1000 ft) | Other Types of Usable Airspace | Avg Size (nm²) | Total Flight Hours per Graduate |
|---|---|---|---|---|---|---|
| MOA ✓ | 54 | 0.5 | 8 | | 200 | 27.0 ✓ |
| PAT | 62 | 0.4 | 5 | | 48 | 24.8 |
| AW | N/A | | | | | |
| ATCAA ✓ | 54 | 0.1 | 6 | | 200 | 5.4 ✓ |
| OWA | N/A | | | | | |
| OWAW | N/A | | | | | |
| WA ✓ | N/A | | | | | |
| AA ✓ | 62 | 0.4 | 10 | | 170 | 24.8 ✓ |
| RA | N/A | | | | | |
| RR | N/A | | | | | |
| MTR | 2 | 0.7 | 3 | | 800 | 1.4 |

T-37
57.2

Syllabus of Training: UPT P-V4A-B Type Aircraft: T-38

| Type of Airspace | # Sorties per Graduate | Flight Time in Airspace/ Sortie | Vertical Altitude (1000 ft) | Other Types of Usable Airspace | Avg Size (nm²) | Total Flight Hours per Graduate |
|---|---|---|---|---|---|---|
| MOA | 60 | 0.5 | 8 | | 400 | 30.0 ✓ |
| PAT | 86 | 0.4 | 5 | | 48 | 34.4 |

MOA 30 ✓

| | | | | | | |
|---|---|---|---|---|---|---|
| AW | N/A | | | | | |
| ATCAA | 60 | 0.4 | 6 | | 400 | 24.0 ✓ |
| OWA | N/A | | | | | |
| OWAW | N/A | | | | | |
| WA | N/A | | | | | |
| AA | 86 | 0.4 | 10 | | 170 | 34.4 ✓ |
| RA | N/A | | | | | |
| RR | N/A | | | | | |
| MTR | 5 | 0.6 | 3 | | 800 | 3.0 |

T-38 88.4

Syllabus of Training: ALP P-V4A-E Type Aircraft: T-37

| Type of Airspace | # Sorties per Graduate | Flight Time in Airspace/ Sortie | Vertical Altitude (1000 ft) | Other Types of Usable Airspace | Avg Size (nm²) | Total Flight Hours per Graduate |
|---|---|---|---|---|---|---|
| MOA | 106 | 0.6 | 8 | | 200 | 63.6 ✓ |
| PAT | 128 | 0.4 | 5 | | 48 | 51.2 |
| AW | N/A | | | | | |
| ATCAA | 106 | 0.1 | 6 | | 200 | 10.6 ✓ |
| OWA | N/A | | | | | |
| OWAW | N/A | | | | | |
| WA | N/A | | | | | |
| AA | 128 | 0.4 | 10 | | 170 | 51.2 ✓ |
| RA | N/A | | | | | |
| RR | N/A | | | | | |
| MTR | 0 | | | | | |

T-37 125.6 + 82 207.4

Syllabus of Training: ATP P-4A-P Type Aircraft: T-38

| Type of Airspace | # Sorties per Graduate | Flight Time in Airspace/ Sortie | Vertical Altitude (1000 ft) | Other Types of Usable Airspace | Avg Size (nm²) | Total Flight Hours per Graduate |
|---|---|---|---|---|---|---|
| MOA | 69 | 0.5 | 8 | | 400 | 34.5 ✓ |
| PAT | 86 | 0.4 | 5 | | 48 | 34.4 |
| AW | N/A | | | | | |
| ATCAA | 69 | 0.2 | 6 | | 400 | 13.8 ✓ |
| OWA | N/A | | | | | |
| OWAW | N/A | | | | | |
| WA | N/A | | | | | |
| AA | 86 | 0.4 | 10 | | 170 | 34.4 ✓ |
| RA | N/A | | | | | |
| RR | N/A | | | | | |
| MTR | 5 | 0.6 | 3 | | 800 | 3.0 |

T-38 82.7 + 88.4 171.1

# USAF SORTIES PER GRADUATE DATA

## T-37 SORTIES

| BASE | 1991 | 1992 | 1993 |
|---|---|---|---|
| COL | 27559 | 24603 | 19872 |
| LAU | 28448 | 24191 | 19872 |
| RAN | | 13962 | 10276 |
| REE | 21600 | 24330 | 26195 |
| SHP | 36265 | 33336 | 30581 |
| VAN | 28004 | 24482 | 20304 |
| TOTAL: | 141876 | 144904 | 127100 |
| GRAND TOTAL: | 413880 | | |

## T-38 SORTIES

| 1991 | 1992 | 1993 |
|---|---|---|
| 26210 | 27548 | 27720 |
| 37941 | 27844 | 27926 |
| | 16480 | 11162 |
| 34275 | 25935 | 19410 |
| 39671 | 39505 | 35205 |
| 36332 | 27247 | 28998 |
| 174429 | 164559 | 150421 |
| GRAND TOTAL: | 489409 | |

## PRIMARY GRADS

| BASE | 1991 | 1992 | 1993 |
|---|---|---|---|
| COL | 328 | 233 | 212 |
| LAU | 372 | 224 | 211 |
| RAN | | | |
| REE | 333 | 208 | 240 |
| SHP | 282 | 272 | 249 |
| VAN | 332 | 213 | 199 |
| TOTAL: | 1647 | 1150 | 1111 |
| GRAND TOTAL: | 3908 | | |

## ADV GRADS

| 1991 | 1992 | 1993 |
|---|---|---|
| 299 | 225 | 207 |
| 351 | 211 | 186 |
| | | |
| 291 | 211 | 222 |
| 269 | 259 | 244 |
| 306 | 204 | 215 |
| 1516 | 1110 | 1074 |
| GRAND TOTAL: | 3700 | |

PRIMARY SORTIES PER GRAD:

105.9

ADV SORTIES PER GRAD:

132.3

Give the total number of day and night sorties required for each undergraduate/graduate pilot and/or NFO/Navigator training syllabus and trainer aircraft (and level of training) for student training, overhead, and the total requirement.

| Syllabus of Training | Level (Track) of Pilot Training | Trainer Aircraft | Sorties required per graduate | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Student (syllabus) | | Overhead | | Total | |
| | | | Day | Night | Day | Night | Day | Night |
| UPT | Primary | T-37 | 60 | 2 | 22 | 3 | 82 | 5 |
| | Advanced | T-38 | 82 | 4 | 25 | 4 | 107 | 8 |
| Advanced Leadership Program | Primary | T-37 | 123 | 5 | 37 | 6 | 160 | 11 |
| Advanced Training Program | Advanced | T-38 | 83 | 3 | 25 | 4 | 108 | 7 |
| Banked Pilot Requalification | Advanced | T-38 | 29 | 1 | 9 | 1 | 38 | 2 |

Primary 87 sorties

B/F 115 sorties

3.. Indicate your training weather minimums (ceiling/visiblilty & crosswinds) by aircraft type and syllabus.

ANSWER:

| Aircraft | Takeoff/Land | Crosswind Limit |
|---|---|---|
| T-37 | 300/1 | 17.5 knots |
| T-38 | 300/1 | 25 knots |

C. Flight Training Ground School

1. Provide the ground school training requirements for undergraduate/graduate Pilot and NFO/Navigator training facilities (classrooms, simulators, labs, life support facilities, etc.) by Facility Category Code Number (CCN). Include all applicable 171-*xx*, 179-*xx* CCN's and any other CCN where Undergraduate Pilot or NFO/Navigator training occurs. Ensure that the requirements for all types of simulators (cockpit (UTD), instrument (IFT), and motion-based/visual (OFT), etc.) are indicated.

Facility Category Code (CCN): 179-219

| Syllabus of Training (EXAMPLES) | Level of Training | Facility Type(s) | Requirement (Hrs/Grad) |
|---|---|---|---|
| UPT (T-37 and T-38) | Primary to Advanced | Bldgs 825 and 827, Aerospace Physiology | 3 |

| | | | |
|---|---|---|---|
| Aviation Leadership Program | Primary | Bldgs 825 and 827, Aerospace Physiology | 2 |
| Advanced Training Program | Advanced | Bldgs 825 and 827, Aerospace Physiology | 2 |
| Banked Pilot Requalification | Advanced | None | 0 |

Facility Category Code (CCN): 171-211

| Syllabus of Training (EXAMPLES) | Level of Training | Facility Type(s) | Requirement (Hrs/Grad) |
|---|---|---|---|
| UPT (T-37 and T-38) | Primary to Advanced | Bldg 690, Flying Training Classroom | 144.5 |
| Aviation Leadership Program | Primary | Bldg 690, Flying Training Classroom | 112.0 |
| Advanced Training Program | Advanced | Bldg 690, Flying Training Classroom | 69.0 |
| Banked Pilot Requalification | Advanced | Bldg 690, Flying Training Classroom | 50.0 |

FOREIGN STUDENTS
JAPANESE STUDENT
DISREGAR

Facility Category Code (CCN): 171-212

| Syllabus of Training (EXAMPLES) | Level of Training | Facility Type(s) | Requirement (Hrs/Grad) |
|---|---|---|---|
| UPT (T-37 and T-38) | Primary to Advanced | Bldg. 672, Flight Simulator Training | 136.4 |
| Aviation Leadership Program | Primary | Bldg. 672, Flight Simulator Training | 76.1 |
| Advanced Training Program | Advanced | Bldg. 672, Flight Simulator Training | 82.7 |
| Banked Pilot Requalification | Advanced | Bldg. 672, Flight Simulator Training | 14.3 |

FOREIGN
JAPANESE
DISREGARD

Facility Category Code (CCN): 171-213

| Syllabus of Training (EXAMPLES) | Level of Training | Facility Type(s) | Requirement (Hrs/Grad) |
|---|---|---|---|
| UPT (T-37 and T-38) | Primary to Advanced | Bldg. 179, 8 FTS | 15.75 |
| | | Bldg 183, 25 FTS | 29.75 |
| | | Bldg 541, Learning Center | 45.5 |
| Aviation Leadership Program | Primary | Bldg. 179, 8 FTS | 15.75 |
| | | Bldg 541, Learning Center | 15.75 |
| Advanced Training | Advanced | Bldg 183, 25 FTS | 29.75 |

| | | | |
|---|---|---|---|
| Program | | Bldg 541, Learning Center | 29.75 |

Facility Category Code (CCN): 171-214

| Syllabus of Training (EXAMPLES) | Level of Training | Facility Type(s) | Requirement (Hrs/Grad) |
|---|---|---|---|
| UPT (T-37 and T-38) | Primary to Advanced | Bldg 824, Ejection Seat Trainer | 1 |
| | | Bldg 826, Physiology Training Classroom | 41.5 |
| Aviation Leadership Program | Primary | Bldg 824, Ejection Seat Trainer | 1 |
| | | Bldg 826, Physiology Training Classroom | 36.5 |
| Advanced Training Program | Advanced | Bldg 824, Ejection Seat Trainer | 1 |
| | | Bldg 826, Physiology Training Classroom | 42.5 |

2. List any additional constraints or limitations to the flight training ground school facilities that impact the training mission.

ANSWER: None.

Other Ground Training

1. By facility Category Code Number (CCN), for facilities in which student pilot or NFO/Navigator training is conducted, provide the usage requirements for **other than** student pilot or NFO/Navigator training. Include all applicable 171-*xx*, 179-*xx* CCN's. Other use made of the facilities must be derived either from course requirements and student throughput (for formal schools/courses of instruction) or that required to maintain readiness (for permanent/support personnel, reserves, etc.).

Facility Category Code (CCN): 171-211

| Type of Training Facility | User | Type of Training | FY 1993 Requirements | | FY 2001 Requirements | |
|---|---|---|---|---|---|---|
| | | | Hrs/Student | Hrs/Yr | Hrs/Student | Hrs/Yr |
| Classroom (Bldg 690) | Academics (DOTO-Y) | Banked Requal | 30.5 | 549 | - | - |
| Classroom (Bldg 690) | Academics (DOT) | IRC | 6 | 1800 | 6 | 1800 |

Facility Category Code (CCN): 171-212

| Type of Training Facility | User | Type of Training | FY 1993 Requirements | | FY 2001 Requirements | |
|---|---|---|---|---|---|---|
| | | | Hrs/Student | Hrs/Yr | Hrs/Student | Hrs/Yr |
| Flt Simulator (Bldg 672) | Banked Requal | Banked Requal | 14.3 | 257.4 | - | - |

2. By facility Category Code Number (CCN), provide the usage requirements for facilities in which student pilot or NFO/Navigator training **is not** conducted. Include all applicable 171-*xx*, 179-*xx* CCN's. This usage must be derived either from course requirements and student throughput (for formal schools/courses of instruction) or that required to maintain readiness (for permanent/support personnel, reserves, etc.).

ANSWER: None.

E. Training Airframes

1. Provide the number of aircraft (by type) that will be based at each base for use in undergraduate/graduate pilot and NFO/Navigator training programs in the Fiscal Year indicated; and the number of other aircraft **not used** for training. Project requirements if necessary.

AIRCRAFT USED FOR TRAINING

| Aircraft | FY 1994 | FY 1995 | FY 1996 | FY 1997 | FY 1998 | FY 1999 | FY 2000 | FY 2001 |
|---|---|---|---|---|---|---|---|---|
| T-37 | 96 | 95 | 95 | 95 | 95 | 94 | 94 | 94 |
| T-38 | 80 | 80 | 80 | 80 | 79 | 79 | 79 | 79 |
| T-1A | 0 | 27 | 39 | 41 | 41 | 41 | 41 | 41 |
| AT-38 | 0 | 0 | 0 | 8 | 8 | 8 | 8 | 8 |
| T-43 | | | | | | | | |
| T-44 | | | | | | | | |
| T-45 | | | | | | | | |
| TH-57 | | | | | | | | |
| JPATS | DATA | NOT | AVAIL -ABLE | | | | | |

AIRCRAFT NOT USED FOR TRAINING (Vance has no aircraft not used for training)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| C-12/C-21 | | | | | | | | |
| H-60 | | | | | | | | |

2. Provide the following information for each training airframe used for pilot and NFO/Navigator training:

AIRCRAFT TYPE: T-37

| FACTOR | VALUE |
|---|---|
| Utilization Rate (UTE Rate--sorties or hours per month) | 36.0 |
| Average Sortie Duration (ASD) (hrs) | 1.28 |

SEE change in front (11 Oct 96)

| | |
|---|---|
| Planned Turn Time (hrs) (Time from landing to takeoff) | Not Specified |
| Min Runway Length (ft) | 5,000 |
| Preferred Runway Length (ft) | Not specified |
| Min Runway Length for Touch and Go (T/G) (ft) | Not specified |
| Runway Width (ft) | Not Specified |
| Required Taxiway Width (ft) | Not Specified |
| Weight Bearing Requirement (kips) | 7.2 |
| Apron Space Required ($ft^2$/Aircraft) | 7,200 sq ft |
| Hangar Space Required ($ft^2$/Aircraft) | 1,000 sq ft |
| Navigation Equipment On-Board (GPS?--when?) | VOR/DME/ILS |

AIRCRAFT TYPE: T-38

| FACTOR | VALUE |
|---|---|
| Utilization Rate (UTE Rate--sorties or hours per month) | 35.0 |
| Average Sortie Duration (ASD) (hrs) | 1.20 |
| Planned Turn Time (hrs) (Time from landing to takeoff) | Not Specified |
| Min Runway Length (ft) | 8,000 |
| Preferred Runway Length (ft) | Not specified |
| Min Runway Length for Touch and Go (T/G) (ft) | Not specified |
| Runway Width (ft) | Not Specified |
| Required Taxiway Width (ft) | Not Specified |
| Weight Bearing Requirement (kips) | 13.0 |
| Apron Space Required ($ft^2$/Aircraft) | 6,300 sq ft |
| Hangar Space Required ($ft^2$/Aircraft) | 1,090 sq ft |
| Navigation Equipment On-Board (GPS?--when?) | TACAN/ILS |

3. List any additional constraints or limitations to the training airframes that impact the training mission.

ANSWER:

T-38: Cannot tolerate any icing conditions, takeoffs are restricted during conditions of high temperature and pressure altitude, limited to crosswinds of less than 25 kts.

T-37: Can only tolerate light rhime icing, limited to crosswinds of less than 17.5 kts.

Airfield

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield: Vance AFB: 36° 20.4' N, 97° 55.0' W; Enid, OK

Syllabi: UPT Syllabi P-V4A-B T-37/T-38 (Dec/Nov 92), P-V4A-E T-37 ALP (Mar 93), P-V4A-P T-38 ATP (May 93), F-V5A-J T-38 (Apr 94)

Levels of Training Supported:

| | |
|---|---|
| T-37/P-V4A-B | Primary |
| T-38/P-V4A-B | Advanced |
| T-38 ALP | Primary |
| T-38 ATP | Graduate |
| T-38 | Graduate |

Ownership: Air Force

OLF: Kegleman Aux, 26nm from Vance AFB

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give ɜt estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list ɹumptions.

ANSWER: Assumed approximately one-half of all T-37 student sourties (UPT/ALP) go through Kegleman Aux (data not tracked). Assumed approximately one-tenth of all T-37 support sorties go through Kegleman Aux.

TYPE AIRCRAFT: T-37/T-38

| | | FY 1991 T-37/T-38 | FY 1992 T-37/T-38 | FY 1993 T-37/T-38 |
|---|---|---|---|---|
| Operational Sorties | Undergraduate Training Sorties | 17834/29213 | 15834/19429 | 12385/20223 |
| | Graduate Training Sorties | 0/0 | 0/0 | 0/595 |
| | Training Support Sorties* | 9274/6738 | 7952/7303 | 7358/7620 |
| | Other Sorties | 896/381 | 696/515 | 561/560 |
| | TOTAL SORTIES: | 28004/36332 | 24482/27247 | 20304/28998 |
| Non-Operational | Standdowns | 4784 | 4784 | 4784 |
| | Maintenance | | | |

T-37 28004/3360 = .85 sort/yr

T-38 36332/306 = 119 sort/yr

| Hours | Other Events | | | |
|---|---|---|---|---|

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

| Syllabus of Training | Level of Training | Graduates | | | |
|---|---|---|---|---|---|
| | | FY | FY 91 | FY 92 | FY 93 |
| UPT | Primary | 362 (FY84) | 330 | 212 | 199 |
| | Advanced | 333 (FY84) | 306 | 204 | 204 |
| ALP | Primary | 6 (FY90) | 2 | 1 | 0 |
| ATP | Advanced | 11 (FY93) | 0 | 0 | 11 |
| T-38 BANKED REQUAL | Advanced | 18 (FY93) | 0 | 0 | 18 |

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

| | FY 1991 | FY 1992 | FY 1993 |
|---|---|---|---|
| Average hours (day/night) VAFB | 11.5/0.5 | 11.5/0.5 | 11.5/0.5 |
| Days per year | 245 | 245 | 245 |
| Average hours (day) Kegleman | 11.0 | 11.0 | 11.0 |
| Days per year | 245 | 245 | 245 |

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial/civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

T-37

| Factor | | Percentage Lost | | |
|---|---|---|---|---|
| | | FY 91 | FY 92 | FY 93 |
| Weather | Primary | 22 | 22 | 22 |
| | Intermediate | | | |
| | Advanced | | | |
| | Etc.* | | | |
| Maintenance | | | | |
| Operations | | 1 | 1 | 1 |
| Other Military Flights | | | | |
| Civilian/Commercial Flights | | | | |
| Other | | | | |

| | | | |
|---|---|---|---|
| Total | 23 | 23 | 23 |

T-38

| Factor | | Percentage Lost | | |
|---|---|---|---|---|
| | | FY 91 | FY 92 | FY 93 |
| Weather | Primary | 22 | 22 | 22 |
| | Intermediate | | | |
| | Advanced | | | |
| | Etc.* | | | |
| Maintenance | | | | |
| Operations | | 1 | 1 | 1 |
| Other Military Flights | | | | |
| Civilian/Commercial Flights | | | | |
| Other | | | | |
| Total | | 23 | 23 | 23 |

6. List the major factors in the "other" category in the above table.

ANSWER: No major factors in the "other" category.

Weather (WX): During the period of record (at least ten years), what was the yearly average:

a. Percentage of time WX at or above 200/1?

ANSWER: 98.3

b. Percentage of time WX at or above 300/1?

ANSWER: 97.9

c. Percentage of time WX at or above 500/1?

ANSWER: 96.2

d. Percentage of time WX at or above 1000/3?

ANSWER: 91.8

e. Percentage of time WX 3000/5 and above?

ANSWER: 83.9

f. Percentage of time WX 3000/3 and above?

ANSWER: 84.9

g. Percentage of time WX 1500/3 and above?

ANSWER: 89.4

Percentage of time crosswind component to the primary runway at or below 15 knots?

ANSWER: 97.8

Percentage of time crosswind component to the primary runway at or above 25 knots?

ANSWER: 0.2

j. Mean number of days of icing in the local flying area?

ANSWER: Data not available..

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

| Syllabus of Training | Level of Training (Aircraft Type) | FY 1993 Airfield Use (Percent) | |
|---|---|---|---|
| | | Day | Night |
| UPT | Primary (T-37) | 42 | 33 |
| | Advanced (T-38) | 55 | 64 |
| Advanced Training Program | Advanced (T-38) | 3 | 3 |
| Total | | 100 | 100 |

NOTE: These numbers represent an approximation because AETC does not maintain a database for this information.

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

The answer for Vance is 182. The calculations are as follows:

Average Daily Capacity = (294 x 12 x .75) + (63 x 12 x .25) = 2,835
Average Yearly Capacity = [246 - (.23 x 246)] x 2,835 = 537,006
Average Hourly Capacity = (537,006 ÷ 246) ÷ 12 = 182

528,274 ops/yr

The answer for Kegelman is: 78. The calculations are as follows:

Average Daily Capacity = 102 x 12 = 1,224
Average Yearly Capacity = [246 - (.23 x 246)] x 1,224 = 231,850
Average Hourly Capacity = (231,850 ÷ 246) ÷ 12 = 78

228080 ops/yr
756,354 ops/yr

# AIRFIELD OPERATIONS

| BASE | (C x T x E) HOURLY CAP | % OF YR | % MAX CAP | WEIGHT FACTOR | OPS / HR |
|---|---|---|---|---|---|
| COL | 347.00 | 75% | 100% | 1 | 192.14 |
| | 76.00 | 25% | 23% | 4 | |
| AUX | 111.00 | 100% | 100% | 1 | 111.00 |
| LAU | 364.50 | 75% | 100% | 1 | 191.64 |
| | 62.00 | 25% | 17% | 4 | |
| AUX | 110.50 | 100% | 100% | 1 | 110.50 |
| RAN | 204.00 | 75% | 100% | 1 | 154.29 |
| | 117.00 | 25% | 29% | 4 | |
| AUX | 101.00 | 100% | 100% | 1 | 101.00 |
| REE | 303.00 | 75% | 100% | 1 | 165.29 |
| | 62.00 | 25% | 22% | 4 | |
| AUX | 102.00 | 100% | 100% | 1 | 102.00 |
| SHP | 240.00 | 75% | 100% | 1 | 139.43 |
| | 64.00 | 25% | 16% | 4 | |
| AUX | 103.00 | 100% | 100% | 1 | 103.00 |
| VAN | 294.00 | 75% | 100% | 1 | 162.00 |
| | 63.00 | 25% | 22% | 4 | |
| AUX | 102.00 | 100% | 100% | 1 | 102.00 |

HOURLY CAPACITY INFORMATION WAS OBTAINED FROM:
CAPACITY ANALYSIS, FACILITIES, PARA B (AIRFIELDS), QUESTION 9

THE WX FACTOR WAS OBTAINED FROM:
CAPACITY ANALYSIS, FACILITIES, PARA A, QUESTION 7G

## OPERATIONS PER YEAR BY BASE

| BASE | OPS / HR | X | HRS/DAY | X | TNG DAYS | = | OPS / YR | X | WX FAC | = | TOTAL OPS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| COL | 192.14 | X | 12 | X | 242 | = | 557983 | X | 89.10% | = | 497163 |
| AUX | 111.00 | X | 12 | X | 242 | = | 322344 | X | 89.10% | = | 287209 |
| | | | | | | | | | TOTAL: | | ***784371*** |
| LAU | 191.64 | X | 12 | X | 242 | = | 556531 | X | 90.90% | = | 505887 |
| AUX | 110.50 | X | 12 | X | 242 | = | 320892 | X | 90.90% | = | 291691 |
| | | | | | | | | | TOTAL: | | ***797577*** |
| RAN | 154.29 | X | 12 | X | 242 | = | 448046 | X | 83.60% | = | 374566 |
| AUX | 101.00 | X | 12 | X | 242 | = | 293304 | X | 83.60% | = | 245202 |
| | | | | | | | | | TOTAL: | | ***619768*** |
| REE | 165.29 | X | 12 | X | 242 | = | 479990 | X | 91.50% | = | 439191 |
| AUX | 102.00 | X | 12 | X | 242 | = | 296208 | X | 91.50% | = | 271030 |
| | | | | | | | | | TOTAL: | | ***710221*** |
| SHP | 139.43 | X | 12 | X | 242 | = | 404901 | X | 91.90% | = | 372104 |
| AUX | 103.00 | X | 12 | X | 242 | = | 299112 | X | 91.90% | = | 274884 |
| | | | | | | | | | TOTAL: | | ***646988*** |
| VAN | 162.00 | X | 12 | X | 242 | = | 470448 | X | 89.40% | = | 420581 |
| AUX | 102 | X | 12 | X | 242 | = | 296208 | X | 89.40% | = | 264810 |
| | | | | | | | | | TOTAL: | | ***685390*** |

# OPERATIONS/SORTIE DATA

## T-37 SORTIES

| BASE | 1991 | 1992 | 1993 |
|---|---|---|---|
| COL | 27559 | 24603 | 19872 |
| LAU | 28448 | 24191 | 19872 |
| RAN | | 13962 | 10276 |
| REE | 21600 | 24330 | 26195 |
| SHP | 36265 | 33336 | 30581 |
| VAN | | 24482 | 20304 |
| **TOTAL:** | **113872** | **144904** | **127100** |

**T-37 OPERATIONS/SORTIE**
**6.1**

| | |
|---|---|
| SORTIE GRAND TOTAL: | 385876 |

## T-37 OPERATIONS

| BASE | 1991 | 1992 | 1993 |
|---|---|---|---|
| COL | 157743 | 140567 | 113307 |
| AUX | 27628 | 27441 | 18313 |
| ***TOTAL:*** | ***185371*** | ***168008*** | ***131620*** |
| LAU | 135350 | 122657 | 102334 |
| AUX | 39521 | 55956 | 47440 |
| ***TOTAL:*** | ***174871*** | ***178613*** | ***149774*** |
| [illegible]N | | ***62734*** | ***69081*** |
| [illegible]E | 103684 | 100269 | 85705 |
| [illegible]X | 42172 | 48078 | 34507 |
| ***TOTAL:*** | ***145856*** | ***148347*** | ***120212*** |
| VAN | | 105427 | 81791 |
| AUX | | 46126 | 33708 |
| ***TOTAL:*** | ***0*** | ***151553*** | ***115499*** |
| SHP | 145949 | 133508 | 114602 |
| AUX | 66702 | 53013 | 33445 |
| ***TOTAL:*** | ***212651*** | ***186521*** | ***148047*** |
| **SUB TOTAL:** | **718749** | **895776** | **734233** |

| | |
|---|---|
| OPERATIONS GRAND TOTAL: | 2348758 |

## T-38 SORTIES

| BASE | 1991 | 1992 | 1993 |
|---|---|---|---|
| COL | 26210 | 27548 | 27720 |
| LAU | 37941 | 27844 | 27926 |
| RAN | | | |
| REE | | | |
| SHP | 39671 | 39505 | 35205 |
| VAN | 36332 | 27247 | 28998 |
| **TOTAL:** | **140154** | **122144** | **119849** |

## T-38 OPERATIONS/SORTIE

**6.6**

| | |
|---|---|
| SORTIE GRAND TOTAL: | 382147 |

## T-38 OPERATIONS

| BASE | 1991 | 1992 | 1993 |
|---|---|---|---|
| COL | 160442 | 136628 | 134478 |
| AUX | 115227 | 95776 | 81777 |
| ***TOTAL:*** | ***275669*** | ***232404*** | ***216255*** |
| LAU | 146651 | 142158 | 130262 |
| AUX | 110866 | 81893 | 124808 |
| ***TOTAL:*** | ***257517*** | ***224051*** | ***255070*** |
| RAN | | | |
| REE | | | |
| AUX | | | |
| ***TOTAL:*** | ***0*** | ***0*** | ***0*** |
| VAN | 158685 | 121245 | 98106 |
| AUX | 102372 | 71237 | 66670 |
| ***TOTAL:*** | ***261057*** | ***192482*** | ***164776*** |
| SHP | 158706 | 137942 | 132577 |
| AUX | | | |
| ***TOTAL:*** | ***158706*** | ***137942*** | ***132577*** |
| **SUB TOTAL:** | **952949** | **786879** | **768678** |

| | |
|---|---|
| OPERATIONS GRAND TOTAL: | 2508506 |

# OPERATIONS/SORTIE DATA

## T-1 SORTIES

| BASE | 1991 | 1992 | 1993 |
|---|---|---|---|
| RAN T-38 | | | 11162 |
| RAN T-1 | | | 374 |
| REE T-38 | | | 19410 |
| REE T-1 | | | 7107 |
| TOTAL: | 0 | 0 | 38053 |

**T-1 OPERATIONS/SORTIE**
**4.6**

| | |
|---|---|
| TOTAL T-1 SORTIES: | 7481 |
| TOTAL T-38 SORTIES: | 30572 |

**AVERAGE ANNUAL T-38 OPERATIONS**

T-38 SORTIES X (AVE T-38 OPS / SORTIE) = 214004

30572 X 7.0

## T-1/T-38 OPERATIONS

| BASE | 1991 | 1992 | 1993 |
|---|---|---|---|
| COL | | | |
| AUX | | | |
| *TOTAL:* | *0* | *0* | *0* |
| LAU | | | |
| AUX | | | |
| *TOTAL:* | *0* | *0* | *0* |
| RAN | | *0* | *79284* |
| [illegible] | | | 82071 |
| [illegible] | | | 86688 |
| *TOTAL:* | *0* | *0* | *168759* |
| VAN | | | |
| AUX | | | |
| *TOTAL:* | *0* | *0* | *0* |
| SHP | | | |
| AUX | | | |
| *TOTAL:* | *0* | *0* | *0* |
| SUB TOTAL: | 0 | 0 | 248043 |

**AVERAGE ANNUAL T-1 OPERATIONS**

TOTAL OPS - T-38 OPS = 34039

248043 214004

| | |
|---|---|
| OPERATIONS GRAND TOTAL: | 248043 |

IFR operations per hour is 294 (Vance) 102 (Kegleman).
VFR operations per hour is 63.
Traffic split is 75/25 VFR/IFR.
Weather attrition is 23%.
Average operating period 12 hours.

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

| | FY 1991 | FY 1992 | FY 1993 |
|---|---|---|---|
| Runway 35L/17R Traffic Count T-38 | 158685 | 1212425 | 98106 |
| Runway 35R/17L Traffic Count T37 | 109811 | 105427 | 81791 |
| Runway 35C/17C Traffic Count T-38 | 102372 | 71237 | 66670 |
| Runway 17/35 Keg Aux Traffic Count T-37 | Not Available | 46,126 | 33,708 |

T-37
81791 + 33708 / 20304 = 5.7 ops/sortie

T-38
98106 + 66670 / 28998 = 5.7 ops/sortie

Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

ANSWER: Kegleman Aux is 100% VFR operations.

| Vance AFB | FY 1991 | FY 1992 | FY 1993 |
|---|---|---|---|
| VFR | 73% | 78% | 72% |
| IFR | 27% | 22% | 28% |
| Total | 100% | 100% | 100% |

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

ANSWER: Available personnel is the only constraint. 24 hr/day operations could have a slight impact on AICUZ noise footprints requiring a new AICUZ/EA study.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight

erations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[1].

NSWER: Additional capacity which could be gained by the main and auxiliary airfields:

T-37: 6.6 sorties per hour (increase from 6.4 to 13.0 or 103%)

T-38: 6.5 sorties per hour (increase from 9.4 to 15.9 or 70%)

NOTE: Command modeling factors do not allow us to provide data in traffic count per hour. The model also does not break out the data by runway complex.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations.

ANSWER: Additional capacity which could be gained by the main and auxiliary airfields:

T-37: 9.3 sorties per hour (increase from 6.4 to 15.7 or 147%)

T-38: 6.7 sorties per hour (increase from 9.4 to 16.1 or 72%)

NOTE: Command modeling factors do not allow us to provide data in traffic count per hour. The model also es not break out the data by runway complex.

15. 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).

ANSWER: MOA Dimension cannot be expanded laterally without impacting civilian air carrier transit routes. Kegelman Auxiliary Field operations cannot be expanded westward due to VanOsdal Wildlife Management Area, and 32,000 acre Salt Plains National Wildlife Refuge one mile west-northwest of Kegelman Aux Field.

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

ANSWER: Maximum sortie generating capacity per year:

T-37: 39,642

T-38: 33,541

NOTE: Command modeling factors do not allow us to provide data by syllabus or level of training.

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of

---

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

ning installations? If so please explain.

NSWER: No recommedations.

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

| Runway/Lane/Pad (Airfield Name & Runway Designation) | Length (ft) | Width (ft) | Load Bearing Capacity (lbs/ft²) | Lighting | | | | | Arresting gear type and location | IFR or VFR (I or V) Capable? Night (N) Capable? | Approach Aids (IFR/VFR) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | F | P | C | N | G | | | |
| VAFB/RWY17L/35R | 5000 | 150 | AGI-1-24, AGI-2-37 | | X | | | | N/A | I | NONE |
| VAFB/RWY17C/35C | 9200 | 150 | AGI-1-24, AGI-2-52 | X | | | | | 61QS 11 (150'OVRN) | I / N | VORTAC / ILS / PAPI |
| VAFB/RWY17R/35L | 9200 | 150 | AGI-1-24, AGI-2-37 | X | | | | | MA-1A (150'OVRN) | I / N | VORTAC / PVASI |
| VAFB/RWY04/22 | 5009 | 150 | AGI-1-10, AGI-2-8 | | | | X | | N/A | V | NONE |
| VAFB/RWY13/31 | 5009 | 150 | AGI-1-15, AGI-2-12 | | | | X | | N/A | V | NONE |
| EG AUX ELD/RWY17/35 | 7455 | 150 | AGI-1-23, AGI-2-21 | | | | X | | MA-1A north end (594'ovrn) south end (129'ovrn) | V | N/A |

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

| Runway Designation | NAVAID | Published Approaches |
|---|---|---|
| VAFB Rwy 17C/35C | VORTAC/ILS | HI-VOR/DME or TACAN RWY 17C/35C, HI-ILS RWY 17C/35C |
| VAFB RWY 17R/35L | VORTAC | HI-VOR/DME or TACAN RWY 17R/35L |

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

| CAT CODE | Facility Type | Unit Measure | Quantity | Comments |
|---|---|---|---|---|

| | | | | |
|---|---|---|---|---|
| 1 | Runways Fixed Wing | SY | 678,167 | |
| 1 | Runways Rotor Wing | SY | 0 | No Quantities Under This Category Code |
| 111 | Landing Pads | SY | 0 | No Quantities Under This Category Code |
| 113 | Parking Aprons | SY | 291,556 | |
| 113 | Access Aprons | SY | 0 | No Quantities Under This Category Code |
| 121 | Direct Fueling | OL / GM | 0 | No Quantities Under This Category Code |
| 121 | Truck Fueling | OL / GM | 600 GPM* | |
| 121 | Defueling | OL / GM | 175 GPM | |
| 124 | Fuel Storage | GA | 2,900 | |
| 149 | Arresting Gear | EA | 6 | Vance has 4 MA-1A Modified Barriers. Keg Aux has 2 MA-1A Barriers |
| 422 | Ammunition Storage | CF | 276 | |
| 425 | Open Ammunition Storage | SY | 0 | |

* Note 1: 15 R-9s capable of 600 gallons per minute each.

List any additional constraints or limitations to the airfield that impact the training mission.

NSWER: The majority of the Vance AFB and Kegelman auxiliary field pavements are in good condition with exception of the aircraft parking apron. The apron has been under construction to rebuild the apron completely and at this time is approximately 35% complete and another 26% is 100% designed and ready for construction advertising. The pavement is original 1941 pavement and has exceeded its useful life. As it is now it cannot support the heavier aircraft in today's Air Force inventory as to its load bearing capacity.

B. Airspace

1. Give the number of workable blocks of airspace and type of airspace used by your installation, the average dimensions (n.mi. x n.mi. x ft), and availability in daylight hours/year of these blocks for each syllabus and level of pilot and/or NFO/Navigator training and trainer aircraft. Note that a workable block of airspace must be large enough to support the required training maneuvers/evolutions without encroaching on another block and have an ingress/egress route that does not go through other airspace blocks. (This question is not applicable to helicopter training.)

| Syllabus of Training | Level of Training | Trainer Aircraft | # Workable Blocks of Airspace | Type of Airspace | Average Block Dimensions (sqm x feet) | Availability (Hrs/Yr)/ Block |
|---|---|---|---|---|---|---|

| | | | | | | |
|---|---|---|---|---|---|---|
| UPT | Primary | T-37 | 13 HIGH<br>13 ~~HIGH~~ LOW<br>13 AREAS<br>1 AREA<br>1 AREA<br>4 SRs<br>1 | MOA<br>MOA<br>ATCAA<br>AA (END)<br>AA (KEG)<br>MTR<br>PAT | 126 x 5000<br>126 x 5000<br>126 x 5000<br>200 x 10000<br>140 x 10000<br>see NOTE 1<br>4 nm x 20 nm | 3,120<br>(See note 4) |
| UPT | Advanced | T-38 | 13 SECTORS<br>13 SECTORS<br>1 AREA<br>1 AREA<br>10 RTS | MOA<br>ATCAA<br>AA<br>PAT<br>MTR | 426 x 8000<br>426 x 6000<br>200 x 10000<br>see NOTE 2<br>200nm x 5nm | 3,120 |
| AVIATION LEADERSHIP | Primary | T-37 | 13 HIGH<br>13 LOW<br>13 AREAS<br>1 AREA<br>1 AREA | MOA<br>MOA<br>ATCAA<br>AA (END)<br>AA (KEG) | 126 x 5000<br>126 x 5000<br>126 x 5000<br>200 x 10000<br>140 x 10000 | 3,120 |
| BANKED REQUAL | Graduate | T-38 | 13 SECTORS<br>13<br>1<br>10 | MOA<br>ATCAA<br>AA<br>MTR | 426 x 8000<br>426 x 6000<br>200 x 10000<br>see NOTE 3 | 3,120 |
| ADVANCED TRAINING | Graduate | T-38 | 13 SECTORS<br>13 SECTORS<br>1 AREA<br>1 AREA<br>10 RTS | MOA<br>ATCAA<br>AA<br>PAT<br>MTR | 426 x 8000<br>426 x 6000<br>200 x 10000<br>see NOTE 2<br>200nm x 5nm | 3,120 |

NOTE 1: 135nm x 3nm, 500'-1500' AGL x 3000'
NOTE 2: 8nm x 24nm, 500'-1500' AGL x 5000'
NOTE 3: 200nm x 5nm, 500'-1500' AGL
NOTE 4: This answer reflects a normal schedule of Monday through Friday, sunrise to sunset (considered an average of 12 hours per day for the entire year).

Key to types of airspace:

MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
OWAW -- Overwater Airways
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
OWA -- Overwater Airspace
CLG -- Uncontrolled Airspace

The base computed availability including weekends. If weekends are not included, availability drops to approximately 3176 daylight hours. Availability of MTRs on Vance's worksheet reflects an AETC restriction that we not fly low level navigation from one hour before sunset to one hour after sunrise. Without this restriction, availability is the same as the other listed airspace.

2. If the transit corridors between training areas and air station limits the number of aircraft that can train concurrently (i.e., can't safely use all blocks) give this limitation and explain what this number is based on. Break this information out by type and level of training if appropriate.

# AIRSPACE REQUIREMENTS

| COLUMBUS CURRENT AREAS | NAME | SQ NM | ALT | | ADD'L AREAS | TOTAL AREAS FOR: | BLOCK HOURS/YEAR | |
|---|---|---|---|---|---|---|---|---|
| PRIMARY (100 SQ NM X 5000 FT) | COL 1 | 2643 | 15K | PRIMARY: | 67 | PRIMARY 161 | x 12 x 242= | 467892 |
| | MER 1 EAST | 719 | 15K | ADVANCED: | 17 | | | |
| | TOTAL: | 3362 | | | | | | |
| ADVANCED (200 SQ NM X 12000 FT) | COL 2 | 647 | 15K | PRIMARY: | 94 | ADVANCED 40 | x 12 x 242= | 116973 |
| | COL 3 | 2668 | 15K | ADVANCED: | 23 | | | |
| | COL 4 | 1379 | 13K | | | | | |
| | TOTAL: | 4694 | | | | | | |

| LAUGHLIN CURRENT AREAS | NAME | SQ NM | ALT | | ADD'L AREAS | TOTAL AREAS FOR: | | |
|---|---|---|---|---|---|---|---|---|
| PRIMARY (100 SQ NM X 5000 FT) | LAU 3 | 2000 | 15K | PRIMARY: | 40 | PRIMARY 135 | x 12 x 242= | 391459 |
| | TOTAL: | 2000 | | ADVANCED: | 10 | | | |
| ADVANCED (200 SQ NM X 12000 FT) | LAU 1 | 4290 | 13K | PRIMARY: | 95 | ADVANCED 75 | x 12 x 242= | 218889 |
| | LAU 2 | 450 | 13K | ADVANCED: | 65 | | | |
| | PECOS | 8335 | 19K | | | | | |
| | TOTAL: | 13075 | | | | | | |

| RANDOLPH CURRENT AREAS | NAME | SQ NM | ALT | | ADD'L AREAS | TOTAL AREAS FOR: | | |
|---|---|---|---|---|---|---|---|---|
| PRIMARY (100 SQ NM X 5000 FT) | RND 1B | 540 | 15K | PRIMARY: | 15 | PRIMARY 73 | x 12 x 242= | 211150 |
| | RND 1C | 123 | 5K | ADVANCED: | 3 | | | |
| | RND 2B | 330 | 8K | | | | | |
| | TOTAL: | 993 | | | | | | |
| ADVANCED (200 SQ NM X 12000 FT) | RND 1A | 1407 | 13K | PRIMARY: | 57 | ADVANCED 17 | x 12 x 242= | 49499 |
| | RND2A | 1462 | 20K | ADVANCED: | 14 | | | |
| | TOTAL: | 2869 | | | | | | |

| REESE CURRENT AREAS | NAME | SQ NM | ALT | | ADD'L AREAS | TOTAL AREAS FOR: | | |
|---|---|---|---|---|---|---|---|---|
| PRIMARY (100 SQ NM X 5000 FT) | REE 2 | 1050 | 13K | PRIMARY: | 39 | PRIMARY 147 | x 12 x 242= | 427701 |
| | REE 4 | 900 | 13K | ADVANCED: | 10 | | | |
| | TOTAL: | 1950 | | | | | | |
| ADVANCED (200 SQ NM X 12000 FT) | REE 1 | 1224 | 14K | PRIMARY: | 108 | ADVANCED 37 | x 12 x 242= | 106925 |
| | REE 3 | 2690 | 14K | ADVANCED: | 27 | | | |
| | REE 5 | 1500 | 14K | | | | | |
| | TOTAL: | 5414 | | | | | | |

| SHEPPARD CURRENT AREAS | NAME | SQ NM | ALT | | ADD'L AREAS | TOTAL AREAS FOR: | | |
|---|---|---|---|---|---|---|---|---|
| PRIMARY (100 SQ NM X 5000 FT) | SHEP 1 | 1110 | 14K | PRIMARY: | 48 | PRIMARY 145 | x 12 x 242= | 420383 |
| | SHEP 2 | 1290 | 12K | ADVANCED: | 12 | | | |
| | TOTAL: | 2400 | | | | | | |
| ADVANCED (200 SQ NM X 12000 FT) | WASHITA | 768 | 11K | PRIMARY: | 97 | ADVANCED 57 | x 12 x 242= | 166922 |
| | WESTOVER 1 | 2090 | 14K | ADVANCED: | 45 | | | |
| | WESTOVER 2 | 1980 | 13K | | | | | |
| | DICKIE A | 700 | 13K | | | | | |
| | DICKIE B | 700 | 13K | | | | | |
| | LOCK NW | 950 | 18K | | | | | |
| | LOCK NX | 1100 | 14K | | | | | |
| | LOVELAND | 808 | 13K | | | | | |
| | TOTAL: | 9096 | | | | | | |

| VANCE CURRENT AREAS | NAME | SQ NM | ALT | | ADD'L AREAS | TOTAL AREAS FOR: | | |
|---|---|---|---|---|---|---|---|---|
| PRIMARY (100 SQ NM X 5000 FT) | VAN 1B | 1600 | 15K | PRIMARY: | 32 | PRIMARY 158 | x 12 x 242= | 458832 |
| | TOTAL: | 1600 | | ADVANCED: | 8 | | | |
| ADVANCED (200 SQ NM X 12000 FT) | VAN 1A | 6300 | 14K | PRIMARY: | 126 | ADVANCED 40 | x 12 x 242= | 114708 |
| | TOTAL: | 6300 | | ADVANCED: | 32 | | | |

ANSWER: No limitations.

. List all the Special Use Airspace (SUA) (e.g., alert areas, restricted areas, warning areas, and MOAs) and airspace-for-special-use (e.g., ranges and low level training routes) within 100 n.mi. of the installation that are used for flight training. For each airspace provide the following information (seven questions):

a. Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

ANSWER:

Alert Area A562-A

a. Location: Overlies VAFB, Enid OK
Size: 200 sqm, surface to 10000'
Available Times: Mon-Fri, sunrise to 3 hours after sunset
Airpsace Control Agency: N/A (No air to ground control agency)
Scheduling Agency: N/A (Not scheduled, only active as published
Proximity to ATA: Coincident to ATA

b. Vance RAPCON provides radar and communications coverage.

c. Vance AFB has no real property interests underlying its airspace assets other than US Government property surrounding Kegelman Auxiliary Airfield and Vance itself.

Alert area overlies airfield.

No.

There are two encroachments to Alert Area A-562A: 1) a VFR flyway called the Lahoma Corridor from 3000' to 4000' MSL, one-half mile either side of Owen K. Garriott Road. All departures from runway 35L/R/C must remain between 2500' and 2900' MSL until 4 DME from the Vance VORTAC. This procedure allows us to fly under the Lahoma Corridor, 2), Enid Woodring Muni Class D airspace to the east of Vance. Vance AFB aircraft must avoid the Class D airspace except when directed by RAPCON or in the Vance traffic pattern. Current high density traffic of civilian air carriers bypasses MOA without significant impact. There are no other encroachment isssues.

g. In the Alert Areas, Air Traffic controllers could increase their load of air traffic approximately 50%. Vance has never reached saturation even at its highest output levels. Airspace reports indicate airspace is not utilized at all available times.

Alert Area A562-B

a. Location: Overlies Kegelman Aux Field, Nash, OK
Size: 140 sqm, surface to 10000'
Available Times: Mon-Fri, daylight (sunrise to sunset)
Airpsace Control Agency: N/A
Scheduling Agency: N/A
Proximity to ATA: Coincident to ATA

b. Vance RAPCON provides radar and communications coverage.

Vance AFB has no real property interests underlying its airspace assets other than US Government property surrounding Kegelman Auxiliary Airfield and Vance itself.

26 nautical miles.
No.
No.
g. In the Alert Areas, Air Traffic controllers could increase their load of air traffic approximately 50%. Vance has never reached saturation even at its highest output levels. Airspace reports indicate airspace is not utilized at all available times.

Vance 1A MOA

a. Location: Overlies VAFB, extends westward, Enid, OK
Size: 6300 sqm, 10000'MSL to FL 180 (not inclusive)
Available Times: 1 hour before sunrise to 1 hour after sunset, M-F, other times by NOTAM
Airpsace Control Agency: KC ARTCC/FSS
Scheduling Agency: 71 FTW, VAFB, OK (DSN 940-7704)
Proximity to ATA: Coincident to ATA
b. Vance RAPCON provides radar and communications coverage.
c. Vance AFB has no real property interests underlying its airspace assets other than US Government property surrounding Kegelman Auxiliary Airfield and Vance itself.
d. Overlies airfield (governed by time-to-climb to 10,000 MSL approx 3 minutes for T-38).
e. No.
f. No.
g. Airspace reports show Vance 1A MOA is not currently utiliized at all available times. Vance has never ained maximum capacity in the MOAs (13 areas to utilize, 4 aircraft per area maximum). Based on 2 aircraft r inner ring sector and 4 aircraft per outer ring sector in 30 minute intervals.

Vance 1B MOA

a. Location: Overlies VAFB, extends north to east, Enid, OK
Size: 1600 sqm, 7000'MSL to FL 180 (not inclusive)
Available Times: 1 hour before sunrise to 1 hour after sunset, M-F, other times by NOTAM
Airpsace Control Agency: KC ARTCC/FSS
Scheduling Agency: 71 FTW, VAFB, OK (DSN 940-7704)
Proximity to ATA: Coincident to ATA
b. Vance RAPCON provides radar and communications coverage.
c. Vance AFB has no real property interests underlying its airspace assets other than US Government property surrounding Kegelman Auxiliary Airfield and Vance itself.
d. Overlies airfield (governed by time-to-climb to 7,000 MSL approx 3 minutes for T-37).
e. No.
f. No.
g. Airspace reports indicate Vance 1B MOA is not currently utiliized at all available times. Vance has never attained maximum capacity in the MOAs (13 areas high/low - available 24 hours daily).

IR's 145,146,171,175,181,182,183,185

a. Location: All IRs located within 50 NM of VAFB except IR 172,173 (175 NM to entry)
Size: As published AP/1B, avg: 500'AGL to 4000'MSL, 3 to 6 NM either side of centerline, 170 to 200 NM ng

Available Times: sunrise to sunset daily
Airpsace Control Agency: KC ARTCC, Ft Worth ARTCC, VAFB RAPCON, and as published in FLIP P/1B
Scheduling Agency: 71 FTW, VAFB, OK (DSN 940-7704)
Proximity to ATA: N/A

b. KC ARTCC provides radar and communications coverage.

c. Vance AFB has no real property interests underlying its airspace assets other than US Government property surrounding Kegelman Auxiliary Airfield and Vance itself.

d. Distances to entry points are: 145-11 nm, 146-11 nm, 171-22 nm, 175-32 nm, 181-32 nm, 182-22 nm, 183-32 nm, 185-39 nm.

e. No.

f. No.

g. Airspace utilization reports indicate MTRs are not utilized at all available hours. The only restriction is 10 minute separation between aircraft on the route. Average 12 hour daylight hours x 60 minutes/10 minute intervals. 72 flights per route per day. 72 x 5 routes (each route bidirectionall) = 360 flights/day if fully utilized. Information for current utilization rates are not tracked for low levels.

SR's 241,247,235,253

a. Location: All entry points located within 50 NM of VAFB, actual coordinates published in FLIP AP/1B
Size: Avg: 500' to 1500' AGL, 3 nm either side of centerline, 140 - 160 NM long, exact dimensions published in FLIP AP/1B
Available Times: sunrise to sunset daily
Airpsace Control Agency: KC ARTCC, Ft Worth ARTCC, VAFB RAPCON, and as published in FLIP P/1B
Scheduling Agency: 71 FTW, VAFB, OK (DSN 940-7704)
Proximity to ATA: N/A

b. Vance RAPCON provides radar and communications coverage.

c. Vance AFB has no real property interests underlying its airspace assets other than US Government property surrounding Kegelman Auxiliary Airfield and Vance itself.

d. Distance to entry points are: 241-43 nm, 247-33 nm, 235-38 nm, 253-25 nm.

e. No.

f. No.

g. VFR routes are only limited by the total number of aircraft that can fit on the routes at one moment (50% possible increase for safety).

ATCAA

a. Location: located directly above Vance 1A/1B MOAs (extension of airspace)
Size: FL 180 - FL 240, 7880 sqm
Available Times: active with Vance 1A/1B by LOA with KC ARTCC and VAFB, OK
Airpsace Control Agency: KC ARTCC, VAFB RAPCON
Scheduling Agency: 71 FTW, VAFB, OK (DSN 940-7704)
Proximity to ATA: Overlies airfield

b. KC ARTCC provides radar and communications coverage.

Vance AFB has no real property interests underlying its airspace assets other than US Government property surrounding Kegelman Auxiliary Airfield and Vance itself.

Overlies airfield (governed by time to climb to FL 180, approximately 4 minutes T-37/ 7 minutes T-37).
No.
No.
g. Airspace reports show Vance 1A MOA is not currently utiliized at all available times. Vance has never attained maximum capacity in the MOAs (13 areas to utilize, 4 aircraft per area maximum). Based on 2 aircraft per inner ring sector and 4 aircraft per outer ring sector in 30 minute intervals. Airspace reports indicate Vance 1B MOA is not currently utiliized at all available times. Vance has never attained maximum capacity in the MOAs (13 areas high/low - available 24 hours daily).

4. Is the available SUA/airspace-for-special-use within 100 n.mi. of your installation sufficient to satisfy all training requirements?

ANSWER: Yes.

5. If deployments/detachments to other domestic locations are required to satisfy training requirements, provide the following information for each location:

a. Where do these units/squadrons deploy?

b. How far from your installation?

c. Frequency?

d. Reasons for deployment (e.g., adverse weather, airspace saturation, training, versatility, etc.)

e. Annual costs incurred for deployments due to adverse weather?

f. Annual costs incurred for deployments due to airspace non-availability?

g. Annual costs incurred for deployments due to insufficient training versatility (e.g., lack of low level training routes etc.)?

ANSWER: The unit does not deploy to satisfy training requirements.

6. List all airspace control measures used for flight training that do not qualify as SUA/airspace-for-special-use and describe the limitations and capabilities of those control measures.

ANSWER: None.

7. For each syllabus of undergraduate/graduate pilot and/or NFO/Navigator flight training, state whether you require any specific terrain feature or overwater access for training.

NSWER: No such needs exist.

| Syllabus of Training * | Terrain Feature or Overwater Requirement |
|---|---|
| UPT | None |
| ALP T-37 | None |
| ATP T-38 | None |
| T-38 Banked Requal | None |

* Use appropriate Navy, Air Force, or Army syllabus of training list

8. List any additional constraints or limitations to the airspace that impact the training mission.

ANSWER: None.

C. Ground Training

1. By Facility Category Code , complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training is conducted. Include all 171-*xx*, 179-*xx* category codes, and any other applicable category codes.

For example: in the category 171-10, a type of training facility is academic instruction classroom. If you have 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.

Cat Code: 179-219

| Type Training Facility | Total Number | Design Capacity (PN) | Capacity (Student HRS/YR) |
|---|---|---|---|
| Egress Trainer (Bldg 825) | 2 | 2 | 4,176 |
| Parachute Swing Trainer (Bldg 827) | 1 | 6 | 12,528 |

Cat Code: 171-211

| Type Training Facility | Total Number | Design Capacity (PN) | Capacity (Student HRS/YR) |
|---|---|---|---|
| Academic Classrooms (Bldg 690) | 5 | 160 | 334,080 |

Cat Code: 171-212

| Type Training Facility | Total Number | Design Capacity (PN) | Capacity (Student HRS/YR) |
|---|---|---|---|
| CAI Classroom (Bldg 672) | 1 | 33 | 68,904 |
| Flight Simulator Training (Bldg 672) | 1 | 16 | 33,408 |

# GROUND TRAINING FACILITIES

| BASE | DESIGN CAP | | HOURS/DAY | | TNG DAYS/YR | | TNG HRS/YR |
|---|---|---|---|---|---|---|---|
| **COLUMBUS** | | | | | | | |
| CLASSROOM | 224 | X | 8 | X | 242 | = | **433664** |
| SIMULATOR | 16 | X | 16 | X | 242 | = | **61952** |
| **LAUGHLIN** | | | | | | | |
| CLASSROOM | 100 | X | 8 | X | 242 | = | **193600** |
| SIMULATOR | 16 | X | 16 | X | 242 | = | **61952** |
| **RANDOLPH** | | | | | | | |
| CLASSROOM | 360 | X | 8 | X | 242 | = | **696960** |
| SIMULATOR | 24 | X | 16 | X | 242 | = | **92928** |
| **REESE** | | | | | | | |
| CLASSROOM | 360 | X | 8 | X | 242 | = | **696960** |
| SIMULATOR | 16 | X | 16 | X | 242 | = | **61952** |
| **SHEPPARD** | | | | | | | |
| CLASSROOM | 180 | X | 8 | X | 242 | = | **348480** |
| SIMULATOR | 24 | X | 16 | X | 242 | = | **92928** |
| **VANCE** | | | | | | | |
| CLASSROOM | 193 | X | 8 | X | 242 | = | **373648** |
| SIMULATOR | 16 | X | 16 | X | 242 | = | **61952** |
| **CORPUS** | | | | | | | |
| CLASSROOM | 240 | X | 8 | X | 242 | = | **464640** |
| SIMULATOR | 12 | X | 16 | X | 242 | = | **46464** |
| **KINGSVILLE** | | | | | | | |
| CLASSROOM | 444 | X | 8 | X | 242 | = | **859584** |
| SIMULATOR | 16 | X | 16 | X | 242 | = | **61952** |
| **MERIDIAN** | | | | | | | |
| CLASSROOM | 300 | X | 8 | X | 242 | = | **580800** |
| SIMULATOR | 14 | X | 16 | X | 242 | = | **54208** |
| **PENSACOLA** | | | | | | | |
| CLASSROOM | 2535 | X | 8 | X | 242 | = | 4907760 |
| | | | | (OTHER TRAINING) | | - | 992216 |
| | | | | TOTAL CLASSROOM: | | | **3915544** |
| SIMULATOR | 74 | X | 16 | X | 242 | = | **286528** |
| **WHITING** | | | | | | | |
| CLASSROOM | 275 | X | 8 | X | 242 | = | **532400** |
| SIMULATOR (T-34) | 18 | X | 16 | X | 242 | = | **69696** |
| SIMULATOR (TH-57) | 9 | X | 16 | X | 242 | = | **34848** |
| **RUCKER** | | | | | | | |
| CLASSROOM | 2853 | X | 8 | X | 242 | = | **5523408** |
| SIMULATOR | 55 | X | 16 | X | 242 | = | **212960** |

Cat Code: 171-213

| Type Training Facility | Total Number | Design Capacity (PN) | Capacity (Student HRS/YR) |
|---|---|---|---|
| Flight Briefing Rooms (Bldg 179) | 6 | 192 | 400,896 |
| Flight Briefing Rooms (Bldg 183) | 8 | 256 | 534,528 |
| Video Viewing Room (Bldg 541) | 1 | 24 | 50,112 |

Cat Code: 171-214

| Type Training Facility | Total Number | Design Capacity (PN) | Capacity (Student HRS/YR) |
|---|---|---|---|
| Ejection Seat Trainer (Bldg 824) | 1 | 1 | 2,088 |
| Physiology Classrooms (Bldg 826) | 2 | 40 | 83,520 |

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

ANSWER: For all facilities, estimated availability of 8 hours per day, 261 days per year. For egress training (Bldg 825), there are two egress trainers available with a capacity of one each. For the parachute swing trainer ldg 827), there are 6 parachute swing trainers available with a capacity of one each. For the classrooms (Bldg J) and Flight Briefing rooms (Bldgs 179 and 183), estimated capacity of each room to be 32. For the CAI ssroom (Bldg 672), estimated capacity of 33. For the Video Viewing Room (Learning Center, Bldg 541), stimated capacity to be 24. For the Ejection Seat Trainer (Bldg 824), there is one trainer available with a capacity of one. For the Flight Physiology classroom (Bldg 826), there are two classrooms with an estimated capacity of 20 each.

3. 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) could be gained? Provide details and assumptions for all calculations.

ANSWER: 2,855,760 student hours/year. NOTE: This answer was derived with the following calculations:
(Design Capacities from C.1)x(20 hours per day)x(300 days per year (365 minus Sundays and holidays))=New Capacity
(New Capacity)-(Total Capacity from C.1)=Increase in Student Hours/Year

4. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations.

ANSWER: With unconstrained operational funding, the facilities could be utilized an additional 12 hrs per day, (available 20 hrs per day, approximately 300 days per year). With unconstrained construction/equipment ıding, training facility capacity could be increased 1380.4% of that number based on estimates of empty ace available on base to construct new facilities. For the classrooms (Bldg 690) estimated capacity of each

m to be 32.

Cat Code: 171-211

| Type Training Facility | Capacity (Student HRS/YR) | Unconstrained Operational Funding Increases Capacity To: | Unconstrained Construction / Equipment Funding Increases Capacity Further To: |
|---|---|---|---|
| Academic Classrooms (Bldg 690) | 334,080 | 960,000 | 8,640,000 |

Net Gain: 7,680,000 Student HRS/YR.
Cost would be approximately $9.9M (9 buildings at $1M each).
5. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome.

ANSWER: The available unused land within Vance AFB is the only limiting factor.

6. By Category Code, complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training **is not** conducted. Include all 171-*xx*, 179-*xx* category codes, and any other applicable category codes.

**r example:** in the category 171-10, a type of training facility is academic instruction classroom. If you have 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.

ANSWER: Since the primary mission for Vance AFB is undergraduate pilot training, no facilities are dedicated to other training.

7. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

ANSWER: Since the primary mission for Vance AFB is undergraduate pilot training, no facilities are dedicated to other training.

8. 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) could be gained? Provide details and assumptions for all calculations.

ANSWER: Since the primary mission for Vance AFB is undergraduate pilot training, no facilities are dedicated to other training. Therefore, this question does not apply.

9. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions all calculations.

ANSWER: Since the primary mission for Vance AFB is undergraduate pilot training, no facilities are dedicated to other training. Therefore, this question does not apply.

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

ANSWER: Since the primary mission for Vance AFB is undergraduate pilot training, no facilities are dedicated to other training. Therefore, this question does not apply.

D. Aircraft Parking, Maintenance, and Supply

1. Provide the number of other aircraft (both active and reserve operational squadrons) that are based at your installation. If a squadron has more than one type of aircraft, fill out a separate line for each type.

ANSWER: No "other aircraft" are based at Vance.

| Squadron | Number of Aircraft (Fiscal Year) | | | | | | | | Mission |
|---|---|---|---|---|---|---|---|---|---|
| | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | |
| | | | | | | | | | |
| | | | | | | | | | |

2. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be based and parked on your current parking aprons. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

| Aircraft Type | # of Aircraft | Comments |
|---|---|---|
| T-37 | 119 | |
| T-38 | 121 | |

3. Provide the details of your calculations, including your assumptions on the minimum separation between aircraft, folding of aircraft wings, and any obstruction that may limit the placement of aircraft on the parking apron spaces.

ANSWER: Calculations based on AFR 86-2 standards (wingspan x length x 4.4) and 10' wingtip separation on the apron.

4. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be housed in your hangars. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

| Aircraft Type | # of Aircraft | Comments |
|---|---|---|
| T-37B | 26 | |
| T-38A | 42 | |

5. 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.

ANSWER: Calculations based on AFR 86-2 standards (wingspan x length x 4.4) and 5' wingtip separation in the hangers.

6. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be maintained at your installation based on availability of maintenance facilities (i.e., maintenance docks, wash racks, NDI facilities, etc.).

| Aircraft Type | # of Aircraft | Comments |
|---|---|---|
| T-37B | 115 | |
| T-38A | 102 | |

Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

ANSWER: Calculations based on past contractual capabilities (see General Services Contract #F4 1689-83-C-0045, 26 Sep 83)

8. Describe any maintenance backlogs that your installation 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).

ANSWER: None.

9. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be supported at your installation based on availability of supply/storage facilities.

| Aircraft Type | # of Aircraft | Comments |
|---|---|---|
| T-37B | 102 | |
| T-38A | 102 | |

Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

ANSWER: Base used AFM 86-2 to derive the answer.

. List any additional constraints or limitations to the parking, maintenance, and supply facilities that impact the training mission.

ANSWER: No limiting constraints.

Housing and Messing

1. Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

| Facility Type, Bldg. # & Cat Code | Total No. of Beds | Total No. of Rooms | Total people housed | Status |
|---|---|---|---|---|
| 641 UOPH, 724-415 | 40 | 40 | 31 | Student |
| 642 UOPH, 724-415 | 40 | 40 | 22 | Student |
| 643 UOPH, 724-415 | 40 | 40 | 16 | Student |
| 644 UOPH, 724-415 | 40 | 40 | 19 | Student |
| 645 UOPH, 724-415 | 40 | 40 | 26 | Student |
| 713 UOPH, 724-415 | 30 | 30 | 7 | Student |
| 421 UOPH, 724-415 | 136 | 68 | 58 | Perm Party |
| 423 UOPH, 724-415 | 130 | 65 | 31 | Perm Party |

2. 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. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

| Facility Type, Bldg. # & Cat Code | Total No. of Beds | Total No. of Rooms | Total people housed 4 May 94 | Status |
|---|---|---|---|---|
| BOQ, Bldg 641 724-415 | 40 | 40 | 31 | Student |
| BOQ, Bldg 642 724-415 | 40 | 40 | 22 | Student |
| BOQ, Bldg 643 724-415 | 40 | 40 | 16 | Student |

See change in Sept 1994

| | | | | |
|---|---|---|---|---|
| BOQ, Bldg 644 724-415 | 40 | 40 | 19 | Student |
| BOQ, Bldg 645 724-415 | 40 | 40 | 26 | Student |
| BOQ, Bldg 713 724-415 | 30 | 30 | 7 | Student |
| BEQ, Bldg 421 724-415 | 68 | 68 | 58 | Perm Party |
| BEQ, Bldg 423 724-415 | 65 | 65 | 31 | Perm Party |

3. Provide data on the messing facilities assigned to your current plant account.

| Facility Type, Cat Code and Bldg. # | Total Sq. Ft. | Seats | Avg # Noon Meals Served |
|---|---|---|---|
| Enlisted Dining Facility, 722351, 455 | 5,258 | 70 | 50 |
| | | | |

Provide data on the messing facilities projected to be assigned to your plant account in FY 1997.

| Facility Type, Cat Code and Bldg. # | Total Sq. Ft. | Seats | Avg # Noon Meals Served |
|---|---|---|---|
| Enlisted Dining Facility 722351, 455 | 5,258 | 70 | 50 |

5. Based upon your installation's on and off-base housing and messing facilities, what average daily student load (ADSL) could you support from FY95 - FY01? Express the daily student load in terms of enlisted, officer, and civilian.

| Type Facility | Average Daily Student Load (ADSL) | | | | | | |
|---|---|---|---|---|---|---|---|
| | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
| BOQ | 220 | 220 | 220 | 220 | 220 | 220 | 220 |
| BEQ | NA | NA | NA | NA | NA | NA | NA |
| On-Base Housing | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Off-Base Housing | 13 | 13 | 13 | 13 | 13 | 13 | 13 |
| Messing | 422 | 422 | 422 | 422 | 422 | 422 | 422 |

Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

ANSWER: For the BOQ entry, used real property rated capacity for category code 724-415 (less 22 rooms for VOQ/permanent party). From that subtract a 5% management factor. For the BEQ use real property rated capacity for category code 721-312 for pipeline/PCS facilities. (In 1997, MILCON will alter building to single

occupancy rooms.) From that subtract a 15% management factor. For on-base housing use an average of the number of students (officer/enlisted) housed in FY 93. For the off-base housing entry use the average number of students (officer/enlisted) who lived off-base during FY 93. Messing includes Officer's Club capacity of 400 (pr Betty Wescott). Enlisted capacity = (area x 15)/3 per AFM 86-2. Messing capacity 678 diners. Lunches served 229 (attached receipts and surveys). ADSL capacity 678-256 = 422.

7. List any additional constraints or limitations to the housing and messing facilities that impact the training mission.

ANSWER: None applicable.

# Appendix 1

Appendix 1 a

Navy pilot training syllabi with service components trained.

| Syllabus of Training | |
|---|---|
| Strike | USN |
| | USMC |
| | FMS |
| Maritime | USN |
| | USMC |
| | USCG |
| | FMS |
| | USAF |
| E2/C2 | USN |
| | USMC |
| | USCG |
| | FMS |
| Rotary | USN |
| | USMC |
| | USCG |
| | FMS |

Navy NFO training syllabi with service components trained.

| | |
|---|---|
| Adv Navigator (NAV) | USN |
| | FMS |
| | NOAA |
| Tact Navigator (TN/BN) | USN |
| | USMC |
| Radar Intercept Officer (RIO) | USN |
| | USMC |
| Over Water Jet Navigator (OJT) | USN |
| Airborne Tact Data Systems (ATDS) | USN |
| | USCG |

Navy pilot training syllabi with levels of training and types of aircraft used.

| | | |
|---|---|---|
| General | Primary | T-34C |
| | | JPATS |
| Strike | Intermediate | T-2 |
| | | T-45 |
| | Advanced | TA-4J |
| | | T-45 |
| E2/C2 | Intermediate | T-44 |
| | Advanced | T-45[2] |
| | | T-2 |
| Maritime | Intermediate | T-34C |
| | | JPATS |
| | Advanced | T-44 |
| Rotary | Intermediate | T-34C |
| | | JPATS |
| | Advanced | TH-57 |

Navy NFO syllabi of training with levels of training and types of aircraft used.

| | | |
|---|---|---|
| General | Primary | T-34/T-2 |
| | | JPATS |
| General | Intermediate | T-34/T-2 |
| NAV | Advanced | T-43 |
| TN/BN | Advanced | T-2 |
| | Advanced | T-39 |
| RIO | Advanced | T-2 |
| | Advanced | T-39 |
| OJN | Advanced | T-2 |
| | Advanced | T-39 |
| ATDS | Advanced | E-2C |

Navy list of aircraft used in undergraduate pilot and NFO training.

| |
|---|
| T-2 |
| TA-4J |
| T-34C |
| T-39 |
| T-43 |
| T-44 |
| T-45 |
| TH-57 |
| JPATS |

Air Force pilot training syllabi with service components trained.

| Syllabus of Training | |
|---|---|
| Flight Screening | USAF |
| | ANG |
| | AFRES |
| | USAFA |
| | FMS |
| UPT | USAF |
| | ANG |
| | AFRES |
| | FMS |
| SUPT | USAF |
| | ANG |
| | AFRES |
| | FMS |
| | NAVY |
| SUPT HELO | USAF |
| | ANG |
| | AFRES |
| ENJJPT | USAF |
| | ANG |
| | AFRES |
| | NATO |
| BANKED REQ T-38 | USAF |
| BANKED REQ T-1 | USAF |
| FIXED WING QUAL TNG | USAF |
| | ANG |
| | AFRES |
| ROTARY WING QUAL | USAF |
| | ANG |
| | AFRES |
| AVIATION LEADERSHIP PROGRAM T-37 | FMS |
| UPT T-38 ADVANCED TNG PGM | FMS |

| | |
|---|---|
| INTRO TO FTR FUND (IFF) AT-38 | USAF |
| | ANG |
| | AFRES |
| | NATO |
| | FMS |
| INTRO TO BOMBER FUND (IBF) (NO A/C, SIMS ONLY) | USAF |
| | AFRES |
| | ANG |
| T-43 | USAF |
| | FMS |
| PILOT INSTR TNG (PIT) T-37 | USAF |
| | FMS |
| PILOT INSTR TNG (PIT) T-38 | USAF |
| | FMS |
| PILOT INSTR TNG (PIT) T-1 | USAF |
| T-1 PIT TRANSITION | USAF |
| PILOT INSTR TNG (PIT) AT-38 | USAF |
| | NATO |
| ENJJPT PIT T-37 | USAF |
| | NATO |
| ENJJPT PIT T-38 | USAF |
| | NATO |
| JET CURRENCY COURSE T-38 | USAF |
| | ANG |
| | AFRES |
| MED OFFICER FLT FAM TNG T-37 | USAF |

Air Force navigator training syllabi with service components trained.

| Syllabus of Training | |
|---|---|
| SUNT Core Sys Off Tng | USAF |
| | ANG |
| | FMS |
| SUNT Core Topoff Tng | USAF |
| | ANG |
| SUNT Core Nav Tng | USAF |
| | ANG |
| | AFRES |
| | FMS |
| SUNT Core EWO Tng | USAF |
| | ANG |
| | AFRES |
| | USMC |
| SUNT Core EWO + Topoff | USAF |
| | ANG |
| Interservice UNT | USN |
| | FMS |
| | NOAA |
| USMC UNT | USMC |
| EWO Tng CAF | USAF |
| Nav Instr Tng T-43 | USAF |
| | USN |
| Intro to Ftr Fundamentals WSO AT-38 | USAF |
| | ANG |
| | FMS |
| IFF Instr WSO Tng AT-38 | USAF |

Air Force pilot training syllabi with levels of training and types of aircraft used.

| Syllabus | Level of Tng | Aircraft |
|---|---|---|
| Screening | Accession | T-3A, T-41 |
| UPT | Primary | T-37 |
| | Advanced | T-38 |
| SUPT | Primary | T-37 |
| | | JPATS |
| | Advanced BF | T-38 |
| | Advanced AT | T-1A |
| | Advanced Helo | UH-1 |
| ENJJPT | Primary | T-37 |
| | | JPATS |
| | Advanced | T-38 |
| Banked Req | Graduate | T-38 |
| Banked Req | Graduate | T-1A |
| Fixed Wing Qual | Grad Phase 2 | T-37 |
| | Phase 3 or | T-1 |
| | Phase 3 | T-38 |
| Rotary Wing Qual | Graduate | UH-1 |
| Aviation Ldrshp Pgm | Primary | T-37 |
| Adv Tng Pgm | Advanced | T-38 |
| IFF | Graduate | AT-38 |
| IBF | Graduate | T-1A Sims Only |
| T-43 Pilot Tng | Graduate | T-43 |
| PIT T-37 | Graduate | T-37 |
| PIT T-38 | Graduate | T-38 |
| PIT T-1A | Graduate | T-1A |
| T-1A Transition | Graduate | T-1A |
| IFF PIT | Graduate | AT-38 |
| ENJJPT T -37 PIT | Graduate | T-37 |
| ENJJPT T-38 PIT | Graduate | T-38 |
| Jet Currency Course | Graduate | T-38 |
| Med Off Flt Fam Tng | Graduate | T-37 |

Air Force navigator syllabi of training with levels of training and types of aircraft used.

| Syllabus | Level of Tng | Aircraft |
|---|---|---|
| SUNT SO Tng | Primary | T-43 |
| | Advanced | T-38 |
| SUNT Topoff Tng | Advanced | T-37 |
| SUNT Nav Tng | Primary | T-43 |
| | Advanced | T-43 |
| SUNT EWO Tng | Primary | T-37/T-43 |
| | Advanced | T-43 |
| SUNT EWO Topoff | Advanced | T-37 |
| Interservice UNT | Advanced | T-43 |
| USMC UNT | Primary | T-43 |
| EWO Tng CAF | Advanced | T-43 |
| Nav Instr Tng | Graduate | T-43 |
| IFF WSO | Graduate | AT-38 |
| IFF WSO Instr Tng | Graduate | AT-38 |

Air Force list of aircraft used in undergraduate pilot and navigator training.

| |
|---|
| T-37 |
| JPATS |
| T-38 |
| T-1A |
| AT-38 |
| T-43 |
| UH-1 |

Appendix 1 c

Army pilot training syllabi with levels of training and types of aircraft used.

| Syllabus | Level of Tng | Aircraft |
|---|---|---|
| IERW | Primary | UH-1/TH-67 |
| | Instruments | UH-1/TH-67 |
| | Track | UH-1/OH-58 |
| Graduate | AQC<br>IPC<br>MOI<br>MTP | AH-64 |
| | AQC<br>IPC<br>MOI<br>MTP | CH-47D |
| | AQC<br>SUP<br>MOI<br>MTP<br>SUP (M) | OH-58D |
| | AQC<br>IPC<br>MOI<br>MTP | AH-1 |
| | AQC<br>IPC<br>MOI<br>MTP | UH-60 |
| | IPC<br>MOI | OH-58A/C |
| | IPC<br>NVG<br>RWART<br>RWIC<br>RWQC<br>RWIFEC<br>MOI (CT)<br>MOI (NVG) | UH-1 |
| | FWMEQC<br>FWIPC | U-21 |
| | AQC<br>FLT<br>Refresher | C-12 |
| Euro/NATO | Primary<br>Instru<br>ADINS<br>ADCON<br>C/S | UH-1 |
| Spanish | RWQC<br>TQO<br>IERW<br>NVG<br>IPC | UH-1 |

Army pilot training syllabi with service components trained.

| | |
|---|---|
| IERW | USA |
| | USAF |
| | USAF (RWQC) |
| | SPANISH |
| | EURO/NATO |
| | FMS |
| | OTHER |
| Graduate | USA |
| | SPANISH |
| | EURO/NATO |
| | FMS |
| | OTHER |

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

09 AUG 1994

MEMORANDUM FOR HQ AETC/XOPU

FROM: HQ USAF/RTR

SUBJECT: Joint Cross Service Group Questions

1. The Joint Cross Service Working Group for Undergraduate Pilot Training unconvered several issues that require MAJCOM clarification. A set of the questions pertaining to USAF YPT bases was provided to HQ AETC by Lt Col Jerry Free 5 Aug 94 (atch 1). The answers to these questions must be documented IAW the Air Force Internal Control Plan, i.e., worksheets must accompany the answers to HQ USAF/RTR (formerly AF/XOOR).

2. Please put your best effort against this request. This information is due to HQ USAF/RTR NLT 11 Aug 94. Faxed response is appropriate for the timely delivery of this information, however, a hard copy should be sent to follow up the data transfer. POC is Lt Col Bruggemeyer, AF/RTR, DSN 225-4578. Fax DSN 223-9707.

for John F. Plummer

WAYNE MAYFIELD, Col, USAF
Chief, Base Realignment Division

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: Response to Joint Cross-Service Group Data Call

1. The attached worksheets constitute AETC's response to the 9 Aug 94 Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached worksheets to be true and accurate to the best of our ability.

VR

PETER H. FOX
Colonel, USAF
Acting Director, Plans and Operations

Attachment:
1. Installation Worksheets

Subject: Request for clarification

Source of Tasking: HQ USAF/RTR in conjunction with the Joint Working Group for Undergraduate Pilot Training

1. FOR ALL BASES: (Capacity Questionnaire, Features and Capabilities: Housing and Messing)

Provide the number of BOQ/BEQ rooms that are adequate/permanent.

2. COLUMBUS AFB: (Military Value Questionnaire, Mission Requirements, Managed Training Areas; C.1)

Report its outlying airfield.

3. RANDOLPH AFB: (Military Value Questionnaire, Facilities, Air Space and Flight Training Areas; A.11)

The Joint Working Group has refined the distance criteria to 75nm for evaluation purposes. Randolph AFB reported their air-to-surface range at 76nm. Request Randolph AFB remeasure the distance to the range.

4. SHEPPARD AFB: (Military Value Questionnaire, Facilities, Airfield; B.1)

Sheppard AFB needs to report 3rd parallel runway which is funded, contracted and construction in progress.

Does Sheppard AFB have a physiology Trainer?

5. LAUGHLIN: (Military Value Questionnaire, Facilities, Airfield; B.2)

Verify condition of runways.

6. RANDOLPH AFB: (Military Value Questionnaire, Future Requirements, Encroachment; B.4)

Is the existing AICUZ study encoded in local zoning ordinances? Yes or No

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Vance AFB OK

PURPOSE: To document the answer to Features and Capabilities question number (A.1-dc)

SOURCE: See base worksheet

METHOD: See base worksheet

CONCLUSION: Total number of rooms that are adequate/permanent - ~~361~~.

363

~~Total w/ Mig Tng Area~~
~~for AETC/ICFM~~

ORIGINAL ANSWER
correct
See worksheet

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Algie H. Ennis Date 11 Aug 94
Signature
ALGIE H. ENNIS, GS-12, AETC/CEPH, 487-2559
Typed Name, Rank, Office Symbol, DSN Number

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Vance AFB OK

PURPOSE: To document the answer to Facilities question number (D.2-dc)

SOURCE: Real Property Records dated 28 Feb 94
AFR 86-2 dated Mar 73; knowledge of local aircraft parking ramp configurations
Mr. Brannon, HQ AETC/LGXP, 487-3428

METHOD: Extract data from above sources.
Professional knowledge/judgment

CONCLUSION:

| Aircraft Type | Total Parking Area | Square Yards Required/Aircraft | Total Number of Aircraft |
|---|---|---|---|
| T-37 | 279,556 SY | 800 | 349 |
| T-38 | 279,556 SY | 700 | 399 |
| T-1 | 279,556 SY | 1,500 | 186 |

NOTES:

1. Total apron space is 279,556 SY. Total usable parking area under current operations is 179,900 SY.

a. Total unusable parking area under current operations is 99,656 SY due to aircraft taxiways, vehicle roadways adjacent to ramp, on-ramp hangars, flight shacks, support equipment parking, hangar enter/exit ramp area and aircraft wash racks.

b. Total usable parking area under current operations is 279,556 - 99,656 = 179,900 SY

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Thad L. Brannon Date 6 Oct 94
Signature
Thad L. Brannon, Jr., GM-14,HQ AETC/LGXP, 487-3428
Typed Name, Rank, Office Symbol, DSN Number

ATTCH 1

**MILITARY VALUE ANALYSIS**
**INSTALLATION WORKSHEET**
**Vance AFB, OK**

PURPOSE: To document the answer to Facilities question number (A.10-DC)

SOURCE: See base worksheet.

METHOD: See base worksheet.

CONCLUSION: The following ATCAA should be included in the base's answer:

| NAME | TYPE | AREA (sq NM) | ALTITUDE BLOCK (ft) | DISTANCE TO AREA (NM) |
|---|---|---|---|---|
| EAGLE 2N | ATCAA | 986 | FL260-FL350 | 40 |
| EAGLE 2S | ATCAA | 866 | FL260-FL350 | 40 |
| EAGLE 3N | ATCAA | 817 | FL260-FL350 | 66 |
| EAGLE 3S | ATCAA | 947 | FL260-FL350 | 66 |
| EAGLE 6 | ATCAA | 612 | FL260-FL430 | 18,K |

The following correction is made to the base answer:

Washita: ATCAA of same size goes from FL180 to FL230.

NOTE: Since ATCAA is not charted, bases can only report ATCAA they actually use or that impact their operations. ATCAA is established by Letter of Agreement between the originating base and the controlling ARTCC.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date: 7 Oct 94

Carl L. Claus, Capt, AETC/XOSA, 487-6162

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Vance AFB OK

PURPOSE: To document the answer to Facilities question number (A.10 - dc).

SOURCE: Capt Robert J. Caldwell, 71 OSS/DOOR, DSN 940-7854; FLIP IFR Enroute L5/L6 (28 Apr 94), L13/14 (28 Apr 94); FLIP AP/1A (11 Nov 93), AP/1B (28 Apr 94); Wichita Sectional Aero. Chart (9 Mar 94);VAFB Quarterly/Annual Airspace Reports (90-93).

METHOD: Referenced above sources and located all Military Operations Areas (MOA), Alert Areas (AA), Warning Areas (WA) and Air Traffic Control Assigned Airspace (ATCAA) areas within 100 NM.

CONCLUSION:

| Name | Type | Area (Sq NM) | Altitude Blocks (MSL) | Distance to Area (NM) |
|---|---|---|---|---|
| VANCE 1A | MOA | 6300 | 10000' to 18000' | Overlies Airfield |
| VANCE 1B | MOA | 1600 | 7000' to 18000' | Overlies Airfield |
| TRACY | MOA | 400 | 10000' to 18000' | 52 |
| WASHITA | MOA | 768 | 10000' to 18000' | 87 |
| EUREKA HIGH | MOA | 2016 | 6000' to 18000' | 100 |
| EUREKA LOW | MOA | 2016 | 6000' to 18000' | 100 |
| A562-A | AA | 200 | 1300' to 10000' | Overlies Airfield |
| A562-B | AA | 140 | 1200' to 10000' | 25 |
| A683 | AA | 115 | 1300' to 4500' | 88 |
| VANCE 1A ATCAA | ATCAA | 6300 | 18000' to 24000' | Overlies Airfield |
| VANCE 1B ATCAA | ATCAA | 1600 | 18000' to 22000' | Overlies Airfield |

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Robert J. Caldwell Date 7 OCT 94
Signature
Robert J. Caldwell, Capt, 71 OSS/DOOR, 940-7854
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

AUG 0 2 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

SUBJECT: Air Force Data Input to the Joint Cross-Service Group on UPT

Attached is the validated Air Force submission to the JCSG for UPT. The data has been collected and certified in accordance with the Air Force Internal Control Plan. Questions can be referred to Lt Col Mark E. Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

6 Atchs
Columbus AFB Joint Data Call
Laughlin AFB Joint Data Call
Randolph AFB Joint Data Call
Reese AFB Joint Data Call
Sheppard AFB Joint Data Call
Vance AFB Joint Data Call

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

4 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: SAF/MII

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the 23 Sep 94 supplemental data call (Atch 2). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan.

The complete Military Value and Capacity Analysis Data Calls for Hondo Field and Falcon Field will be sent to HQ USAF/RT shortly. Following receipt and certification of the data calls at the Air Staff level, I will forward them to you. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAMES F. BOATRIGHT
Deputy Assistant Secretary of the Air Force
(Installations)

Attachments:
1. Selected Question List, 23 Sep 94
2. AETC Response to 23 Sep 94 Questions

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
VANCE AFB

PURPOSE: To document the answer to verbal tasking on 30 Sep 94 to provide quantity and condition data for airfield pavements separately for main base and auxillary airfields. This clarification references Facilities question number (B.2).

SOURCE: 1 Mar 94 Real Property Records and Airfield Pavement Condition Survey Report for Vance AFB and Kegelman Auxiliary Field dated Aug 93 MILCON and O & M project listings in Engineering Office, Room 108,, Pavement Maintenance Plan dated Feb 94 both located in Bldg 248, Room 108, in the Pavement Engineer's office and the Albert H. Halff and Associates Definition Project Study dated 18 Jan 94.

METHOD: Provide a separate table for each airfield. For category codes in this section, most bases will need to conduct an in-house survey to accurately capture the condition of the pavements because real property records lump all pavements under one facility number, and only permit one condition code to be assigned. Ensure the condition data reported accurately reports the actual condition of each type of pavement, and not just repeat what is in the real property records. Also, ensure the data reflects the condition of the pavements after completion of all funded O & M and MILCON projects. Backup data retained at the base should document construction projects for new or replacement (hand added) pavement.

CONCLUSION: (See attached cart)

## Vance AFB

| Facility Type (CCN) | Facility Description | Unit of Measure | Current Quantity | Adequate/ Permanent | Substandard/ Semi-Permanent | Inadequate/Temporary |
|---|---|---|---|---|---|---|
| 111 | Airfield Pavement-Runways(Do not include shoulders or overruns) | SY | 554,102 | 100% | 0% | 0% |
| 112 | Airfield Pavements-Taxiways (Do not include Shoulders | SY | 179,409 | 73% | 27% | 0% |
| 113 | Airfield Pavements-Aprons (Do not include Shoulders | SY | 279,556 | 100% | 0% | 0% |

## Kegelman Auxiliary Field

| Facility Type (CCN) | Facility Description | Unit of Measure | Current Quantity | Adequate/ Permanent | Substandard/ Semi-Permanent | Inadequate/Temporary |
|---|---|---|---|---|---|---|
| 111 | Airfield Pavement-Runways(Do not include shoulders or overruns) | SY | 124,065 | 100% | 0% | 0% |
| 112 | Airfield Pavements-Taxiways (Do not include Shoulders | SY | 45,850 | 66% | 34 | 0% |
| 113 | Airfield Pavements-Aprons (Do not include Shoulders | SY | 11,600 | 100% | 0% | 0% |

D.O.
10-6-94

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
VANCE AFB
(CONTINUATION SHEET)

PURPOSE: To document the answer to verbal tasking on 30 Sep 94 to provide quantity and condition data for airfield pavements separately for main base and auxillary airfields. This clarification references Facilities question number (B.2). (Continuation Sheet)

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c. Inadequate/Temporary means the section of pavement cannot be used for aircraft operations in its present condition, and requires major work or complete replacement to make it usable.

d. Any exception to the above criteria must be well documented.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Richard Olsen Date 6 Oct. '94
Signature

NW-DOM/END 940-7772
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Robert J. Frank Date 6 OCT 94
Signature

ROBERT FRANK, GH13, HQ AETC/CEOE, 487-2594
Typed Name Rank Office Symbol DSN Number

# MILITARY VALUE ANALYSIS
## MAJCOM/INSTALLATION WORKSHEET
VALUE AFB OK

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2).

SOURCE: Real Property Records (for Current Quantity) A, D, and E Records, MILCON and O&M project listings; In-house survey; Engineering Criteria

METHOD: For category codes in this section, most bases will need to conduct an in-house survey to accurately capture the condition because real property records lump all pavements and utility distribution systems under one facility number. Ensure data reflects the condition of the system after completion of all funded O&M and MILCON projects. Work sheets should document construction projects for new or replacement (hand added) systems.

CONCLUSION:

| Facility Type (CCN) | Facility Description | Unit of Measure | Current Quantity | Adequate/ Permanent | Substandard /Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|---|
| 111 | Airfield Pavement-Runways(Do not include shoulders or overruns) | SY | ~~698,167~~ 678,167 | 100% | ~~0%~~ | 0% |
| 112 | Airfield Pavements-Taxiways (Do not include Shoulders | SY | 225,259 | 73 % | 27% | 0% |
| 113 | Airfield Pavements-Aprons (Do not include Shoulders | SY | 291,156 | 100 | 0 | 0% |
| 116-662 | Dangerous Cargo Pad | SY | 0 | 0 | 0 | 0 |
| 812 | Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines) (Do not include 812-921, 812-926 and 812-928 | LF | 409,141 | 96% | 04% | 0% |

# MILITARY VALUE ANALYSIS
## MAJCOM/INSTALLATION WORKSHEET
## Vance AFB OC
## (CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2). (Continuation Sheet)

| Facility Type (CCN) | Facility Description | Unit of Measure | Current Quantity | Adequate/ Permanent | Substandard Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|---|
| 822 | Heat-Trans & Distr Lines (Do not include 822-248and822-268) | LF | 3366 | 100% | 0% | 0% |
| 832 | Sewage and Indust Waste-Collection (Mains) (D0 not include 832-267 | LF | 75,539 | 100% | 0% | 0% |
| 842 | Water - Distr Sys-Potable (Do not include842-246, and 842-249) | LF | 107,937 | 100% | 0% | 0% |
| 843 | Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319) | LF | 2,013 | 100% | 0% | 0% |
| 851 | Roads (Do not include 851-142 and 851-143 | SY | 258,420 | 85% | 15% | 0% |
| 852 | Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289) | SY | 228,786 | 53% | 47% | 0 |

To ensure facility conditions are applied consistently across the command, the following guidance is offered:

a. Adequate/Permanent means the facility is structurally and functionally adequate to serve its current purpose without major investment. For construction projects, major investment

# MILITARY VALUE ANALYSIS
## MAJCOM/INSTALLATION WORKSHEET
## VANCE AFB OK
## (CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2). (Continuation Sheet)

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is defined as greater than $300,000 (i.e., if it takes a MILCON project to make a facility fully usable, it is not Adequate/Permanent). For repair projects, major investment is defined as greater than $1,000,000. However, judgment may be exercised in applying this second definition. For large facilities, (e.g., depots), where a $1,000,000 repair cost would not represent a significant investment, the facility could still be categorized as Adequate/Permanent.

b. Substandard/Semi-permanent means the facility is a permanent facility which is structurally sound, but requires major investment to adequately serve its current purpose.

c. Inadequate/Temporary means the facility has substandard construction and is used because no other adequate space exists to support the function it houses. In general, this is the type of facility would be razed in favor of new, permanent construction. To be more objective, use the "Seventy-Percent Rule". If the investment required to bring a facility up to Adequate/Permanent status is more than seventy-percent of the cost to build a new, adequate facility, the facility should be considered Inadequate/Temporary.

d. Any exception to the above criteria must be well documented.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Richard Olsen Date 27 Sept. '94
Signature

Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Robert J. Frank Date 27 SEPT 94
Signature

ROBERT J. FRANK, GM 13, HQ AETC/CEOR, 487-2594
Typed Name, Rank, Office Symbol, DSN Number

# MILITARY VALUE ANALYSIS
## MAJCOM/INSTALLATION WORKSHEET
## VANCE AFB, OK

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 2. This clarification references Facilities question number (B.3).

SOURCE: Real Property Records dated 28 Feb 94. MILCON and O&M Project listings

METHOD: Extract data from Real Property records. Manually adjust data based on projected condition of facilities after completion of all funded MILCON and O&M projects. File details of manual adjustments, including documentation of project data, with the worksheet.

CONCLUSION:

| Facility Type (CCN) | Facility Use | Unit of Measure | Adequate/ Permanent | Substandard /Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|
| 131 | Communications Buildings | SF | 10,381 | 0 | 0 |
| 133 | N/A to AETC bases | SF | 0 | 0 | 0 |
| 141 (less 141-753) | Operations Buildings | SF | 15,583 | 0 | 0 |
| 211 | Maintenance - Aircraft | SF | 152,648 | 34,900 | 47,700 |
| 217 | Maint - Electronics and Communications Equip | SF | 3,970 | 3,100 | 984 |
| 218 | Maint Shops | SF | 15,443 | 2,965 | 0 |
| 219 | Maint - Installation Repair and Operations | SF | 13,550 | 2,719 | 33,799 |
| 610 | Administrative Buildings | SF | 55,598 | 17,669 | 18,941 |

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 2. This clarification references Facilities question number (B-2) (Continuation Sheet)

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature _____ Date 28 Sep 94

J F Motkowski, Civ, NW-DOM/AAR 9407206

Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Susan L. Huggins Date 28 Sep 94

SUSAN L HUGGINS,GS-12,AETC/CEPE,DSN 487-2994

Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
VANCE AFB, OK

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 3. This clarification references Facilities question number (C.1).

SOURCE: Real Property Records dated 28 Feb 94 MILCON and O&M Project listings

METHOD: Extract data from Real Property records. Manually adjust data based on projected condition of facilities after completion of all funded MILCON and O&M projects. File details of manual adjustments, including documentation of project data, with the worksheet.

CONCLUSION:

| Facility Type (CCN) | Facility Use | Unit of Measure | Adequate/ Permanent | Substandard/ Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|
| 141-753 | Squadron Operation Fac | SF | 0 | 0 | 0 |
| 171-152 | Lecture Hall | SF | 0 | 0 | 4,375 |
| 171-211 | Flying Training Buildings | SF | 26,652 | 0 | 0 |
| 171-212 | Flight Simulator Building | SF | 75,207 | 0 | 0 |
| 171-213 | Flying Training Bildings (UPT/UNT) | SF | 60,270 | 0 | 0 |
| 171-214 | Physiological Training Bldg | SF | 8,488 | 0 | 0 |
| 740-873 | Theater | SF | 0 | 0 | 0 |

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
VANCE AFB, OK
(CONTINUATION SHEET)

PURPOSE. To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 3. This clarification references Facilities question number (C.1).

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 9-28-94

J F Motkowski, Civ, NW-DOM/AAR, DSN 940-7206
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Susan L. Huggins 28 Sep 94
Signature Date

SUSAN L. HUGGINS,GS-12,AETC/CEPE,DSN 487-2994
Typed Name, Rank, Office Symbol, DSN Number

# MILITARY VALUE ANALYSIS
# INSTALLATION WORKSHEET
# Vance AFB OK

PURPOSE. To document the answer to Manpower Implications question number (A.1.b) Data Call, 27 Sep 93.

SOURCE: DD Form 2085, 30 Sep 93, and AETC Form 515, 30 Sep 93. Definition of adequate quarters for existing inventory use DOD Manual 4165.63, DoD Housing Management, September 1993.

METHOD: Determine the number of adequate ,substandard, and total number of quarters for enlisted and officer personnel. Determine the number of officer and enlisted spaces from lines 11, 12, and 13 from DD Form 2085, and lines 5, 10, 25, and 32 in column A from AETC Form 515.

CONCLUSION:

| | Number of Adequate Quarters | Number of Substandard Quarters | Total Number of Quarters |
|---|---|---|---|
| BOQs | 231 | 0 | 231 |
| VOQs | 36 | 0 | 36 |
| BEQs | 266 | 0 | 266 |
| VAQs | 0 | 0 | 0 |

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

M Lukey Date 9/27/94
Signature
Mark Lukey, GS-12, 71 LS/CE, 940-7598
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date

T. Shook Date 28 Sep 94
T. Shook, GM-13, AETC/SVXM,4875110

A. Ennis Date 28 Sep 94
A. Ennis, GS-12, AETC/CEPH, 487-2559

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Vance AFB OK

PURPOSE: To document the answer to Facilities question number (E.7.DC).

SOURCE: Homer W. Meadors, NW/OSA, DSN#947-7725, Richard W. Hoepner, NW/STP, DSN#947-7487.

METHOD: Referenced above sources. Professional judgement based on current faciliities and personnell assigned to Vance Air Force Base.

CONCLUSION: No.

Munitions transportation trailers, up-load/down-load equipment and trained munitions specialists are not currently available at Vance.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 27 Sep 94
Signature
John D. Huguley, Capt, 71 OSS/DOOR, 947-7850
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 28 SEP '94
Signature
THAD L. BRANNON, JR., GM-14 487-3428
Typed Name, Rank, Office Symbol, DSN Number
HQ AETC/LGXP, DSN 487-3428

# MILITARY VALUE ANALYSIS
# INSTALLATION WORKSHEET
## Vance AFB OK

PURPOSE: To document the answer to Facilities question number (E.7.DC).

SOURCE: Homer W. Meadors, NW/OSA, DSN#947-7725, Richard W. Hoepner, NW/STP, DSN#947-7487.

METHOD: Referenced above sources. Professional judgement based on current facilities and personnell assigned to Vance Air Force Base.

CONCLUSION: No.

Munitions transportation trailers, up-load/down-load equipment and trained munitions specialists are not currently available at Vance.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 27 Sep 94

John D. Huguley, Capt, 71 OSS/DOOR, 947-7850
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 28 SEP '94

THAD L. BRANNON, JR., GM-14 487-3428
Typed Name, Rank, Office Symbol, DSN Number
HQ AETC/LCXP, DSN 487-3428

# MILITARY VALUE ANALYSIS
## MAJCOM/INSTALLATION WORKSHEET
VANCE AFB OK

**PURPOSE:** To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2).

**SOURCE:** Real Property Records (for Current Quantity) A, D, and E Records, MILCON and O&M project listings; In-house survey; Engineering Criteria

**METHOD:** For category codes in this section, most bases will need to conduct an In-house survey to accurately capture the condition because real property records lump all pavements and utility distribution systems under one facility number. Ensure data reflects the condition of the system after completion of all funded O&M and MILCON projects. Work sheets should document construction projects for new or replacement (hand added) systems.

**CONCLUSION:**

| Facility Type (CCN) | Facility Description | Unit of Measure | Current Quantity | Adequate/ Permanent | Substandard /Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|---|
| 111 | Airfield Pavement-Runways (Do not include shoulders or overruns) | SY | ~~698,167~~ 678,167 | 100% | 0% | 0% |
| 112 | Airfield Pavements-Taxiways (Do not include Shoulders | SY | 225,259 | 73 % | 27% | 0% |
| 113 | Airfield Pavements-Aprons (Do not include Shoulders | SY | 291,156 | 100 | 0. | 0% |
| 116-662 | Dangerous Cargo Pad | SY | 0 | 0 | 0 | 0 |
| 812 | Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines) (Do not include 812-921, 812-926 and 812-928 | LF | 409,141 | 96% | 04% | 0% |

9/26/94 DC9-23.DOC

# MILITARY VALUE ANALYSIS
## MAJCOM/INSTALLATION WORKSHEET
## Vance AFB OC
## (CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2). (Continuation Sheet)

| Facility Type (CCN) | Facility Description | Unit of Measure | Current Quantity | Adequate/ Permanent | Substandard Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|---|
| 822 | Heat-Trans & Distr Lines (Do not include 822-248and822-268) | LF | 3366 | 100% | 0% | 0% |
| 832 | Sewage and Indust Waste-Collection (Mains) (D0 not include 832-267 | LF | 75,539 | 100% | 0% | 0% |
| 842 | Water - Distr Sys-Potable (Do not include842-246, and 842-249) | LF | 107,937 | 100% | 0% | 0% |
| 843 | Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319) | LF | 2,015 | 100% | 0% | 0% |
| 851 | Roads (Do not include 851-142 and 851-143 | SY | 258,420 | 85% | 15% | 0% |
| 852 | Veh/Equip Parking (Do not include 852-283, 852-287 and 852-289) | SY | 228,786 | 53% | 47% | 0 |

To ensure facility conditions are applied consistently across the command, the following guidance is offered:

a. Adequate/Permanent means the facility is structurally and functionally adequate to serve its current purpose without major investment. For construction projects, major investment

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
VANCE AFB OK
(CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2). (Continuation Sheet)

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is defined as greater than $300,000 (i.e., if it takes a MILCON project to make a facility fully usable, it is not Adequate/Permanent). For repair projects, major investment is defined as greater than $1,000,000. However, judgment may be exercised in applying this second definition. For large facilities, (e.g., depots), where a $1,000,000 repair cost would not represent a significant investment, the facility could still be categorized as Adequate/Permanent.

b. Substandard/Semi-permanent means the facility is a permanent facility which is structurally sound, but requires major investment to adequately serve its current purpose.

c. Inadequate/Temporary means the facility has substandard construction and is used because no other adequate space exists to support the function it houses. In general, this is the type of facility would be razed in favor of new, permanent construction. To be more objective, use the "Seventy-Percent Rule". If the investment required to bring a facility up to Adequate/Permanent status is more than seventy-percent of the cost to build a new, adequate facility, the facility should be considered Inadequate/Temporary.

d. Any exception to the above criteria must be well documented.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Richard Olsen Date 27 Sept. 94
Signature

Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Robert J. Frank Date 27 SEPT 94
Signature

ROBERT J. FRANK GM 13, HQ AETC/CEOE 487-2594
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
VANCE AFB, OK

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 2. This clarification references Facilities question number (B.3).

SOURCE: Real Property Records dated 28 Feb 94. MILCON and O&M Project listings

METHOD: Extract data from Real Property records. Manually adjust data based on projected condition of facilities after completion of all funded MILCON and O&M projects. File details of manual adjustments, including documentation of project data, with the worksheet.

CONCLUSION:

| Facility Type (CCN) | Facility Use | Unit of Measure | Adequate/ Permanent | Substandard /Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|
| 131 | Communications Buildings | SF | 10,381 | 0 | 0 |
| 133 | N/A to AETC bases | SF | 0 | 0 | 0 |
| 141 (less 141-753) | Operations Buildings | SF | 15,583 | 0 | 0 |
| 211 | Maintenance - Aircraft | SF | 152,648 | 34,900 | 47,700 |
| 217 | Maint - Electronics and Communications Equip | SF | 3,970 | 3,100 | 984 |
| 218 | Maint Shops | SF | 15,443 | 2,965 | 0 |
| 219 | Maint - Installation Repair and Operations | SF | 13,550 | 2,719 | 33,799 |
| 610 | Administrative Buildings | SF | 55,598 | 17,669 | 18,941 |

9/26/94 DC9-23.DOC

# MILITARY VALUE ANALYSIS
# MAJCOM/INSTALLATION WORKSHEET

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 2. This clarification references Facilities question number (B.2) (Continuation Sheet)

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 28 Sep 94

J F Motkowski, Civ, NW-DOM/AAR 9407206

Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 28 Sep 94

SUSAN L. HUGGINS,GS-12,AETC/CEPE,DSN 487-2994

Typed Name, Rank, Office Symbol, DSN Number

# MILITARY VALUE ANALYSIS
## MAJCOM/INSTALLATION WORKSHEET
## VANCE AFB, OK

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (C.1).

SOURCE: Real Property Records dated 28 Feb 94 MILCON and O&M Project listings

METHOD: Extract data from Real Property records. Manually adjust data based on projected condition of facilities after completion of all funded MILCON and O&M projects. File details of manual adjustments, including documentation of project data, with the worksheet.

CONCLUSION:

| Facility Type (CCN) | Facility Use | Unit of Measure | Adequate/ Permanent | Substandard/ Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|
| 141-753 | Squadron Operation Fac | SF | 0 | 0 | 0 |
| 171-152 | Lecture Hall | SF | 0 | 0 | 4,375 |
| 171-211 | Flying Training Buildings | SF | 26,652 | 0 | 0 |
| 171-212 | Flight Simulator Building | SF | 75,207 | 0 | 0 |
| 171-213 | Flying Training Bildings (UPT/UNT) | SF | 60,270 | 0 | 0 |
| 171-214 | Physiological Training Bldg | SF | 8,488 | 0 | 0 |
| 740-873 | Theater | SF | 0 | 0 | 0 |

9/26/94 DC9-23.DOC

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
VANCE AFB, OK
(CONTINUATION SHEET)

PURPOSE. To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 3. This clarification references Facilities question number (C.1).

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 9-28-94

J F Motkowski, Civ, NW-DOM/AAR, DSN 940-7206
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 28 Sep 94

SUSAN L. HUGGINS,GS-12,AETC/CEPE,DSN 487-2994
Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

29 August 1994

MEMORANDUM FOR XOOR

FROM: AF/XOOT

SUBJECT: Validation/Certification of Joint Cross Service Questionnaire Data

The attached table provides the information requested in question 4 of the "Clarification to Joint Military Value and Capacity Analysis Data Calls" FAX we received from the Joint UPT Cross-service Study Team.

This memorandum is to certify the attached data is accurate and complete to the best of our knowledge and belief. The AF/XOOT POC, Lt Col Jeff Schantz, is available at 5-0651 to answer questions concerning this particular review.

Stephen R. Martin

STEPHEN R. MARTIN, Colonel, USAF
Chief, Training Division
Directorate of Operations, DCS P&O
X7-1773

Attachments:
1. FY 01 Undergraduate Pilot/Navigator Production Requirements

## FY 01 Undergraduate Pilot/Navigator Production Requirements

The information below responds to the following question contained in the Joint UPT Cross-service Study Team memo, Clarification to Joint Military Value and Capacity Analysis Data Calls, 25 Aug 94:

4. (HQ USAF/XOOT) Capacity Analysis, Mission Requirements, Para A, Question 1. Please provide the USAF FY 01 undergraduate pilot/navigator production requirements. Use the following table as a guide:

| Type of Training | Total Projected Requirement (Active Duty USAF Requirement) | |
|---|---|---|
| Primary Pilot | 1144 | (952) |
| Advanced Airlift/Tanker Pilot | 752 | (656) |
| Advanced Bomber/Fighter Pilot | 336 | (246) |
| ALP | 15 | international only |
| ATP | 33 | international only |
| ENJJPT Primary | 250 | (98) |
| ENJJPT Advanced | 250 | (98) |
| Core Navigator | 361 | (300) |
| Panel Navigator | 222 | (170) |
| Interservice UNT | 144 | non-USAF only |

Primary = 1144 + 250 + 15 = 1409

Airlift/Tanker : 752

Bomber/Fighter : 336 + 15 + 250 = 619

USAF Navigator : 361

USAF WSO 361 - 222 = 139

USAF Panel : 222

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

31 AUG 1994

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: Supplemental Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 25 Aug 94 Supplemental Joint Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

PETER H. FOX
Colonel, USAF
Acting Director, Plans and Operations

Attachment:
Installation Worksheets

# CAPACITY ANALYSIS
# INSTALLATION WORKSHEET
# Vance AFB OK

PURPOSE: To document the answer to Mission Requirements question number (C.1-dc)

SOURCE: Major Timothy D. Ayres, HQ AETC/XOPU, 487-3390.

METHOD: Professional judgment/knowledge.

CONCLUSION: Vance AFB does not conduct SUPT or SUNT; therefore, this question does not apply.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Timothy D. Ayres Date 30 Aug 94
Signature

Timothy D. Ayres, Major, HQ AETC/XOPU, 487-3390

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Vance AFB OK

PURPOSE: To document the answer to Facilities question number (B.1-dc)

SOURCE: AETCR 60-5, attch 7 (1 Jul 93)

METHOD: Extracted data from above sources.

CONCLUSION:

Minimum Area Size Requirements (Square nm x altitude) (Note A):

| | | |
|---|---|---|
| T-37: | Contact Area-- | Below 15000'- 100 sq mi x 5000' |
| | | Above 15000'- 100 sq mi x 6000' |
| | Instrument Area (Note B)-- | 200 sq mi x 1500' |
| | Formation Area (Note C)-- | 200 sq mi x 3000' |
| T-38: | Contact Area-- | 200 sq mi x 12000' |
| | Instrument Area (Note B)-- | Below FL240- 400 sq mi x 4000' |
| | | Above FL240- 800 sq mi x 4000' |
| | Formation Area (Note C)-- | Below FL240- 400 sq mi x 4000' |
| | | Above FL240- 800 sq mi x 4000' |
| T-1: | All Areas-- | Below FL240- 400 sq mi x 4000' |
| | | Above FL240- 800 sq mi x 4000' |

Note A: If high areas are located over low areas, establish a vertical buffer of 1000' (or as assigned by the controlling agency) between high and low areas

Note B: Unusual attitudes, steep turns, and confidence maneuvers may be performed in a contact area

Note C: Trail, fighting wing, fluid maneuvering, and formation wing work may be performed in a contact area

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____

Signature

John D. Huguley, Capt, 71 OSS/DOOR, 940-7850

Typed Name, Rank, Office Symbol, DSN Number

~~MAJCOM Reviewer~~ I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____

Signature

_____

Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl L. Claus Date 30 AUG 94

Signature

Carl L. Claus, Capt, AETC/XOSA, DSN 487-6162

# MILITARY VALUE ANALYSIS
# INSTALLATION WORKSHEET
## Vance AFB, OK

PURPOSE: To document the answer to Manpower Implications question number 1b.A and 1c.A.

SOURCE: ~~DD Form 2085, 30 Sep 93~~, and ATC Form 515, 30 Sep 93.

METHOD: Determine the number of adequate, substandard, and inadequate quarters for both permanent party and PCS students. Determine the number of officer and enlisted gross (available), diverted, and net (accountable) spaces from lines 11, 12, and 13 from DD Form 2085; and lines 3, 5, 6, 8 and 10, A, J, K, and L from ATC Form 515. Enter the "net" spaces in the appropriate column. The number of quarters designated for students are included in the "total" column. Enter the number of gross and diverted spaces in the appropriate spaces. If no substandard or inadequate quarters, then leave blank. Briefly explain usage of the diverted spaces.

CONCLUSION:

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters designated for students |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| BOQ's | 231 | -40 | 191 | — | — | 191 | 191 |
| BEQ's | 266 | +40/+136 | 470L | — | 0 | 470 | 0 |

Explanation of diverted spaces:
-40 UOQ spaces temporarily diverted to UEQ. → 100%
+40 spaces temporarily diverted from UOQ to UEQ.
-136 spaces down for asbestos abatement.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

M Lukey Date 30 Aug 94
Signature
Mark Lukey GS-12 71LS/CE 940-7596
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

W B Hogan Date 30 Aug 94
W/B Hogan, GS-12, HQ AETC/CEPH, DSN 487-3113

Columbus

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters Designated Students |
|---|---|---|---|---|---|---|---|
| VOQs | 72 | 0 | 72 | 0 | 0 | 72 | 0 |

Laughlin

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters Designated Students |
|---|---|---|---|---|---|---|---|
| VOQs | 24 | 0 | 24 | 0 | 0 | 24 | 0 |

Randolph

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters Designated Students |
|---|---|---|---|---|---|---|---|
| VOQs | 358 | 1 | 357 | 0 | 0 | 357 | 120 |

Reese

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters Designated Students |
|---|---|---|---|---|---|---|---|
| VOQs | 38 | 0 | 38 | 0 | 0 | 38 | 0 |

Sheppard

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters Designated Students |
|---|---|---|---|---|---|---|---|
| VOQs | 389 | 5 | 384 | 0 | 0 | 384 | 384 |

Vance

| | Number of gross spaces | Number of diverted spaces | Net Number of Adequate Quarters | Net Number of Substandard Quarters | Net Number of Inadequate Quarters | Net Total Number of Quarters | Number of Quarters Designated Students |
|---|---|---|---|---|---|---|---|
| VOQs | 36 | 20* | 56 | 0 | 0 | 56 | 0 |

* 20 spaces are being converted from BOQ to VOQ

191/247 191/247 = 1.00 %

# CLOSE HOLD

## JOINT CROSS-SERVICE

## CATEGORY:

## UNDERGRADUATE PILOT TRAINING

**MILITARY VALUE ANALYSIS:**
**DATA CALL WORK SHEETS**

VANCE AFB OK
~~6 June 1994~~
25 July 1994

The information contained herein is sensitive. Deputy SECDEF guidance restricts the release of data or analysis pertaining to evaluation of military bases for closure or realignment until the SECDEF forwards recommendations to the Base Closure Commission. All individuals handling this information should take steps to protect the material herein from disclosure.

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

# CLOSE HOLD

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**PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:**

| Title | Location |
|---|---|
| COLUMBUS | COLUMBUS MS |
| CORPUS CHRISTI | CORPUS CHRISTI TX |
| FT RUCKER | FT RUCKER AL |
| KINGSVILLE | KINGSVILLE TX |
| LAUGHLIN | DEL RIO TX |
| MERIDIAN | MERIDIAN MS |
| PENSACOLA | PENSACOLA FL |
| RANDOLPH * | UNIVERSAL CITY TX |
| REESE | LUBBOCK TX |
| SHEPPARD | WITCHITA FALLS TX |
| VANCE | ENID OK |
| WHITING FIELD | MILTON FL |

* Includes Enhanced Flight Screening sites at Hondo TX and Air Force Academy CO

Training Other Than Undergraduate Pilot and NFO/Navigator Training

1. List all ground combat units that train at this installation.

| Ground Unit/MTOE | Training Function |
|---|---|
| 3 CCG, Tinker AFB,OK | Performs training exercises approximately 10-12 times per year for mobile communications and navigational equipment. |

2. List all other units not previously mentioned (active, reserve, guard, etc.) that train at this installation.

| Ground Unit/TDA | Training Function |
|---|---|
| 45 FA Brigade, OK Army Nat'l Guard | Conducts weapons training at the Vance AFB firing range. |

3. List all requirements the installation or its tenants have to support training of other service components (e.g., ground force training, battle group exercise, etc.)

| Forces | Location/ Distance | Type of Support | Frequency |
|---|---|---|---|
| 45 FA Brigade, OK Army Nat'l Guard | Enid, OK 6 miles | Provide use of installation's firing range and instructor for weapons training. | 2-3 times per year |

B. Operational Squadron Support

1. List the operational (active or reserve) or special squadrons based at your installation. Include any programmed additions or deletions through FY 1997. (HQ Air Force will provide for Air Force)

| Squadron Name | Aircraft Type(s) | Mission |
|---|---|---|
| | | |

2. List all other DoD, non-DoD, and other aircraft which are or are programmed (through FY 1997) to be parked or stationed at your installation. (HQ Air Force will provide for Air Force)

| Service/Agency/ Custodian | Aircraft Type(s) | Mission |
|---|---|---|
| | | |
| | | |

3. Provide the average daily number of flight operations conducted by non-training military aircraft assigned to this station and the total number of days during which these operations were conducted. If data is not normally recorded, include estimates (and identify as such). A flight operation is defined as a takeoff, landing, or approach without a landing.

ANSWER: None.

| FY | Main Airfield | | Auxiliary Field | | Auxiliary Field | | Auxiliary Field | |
|---|---|---|---|---|---|---|---|---|
| | No. Ops | No.[1] Days | No. Ops | No. Days | No. Ops | No. Days | No. Ops | No. Days |
| 1991 | | | | | | | | |
| 1992 | | | | | | | | |
| 1993 | | | | | | | | |
| 1994[2] | | | | | | | | |

4. List deployable aviation support units (e.g., Command & Control, Expeditionary Base Support, and Air Defense) stationed at this installation. For each type unit, give the number assigned, its mission and primary equipment items (e.g., radars, trucks, etc.).

ANSWER: The installation currently has no deployable aviation support units.

| Type of Unit | Number of Units | Mission | Equipment Items |
|---|---|---|---|
| | | | |
| | | | |

C. Managed Training Areas

1. List the air-to-ground training ranges, outlying airfields, auxiliary airfields, special use airspace and areas for special use that are actively managed (scheduled or controlled) by the installation.

| Managed Training Assets | Management Role |
|---|---|
| (A-G RANGES) | NONE |

[1]Include only days when the installation operates at normal training levels (Do not include weekends and holidays if the training rate is at minimal levels).

[2]Include FY 1994 data through 31 March 1994.

| | |
|---|---|
| KEGELMAN AUX | CONTROL 7,946 |
| VAFB 1 A/B MOAs | CONTROL |
| IR's 145,146,171,172,173 | SCHED |
| 175,181,182,183,185 | SCHED |
| SRs 235,241,247,253 | SCHED |
| ALERT AREAS A562 A/B | CONTROL |

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

| Asset | Installation | Reason for Consideration |
|---|---|---|
| KEGELMAN AUX/ALERT AREAS A-562-A/B | McCONNELL WOODRING MUNI | IAB-NEAREST DOD POSSIBLE USER ODG-NEAREST NON-DOD USER |
| VAFB 1A/AB MOA | McCONNELL TINKER | IAB-COULD BE USED FOR F-16 ACM TIK-COULD BE USED FOR F-16 ACM |
| IRs | McCONNELL TINKER | IAB/TIK COULD BE USED FOR B-1/F-16 LOW LEVEL TRAINING |
| SR | TINKER | COULD BE USED FOR C-130 LOW LEVEL TRAINING |

D. General Military Support

1. Does this installation currently support any joint services (i.e., counter-narcotics) air operations? If so, explain.

ANSWER: No.

a. If applicable, give the type and number of aircraft based at your installation that conduct these operations and the total number of sorties flown during FY 1993 in support of these operations.

ANSWER: No aircraft are assigned at the installation to support joint services air operations and no sorties were flown in FY93 for this cause.

b. If applicable, list special equipment and facility (e.g., radar surveillance systems) at your installation that directly support these operations.

NSWER: No special equipment or facilities are in place at the installation to support these types of

rations.

Does this installation have a role in national air defense or any other war or peace time defense plans? If so, xplain.

ANSWER: Yes, Vance AFB supports wartime defense plans by training and equipping military personnel for deployment. Currently, we have 65 people tasked to deploy in support of HQ AETC War and Mobilization Plan, Vol III, Mobility /Deployment.

3. Does this installation directly support a military or civilian area control and surveillance mission (e.g., FACSFAC, FAA support)? If so, provide details.

ANSWER: Yes, the base provides air traffic control services to a satellite airport.

4. Describe the role this installation plays in any logistics support and mobilization plan.

ANSWER: Vance AFB is tasked to train, equip, and deploy active duty military personnel IAW the HQ AETC War and Mobilization Plan. Training has been accomplished to ready pilots to perform missions for CONUS Airborne Reconnaissance for Damage Assessment (CARDA). These missions involve flying over an area that has been attacked and reporting visual damages. Plans are in place to provide for protection of resources and personnel. They include dispersal of aircraft, sheltering of personnel, base recovery actions after an attack and ilitary support to Civil Defense.

List any other military support missions currently conducted at/from this installation (e.g., port of bbarkation for personnel, other active duty/reserve personnel or logistics transfer missions).

ANSWER: There are no military support missions currently being conducted at/from this installation.

6. Are any new military missions planned for this installation?

ANSWER: No.

E. Other Support

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

ANSWER: Each US Air Force installation must respond and assist civil authorities with personnel, equipment and services when the required response to peacetime natural disasters or other civil emergencies are beyond local and state government capability. Policies, responsibilities, and procedures for committing Air Force resources in support of civil authorities during presidentially declared and undeclared peacetime natural disaster and civil emergencies are in place within the local Operations Plans and Mutual Support Agreements mentioned bove. Plans and mutual support agreements are also in place for the evacuations of the base during either acetime accidents/incidents or wartime. Each of the Operations Plans and Mutual Support Agreements are

iewed and updated on an annual basis to insure that they remain current and in effect.

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

ANSWER: The weather flight supports two entities as follows:

1. KGWA, Public Broadcasting Service, Inc. is provided the local observed weather conditions on an hourly basis and as work load permits.

2. The Enid/Garfield County Civil Defense is notified when severe thunderstorms are approaching the Enid area and contact is maintained with them throughout severe weather episodes to expedite local procedures.

3. Are any new civilian or other non-DoD missions planned for this installation? If so, describe.

ANSWER: No.

F. Weather

1. 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 pacts airfield and training operations (recurring wind or fog conditions, etc.).

rfield: Vance AFB

| Month | % of Hours VMC | % of Hours IMC | % of Hours Below 500 ft Ceilings and 1.0 Mile Visibility | % of All Sorties Rescheduled/Canceled Due to Weather |
|---|---|---|---|---|
| Jan. | 86 | 14 | 6.3 | 29 |
| Feb. | 81 | 19 | 9.1 | 38 |
| Mar. | 86 | 14 | 4.4 | 32 |
| Apr. | 91 | 9 | 2.9 | 25 |
| May | 91 | 9 | 2.1 | 27 |
| June | 96 | 4 | 1.7 | 17 |
| July | 99 | 1 | 0.4 | 15 |
| Aug. | 97 | 3 | 0.8 | 17 |
| Sept. | 93 | 7 | 1.7 | 20 |
| Oct. | 89 | 11 | 4.3 | 15 |
| Nov. | 84 | 16 | 6.5 | 16 |
| Dec. | 81 | 19 | 6.8 | 29 |

T-43 - 23%

Give the official planning factor for percent of sorties lost due to weather (based on historic data).

Ave: 24.5%

| T-37 | T-38 |
|---|---|
| 23% | 26% |

24.5%

3. Do the normal weather conditions at the most frequently used training areas pose a chronic 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 installations during certain times of the year?

ANSWER: No.

Air Space and Flight Training Areas

1. Is mission/training impacted by training area airspace encroachment or other conflict? For example, noise abatement/traffic procedures that limit operations. Explain.

ANSWER: No.

2. Do the MOAs/bombing ranges/other training areas have any scheduling restrictions/limitations?
ANSWER: Yes.

Restrictions for Vance 1A MOA:

(1) 1 hour before sunrise to 1 hour after sunset, Mon-Fri (except holidays), other times by NOTAM
(2) Altitudes from 10,000' MSL to FL 180 (plus FL180 to 240 in ATC Assigned Airspace [ATCAA] by Letter of Agreement with KC ARTCC)
(3) No supersonic flight

Restrictions for the Vance 1B MOA:

(1) Same as Vance 1A MOA except for that the base altitude for the MOA is 7,000' MSL

Restrictions to the SR routes:

(1) Sunrise to sunset Daily
(2) 500' to 1,500' AGL
(3) Avoid flight within 1,500' or 3 NM of airports when practical

Restrictions to the IR's:

(1) sunrise to sunset
(2) Altitudes and Widths vary per route/leg and are published in AP/1B, section 1, pgs 48-68.

Restrictions to Alert Area A-562B:

(1) Altitudes-surface to 10,000' MSL
(2) Mon - Fri
(3) Days

a. If scheduling problems are encountered, list all reasons.

ANSWER: No problems.

3. Do you expect more restrictions/limitations to be imposed on the MOAs/bombing ranges/other training areas used by your unit? (Yes or No)

ANSWER: No.

a. If yes, state all reasons.

Are there any significant changes/restrictions/limitations being worked that will affect the scheduling of low el routes used by your unit? (Yes or No)

ANSWER: No.

a. If yes, list all changes.

5. Excluding airport traffic area, what airspace does the installation schedule/manage? Include any military operating areas, restricted areas, warning areas, low altitude tactical navigation areas, air refueling tracks/anchors, military training routes, and alert areas. List and identify each unit of airspace. Provide MOA and restricted area utilization reports as necessary.

ANSWER: Vance AFB schedules the Vance 1A/1B MOA; IR's 145,146, 171,172,173, 175, 181, 182, 183, 185; SRs 235, 241, 247, 253; and Alert AreasA-562A and A-562B.

6. If installation does not schedule/manage any airspace, then identify airspace used for local training.

ANSWER: Vance AFB does schedule 2 MOAs (Vance 1A and 1B); 10 IR's (145,146, 171,172,173, 175, 181, 182, 183, 185); 4 SRs (235, 241, 247, 253); and 2 Alert Areas (A-562A and A-562B).

7. For each piece of airspace, that your installation controls or manages, answer the following questions:

a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? (Yes or No)

ANSWER:

Vance 1A MOA - No.
Vance 1B MOA - No.
IRs 145, 146, 171, 172, 173, 175, 181, 182, 183, 185 - Yes.
SRs 235, 241, 247, 253 - Yes.
Alert Area A-562A - No.
Alert Area A-562B - No.

- What is the status of each environmental analysis and supplement?

ANSWER:

Vance 1A MOA - No EA.
Vance 1B MOA - No EA.
IRs 145, 146, 171, 172, 173, 175, 181, 182, 183, 185 - Complete.
SRs 235, 241, 247, 253 - Complete.
Alert Area A-562A - No EA.
Alert Area A-562B - No EA.

- Were there any problems associated with the analysis?

ANSWER:

Vance 1A MOA - No.
Vance 1B MOA - No.
IRs 145, 146, 171, 172, 173, 175, 181, 182, 183, 185 - No.
SRs 235, 241, 247, 253 - No.
Alert Area A-562A - No.
Alert Area A-562B - No.

- Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports.

ANSWER: Yes to both.

b. Are there known noise sensitive areas (NSAs) associated with each piece of airspace? (Yes/No)

ANSWER: No.

- List those documented in Flight Information Publication (FLIP) and those you have concerns about.
- Do any of these NSAs affect or threaten the quality of training or mission?

c. Are there any known civilian/commercial encroachments with each piece of airspace? (Yes/No)

ANSWER: Yes.

- List those for ground or airspace encroachment. (i.e., Public-use airports, parachute operations, gliders, etc.)

ANSWER: There are two encroachments to the Alert Area 562A:
1) a VFR flyway called the Lahoma Corridor from 3000' to 4000' MSL one-half mile either side of Owen K. Garriott Road. All departures from runway 35L/R/C must remain between 2500' and 2900' MSL until 4 DME from the Vance VORTAC. This procedure allows us to fly under the Lahoma Corridor.
2) Enid Woodring Muni Class D Airspace to the East of Vance. VanceAFB aircraft must avoid the Class D Airspace except when directed by RAPCON or the Vance traffic pattern.

d. Are there any planned expansions to your special use airspace? Yes/No (Include new airspace proposals)

- Explain proposal and give status (to include community reactions)
- What was the primary rationale supporting expansion?

ANSWER: There are plans to expand the ATCAA up to FL 310 to allow for T-1 Air Refueling (AR) tracks.

AR tracks would be two "anchor" refueling tracks stacked vertically (FL 250-270 and FL 290-310) with 00' between the top of the present working areas and the bottom of the AR tracks, and 2,000' between AR tracks. The proposal is in the planning/coordination stage between Vance AFB and KC ARTCC. The T-1 training program requires air rendezvous/air refueling simulation, requiring Vance AFB to have at least two tracks readily available and sufficiently close to Vance AFB to allow the training and return to base. The altitude expansion in ATCAA airspace is by letter of agreement between Vance AFB and Kansas City Center. It has not been presented to any public forum.

e. What type of restrictions exist with each airspace? (i.e., hours of operation, subsonic, altitude restrictions, exercise only, ATC delays, etc.)

ANSWER:

A) Restrictions for the Vance 1A MOA are: 1) 1 hour before sunrise to 1 hour after sunset, Mon-Fri (except holidays), other times by NOTAM; 2) altitudes from 10000' MSL to FL 180 (plus FL 180 to 240 in ATC Assigned Airspace [ATCAA] by Letter of Agreement with KC ARTCC); 3) no supersonic flight.

B) Restrictions for the Vance 1B MOA are the same as the 1A MOA except for that the base altitude for the MOA is 7000' MSL.

C) Restrictions to IRs 145, 146, 171, 172, 173, 175, 181, 182, 183, 185 are published in AP/1B, section 1, pages 48 through 68.

D) Restrictions to the SR routes are 1) sunrise to sunset daily; 2) 500'-1400' AGL; 3)Avoid flight with 1500' or 3 NM of airports if practical.

E) Restrictions to Alert Area A-562A are: 1) altitudes-surface to 10000' MSL, excluding between 3000' 4000' MSL within one-half NM of 36 degrees 23 minutes 30 seconds N (Owen K. Garriott Road); 2) Mon-Fri; 3) sunrise to 3 hours after sunset; F) Restrictions to Alert Area A-562B are: 1) altitudes-surface to 10000' MSL; 2) Mon-Fri; 3) days.

f. What is the published availability of each airspace?

ANSWER:

A) Published availability for the Vance 1A and 1B MOAs is 1 hour before sunrise to 1 hour after sunset, Mon-Fri (except holidays), other times by NOTAM.
B) Availability for IR routes 145, 146, 171, 172, 173, 175, 181, 182, 183, and 185 is sunrise to sunset.
C) Availability for SR routes 235, 241, 247, and 253 is sunrise to sunset.
D) Availability for Alert Area A-562A is sunrise to 3 hours after sunset, Mon-Fri.
E) Availability for Alert Area A-562B is sunrise to sunset, Mon-Fri.

- How many hours (average per year for 1990 thru 1993) was the airspace scheduled?

ANSWER: Yearly averages for Vance Airspace (in hrs) are as follows:

| Airspace | Scheduled | Used |
|---|---|---|
| Vance 1A MOA- | 3188.3 | 2184.1 |
| Vance 1B MOA- | 3188.3 | 2184.1 |
| IR 145- | 178.6 | 178.6 |
| IR 146- | 159.9 | 159.9 |

| | | |
|---|---|---|
| IR 171- | 141.2 | 141.2 |
| IR 172*- | 2.3 | 2.3 |
| IR 173*- | 2.3 | 2.3 |
| IR 175- | 140.6 | 140.6 |
| IR 181- | 158.8 | 158.8 |
| IR 182*- | 2.9 | 2.9 |
| IR 183*- | 0.8 | 0.8 |
| IR 185- | 140.5 | 140.5 |
| SR 235**- | 46.8 | 46.8 |
| SR 241**- | 189.3 | 189.3 |
| SR 247**- | 177.8 | 177.8 |
| SR 253** | 25.3 | 25.3 |

Alert Areas A-562A and A-562B are not "scheduled; instead they are active as published.

Data for the IR/SR routes is only available for fiscal years 1990, 1992, and 1993. Those routes marked by (*) did not have information available for 1990. Those routes marked by (**) did not exist before the second quarter of 1993.

- State reasons for difference between scheduled and actually used.

ANSWER: When weather or "no fly days (official days of mourning, safety days, etc.), does not permit MOA use, Vance RAPCON returns control of that airspace to Kansas City ARTCC. Thus the discrepancy between MOA hours used and scheduled.

g. Is it possible to increase utilization of the airspace? (Yes or No)

ANSWER: Yes.

h. Can it be expanded in volume and/or hours of use? (Yes or No)

ANSWER: Volume-Yes; Hours-Yes.

i. Describe the volume or area of the airspace.

ANSWER:

| | |
|---|---|
| Vance 1A MOA/ATCAA: | 5,950 square nautical miles. |
| Vance 1B MOA/ATCAA: | 2,450 square nautical miles. |
| Alert Area A-562A: | 200 square nautical miles. |
| Alert Area A-562B: | 140 square nautical miles. |

IR routes 145, 146, 171, 172, 173, 175, 181, 182, 183, and 185 average 500' AGL (1900' to 2800' MSL) to 4000' MSL, 3 to 5 miles either side of centerline, and 170 to 200 miles long.

SR routes 235, 241, 247, and 253 average 500' to 1500' AGL (1300' to 3300' MSL), 3 miles either side of centerline, and 140 to 160 miles long.

j. What percentage of the airspace is usable?

ANSWER: 100%.

8. Potential For Growth in Training Airspace (Area)
   a. Is expansion possible? (Yes or No)

ANSWER: Yes.

- If yes, give an estimate of the percentage of increase and rationale for your estimate

ANSWER: Expansion of the MOA, IR routes, SR routes, and Alert Areas is not possible, however, we are presently coordinating with Kansas City ARTCC to expand the ATC Assigned Airspace (ATCAA) associated with the Vance 1A MOA to accommodate air refueling tracks for the T-1 trainer. Expansion of the ATCAA would increase the usable airspace of the Vance 1A MOA/ATCAA by 50% (10000' to 24000' changed to 10000' to 31000').

b. Will current access remain the same (status quo)? (Yes or No)

ANSWER: Yes, current access will remain the same.

c. Are reductions expected? (Yes or No)
   - If yes, give an estimate of the percentage of decrease and rationale for your estimate

ANSWER: No reductions in airspace are expected.

d. Do current special use airspace and training areas meet all training requirements? (Yes or No)

ANSWER: Yes, current special use airspace and training areas meet all present training requirements.

- Can some of your training requirements only be met by deployed, off-station training? (Yes or No)

ANSWER: No, there is no training requiring deployed, off-station training.

- If not, what degradation is experienced? Explain/identify

9. Commercial Aviation Impact
   a. Is the installation joint-use (CIVILIAN/MILITARY)? YES/NO.

ANSWER: No, Vance AFB is not joint-use.

b. Identify all of the airfields (to include civilian/commercial/general aviation/uncontrolled) within a 50 ...e radius of the installation.

AIRPORTS WITHIN 50 NM OF VANCE.

ANSWER:

| | | |
|---|---|---|
| Alva | Anthony Muni | Cherokee Muni |
| Blackwell/Tonkawa Muni | Ditchwitch Private | Fairview Muni |
| Guthrie Muni | Kegelman Aux Field | Medford Muni |
| Perry Muni | Ponca City Muni | Stillwater |
| Sundance Airpark | Watonga | Waynoka |
| Wiley Post | Kiowa | McCrays |
| Weedpatch Intl | Miller Brothers | Wilcox |
| Edmond | Woodleaf | Myrick |
| Ellis | Sky High | Myers |
| Siegmanns | Steinert Lakes | Mulberry Hill |
| Cades | Traynor Ranch | Jerome |
| Henry | Homestead Farms | Caldwell |
| Pond Creek | Zaloudek | J-B |
| North/Hirst | Harman | Okarche |
| Reherman | Kingfisher | Enix Boys |
| Place | Wakefield | 5B Ranch |
| Wynn | Lamle | Okeene |
| Decker | Logsdon Ranch | Stewart Farms |

c. Do civilian/commerical operators or other airspace users pose any scheduling, operational, or environmental constraints or limits on operations? Yes/No (In answering Yes or No, consider ATC, hours of operations, flight tracks/profiles, conflicting traffic with other airports or airspace users, noise sensitive areas, etc.

- Describe the impact.

ANSWER: No.

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

**Airspace Designator:** _____

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
b. Dimensions (nmi. x nmi. x ft)
c. Distance from main airfield
d. Time en route from main airfield
e. Controlling agency
f. Scheduling agency

SEE change in front of Capacity analysis (11 Oct)

VANCE

| NAME | DIMENSIONS | AREA | ALT | CUBIC NM | DISTANCE | CNM X DIST | BASE ALT |
|---|---|---|---|---|---|---|---|
| VAN1A | | 6300 | 8000 | 8289 | 1 | 8289 | |
| VAN1B | | 1600 | 11000 | 2895 | 1 | 2895 | |
| TRACY | | 400 | 8000 | 526 | 52 | 27368 | |
| WASHITA | | 768 | 13000 | 1642 | 87 | 142863 | |
| EUREKA H | | 2016 | 12000 | 3979 | 100 | 397895 | |
| EUREKA L | | 2016 | 12000 | 3979 | 100 | 397895 | |
| VAN 1A HI | | 6300 | 6000 | 6217 | 1 | 6217 | |
| VAN 1B LO | | 1600 | 4000 | 1053 | 1 | 1053 | |
| EAGLE 2N | | 986 | 9000 | 1460 | 40 | 58382 | |
| EAGLE 2S | | 866 | 9000 | 1282 | 40 | 51276 | |
| EAGLE 3N | | 817 | 9000 | 1209 | 66 | 79819 | |
| EAGLE 3S | | 947 | 9000 | 1402 | 66 | 92519 | |
| EAGLE 6 | | 612 | 17000 | 1711 | 18 | 30801 | |
| A562A | | 200 | 8700 | 286 | 1 | 286 | |
| A562B | | 140 | 8800 | 203 | 25 | 5066 | |
| A683 | | 115 | 3200 | 61 | 88 | 5326 | |

| | | | | | |
|---|---|---|---|---|---|
| ALERT x .8: | 439 | | | | |
| ALERT TOT: | 549 | ALERT: | 10678 | ALERT DIST: | 19.4 |
| WA TOTAL: | 0 | WA: | 0 | WA DIST: | ERR |
| MOA TOTAL: | 35644 | MOA : | 1297272 | MOA DIST: | 36.4 |
| RES TOTAL: | 0 | RES: | 0 | RES DIST: | ERR |
| TOTAL: | 36193 | TOTAL: | 1307951 | ALL DIST: | 36.1 |

| | | | | | |
|---|---|---|---|---|---|
| | AL/WA/MOA | 36193 | 1307951 | MARITIME & AIRLIFT | 36.1 |
| | AL/MOA | 36193 | 1307951 | PRIMARY DIST | 36.1 |
| STRIKE & B/F | WA/MOA/RES: | 35644 | 1297272 | STRIKE & B/F DIST | 36.4 |
| E2/C2 & AIRLIFT & WSO | AL.8/WA/MOA | 36084 | | | |
| PRIMARY & NFO & SCRN | AL.8/MOA | 36084 | | | |

g. Are canned/stereo airways needed to access air space?
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage?
   - If so who provides the coverage?

i. Is the airspace under communications coverage?
   - If so who provides the coverage?

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

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

l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By your service
   - By other services (including reserves and national guard)

m. Total number of available hours in FY 1990 thru 1993

n. Total number of scheduled hours in FY 1990 thru 1993
   - By your service
   - By other services (including reserves and national guard)

o. Total number of hours used
   - By your service
   - By other services (including reserves and national guard)

p. Types of training permitted

ANSWER:

NOTE 1: other services not tracked.
NOTE 2: airspace not managed by VAFB, information not available.

<u>VANCE 1A MOA (AND ATCAA)</u>

a. MOA
b. 6300 sqm x 8000' high (1.32) = 8289.47 nm³
c. overlies airfield
d. 3 min (to 10000')
e. VAFB
f. VAFB
g. no
h. yes, KC ARTCC/VAFB RAPCON
i. yes, KC ARTCC/VAFB RAPCON
j. 5
k. 2
l. 69,828 sorties (see NOTE 1)
m. 24 hrs/day, all year (by NOTAM)
n. 12,753.4 (see NOTE 1)
o. 8736.5 (see NOTE 1)
No restricted areas/ranges associated with the MOA

TOTAL A/S = 20552.5 nm³
WT AVG = 911,224 / 20552.5 = 44.33

MOA's & Alert Areas } 20,986 nm³
Q#2 Airspace/Flight Training Area

1. 8,289.47
2. 2,894.7
3. 27,367
4. 76,925.4
5. 397,890
6. 397,890
7. 280
8. 5000
9. 5456
(A) 921,992.57

(A) - (B) = (C)
20552.5
542
(B) 21,094.5
(C) 43.7

## .NCE 1B MOA (AND ATCAA)

a. MOA
b. 1600 sqm x 11,000' high (MOA altitude) (1.8) -2894.7
c. overlies airfield
d. 5 min (to 8000')
e. VAFB
f. VAFB
g. no
h. yes, KC ARTCC/VAFB RAPCON
i. yes, KC ARTCC/VAFB RAPCON
j. 2
k. 1
l. 71,536 (see NOTE 1)
m. 24 hrs/day, all year (by NOTAM)
n. 12,755.4 (see NOTE 1)
o. 8,736.5 (see NOTE 1)
p. No restricted areas/ranges associated with the MOA

## TRACY MOA

MOA
b. 400 sqm x 8000' (1.3) = 526.3
c. 52 NM
d. 11 min
e. KC ARTCC
f. McConnell AFB, KS
g. no
h. yes, KC ARTCC
i. yes, KC ARTCC
j. 0
k. 0
l-p. see NOTE 2

## WASHITA MOA

a. MOA
b. 768 sqm x 7000' (1.15) = 884.21
c. 87 NM
d. 15 min
e. Ft Worth ARTCC
f. Sheppard AFB, TX
g. no
h. yes, Ft Worth ARTCC
i. yes, Ft Worth, ARTCC
j. 3
k. 0
l-p. see NOTE 2

## EUREKA HIGH

a. MOA
b. 2016 sqm x 12000' (1.97) = 3978.9
c. 100 NM
d. 22 min
e. KC ARTCC
f. McConnell, AFB, KS
g. no

## EUREKA LOW

a. MOA
b. 2016 sqm x 12000' (1.97) = 3978.9
c. 100 NM
d. 22 min
e. KC ARTCC
f. McConnell, AFB, KS
g. no

**Facilities**

[illegible] yes, KC ARTCC
[illegible] yes, KC ARTCC
j. 3
k. 0
l-p. see NOTE 2

h. yes, KC ARTCC
i. yes, KC ARTCC
j. 3
k. 0
l-p. see NOTE 2

ALERT AREAS

A562-A
a. Alert area
b. 200 sqm x 8500' 280 nm³
c. overlies airfield
d. n/a
e. n/a
f. n/a
g. no
h. yes, VAFB RAPCON
i. yes, VAFB RAPCON
j. 0
k. 0
[illegible] 69.828
[illegible] SR to 3 hrs after SS, M-F
n. Alert Areas not scheduled
o. 8736.5
p. inst/contact patterns (VFR)

A562-B
a. Alert area
b. 140 sqm x 8500' 200 nm³ 196
c. 25 NM
d. n/a
e. n/a
f. n/a
g. no
h. yes, VAFB RAPCON
i. yes, VAFB RAPCON
j. 0
k. 0
l. not tracked
m. days, M-F
n. Alert Areas not scheduled
o. 8736.5
p. contact patterns (VFR)

A683
a. Alert area 62 nm³
b. 115 sqm x 3300'
c. 88 NM
d. n/a
e. n/a
f. n/a
g. no
h. yes, Wichita App Control
i. yes, Wichita App Control
j. 1
k. 0
l-p. see NOTE 2

IR = 11
SR = 9
VR = 12
32

IRs 145, 146, 171, 172, 173, 175, 181
182, 183, 185

a. IR
b. average 500' AGL (1900' to 2800' MSL) to 4000' MSL, 3 to 5 miles either side of centerline, and 170 to 200 miles long
c. all entry points are within 50 miles except for IR 172/173(entry: 170m away, exit: 26m from VAFB)
d. 5 min, except 172/173
e. VAFB
f. VAFB
g. no
h. no (below radar capability)
[illegible] yes, KC ARTCC
[illegible] IR 145 - 3 IR 146 - 2

SRs 235, 241, 247, 253

a. SR
b. average 500' to 1500' AGL (1,300' to 3,300' MSL), 3 miles either side of centerline, 140-160 mi long
c. all entry points are within 50 miles
d. 5 min
e. VAFB
f. VAFB
g. no
h. no (below radar capability)
i. yes, KC ARTCC
j. SR 235 - 2

IR 171 - 3 IR 172 - 4
IR 173 - 4 IR 175 - 4
IR 181 - 3 IR 182 - 4
IR 183 - 4 IR 185 - 5
k. 0
l. not tracked
m. published 1 hr after sunrise to 1 hr prior to sunset
n-o. hours scheduled=hours used
IR 145 - 714.4 IR 146 - 639.6
IR 171 - 564.8 IR 172 - 6.9
IR 173 - 6.9 IR 175 - 562.4
IR 181 - 635.2 IR 182 - 8.7
IR 183 - 2.4 IR 185 - 418
p. low level flight only

SR 241 - 8
SR 247 - 8
SR 253 - 2

k. 0
l. not tracked
m. published 1 hr after sunrise to 1 hr prior to sunset
n-o. hours scheduled=hours used
SR 235 - 46.8
SR 241 - 189.3
SR 247 - 177.8
SR 253 - 25.3
p. low level flight only

IR 117

a. IR
b. SFC-1000' AGL to 4000' MSL; average
NM either side of centerline
75 NM
d. 15 min
e. 188 TFG, Ft Smith MAP, AR
f. 188 TFG, Ft Smith MAP, AR
g. no
h. no(below radar capability)
i. yes, Ft Worth ARTCC
j. 4
k. 0
l-p. see NOTE 2

SR 296

a. SR
b. min 500' AGL, 5 NM either side of centerline
c. 74 NM
d. 15 min
e. 137 TAW Will Rogers World, OK
f. 137 TAW Will Rogers World, OK
no
no

SR 294/SR 295

a. SR
b. min 500' AGL, 5 NM either side of centerline
c. 58 NM
d. 12 min
e. 137 TAW Will Rogers World, OK
f. 137 TAW Will Rogers World, OK
g. no
h. no (below radar capability)
i. yes, Ft Worth ARTCC
j. Data not available
k. 0
l-p. see NOTE 2

SR 205/SR 206

a. SR
b. min 300' AGL, average 5 NM either side of centerline
c. SR 205: 98 NM/SR 206: 122 NM
d. SR 205: 19/SR 206: 26
d. 443 MAW/DOXT Altus AFB, OK
f. 443 MAW/DOXT Altus AFB, OK
g. no
h. no

yes, Ft Worth ARTCC
Data not available
k. o
l-p. see NOTE 2

i. yes, Ft Worth ARTCC
j. Data not available
k. o
l-p. see NOTE 2

**ALL VR ROUTES**

g. no
h. no (below radar capability)
i. yes, FSS
j. 0 (below Victor routes)
k. 0 (below Jet routes)
l-p. see NOTE 2

VR 119

a. VR
b. average 100'AGL to 3000'MSL, 6NM l/r of centerline
c. 40 NM
d. 10 min
184 TFG/DOS McConnell AFB, KS
184 TFG/DOS McConnell AFB, KS
j. 7

VR 138

a. VR
b. average 100' AGL to 3500' MSL, 5 NM l/r of centerline
c. 39 NM
d. 9 min
e. 184 TFG/DOS McConnell AFB, KS
f. 184 TFG/DOS McConnell AFB, KS
j. 6

VR 152

a. VR
b. average 500' AGL to 3000' MSL, 2 NM l/r of centerline
c. 48 NM
d. 10 min
e. 465 FS/DOM, Tinker AFB, OK
f. 465 FS/DOM, Tinker AFB, OK
j. 11

VR 532

a. VR
b. average 100' AGL to 1500' AGL, 5 NM l/r of centerline
c. 74 NM
d. 16 min
e. 184 TFG/DOS McConnell AFB, KS
f. 184 TFG/DOS McConnell AFB, KS
j. 7

VR 533

a. VR
b. avg. 100' AGL to 3000' MSL, 4NM, l/r of centerline
c. 95 NM
d. 20 min
e. 184 TFG/DOS McConnell AFB, KS
184 TFG/DOS McConnell AFB, KS

VR 534

a. VR
b. avg. 100' AGL to 2500' MSL, 5NM, l/r of centerline
c. 77 NM
d. 17 min
e. 184 TFG/DOS McConnell AFB, KS
f. 184 TFG/DOS McConnell AFB, KS

8

VR 1128

a. VR
b. Avg. 500'AGL to 1500'AGL, 2.5NM, l/r of centerline
c. 75 NM
d. 16 min
e. 465 FS/DOM, Tinker AFB, OK
f. 465 FS/DOM, Tinker AFB, OK
j. Data not available

VR 1140

a. VR
b. Avg. 200'AGL to 1500'AGL, 10NM, l/r of centerline
c. 82 NM
d. 18 min
e. 80 FTW/DOOR, Sheppard AFB, TX
f. 80 FTW/DOOR, Sheppard AFB, TX
j. Data not available

VR 1113

a. VR
b. Avg. 500'AGL to 1500'AGL, 2NM l/r of centerline
c. 75 NM
d. 16 min
e. 166 TFG Ft Smith MAP, AR
f. 166 TFG Ft Smith MAP, AR
j. Data not available

j. 8

VR 1139

a. VR
b. Avg. 200' AGL to 1500' AGL, 10NM, l/r of centerline
c. 82 NM (alternate entry)
d. 18 min
e. 80 FTW/DOOR, Sheppard AFB, TX
f. 80 FTW/DOOR, Sheppard AFB, TX
j. Data not available

VR 1141

a. VR
b. Avg. 200' AGL to 1500' AGL, 7NM, l/r of centerline
c. 96 NM
d. 20 min
e. 80 FTW/DOOR, Sheppard AFB, TX
f. 80 FTW/DOOR, Sheppard AFB, TX
j. Data not available

VR 1137

a. VR
b. Avg. 500' AGL to 1500' AGL, 2NM l/r of centerline
c. 75 NM
d. 16 min
e. 465 FS/DOM Tinker AFB, OK
f. 465 FS/DOM Tinker AFB, OK
j. Data not available

11. List all the Ranges (Controlled/managed by installation) (IF NONE, SKIP TO A. 3.)

ANSWER: Vance AFB does not control or manage any ranges.

**Range Name:**_____

a. List the range(s) that your installation controls/manages?
b. List the range's (s') associated airspace to include restricted areas, MOAs, etc.
c. What is the distance from the installation to the range(s) (primary target or centroid)?

d. What is the size of the range? (in acres)
- What is the size of the range's(s') impact area(s) (in acres)?
- What is the size of the restricted area in which the range lies (in square miles)?
- What is the altitude ceiling of the range's(s') restricted area(s)?

e. Does the range's(s') shape/location prohibit efficient training or significantly hamper mission accomplishment (i.e., single run-in headings, no pop patterns, etc)?

f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)?

g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List

h. What is the published availability of the range(s)?
- How many hours (average per year for 1990 thru 1993) was the range(s) scheduled?
- How many hours was the range(s) used (average per year for 1990 thru 1993, total of all users)?
- Utilization (average used/average scheduled x 100 = %)
- Give reasons for non-use.

i. Does the range(s) have full-scale weapons develivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail.
- What are the associated FSWD/ASWS restrictions?

j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)?
- What are the associated special weapons restrictions?

k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail.
- What are the associated electronic warfare restrictions?

l. Are there any noise sensitive area (NSAs) associated with the range(s)? List.
- Do any of the NSAs affect or threaten the quality of training? (Explain)

m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe.
- Do any of these encroachments affect or threaten the quality of training? (Explain)

n. Describe problems (if any) with hazardous material/waste/ordnance disposal?

o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range?
- Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? If yes, explain.

p. Is it possible to increase utilization of the range(s) (expand hours, volume)?

q. Are there any planned range real property expansions? Describe.
- What is community reaction to your proposal?

12. List all the other air-to-ground training ranges not controled or managed by your installation within 100 nmi. For each range, provide the following data:

ANSWER: None.

**Range Name:** _____

a. Location (city/county and state and lattitude and longitude)
b. Distance from main airfield
c. Time en route from main airfield

d. Controlling agency
e. Scheduling agency
f. Are canned/stereo airways needed to access air space?
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
g. Is the airspace under radar coverage?
   - If so who provides the coverage?
h. Is the airspace under communications coverage?
   - If so who provides the coverage?
i. Number of low level airways (below 18,000 ft) that bisect airspace
j. Number of high altitude airways (above 18,000 ft ) that bisect airspace
k. Total number of sorties flown in FY 1990 thru 1993
   - By your service
   - By other services (including reserves and national guard)
l. Total number of available hours in FY 1990 thru 1993
m. Total number of scheduled hours in FY 1990 thru 1993
   - By your service
   - By other services (including reserves and national guard)
n. Total number of hours used
   - By your service
   - By other services (including reserves and national guard)
o. Types of training permitted

13. Describe the major air traffic structure (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield.

ANSWER:

Airways within 50 NM: V74, V77, V119, V140, V190, V256, V354, V518, V522, V532, J8, J21, J23, J98.

Class "B" or "C" airspace within 50 NM: Class "B": none. Class "C": Oklahoma City and Wichita.

Airports with Instrument Approach Procedures with 50 NM:
Enid-Woodring Muni (WDG), Watonga (OK78), Sundance Airpark (H5D), Stillwater Muni (SWO), Guthrie (GOK), Fairview Muni (6K4), Alva Muni (3K1), Blackwell-Tonkawa (OK56), Ponca City Muni (PNC), Perry Muni (F22), Anthony Muni (ANY).

14. Are installation operations currently affected by the major air traffic structures (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield? If so, describe the effect.

ANSWER: Yes. A change to the missed approach procedure at Fairview Municipal Airport required a minor change to IR 146 (an altitude restriction was added for part of one leg). No other installation operations are

rently affected by airways structures.

15. Are there planned changes to the major air traffic structures (routes, terminal control areas, approaches, etc.) in the region? If so, will these changes affect installation operations. Describe the effect.

ANSWER: Yes. There are plans to expand the ATCAA up to FL 310 to allow for T-1 Air Refueling (AR) tracks. The AR tracks would be two "anchor" refueling tracks stacked vertically (FL 250-270 and FL 290-310) with 1000' between the top of the present working areas and the bottom of the AR tracks, and 2000' between AR tracks. The proposal is in the planning/coordination stage between Vance AFB and Kansas City ARTCC.

16. Does the current system of air traffic control (ATC) routes limit aircraft flights between the installation and all associated training areas? If so, describe these limitations.

ANSWER: No.

17. Does the installation experience any ATC delays on a regular basis? If so, describe the recurring causes for these delays and give the average duration.

ANSWER: No.

18. Are there any air traffic control constraints/procedures listed in the current Air Ops manual/AICUZ study that currently, or may in the future, limit installation operations?

ANSWER: No.

19. Does the current airspace which you schedule/control permit advanced fighter training? If not, explain why.

ANSWER: No. Advanced fighter training requires the use of air-to-ground ranges and Vance AFB does not control/manage any air-to-ground ranges.

20. Is there airspace within 50 NM which permits advanced fighter training?

ANSWER: No.

21. Does the current airspace configuration permit advanced helicopter training? If not, explain why.

ANSWER: No. Advanced helicopter training requires the use of low-altitude-tactical-navigation areas, and Vance AFB does not control/manage any such areas.

22. Does the airspace configuration prohibit other types of undergraduate pilot training? If so, explain why.

ANSWER: No.

. For each syllabus of undergraduate pilot and/or NFO/Navigator flight training, state whether you require any

cific terrain feature or overwater access for training.

| Syllabus of Training | Terrain Feature or Overwater Requirement |
|---|---|
| UPT | None |
| ALP T-37 | None |
| ATP T-38 | None |

B. Airfields

1. For the main airfield(s) and each auxiliary and outlying field/staging base, provide the following data

**Airfield Name:** _____

a. Location (city/county and state and lattitude and longitude)
b. Distance from main field:
c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
d. Does the airfield have parallel or dual offset runways?
- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?
e. Does the airfield have full-length parallel taxiways?
f. Does the airfield have high speed taxiways?
g. Does the airfield have a crosswind runway?
h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
i. How much capacity is lost?
j. What percent of the time do conditions force the crosswind runway to be used?
k. Is the airfield equipped to support IFR flight operations?
l. Is the airfield owned by your service or leased?
m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).

ANSWER:

Vance AFB

a. Enid, OK; 36 20.4' N 96 55.0' W
b. N/A
c. Yes
d. Yes; dual IFR operations for AETC aircraft are done under MARSA.
e. No
f. No
g. Yes
Yes
Jse of crosswind runways significantly impact capacity; however; their use is so infrequent it can't be

# VANCE

| FACILITIES<br>CCN | ADEQUATE (%) | SUBSTAND (%) | INADEQUATE (%) | TOTAL | ADEQUATE |
|---|---|---|---|---|---|
| RUNWAYS | | | | | |
| 111 | 100 | | | 678167 | 678167 |
| TAXI/APRONS | (%) | (%) | (%) | | |
| 112 | 73 | 27 | 0 | 225259 | 164439 |
| 113 | 100 | | 0 | 291156 | 291156 |
| TOTAL: | | | | | 88% |
| UTILITIES | (%) | (%) | (%) | | |
| 812 | 96 | 4 | | 409141 | 392775 |
| 822 | 100 | | | 3366 | 3366 |
| 832 | 100 | | | 75539 | 75539 |
| 842 | 100 | | | 107937 | 107937 |
| 843 | 100 | | | 2013 | 2013 |
| TOTAL: | | | | | 97% |
| OTHER | | | | | |
| 131 | 10381 | | | | |
| 133 | | | | | |
| 171-51 | | | | | |
| 218 | 15443 | 2965 | | | |
| 219 | 13550 | 2719 | 33799 | | |
| 610 | 55598 | 17669 | 18941 | | |
| 723-30 | | | | | |
| TOTAL: | 94972 | 23353 | 52740 | 171065 | 56% |
| CLASSROOMS | | | | | |
| 171-10 | | | | | |
| 171-20 | | | | | |
| 171-30 | | | | | |
| 171-152 | | | 4375 | | |
| 171-211 | 26652 | | | | |
| 171-223 | | | | | |
| 171-815 | | | | | |
| TOTAL: | 26652 | 0 | 4375 | 31027 | 86% |
| TRAINERS | | | | | |
| 171-12 | | | | | |
| 171-35 | | | | | |
| 171-212 | 75207 | | | | |
| TOTAL: | 75207 | 0 | 0 | 75207 | 100% |
| OTHER TNG | | | | | |
| 141 | 15583 | | | | |
| 171-25 | | | | | |
| 171-74 | | | | | |
| 171-213 | 60270 | | | | |
| 171-214 | 8488 | | | | |
| 171-813 | | | | | |
| TOTAL: | 84341 | 0 | 0 | 84341 | 100% |
| HANGARS | | | | | |
| 211 | 152648 | 34900 | 47700 | | |
| 217 | 3970 | 3100 | 984 | | |
| TOTAL: | 156618 | 38000 | 48684 | 243302 | 64% |

/ ntified.
Less than one percent
k. Yes
l. Owned
m. Facilities designed primarily for jet training aircraft; three parallel runways (two are 9200' long with arresting systems)

Kegelman AF Aux Field

a. Cherokee, OK; 36 45'N 98 07'W
b. 26 NM
c. No
d. No
e. No
f. No
g. No
h. N/A
i. N/A
j. N/A
k. No
l. Owned
N/A

Runway 7946 ft.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adquate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

| Facility Type (CCN) | Facility Description | Unit of Measure | Current Quantity | Adequate/ Permanent | Substandard /Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|---|
| 111 | Airfield Pavement-Runways(Do not include shoulders or overruns) | SY | 678167 | 100% | 0% | 0% |
| 112 | Airfield Pavements-Taxiways (Do not include Shoulders | SY | 225259 | 73% 164439 | 27% | 0% |

| | | | | | | |
|---|---|---|---|---|---|---|
| 113 | Airfield Pavements-Aprons (Do not include Shoulders | SY | 94939<br>320198 | 35%<br>33229 | 65%<br>62%. | 0% |
| 116-662 | Dangerous Cargo Pad | SY | none | n/a | n/a | n/a |
| 812 | Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines) (Do not include 812-921, 812-926 and 812-928 | LF | 170598<br>87194<br>25223<br>126141 | 391,497<br>170598 100%<br>87194 100%<br>20178 80%<br>13527 90% | % =<br>0%<br>0%<br>20%<br>10% | 0%<br>0%<br>0%<br>0% |
| 822 | Heat-Trans & Distr Lines (Do not include 822-248and822-268) | LF | 3366 | 3366<br>100% | 0% | 0% |
| 832 | Sewage and Indust Waste-Collection (Mains) (D0 not include 832-267 | LF | 73539 | 2942<br>4% | 96% | 0% |
| 842 | Water-Distr Sys-Potable (Do not include 842-246, and 842-249 | LF | 107937 | 107937<br>100% | 0% | 0% |
| 843 | Water-Fire Protection(Mains) (Do not include 843-315, 843-316 and 843-319 | LF | 2031<br>596029 | 2031<br>100%<br>507773 | 0%<br>= 85 | 0% |
| 851 | Roads (Do not include 851-142 and 851-143 | SY | 258420 | 81% | 19% | 0% |
| 852 | Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289) | SY | 228786 | 53% | 47% | 0% |

3. List the major facility assets (using your service specific list by 5 digit category code number (CCN)) under installation control (e.g., runway, parking apron, hangars, terminal, administrative spaces) and assess their material condition by indicating the quantities that are adequate/permanent, substandard/semi-permanent and inadequate/temporary. Specify how the facility is used if it is not obvious from its CCN.

| Facility Type (CCN) | Facility Use | Unit of Measure | Adequate/ Permanent | Substandard/ Semi-Permanent | Inadequate/ Temporary | TOTAL |
|---|---|---|---|---|---|---|
| 131 | Communications Building | SF | 10,381 | 0 | 0 | 10,381 |
| 141 | Operations Building | SF | 15,383 | 0 | 0 | 15,383 |
| 211 | Maintenance - Aircraft | SF | 152,911 65% | 35,287 | 47,050 | 235,248 |
| 217 | Maintenance - Electronics and Communications Equip | SF | 3,947 | 3,141 | 966 | 8054 |
| 219 | Maintenance - Installation, Repair, and Operation | SF | 13,518 | 2,503 | 34,047 | 50,068 |
| 422 | Ammunition Storage Installation | SF | 276 | 0 | 0 | |
| 610 | Administrative Buildings | SF | 55,325 | 17,519 | 19,364 | 92208 |

117,972

98554 / 176094 = ~~56~~%

~~68~~%

65%

4. An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

a. Facility Type/Code:
b. What makes it inadequate/temporary?
c. What use is being made of the facility?
d. What is the cost to upgrade the facility to substandard/semi-permanent?
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?

ANSWER:

I. Maintenance Installations.

A. Maintenance installation building 272/Category Code 219.
B. The type of building material used in construction (wooden infrastructure with aggregate panel) makes this facility inadequate/temporary.
C. The facility is currently used for Civil Engineering storage.
D. The building can not be upgraded to substandard/semi-permanent status due to type of building materials used in construction and expected usage for facility is less than five years.
E. The facility has no other usage except storage due to its limited size (122 SF) and location in the Civil Engineering storage yard.
F. The building will be torn down upon completion of the new Base Civil Engineering complex scheduled for FY 97.
G. No.

II. Maintenance Installations.

A. Maintenance installation building 285/Category Code 219.
B. The type of building material used in construction (wooden infrastructure with metal siding) makes this facility inadequate/temporary.
C. The facility is currently used for Civil Engineering paint storage.
D. The building can not be upgraded to substandard/semi-permanent status due to type of building materials used in construction and expected usage for facility is less than five years.
E. The facility has no other usage except storage due to its limited utilities.
F. The building will be torn down upon completion of the new Base Civil Engineering complex scheduled for FY 97.
G. No.

C. Ground Training Facilities

1. List ground training facilities at the installation that support pilot and/or NFO/Navigator training (e.g., classrooms, pistol ranges, water survival facilities). Provide the 5 digit category code number (CCN) where possible. Indicate if these facilities are unique or if they include any specialized equipment and assess their material condition by indicating the quantities that are adequate/permanent, substandard/semi-permanent and inadequate/temporary. Specify how the facility is used if it is not obvious from its CCN.

| Facility Type (CCN) | Facility Use | Unit of Measure | Adequate/ Permanent | Substandard / Semi-Permanent | Inadequate/ Temporary |
|---|---|---|---|---|---|
| 179-219 | Egress Trainer (Bldg 825) | EA | 1 | 0 | 0 |
| 179-219 | Parachute Swing Trainer (Bldg 827) | EA | 1 | 0 | 0 |
| 171-211 | Academic Classrooms (Bldg 690) | SF | 26625 100% | 0 | 0 |
| 171-212 | CAI Classroom (Bldg 672) | SF | Inc in Flt Sim Below | 0 | 0 |
| 171-212 | Flight Simulator Training (Bldg 672) | SF | 75207 99% | 0 | 0 |
| 171-213 | Flight Briefing Rooms (Bldg 179) OTHER | SF | 19879 | 0 | 0 |
| 171-213 | Flight Briefing Rooms (Bldg 183) OTHER | SF | 21402 | 0 | 0 |
| 171-213 | Video Viewing Room (Bldg 541) OTHER | SF | 4151 782 | 0 | 0 |
| | | | 53,256 100% | | |

75207
664
75871

| | | | | | |
|---|---|---|---|---|---|
| 171-214 | Ejection Seat Trainer (Bldg 824) | SF | 0 | 664 | 0 |
| 171-214 | Physiology Classrooms (Bldg 826) OTHER | SF | 7824 | 0 | 0 |

2. An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

a. Facility Type/Code:
b. What makes it inadequate/temporary?
c. What use is being made of the facility?
d. What is the cost to upgrade the facility to substandard/semi-permanent?
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?

ANSWER: None.

D. Aircraft Maintenance Facilities

Complete the following table for each type of aircraft which can be maintained at your installation. Place an 'X' in the applicable columns for each type of aircraft.

| Aircraft Types | Level of Maintenance | | | Source | |
|---|---|---|---|---|---|
| | Depot | Intermediate | Organizational | DoD | Contract |
| T-37B | *X | X | X | | X |
| T-37A | *X | X | X | | X |

* Depot level maintenance has been accomplished by the contractor as directed by HQ AETC and/or Kelly AFB
Did not get credit for depot level maint.

E. Special Military Facilities

1. List all facilities and equipment that play a special role in military operations (e.g., radar, communications, command and control, oceanographic facilities) of the aircraft at the installation.

| Type of Facility | Operational Mission of Facility |
|---|---|
| RAPCON | Radar spacing of arrival and departing aircraft. |

| | |
|---|---|
| VORTAC | Terminal nonprecision approach and landing aid |
| ILS | Precision instrument landing system for approaches and landings |
| UHF/VHF radios | Used for direct communications with pilots |
| Control tower | Controlling arriving and departing aircraft within the airport traffic are and vehicles operating on the aerodrome |
| RCS/RSU | Facilities for the control of Vance student flying |
| 71 OSS | Support squadron for flying operations |

2. Contingency and Deployment Requirements:
(Assume full mobilization, sustained 24-hour capability)

a. Can airfield handle wide-body aircraft (e.g. C-5, KC-10, E-3A, 747) transient operations, (e.g., parking, fueling, loading)? (Yes/No)

ANSWER: Yes.

3. Does installation have a dedicated munitions loading pad?

ANSWER: No.

a. If yes, are there any access limitations?
b. What type aircraft have used your pad over the last five years?

4. Is the installation located within 150NM of:
a. Ground Force Installation (active)? Yes/No (If yes, give name(s))

ANSWER: Yes, Fort Sill Military Reservation.

b. Rail Access which allows the loading/unloading of heavy equipment? Yes/No

ANSWER: Yes, Union Pacific Railroad Spur located on base perimeter.

c. Deep water port facility? Yes/No (If yes, give name(s))

ANSWER: No.

5. Does the installation medical treatment facility routinely receive referral patients? (Yes/No)

ANSWER: No.

Do installation medical facilities have any unique missions (aeromedical staging facility, environmental

alth laboratory, area dental laboratory, physiological training unit, wartime tasking, etc.)? Identify.

ANSWER: YES. The 71 Medical Squadron has an Aerospace Physiology Unit and a wartime tasking for a 19 person decontamination team.

7. List any weapons storage and handling facilities located at the installation. YES

| Type of Facility | Location | Mission and Capability of Facility |
|---|---|---|
| 5 Bay multicube | 907 | Weapons Storage Facility<br>Max Sited NEW: (1.1) 2,125 lbs (total) Max Sq Foot: 260 |

NOTE: Munitions Storage Area, Bldg 907, bulk storage of base munitions assets.

F. Facility Support Arrangements for Other Services

1. List all arrangements (e.g., inter-service support agreements) that involve supporting other military service activities at the installation.

| Activity Name / Military Service | Description of Activity Role and Degree of Support |
|---|---|
| 3rd Combat Comm Group, Tinker AFB OK/Air Force | Provide access to the installation and auxiliary airfield approximately 12 times per year for exercising mobile communications and navigational equipment.<br>Categories of support include: A2, A4, A6, B1, B17, B21, B29, B32. (17.4%) |
| 60th Military Airlift Wing, Travis AFB CA/Air Force | Mission statement is classified.<br>Categories of support include: A1, A2, A4, A9, A10, B6, B12, B17, B18, B19, B21, B23, B26, B30, B32, B35. (34.8%) |
| Tulsa District Corps of Engineer, Tulsa, OK, Army | Provide office space for the local Corps of Engineer representatives.<br>Categories of support include: A2, A3, A4, A5, A6, A9, A10, B1, B6, B9, B11, B14, B15, B21, B29, B33, B34. (39.1%) |
| US Army Medical Department Activity, Fort Sill OK/Army | Provides support for the veterinarian assigned to the installation.<br>Categories of support include: A2, A4, A4, A5, A6, A9, A10, B1, B4, B6, B9, B12, B14, B15, B18, B19, B21, B28, B29, B30, B33, B34. (47.8%) |

| | |
|---|---|
| US Army Field Artillery Center, Fort Sill OK/Army | Provides support to Army units located in northwestern Oklahoma, to include on-base housing to the local Army recruiter.<br>Categories of support include: A1, A2, A9, B5, B7, B10, B17, B18, B19, B23, B30. (26.1%) |
| OK Army National Guard, Enid, OK/Army | Provide use of the installation's firing range and instructor for Army training.<br>Categories of support include: B15, B31, B35. (6.5%) |

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

| Activity / Sponsor / Government Affiliation | Description of Activity Role and Support Level |
|---|---|
| Defense Fuel Supply Center, Cameron Station, Alexandria, VA | Includes administration of programs for the control and disposal of hazardous materials and other forms of pollution associated with storage of fuel.<br>Categories of support include: A5. (2.2%) |
| Defense Finance Accounting Service, Denver Center, CO | Through their 16-person office located on the installation, provides complete accounting, disbursing, and collecting services.<br>Categories of support include: A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, B1, B3, B5, B6, B7, B8, B9, B10, B12, B14, B15, B16, B17, B18, B19, B21, B23, B24, B25, B26, B27, B28, B29, B30, B32, B33, C1, C2, C4. (84.8%) |
| Army and Air Force Exchange Service | Provides the Base Exchange and all related services including Military Clothing Sales and the service station.<br>Categories of support include: A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, B1, B3, B5, B6, B7, B9, B10, B11, B12, B14, B15, B16, B18, B19, B21, B23, B28, B29, B30, B32, B33, B34, C2, C4. (73.9%) |
| Defense Investigative Service | Provides a defense investigator to service the base.<br>Categories of support include: A2, A3, A4, A5, A6, A9, A10, B1, B2, B6, B9, B14, B16, B21, B23, B32, B33. (37.0%) |
| Defense Commissary Agency | Provides a commissary facility on the installation.<br>Categories of support include: A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B3, B4, B5, B6, B7, B8, B9, B10, B11, B12, B14, B15, B16, B17, B18, B19, B21, B23, B24, B27, B28, B29, B30, B32, B33, B34, C1, C2. (89.1%) |
| Postal Service Center | Provides complete postal support to the base.<br>Categories of support include: A2, A3, A4, A5, A6, A9, B6, B9, B14, B24, B33. (23.9%) |

## Support Categories
(Listed in DoDI 4000.19)

**Mandatory Reimbursement Support Categories**

| | | |
|---|---|---|
| A1 Chapel and Chaplain Services | A5 Environmental Compliance | A9 Police Services |
| A2 Command Element (includes Public Affairs, Social Actions, etc.) | A6 Fire Protection | A10 Safety |
| A3 Common Use Facility Operations, Maintenance, Repair and Construction | A6 Libraries | A11 Shuttle Services |
| A4 Disaster Preparedness | A8 Morale and Fitness | |

**Optional Reimbursement Support Categories**

| | | |
|---|---|---|
| B1 Administrative Services | B13 Explosive Ordnance | B25 Mobilization Support |
| B2 Audio/Visual Services | B14 Facilities and Real Properties Support | B26 Mortuary Services |
| B3 Automated Data Processing / Automation Services | B15 Facility Maintenance and Repair | B27 Printing and Reproduction |
| B4 Civilian Personnel Services | B16 Finance and Accounting | B28 Purchasing and Contracting Services |
| B5 Clubs | B17 Food Services | B29 Refuse Collecting and Disposal |
| B6 Communication Services | B18 Health Services | B30 Resource Management |
| B7 Community Support Services | B19 Housing and Lodging Services | B31 Training Services |
| B8 Confinement and Detention Centers | B20 Information Services | B32 Transportation Services |
| B9 Custodial Services | B21 Installation Retail Supply and Storage Operations | B33 Utilities |
| B10 Education Services | B22 Laundry and Dry Cleaning | B34 Weather Services |
| B11 Engineering Support | B23 Legal Services | B35 Other Support |
| B12 Equipment Operation, Maintenance and Repair | B24 Military Personnel Support | |

**Non-Reimbursement Support Categories**

| | | |
|---|---|---|
| C1 Commissary Services | C3 Dependent Schools | C5 Museums |
| C2 Community Relations | C4 Exchange Services | C6 Retired Affairs |

G. Proximity to Operational Mission Areas

1. Does the location of the installation have any strategic role at the present time or in future plans (include both location and attributes available at that location, e.g., waterfront space). Discuss alternate military/civilian facilities that could fulfill the same strategic role.

ANSWER: No.

H. Proximity to Training Areas

1. Does the location of the installation permit any specialized training with other operational units (e.g., Joint forces)? If so, provide details.

ANSWER: Yes. Fort Sill, OK is 108 miles from Vance AFB. This distance would allow for joint treaining.

2. Describe the plan for conducting carrier qualifications. Will ship deploy to training squadron site or will

adrons deploy?

ANSWER: Since the Air force does not conduct carrier operations/qualifications, AETC does not have the necessary information to answer this question.

3. How far (nmi.) is the installation from a designated naval operations area where an aircraft carrier would conceivably operate ?

ANSWER: Since the Air force does not conduct carrier operations/qualifications, AETC does not have the necessary information to answer this question.

4. If the aircraft carrier deploys to an area within operating range of training air squadrons, would CQ training usually be conducted directly from the installation or on a detachment basis?

ANSWER: Since the Air force does not conduct carrier operations/qualifications, AETC does not have the necessary information to answer this question.

I. Proximity to Other Support Facilities

1. List other airfields (currently not used for undergraduate pilot and/or NFO/Navigator training) in the local flying area that are available for training and emergency uses.

| Airfield Name | Major Use / Capability | Location / Distance (NM) |
|---|---|---|

| | | | | |
|---|---|---|---|---|
| Ponca City | Possible Divert Fields | 6,201 | 46 | 26 |
| Perry | | 5098 | 31 | |
| Stillwater | | 6,002 | 42 | 59 |
| Sundance | | ? | 46 | 62 |
| W. Woodward | | ? | 78 | |
| Clinton-Sherman | | 13,503 | 91 | |
| Gage | | 5,234 | 90 | 83 |
| Pratt Industrial | | 5,500 | 73 | |
| Wichita Mid-Cont. | | 10,300 | 83 | 88 |
| McConnell AFB | | 12,000 | 88 | |
| Beech Factory | | 5,000 | 86 | |
| Col. J. Jabara | | 6100 | 90 | |
| Strother | | 5506 | 65 | 98 |
| Bartlesville | | 6,200 | 95 | |
| Sands Springs | | | 86 | |
| Richard Jones | | 5101 | 96 | |
| Cushing | | 5201 | 60 | |
| Shawnee | | 5000 | 78 | |
| Univ of OK Westheimer | | | 70 | |
| Chickasha | | 5100 | 75 | |
| Hobart | | 5300 | 99 | |
| Tinker | (11100') Instrument Satellite Fields | | 62 | 7 |
| Will Rogers World | (9802') | | 59 | 26 |
| Tulsa | (10,000') | | 98 | |
| Hutchinson | (7001') | | 102 | 31 |
| Wiley Post | (7750') | | 50 | 46 |
| Enid Woodring Muni | (7100') | | 7 | 50 |

2. What other military facilities located in the vicinity are/could be used to support the installation's and tenants' mission?

ANSWER: None.

3. What civilian owned facilities located in the vicinity are/could be used to support the installation's and tenants' mission?

ANSWER: None.

J. Unique features

1. Identify any unique (one of a kind) features (function, equipment, ranges, etc.) possessed by this training installation. Please list each feature separately and provide a narrative explanation of the importance of the unique feature. (Do not include Depots, Product Centers or Laboratories)

ISWER: None.

2. Are there any on-installation facilities unique (one-of-a-kind) to your service that must be replaced if the installation is closed (Yes/No). If so, list the following information:

a. Name or type of facility
b. Total SF
c. Cat code
d. Present use

ANSWER: None exist.

## Air Quality

1. What is the name of the Air Quality Management District in which the base is located?

ANSWER: North Central Oklahoma Intrastate Air Quality Control Region.

a. Is the installation or any of its OLFs or Staging Bases located in different Air Quality Management Districts? Yes/No

ANSWER: Yes.

b. If the answer is yes, provide acres of installation at each location, and answer questions 2-4 for each Air Quality Management District location.

ANSWER:

Vance 3109 acres.
Kegelman 1285 acres.

2. Has EPA designated the air quality control area in which your installation is located as a maintenance or non-attainment area for any of the six criteria air pollutants (ozone, carbon monoxide, particulate matter (PM), sulfur dioxide, nitrogen dioxide, lead)? YES/NO

YES/YES

ANSWER: No for Vance / No for Kegelman.

a. If the base is in a maintenance area, identify the regulated pollutant(s).
b. If the base is in a non-attainment area, identify the pollutant(s) and the degree of severity (marginal, moderate, serious, severe, or extreme).

3. Are there any critical air quality regions (i.e., non-attainment areas, national parks, etc.) within 100 kilometers of the base? YES/NO

ANSWER: No. — YES

4. Has the local Air Quality Board (or similar organization) restricted or delayed any on- or off-installation activities due to air quality considerations? Examples to consider include restrictions to construction permits, restrictions to operating hours for industrial facilities, implementation of High Occupancy Vehicle (HOV) procedures during rush hour, etc. YES/NO

— YES

ANSWER: No for Vance / No for Kegelman.

a. If activities have been restricted, describe the nature, extent and duration of the restriction.

ANSWER: No for Vance / No for Kegelman.

b. Has the installation been required to implement emissions reduction through special actions, such as carpooling or emissions credit transfer? YES/NO

ANSWER: No for Vance / No for Kegelman.

c. If special actions have been implemented, specify the nature of the actions.

ANSWER: None.

5. Are there any critical air quality regions (i.e. non-attainment areas, national parks, etc.) within 100 kilometers of the installation? YES/NO

ANSWER: No.

B. Encroachment

1. Are there any known plans for a commercial airline to hub at an airport within 100 nmi. of your installation? If so, describe.

ANSWER: No.

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

ANSWER: No delays of 15 minutes or more due to to civilian traffic in FY91 and 92.

| Fiscal Year | Average Delay (minutes) | Number of Delays | % of Total Flight Operations Affected |
|---|---|---|---|
| 1991 | 0 | 0 | 0 |
| 1992 | 0 | 0 | 0 |
| 1993 | 0 | 0 | 0 |

3. How many times during each of the past three years have any of your low level training routes been modified to accommodate construction and/or noise complaints?

| Fiscal Year | Number of changes |
|---|---|
| 1991 | 0 |
| 1992 | 0 |
| 1993 | 2 |

Is the existing AICUZ study encoded in local zoning ordInances?

ANSWER: Yes.

a. Attach a copy of any applicable sections of the installation AICUZ plan and note any recent modifications.

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

ANSWER: The town of Waukomis and Garfield County coordinated with the Cityof Enid in the adoption of conventional land use zoning, building standards for noise attenuation, and airfield overlay districts within their jurisdiction. The three jurisdictions have been extremely proactive in their stance on land use restrictions and guidelines in an effort to insure continued air base viability.

Land use restrictions in the VAFB environs involve a combination of conventional zoning airfield overlay district zoning, and building and construction standards for noise attenuation.

The City of Enid's Comprehensive Plan and Zoning Ordinance designate the area north and west of the base for agricultural uses only, limiting encroachment problems. Furthermore, the City amended the Municipal Code in 1988 to include Noise Attenuation Construction Standards for VAFB Environs and Air Environs Overlay Districts. The objective of the Noise Attenuation Standards is to create an interior auditory environment which does not exceed 45 decibels throughout the use of construction standards within the various airfield noise contours.

The objective of regulations is to not only protect the community from the potential hazards of living in the vicinity of the base, but also to prevent the establishment of incompatible land uses which would endanger aircraft operations and the continued use of the airfield. To accomplish these objectives, the standards specified in Part 77.28, 14 Code of Federal Regulations, Chapter 1, were used to develop 7 Airfield Environs Districts (AED) to be used as the building blocks for compatible land uses. The AED impose restrictions on land uses within areas impacted by flight operations. If a conflict arises between the regulations of the AED and the regulations of the underlying zoning districts, the AED regulations shall prevail.

Adoption and strict enforcement of these ordinances by the local government has been and is expected to continue to effectively limit incompatible land uses. Because current operations impact less land area than past operations, the land use restrictions presently in effect should be valid with respect to current noise impacts. Land use density restrictions should also curtail incompatible development within VAFB clear zones and accident potential zones. These measures should protect the VAFB environs from future incompatibilities. There are presently no incompatible land uses within the 80 Ldn and above noise contours at Kegelman Auxiliary Field. This area is rural in nature and will remained zoned form agricultural use.

In the case of Bigheart vs. City of Enid, a landowner sued the City of Enid saying that zoning ordinances were restrictive. The case was settled 12 Nov 92.

Do current estimates of population growth and development or environmental constraints pose problems for existing or planned mission?

ANSWER: No.

6. Provide a copy of the current and proposed land development plans for the area surrounding the installation (i.e., the local government's comprehensive land-use plan).

ANSWER: Current and proposed land development plans for the area surrounding VAFB will continue in accordance with the Comprehensive Land Use Plan adopted by the City of Enid in 1976.

7. Air Space Encroachment.

a. Do you receive noise complaints from off-installation residents? YES/NO.

ANSWER: Yes.

b. How many per month (average)? Include noise complaints from local and transient aircraft within the airfield traffic pattern and departure and arrival corridors.

ANSWER: Vance AFB receives an average of 0.5 noise complaints per month (6 complaints for 1993).

c. Has the installation implemented noise abatement procedures? YES/NO.

ANSWER: Yes.

d. Describe your procedures. Include noise abatement procedures for maintenance, flight operations, arrivals, departures, and command-directed.

ANSWER:

1). Maintenance uses demountable noise suppresser complexes for T-38 engine ground run-ups to limit exposure of base personnel and the surrounding community to excessive engine noise during required maintenance runs.

2). 71 FTW aircraft are not allowed to overfly the city of Waukomis on departure or recovery, or to overfly Vance housing during low altitude pattern operations.

3). 71 FTW aircraft must transit under the Lahoma Corridor (the VFR flyway from 3000' to 4000' MSL) below 2900' MSL but above 2500' MSL (1100' AGL over the city of Enid).

4). On formation interval departures on RWY 35 (departing over Enid), T-38 aircraft should terminate afterburner at 300 KIAS or less, and lead should climb to 2900' MSL until 4 DME.

8. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures. Answer as well as possible civilian control or FAR PART 150 Study applies. Answer the following questions regarding current

nmunity and other land encroachment near or at the installation by filling in the attached tables following the tructions below.

a. Instructions:

(1) Provide the percent off base current incompatible land use within the Clear Zone (CZ), Accident Potential Zone I (APZ I), Accident Potential Zone II (APZ II), and each noise contour interval (i.e. 60-65 Ldn if available, 65-75 Ldn, 75-80 Ldn if available, and greater than 80 Ldn if available) in the attached tabular format, along with the indicated support information. Incompatibility is governed by DODI 4165.57 and is detailed in the 1980 report of the Federal Interagency Committee on Urban Noise.

(2) Obtain current land use data by overlaying noise contours and CZ/APZ from the most recent publicly released AICUZ, Environmental Assessment which has Finding of No Significant Impact, Environmental Impact Statement which has a Record of Decision, or other officially released noise contour analysis onto current land use maps obtained from local governments. Include the source and date of data. If no current land use maps are available, bases may use recent aerial photography of the off-base areas to determine compatibility percentages. Aerial photos may be available from local governments, USDA offices or planning agencies. Another alternative is to obtain a USGS or map of the environs, and determine land uses through a windshield survey. Analysis of tax/parcel or similar maps may also be conducted.

(3) Then determine the percent incompatible land use. This work is now typically done with computer digitizing programs and equipment. However, the work can be done manually, with the help of the drafting tion, through the use of a template or other means. Visit local government planning offices for assistance th off-base land use.

(4) For consistency, use generalized land use areas in determining incompatible land uses (i.e. for residential land uses, include residences, lawns, sidewalks, driveways, local streets, etc., NOT JUST THE RESIDENCES). Generalized land use is the traditional nationwide planning convention and is the standard used in the typical land use maps provided by local governments. For each farm house or rural residence in Accident Potential Zone (APZ) I, add 1/2 acre of incompatible land use.

(5) What is the percent current off-base incompatible land use:
- (a) Within the Clear Zone (CZ) at each end of each active runway?
- (b) Within Accident Potential Zone (APZ) I at each end of each active runway?
- (c) Within APZ II at each end of each active runway?
- (d) Between the 60 Ldn and 65 Ldn noise contours (if available)?
- (e) Between the 65 Ldn and 75 Ldn noise contours?
- (f) Between the 75 Ldn and 80 Ldn noise contours (if available)?
- (g) Within the 80 Ldn noise contour and above (if available)?

9. Current land use status for accident zones: reference questions 8.a.(5)(a) through 8.a.(5)(c). Describe current off-base encroachment/incompatible land use by completing the information in the following table for clear zones and accident potential zones.

| Zones | Rwy No. | Est Pop | Acres | % Incompatible L-U |
|---|---|---|---|---|
| CZ | 17R (P) | 0 | 136 | 0.00 |
| | 17C (P) | 0 | 136 | 0.00 |
| | 17L (P) | 0 | 141 | 0.00 |
| | 35L (S) | 0 | 136 | 0.00 |
| | 35R/C*(S) | 0 | 237 | 0.00 |
| | 17 KEG (P) | 0 | 207 | 0.00 |
| | 35 KEG (S) | 0 | 207 | 0.00 |
| APZ I | 17R/C/L | 22 | 810 | 2.49 |
| | 35R/C/L | 2 | 784 | 0.00 |
| | 17 KEG | 0 | 344 | 0 |
| | 35 KEG | 0 | 344 | 0 |
| | | | 2282 | |
| APZ II | 17R/C/L | 2480 | 1039 | 51.75 |
| | 35R/C/L | 15 | 1047 | 0.00 |
| | 17 KEG | 0 | 482 | 0 |
| | 35 KEG | 0 | 482 | 0 |
| | | | 3050 | |

$= \frac{20.169}{2282} = 1\%$

$= \frac{537.68}{3050} = 17.6\%$

NOTE: * Clear zones for 35R and 35C are computed as one zone to reflect the overlap in zones
NOTE: (P) identifies primary runways (S) identifies secondary runways
NOTE: KEG - Kegelman Auxiliary Airfield

10. Current land use status for noise zones: reference questions 8.a.(5)(d) through 8.a.(5)(g). Describe current off-base encroachment/incompatible land use by filling in the information in the following table for noise zones/contour intervals.

ANSWER: The percentage of current off-base incompatible land use between 65 and 85+ Ldn, noise contours at Vance and Kegelman are described below:

**VANCE**

| DNL | Est Pop | Acres | % Incompatible L-U |
|---|---|---|---|
| 60-65 | 7,020 | 12,263 | 0.00 |
| 65-75 | 4,129 | 11,384 | 0.70 |
| 75-80 | 28 | 1,945 | 1.35 |
| 80+ | 0 | 774 | 0.00 |

**KEGELMAN AUXILIARY FIELD**

| DNL | Est Pop | Acres | % Incompatible L-U |
|---|---|---|---|
| 60-65 | n/a | n/a | n/a |
| 65-75 | 4 | 2,228 | 0.00 |
| 75-80 | 0 | 0 | 0 |
| 80+ | 0 | 0 | 0 |

11. Future local/regional community encroachment. Answer the following questions regarding future community and other land encroachment near or at the installation.

a. Provide a rough estimate of how previous BRAC or operational realignments will impact your AICUZ footprint (i.e., what types and quantities of aircraft and operations tempo increases are expected from incoming units, and what is their predicted effect on your footprints)?

ANSWER: No impact.

b. How are local land use plans expected to impact the AICUZ footprints?

ANSWER: No impact.

c. If the latest publicly released AICUZ is outdated (does not reflect current flying operations), provide milestones for completion of an updated AICUZ.

ANSWER: AICUZ studies for VAFB and Kegelman Aux Field are current and valid.

d. Describe how local governments (municipalities, counties) have incorporated AICUZ recommendations into land use controls (zoning, etc.) by indicating which local governments, if any, have incorporated any of the following into their land use controls. Be sure to specify which types of controls: zoning, building codes, subdivision regulations, etc. Indicate if any new local land use control efforts are to be implemented, when implemented, what jurisdiction, and what type of controls, as well as how encroachment will be limited.

(1) AICUZ recommended height restrictions.
(2) AICUZ recommended development limits for Accident Potential Zone (APZ) I.
(3) AICUZ recommended development limits for APZ II
(4) AICUZ recommended development limits between the 60 Ldn and 65 Ldn noise contours (if available).
(5) AICUZ recommended development limits between the 65 Ldn and 75 Ldn noise contours.
(6) AICUZ recommended development limits between the 75 Ldn and 80 Ldn noise contours (if

ıilable).

(7) AICUZ recommended development limits above the 80 Ldn noise contour (if available).

(8) Are real estate disclosure statements required by local communities? ANSWER: NO.

ANSWER: The town of Waukomis and Garfield County coordinated with the City of Enid in the adoption of conventional land use zoning, building standards for noise attenuation, and airfield overlay districts within their jurisdiction. The three jurisdictions have been extremely proactive in their stance on land use restrictions and guidelines in an effort to insure continued air base viability.

Land use restrictions in the VAFB environs involve a combination of conventional zoning airfield overlay district zoning, and building and construction standards for noise attenuation.

The City of Enid's Comprehensive Plan and Zoning Ordinance designate the area north and west of the base for agricultural uses only, limiting encroachment problems. Furthermore, the City amended the Municipal Code in 1988 to include Noise Attenuation Construction Standards for VAFB Environs and Air Environs Overlay Districts. The objective of the Noise Attenuation Standards is to create an interior auditory environment which does not exceed 45 decibels throughout the use of construction standards within the various airfield noise contours.

The objective of regulations is to not only protect the community from the potential hazards of living in the vicinity of the base, but also to prevent the establishment of incompatible land uses which would endanger ·ircraft operations and the continued use of the airfield. To accomplish these objectives, the standards specified ?art 77.28, 14 Code of Federal Regulations, Chapter 1, were used to develop 7 Airfield Environs Districts (AED) to be used as the building blocks for compatible land uses. The AED impose restrictions on land uses within areas impacted by flight operations. If a conflict arises between the regulations of the AED and the regulations of the underlying zoning districts, the AED regulations shall prevail.

Adoption and strict enforcement of these ordinances by the local government has been and is expected to continue to effectively limit incompatible land uses. Because current operations impact less land area than past operations, the land use restrictions presently in effect should be valid with respect to current noise impacts. Land use density restrictions should also curtail incompatible development within VAFB clear zones and accident potential zones. These measures should protect the VAFB environs from future incompatibilities. There are presently no incompatible land uses within the 80 Ldn and above noise contours at Kegelman Auxiliary Field. This area is rural in nature and will remained zoned form agricultural use.

e. Indicate if significant development (i.e. a residential subdivision, shopping mall or center, industrial park, etc.) exists or is anticipated or has been announced or started. If so, indicate what type of land use (residential, commercial, industrial, etc.), the type and size of the development (for residential subdivision: number of housing units, number of acres, population; for shopping mall/center: number of stores, total number of acres), when completed or when completion expected. Indicate any long range (20 years) trends for new growth.

ANSWER: Future development within the community will continue in accordance with the Comprehensive ' and Use Plan adopted in 1976. Due the physical barriers to development imposed by industrial parks located the east, the wastewater treatment plant and landfill located to the southeast, and VAFB located to the

thwest, the growth axis of the City will continue to the northwest quadrant of the City, away from the base. rrently there are no significant developments planned or anticipated to start which will encroach on VAFB environs.

f. Has all clear zone acquisition been completed? YES/NO.

ANSWER: Yes.

(1) If not, indicate the runway approach and number of acres to be acquired, as well as timetable and expected acquisition costs.

g. Are on-base facilities and proposed facility development sited in accordance with AICUZ recommendations? Refer to the Base Comprehensive or Master Plan. For each incompatible facility (existing or proposed), indicate facility type (dormitory, etc.), approximate number of occupants, why the facility is incompatible, the reason this incompatibility is necessary, and the anticipated completion date if projected or under construction.

ANSWER: Yes.

C. Ability for Expansion

Does the operational infrastructure (e.g., parking apron, fuel and munitions storage, warehouse space, hangar ace) provide capabilities for future expansion or change in mission?

ANSWER: While existing operational infrastructure is being fully utilized, it is capable of supporting future mission changes with modifications. Plans have been completed to beddown SUPT T-1A aircraft with delivery to begin in Dec 94. Based on preliminary information received for the future AT-38 mission, existing infrastructure will support. The existing infrastructure will support future JPATS replacement of T-37 with minor modifications as identified in project XTLF 973301 T-37 Replacement Facility Mods.

2. What is the availability of off-installation acreage for possible future installation development?

ANSWER: The availability of off-installation acreage is reasonably good but at a cost. However, the City of Enid has reserved 160 acres directly north of Vance AFB and has made it available at no cost to the Federal Government. Similarly, the City is pursuing an option on a second 160 acre parcel adjacent to the northeast side corner of the base. By resolution of the Mayor and City Commissioners, the City established this acreage by creating the Vance Development Authority.

3. Provide the following information for installation infrastructure related facilities and functions. If these or other installation infrastructure attributes may be a determining factor for installation loading and expansion, provide additional comments and capacity measures as appropriate.

| Type of facility or Capability | On Installation Capacity | Off installation Long Term Contract | Normal Steady State Load | Peak Demand |
|---|---|---|---|---|
| Electricity (KWH) | 5,354,400 KWH | 4,857,600 KWH | 2,899,200 KWH | 3,076,800 KWH |
| Water (GPD) | n/a | 330,000 GPD | 252,695 GPM | 295,194 GPD |
| Sewage (GPD) | n/a | 275,000 GPD | 230,674 GPM | 232,387 GPD |
| Natural Gas (CFH) | n/a | 100,000 CF | 22,692 CF | 25,609 CF |
| Short Term Parking | *17,976 SY | NONE | 5,390 SY | 17,967 SY |
| High Temp. Water/ Steam Generation/ Distribution | n/a | n/a | n/a | n/a |

*462LF x 350LF = 161,700 ft2 - 9 = 17,967 yd2

4. Are there any characteristics regarding your utility systems that should be considered?

ANSWER:

(1) No "take or pay" clauses in contracts.
(2) No natural gas purchased through a central office (DFSC)
(3) Yes, (SWPA), Max 30 min demand of 660 KW, to puchase electric power.
(4) No cathode protection on water lines.
(5) Yes, annual surveys available to show cathode protection on gas lines.

5. Identify in the table below the real estate which has the potential to facilitate future development and for which you are the plant account holder. Complete a separate table for each individual site, i.e., main installation, outlying airfields, special off-site areas, off installation housing, etc. Unit of measure is acres.

Site Location: Kegelman Auxiliary Field

| Land Use | Total Acres | Developed | Available for Development | |
|---|---|---|---|---|
| | | | Restricted | Unrestricted |
| Operational | 77.04 | 77.04 | --- | --- |
| Training | 365 | 30 | 335 | --- |
| Research & Development | --- | --- | --- | --- |
| Supply and Storage | 17.5 | 0 | --- | 17.5 |
| Admin | --- | --- | --- | --- |
| Housing | --- | --- | --- | --- |
| Recreational | 605.74 | --- | 33 | 572.4 |

e Location: Vance AFB

| Land Use | Total Acres | Developed | Available for Development | |
|---|---|---|---|---|
| | | | Restricted | Unrestricted |
| Operational | 57.59 | 51.59 | 6 | --- |
| Training | 44.65 | 11.1 | --- | 33.59 |
| Research & Development | --- | --- | --- | --- |
| Supply and Storage | 88.1 | 80.1 | --- | 8 |
| Admin | 14.31 | 14.31 | 0 | 0 |
| Housing | 87.22 | 86.0 | --- | 1.22 |
| Recreational | 39.36 | 15.3 | --- | 24.06 |

6. Identify the features of this installation that make it a strong candidate for basing/training other types of aircraft/aircrews and other operational units in the future

ANSWER: Vance AFB has several features that make it a strong candidate for future aircraft/aircrew basing and training. The most coveted feature is the airspace. The Vance AFB RAPCON (Radar Approach Control) exercises total control over the MOA, in lieu of the FAA, and the MOAs overlie the base allowing for quick access. This control provides for efficient use of training areas for pilot training, resulting in cost effective training. There is excess capacity in the special use airspace dedicated to low level routes.

ance possesses a uniquely harmonious relationship with the surrounding communities as reflected in the local dinances that support the Vance AFB AICUZ Study. The town of Waukomis has adopted a zoning ordinance specifying residential, commercial, industrial, and agricultural land uses. Garfield County coordinated with the City of Enid in the adoption of conventional land use zoning, building standards for noise attenuation, and airfield overlay districts within their jurisdiction, which are tailored to Vance AFB AICUZ Study. In an effort to ensure the continued air base viability, these three jurisdictions have been extremely proactive in their stance on land use restrictions and guidelines.

In addition to the excellent airspace and our exemplary association with the surrounding communities, the following items should also be considered: The centralized location of Vance provides ample opportunities for navigation training, regardless of weather conditions.

The land adjacent to Vance has not been developed and expansion of the base is feasible.

The Area Cost Factor for Vance is 0.92, which means that construction costs would be less than many parts of the country.

A. Quality of Life

1. Military Housing

a. Family Housing:

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

ANSWER: 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/ Permanent | Number Substandard/ Semi-Permanent | Number Inadequate/ Temporary |
|---|---|---|---|---|---|
| Officer | 4+ | 27 | 27 | 0 | 0 |
| Officer | 3 | 99 | 99 | 0 | 0 |
| Officer | 1 or 2 | 6 | 6 | 0 | 0 |
| Enlisted | 4+ | 8 | 8 | 0 | 0 |
| Enlisted | 3 | 74 | 74 | 0 | 0 |
| Enlisted | 1 or 2 | 16 | 16 | 0 | 0 |
| Mobile Homes | | ~~0~~ 230 | 100% ~~0~~ | 0 | 0 |
| Mobile Home lots | | 0 | 0 | 0 | 0 |

(3) An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

a. Facility Type/Code:
b. What makes it inadequate/temporary?
c. What use is being made of the facility?
d. What is the cost to upgrade the facility to substandard/semi-permanent?
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?

ANSWER: No inadequate/temporary facilities exist in Military Family Housing.

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

| Pay Grade | Number of Bedrooms | Number on List | Average Wait |
|---|---|---|---|
| O-6/7/8/9 | 1 | 0 | 0 |
| | 2 | 0 | 0 |
| | 3 | 0 | 0 |
| | 4+ | 0 | 0 |
| O-4/5 | 1 | 0 | 0 |
| | 2 | 0 | 0 |
| | 3 | 1 | 5 months |
| | 4+ | 0 | 0 |
| O-1/2/3/CWO | 1 | 0 | 0 |
| | 2 | 4 | 5 months |
| | 3 | 11 | 8 months |
| | 4+ | 2 | 6 months |
| E7-E9 | 1 | 0 | 0 |
| | 2 | 0 | 0 |
| | 3 | 5 | 8 months |
| | 4+ | 0 | 0 |
| E1-E6 | 1 | 0 | 0 |
| | 2 | 13 | 8 months |
| | 3 | 22 | 8 months |
| | 4+ | 2 | 6 months |

(5) 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)?

ANSWER: One hundred percent of the housing units have the required amenities outlined in section B, paragraph 12.

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

| Type of Quarters | Utilization Rate |
|---|---|
| Adequate/Permanent | 99% |
| Substandard/Semi-Permanent | |
| Inadequate/Temporary | |

(7) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If

cupancy is under 98% ( or vacancy over 2%), is there a reason?

ANSWER: No.

(b) BEQ:

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

| Type of Quarters | Utilization Rate |
|---|---|
| Adequate/Permanent | 78% |
| Substandard/Semi-Permanent | N/A |
| Inadequate/Temporary | N/A |

(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?

ANSWER: No; Marilyn Lunday, Civ, DSN 940-7949, NW-AAH.

(c) BOQ:

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

| Type of Quarters | Utilization Rate |
|---|---|
| Adequate/Permanent | 93% |
| Substandard/Semi-Permanent | N/A |
| Inadequate/Temporary | N/A |

(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?

ANSWER: Yes, Student population has declined due to force draw down, as directed by USAF, per USAF Program Flying Training, version 94-1, dated July 93, volume 1, "AETC Initial Training, Director Plans and Operations, HQ AETC"; Marilyn Lunday, Civ, DSN 940-7949, NW-AAH.

(d) Have any family housing/BOQ/BEQ units been vacated for purposes of renovation or are new units under construction? State type unit, total number of units, size, capacity and availability date.

NSWER: Yes.

| Units Under Renovation or Construction | | | | |
|---|---|---|---|---|
| Type Unit (Family Housing BOQ/BEQ) | Total Number | Size (Appropriate Measure) | Capacity (Appropriate Measure) | Availability Date |
| Family Housing | 23 | (1) | 23 | Sep 96 |
| UPH (BOQ) | 0 | - | - | - |
| UEPH (BEQ) | 0 | - | - | - |
| | | | | |

(1) Of 23 houses, 3 are 2-bedroom, 17 are 3-bedroom, and 3 are 4-bedroom

(e) Provide the following information on any family housing/BOQ/BEQ units planned for construction (MILCON) for FY94 - 97. State type unit, total number of units, size, capacity, and availability date.

ANSWER: No new units are planned; Marilyn Lunday, Civ, DSN 940-7949, NW-AAH.

2. For on-installation MWR facilities[3] available, complete the following table for each separate location. For off-installation government owned or leased recreation facilities indicate distance from installation. If there are any facilities not listed, include them at the bottom of the table.

CATION Vance AFB

| Facility | Unit of Measure | Total | Profitable (Y,N,N/A) |
|---|---|---|---|
| Auto Hobby | Indoor Bays | 7 | Y |
| | Outdoor Bays | 16 | Y |
| Arts/Crafts | SF | 1044 | Y |
| Wood Hobby | SF | 1728 | Y |
| Bowling | Lanes | 8 | Y |
| Enlisted Club<br>Food Service | SF | 9340<br>6600 | Y |
| Officer's Club | SF | 19289 | Y |
| Library | SF | 7839 | N/A |
| Library | Books | 16929 | N/A |
| Theater | Seats | 0 | N/A |
| ITT | SF | see NCO Club | see NCO Club |
| Museum/Memorial | SF | 0 | N/A |

$\frac{21}{30} = 70\%$

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

| | | | |
|---|---|---|---|
| Pool (indoor) | Lanes | 0 | N/A |
| Pool (outdoor) | Lanes | 11 | N/A |
| Beach | LF | 0 | N/A |
| Lake | Each | 0 | N/A |
| Tennis CT | Each | 4 | N/A |
| Volleyball CT (outdoor) | Each | 2 | N/A |
| Basketball CT (outdoor) | Each | 2 | N/A |
| Racquetball CT (indoor/outdoor) | Each | 4 | N/A |
| Squash CT | Each | 0 | N/A |
| Golf Course | Holes | 0 | N/A |
| Driving Range | Tee Boxes | 8 | N/A |
| Gymnasium | SF | 6566 | N/A |
| Fitness Center | SF | 11120 | N/A |
| Marina | Berths | 0 | N/A |
| Stables | Stalls | 0 | N/A |
| Rod and Gun Club/Range Membership Club | Each | 1 | N/A |
| Softball Fld | Each | 2 | N/A |
| Football Fld | Each | 1 | N/A |
| Soccer Fld | Each | 1 | N/A |
| Youth Center | SF | 4790 | N/A |

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

ANSWER: Yes.

4. Installation Family Support Facilities and Programs

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

| Age Category | Capacity (Children) | SF | | | # of PN on Wait List | Avg Wait (Days) |
|---|---|---|---|---|---|---|
| | | Adequate/ Permanent | Substandard/ Semi-Perm | Inadequate/ Temporary | | |
| 0-6 Mos | * | * | * | * | * | * |
| 6-18 Mos | 15 | 975 | 0 | 0 | 1 | 30 days |
| 18Mos-5yrs | 34 | 1691 ~~2666~~ | 0 | 0 | 0 | 0 days |

* 0-12 Months care not provided in CDC.

b. An inadequate/temporary facility cannot be made adequate/permanent for its present use through economically justifiable means." For all the categories above where inadequate/temporary facilities are

ntified provide the following information:

- Facility Type/Code:
- What makes it inadequate/temporary?
- What use is being made of the facility?
- What is the cost to upgrade the facility to substandard/semi-permanent?
- 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?

ANSWER: N/A, no inadequate or temporary facilities are in use.

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.

ANSWER: Vance AFB Child Development Center offers a Family Day Care Program.

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

ANSWER: No other military Child Development Centers within 30 minutes of VAFB.

f. Complete the following table for services available on your installation. If you have any services not ;ted, include them at the bottom.

| Service | Unit of Measure | Qty |
|---|---|---|
| Exchange | SF<br>Sales Store | 19338 |
| Gas Station | SF | 1296 |
| Auto Repair | SF<br>see Gas Station | |
| Auto Parts Store | SF<br>see Gas Station | |
| Commissary | SF | 34303 |
| Mini-Mart | SF<br>see Sales Store | |
| Package Store | SF | 1292 |
| Fast Food Restaurants | Each | 0 |
| Bank/Credit Union | Each | 1 Bank<br>1 Credit Union |
| Family Service Center | SF | 2931<br>469 (new expansion) |
| Laundromat | SF | 0 |
| Dry Cleaners | Each | 1 |
| Alcohol Rehabilitation Center | PN | N/A |
| Chapel | PN | 210 |

| | | |
|---|---|---|
| FSC Classroom/Auditorium | PN | 291 |
| Florist/Optical | Each | 1 Each |

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

| City | Distance (Miles) |
|---|---|
| Oklahoma City, OK | 86 |
| Tulsa, OK | 124 |
| Wichita, KS | 114 |

6. Standard Rate VHA Data for Cost of Living:

ANSWER: VHA is not authorized for Vance AFB OK.

| Paygrade | With Dependents | Without Dependents |
|---|---|---|
| E1 | 0 | 0 |
| E2 | 0 | 0 |
| E3 | 0 | 0 |
| E4 | 0 | 0 |
| E5 | 0 | 0 |
| E6 | 0 | 0 |
| E7 | 0 | 0 |
| E8 | 0 | 0 |
| E9 | 0 | 0 |
| W1 | 0 | 0 |
| W2 | 0 | 0 |
| W3 | 0 | 0 |
| W4 | 0 | 0 |
| O1E | 0 | 0 |
| O2E | 0 | 0 |
| O3E | 0 | 0 |
| O1 | 0 | 0 |
| O2 | 0 | 0 |
| O3 | 0 | 0 |
| O4 | 0 | 0 |
| O5 | 0 | 0 |
| O6 | 0 | 0 |
| O7 | 0 | 0 |