1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

Section I

1. Force Structure

I.1.A **List of all on base NAF and non-Air Force activities:**

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	AAFES	-	-	300	300
I.1.A.2	Army Corps of Engineers	1	-	32	33
I.1.A.3	Defense Commissary Agency	-	12	113	125
I.1.A.4	Defense Finance & Accounting Service	1	13	144	158
I.1.A.5	Defense Information Services	-	-	245	245
I.1.A.6	Defense Logistics Agency	1	-	1050	1051
I.1.A.7	Defense Printing Service	-	-	35	35
I.1.A.8	Defense Reutilization & Marketing Office	-	-	56	56
I.1.A.9	First National Bank	-	-	10	10
I.1.A.10	NAF	-	-	520	520
I.1.A.11	Navy STRATCOMWGONE (1)	229	936	21	1186
I.1.A.12	Post Office	-	-	4	4
I.1.A.13	Red Cross	-	-	1	1
I.1.A.14	SATO	-	-	11	11
I.1.A.15	Small Business Administration	-	-	3	3
I.1.A.16	Tinker Credit Union	-	-	61	61
	TOTAL:				3799

I.1.B **Remote/Geographically Separated Units receiving more then 50% of Base Operational Support from the base:**

I.1.B.1 **Supported Unit:** 137 LG/LGX GSU **GSU - Geographically Separated Unit**
Location: 5624Air GuardDrRm166 OKCOK **REM - Remote Unit**
Support provided: T-039-Provide specialized base support to 137 TAW to include extensive medical and ground training.

I.1.B.2 **Supported Unit:** 71 FTW/CXX GSU **GSU - Geographically Separated Unit**
Location: 246 Brown PkwySte8,Vance AFBOK **REM - Remote Unit**
Support provided: T-052-Provide specialized accntg & finance, data automation, equip maintenance, security police, training & medical support to personnel at Vance AFB & while on Tinker.

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

I.1.B.3 **Supported Unit:** 82 LSS/LGS, Fld Tng Det 413 GSU **GSU - Geographically Separated Unit**
Location: Sheppard AFB TX **REM - Remote Unit**
Support provided: T-009-Provide total base support.

I.1.B.4 **Supported Unit:** 95th Maneuver Tng Cmd GSU **GSU - Geographically Separated Unit**
Location: AFZG-RM-MM Dir FtSamHoustonT **REM - Remote Unit**
Support provided: T-658-Provide limited base support services to personnel assigned in local area.

I.1.B.5 **Supported Unit:** Army Field Artillery Center GSU **GSU - Geographically Separated Unit**
Location: ATZR-LM Ft Sill OK **REM - Remote Unit**
Support provided: T-622-Provide a wide range of reimbursable base service to US Army Reserve units in the Oklahoma area.

I.1.B.6 **Supported Unit:** Def Map Agcy Aerospace Ctr GSU **GSU - Geographically Separated Unit**
Location: 3100 S 2nd St Louis MO **REM - Remote Unit**
Support provided: T-631-Provide centrally procured equipment, components, and/or spare parts.

I.1.B.7 **Supported Unit:** Defense Investigative Svc GSU **GSU - Geographically Separated Unit**
Location: 200 NW 5th Rm 359 OKC OK **REM - Remote Unit**
Support provided: T-607-Provide aircraft support of Security Assistance Offices and US Defense Attache Offices., T-636-Provide base support to the DIS OKC and Tulsa Resident Agency.

I.1.B.8 **Supported Unit:** FAA GSU **GSU - Geographically Separated Unit**
Location: Will Rogers World Air OKC OK **REM - Remote Unit**
Support provided: T-614-Provide box lunch support to Emergency Oper Facility activated during nat'l emergency to support FAA and DoD.

I.1.B.9 **Supported Unit:** FAA Airway Facility Sector GSU **GSU - Geographically Separated Unit**
Location: Wiley Post Airport Bethany OK **REM - Remote Unit**
Support provided: T-635-Provide nonreimbursable communication support between Tinker AFB and Will Rogers Internat'l Airport.

I.1.B.10 **Supported Unit:** Govt Accounting Office GSU **GSU - Geographically Separated Unit**
Location: 200 NW 5 Rm 348 OKC OK **REM - Remote Unit**
Support provided: T-619-Provide administrative space and services, communication services, supplies, and office equipment.

I.1.B.11 **Supported Unit:** I&I Stf BtryF,2DBN,14Mar R GSU **GSU - Geographically Separated Unit**
Location: 200 NW 5 Rm 359 OKC OK **REM - Remote Unit**
Support provided: T-608-Services to tenant and in event of mobilization, support the Marine Corps Mobilization Station.

I.1.B.12 **Supported Unit:** IRD 42 (AFIA) GSU **GSU - Geographically Separated Unit**
Location: Oklahoma City (OKC) OK **REM - Remote Unit**
Support provided: T-022-Provide limited base support services to Category B IMAs of the US Air Force Reserve assigned to HQ AFIS, Ft Belvoir VA.

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

I.1.B.13 **Supported Unit:** MEDDAC, RACH GSU **GSU - Geographically Separated Unit**
Location: HSUA-AM Ft Sill OK **REM - Remote Unit**
Support provided: T-621-Provide base operations support to Ft Sill Veterinary Activity stationed at Tinker AFB.

I.1.B.14 **Supported Unit:** Memphis-DLA GSU **GSU - Geographically Separated Unit**
Location: Memphis TENN **REM - Remote Unit**
Support provided: T-663-In work to define rqmts.

I.1.B.15 **Supported Unit:** Mil Entrance Processing Sta GSU **GSU - Geographically Separated Unit**
Location: 4400 SW 21 St OKC OK **REM - Remote Unit**
Support provided: T-615-Provide base support to Military Entrance Processing Station.

I.1.B.16 **Supported Unit:** NEXRAD GSU **GSU - Geographically Separated Unit**
Location: 1200 Westheimer Dr Norman OK **REM - Remote Unit**
Support provided: T-054-Provide limited base support to AWS personnel in Norman OK.

I.1.B.17 **Supported Unit:** Naval Reserve Training Ctr GSU **GSU - Geographically Separated Unit**
Location: 5316 S Douglas Blvd OKC OK **REM - Remote Unit**
Support provided: T-628-Provide communications, supply, training, POL and vehicle support on a reimbursable basis.

I.1.B.18 **Supported Unit:** Navy Satellite Engr GSU **GSU - Geographically Separated Unit**
Location: 6255LakeGrayBlvdJacksonvilleFL **REM - Remote Unit**
Support provided: T-637-In work to define rqmts.

I.1.B.19 **Supported Unit:** OK ANG HQ 138 Fighter Gp GSU **GSU - Geographically Separated Unit**
Location: 4200 N 93 E Ave Tulsa OK **REM - Remote Unit**
Support provided: T-624-Provide base support services to Okla National Guard.

I.1.B.20 **Supported Unit:** THRESHOLD GSU **GSU - Geographically Separated Unit**
Location: Tulas OK **REM - Remote Unit**
Support provided: T-626-Provide support to Threshold Band Treaty, seismic monitory station.

I.1.B.21 **Supported Unit:** US Army Recruiting Bat GSU **GSU - Geographically Separated Unit**
Location: 200 NW 5th Rm 422 OKC OK **REM - Remote Unit**
Support provided: T-604-Provide supplies and audiovisual support.

I.1.B.22 **Supported Unit:** US Army Total Personnel Cm GSU **GSU - Geographically Separated Unit**
Location: Alexandria VA **REM - Remote Unit**
Support provided: T-603-Effective upon mobilization, provide base support services to US Army PERSCO personnel upon deployment to Tinker AFB.

I.1.B.23 **Supported Unit:** US Coast Guard GSU **GSU - Geographically Separated Unit**
Location: PO Substation 18 OKC OK **REM - Remote Unit**
Support provided: T-611-Base support to USCG personnel in the OKC area.

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

I.1.B.24 **Supported Unit:** US Customs Svc Nat Aviat Ctr GSU **GSU - Geographically Separated Unit**
Location: 5020 S Meridian Ave OKC OK **REM - Remote Unit**
Support provided: T-630-Provide administrative area and support to the US Customs Service.

I.1.B.25 **Supported Unit:** US Marine Corps Recruit Sta GSU **GSU - Geographically Separated Unit**
Location: 200 NW 5 Rm 618 OKC OK **REM - Remote Unit**
Support provided: T-617-Provide housing and expendable supplies.

I.1.B.26 **Supported Unit:** US Marshal Service GSU **GSU - Geographically Separated Unit**
Location: OKC OK **REM - Remote Unit**
Support provided: T-616-In work to define rqmts.

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

2. Operational Effectiveness

A. Air Traffic Control

ATCALS - Air Traffic Control and Landing Systems
NAS - National Airspace System

I.2.A.1 None of the base ATCALS are officially part of the NAS.

I.2.A.2 Details for specific ATC facilities:

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
Tower	2	79869	4989	74880	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 17

74278 operations were conducted this runway during calander year 1993

I.2.A.5 Known or potential airspace problems that may prevent mission accomplishment:

There are no known or projected airspace problems that may prevent us from accomplishing our mission.

I.2.A.6 The base does Not experience ATC delays.

B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: FORT SILL distance 68 NM

Nearest major primary airdrop customer: FORT RILEY distance 227 NM

I.2.B.2 Distance to foward deployment Air Bases:

Lajes AB: 3369 NM

Rota AB: 4418 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

Hickam AFB: 3283 NM

RAF Mildenhall: 4287 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	WILL ROGERS WORLD	10
I.2.B.4	Military airfield, runway >= 8,000ft	WILL ROGERS WORLD	10
I.2.B.5	Military airfield, runway >= 10,000ft	TULSA INTL	87
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Will Rogers World Airport	12
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Will Rogers World Airport	12
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Tulsa International Airport	95
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Will Rogers International	12
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Tulsa International Apt	95

I.2.B.11 **Other runways on base can be used for emergency landings.**

C. Training Areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs))

I.2.C.1 **There are No supersonic Air Combat Training (ACBT) MOAs or warning/restricted areas (minimum size of 4,200 sq NM) within 300 NM.**

I.2.C.2 **There are No MOAs or warning/restricted areas (minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft) within 200 NM.**

I.2.C.3 **Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
O'NEILL	394 NM	R-5107B	473 NM	W-602	510 NM
W-228 A,B,C,D	513 NM	W-228C	519 NM	W-228D	526 NM
W-92	592 NM				

I.2.C.4 **Scorable range complexes / target arrays (capable of or having tactical targets, conventional targets, and strafe), within 800 NM:**

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

Area Name	Distance	Area Name	Distance	Area Name	Distance
FALCON	79 NM	RAZORBACK	162 NM	SMOKEY HILL	198 NM
CANNON	283 NM	MELROSE	323 NM	CLAIBORNE	329 NM
AIRBURST	402 NM	McMULLEN	438 NM	OSCURA	458 NM
SHELBY WEST	491 NM	SHELBY EAST	494 NM	ATTERBURY	588 NM
JEFFERSON PROVING G	611 NM	HARDWOOD	626 NM	EGLIN C52	627 NM
EGLIN C62	629 NM	GRAND BAY	763 NM	GOLDWATER RANGE 3	778 NM
HAG/UTTR	785 NM	GOLDWATER RANGE 2	788 NM	GOLDWATER RANGE 1	794 NM
GOLDWATER RANGE 4	796 NM				

I.2.C.5 Nearest electronic combat (EC) range and distance from base:

RAZORBACK	162 NM

I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

GULFPORT MDS	566 NM

I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

FALCON	79 NM

I.2.C.8 Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	9	13	17	53	106	147
SR	4	7	13	54	83	119
VR	8	27	33	70	113	165
Total Routes:	**21**	**47**	**63**	**177**	**302**	**431**

Identify Routes:

IR-117	15 NM	VR-1113	15 NM	VR-1137	15 NM	VR-1128	15 NM	SR-296	18 NM	VR-152	19 NM
SR-294	36 NM	SR-295	36 NM	IR-145	58 NM	IR-146	58 NM	IR-171	64 NM	IR-182	64 NM
VR-1140	71 NM	IR-181	82 NM	IR-183	82 NM	VR-119	86 NM	IR-175	89 NM	VR-138	91 NM
SR-205	94 NM	VR-1146	95 NM	IR-185	100 NM						
VR-1141	102 NM	VR-1145	116 NM	VR-163	117 NM	VR-159	119 NM	VR-104	121 NM	VR-1139	121 NM
VR-1144	121 NM	VR-535	121 NM	VR-534	121 NM	VR-1142	122 NM	IR-129	123 NM	VR-158	123 NM
SR-208	126 NM	SR-217	126 NM	VR-1138	127 NM	SR-206	129 NM	VR-162	129 NM	VR-532	131 NM
IR-103	132 NM	IR-105	132 NM	VR-1143	135 NM	VR-1130	137 NM	VR-189	138 NM	VR-533	142 NM
IR-164	149 NM	VR-1104	149 NM								
SR-223	155 NM	SR-224	155 NM	SR-216	159 NM	VR-1182	159 NM	VR-1546	161 NM	VR-1110	168 NM
IR-139	170 NM	IR-503	177 NM	VR-118	177 NM	VR-531	179 NM	SR-228	180 NM	IR-172	185 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

IR-173	185 NM	VR-544	196 NM	SR-270	199 NM	SR-239	200 NM				
VR-188	202 NM	VR-552	204 NM	IR-502	209 NM	IR-504	209 NM	IR-120	214 NM	VR-1102	214 NM
VR-1116	214 NM	SR-233	215 NM	SR-243	215 NM	SR-245	215 NM	SR-244	215 NM	SR-273	215 NM
SR-267	215 NM	SR-258	215 NM	SR-255	215 NM	SR-251	215 NM	SR-250	215 NM	SR-249	215 NM
SR-242	215 NM	SR-234	215 NM	SR-236	215 NM	SR-240	215 NM	VR-536	216 NM	IR-155	221 NM
IR-154	225 NM	VR-1574	231 NM	SR-280	233 NM	VR-1124	236 NM	IR-121	237 NM	VR-1103	237 NM
SR-261	243 NM	SR-218	247 NM	SR-220	247 NM	SR-219	247 NM	SR-221	247 NM	SR-226	247 NM
SR-229	247 NM	SR-231	247 NM	SR-237	247 NM	SR-232	247 NM	SR-230	247 NM	SR-227	247 NM
SR-222	247 NM	VR-1525	252 NM	IR-506	257 NM	VR-1522	257 NM	IR-128	262 NM	IR-524	267 NM
VR-1174	268 NM	VR-101	271 NM	IR-127	272 NM	VR-187	272 NM	VR-114	275 NM	SR-618	280 NM
SR-619	280 NM	VR-511	281 NM	VR-545	281 NM	VR-1523	283 NM	IR-505	284 NM	VR-512	284 NM
IR-124	286 NM	VR-186	286 NM	IR-107	288 NM	VR-106	292 NM	SR-616	293 NM	SR-617	293 NM
VR-143	295 NM	IR-507	296 NM	SR-286	298 NM	IR-123	301 NM	IR-142	301 NM	IR-180	302 NM
IR-409	304 NM	SR-290	308 NM	SR-292	308 NM	VR-541	309 NM	VR-108	311 NM	VR-125	312 NM
IR-150	314 NM	IR-177	315 NM	VR-100	325 NM	IR-113	326 NM	SR-293	327 NM	VR-1122	327 NM
IR-517	332 NM	VR-1515	332 NM	VR-1520	332 NM	VR-1120	334 NM	SR-238	337 NM	IR-160	339 NM
IR-161	339 NM	IR-527	342 NM	SR-073	345 NM	SR-074	345 NM	IR-414	350 NM	IR-592	355 NM
IR-149	359 NM	IR-518	360 NM	VR-540	361 NM	IR-068	365 NM	VR-1196	365 NM	IR-070	371 NM
VR-1032	371 NM	VR-510	378 NM	SR-075	379 NM	IR-169	382 NM	IR-110	383 NM	VR-1105	386 NM
VR-1152	386 NM	VR-156	386 NM	IR-514	388 NM	IR-111	394 NM	IR-170	394 NM	VR-1117	396 NM
IR-148	401 NM	IR-415	409 NM	IR-157	411 NM	IR-174	411 NM	IR-116	412 NM	SR-213	414 NM
VR-1072	414 NM	VR-1195	415 NM	VR-196	415 NM	IR-133	416 NM	VR-168	417 NM	SR-214	419 NM
VR-1107	422 NM	VR-413	422 NM	VR-412	422 NM	VR-151	423 NM	VR-1016	424 NM	IR-078	427 NM
VR-1521	430 NM	IR-091	431 NM	IR-134	431 NM	IR-147	432 NM	IR-508	432 NM	IR-509	432 NM
SR-137	433 NM	IR-130	436 NM	VR-1106	436 NM	VR-1121	439 NM	VR-1123	440 NM	IR-102	442 NM
IR-131	442 NM	IR-141	442 NM	IR-044	443 NM	IR-500	444 NM	IR-501	444 NM	IR-136	451 NM
VR-615	453 NM	VR-1033	461 NM	IR-122	463 NM	IR-115	469 NM	VR-1031	469 NM	IR-132	471 NM
IR-614	473 NM	VR-1635	473 NM	VR-1014	473 NM	SR-212	474 NM	IR-126	475 NM	SR-225	476 NM
IR-109	478 NM	IR-144	479 NM	SR-059	479 NM	SR-061	479 NM	SR-062	479 NM	SR-060	479 NM
IR-178	479 NM	IR-165	479 NM	IR-135	485 NM	VR-1108	487 NM	VR-1109	487 NM	IR-166	489 NM
SR-540	490 NM	SR-541	490 NM	SR-542	490 NM	IR-416	494 NM	SR-031	494 NM	IR-112	501 NM
VR-1030	505 NM	VR-176	505 NM	SR-030	506 NM	VR-1083	510 NM	VR-179	510 NM	VR-1679	517 NM
IR-429	523 NM	IR-473	523 NM	IR-476A	523 NM	IR-476	523 NM	IR-499	523 NM	IR-066	526 NM
VR-1051	526 NM	VR-1050	526 NM	IR-067	526 NM	SR-029	527 NM	IR-167	531 NM	IR-037	536 NM
IR-613	537 NM	VR-1022	537 NM	VR-1020	540 NM	IR-618	541 NM	VR-619	541 NM	IR-069	546 NM
IR-040	548 NM	VR-1023	548 NM	VR-1616	548 NM	VR-1024	548 NM	IR-077	548 NM	VR-1021	548 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

IR-038	550 NM	VR-1054	551 NM	VR-060	553 NM	SR-773	556 NM	SR-774	561 NM	SR-210	571 NM
SR-211	571 NM	VR-092	572 NM	SR-728	573 NM	SR-729	573 NM	IR-041	577 NM	IR-063	577 NM
VR-1067	577 NM	SR-069	583 NM	SR-072	583 NM	SR-071	583 NM	SR-070	583 NM	VR-1667	587 NM
IR-320	588 NM	IR-089	589 NM	IR-021	592 NM	SR-730	593 NM	VR-1070	593 NM	VR-1056	593 NM
SR-731	593 NM	VR-1641	596 NM	VR-1642	596 NM	SR-771	599 NM	SR-776	599 NM		
VR-1082	601 NM	VR-1085	601 NM	VR-1084	601 NM	IR-057	604 NM	SR-101	604 NM	IR-059	604 NM
SR-103	604 NM	SR-106	604 NM	SR-104	604 NM	VR-1052	605 NM	SR-785	608 NM	SR-727	611 NM
VR-1668	611 NM	IR-430	615 NM	IR-492	615 NM	IR-490	615 NM	IR-017	620 NM	VR-1017	620 NM
IR-002	622 NM	VR-1650	625 NM	SR-039	626 NM	SR-038	632 NM	VR-1640	633 NM	SR-035	634 NM
SR-037	634 NM	SR-040	634 NM	SR-036	634 NM	IR-030	636 NM	IR-031	636 NM	VR-1055	639 NM
IR-075	658 NM	VR-1005	658 NM	IR-276	663 NM	SR-102	666 NM	IR-042	667 NM	VR-1068	667 NM
SR-105	676 NM	VR-260	676 NM	VR-1233	676 NM	VR-259	677 NM	VR-267	677 NM	VR-263	677 NM
VR-268	677 NM	VR-269	677 NM	IR-083	692 NM	VR-607	701 NM	VR-058	706 NM	IR-079	711 NM
IR-080	711 NM	VR-1617	718 NM	VR-1638	718 NM	VR-097	724 NM	SR-732	730 NM	SR-735	730 NM
SR-734	730 NM	IR-400	732 NM	SR-733	734 NM	VR-1632	734 NM	VR-1633	734 NM	IR-609	735 NM
VR-1631	735 NM	IR-015	736 NM	IR-016	739 NM	VR-1065	739 NM	IR-606	741 NM	VR-239	741 NM
VR-245	741 NM	SR-709	748 NM	SR-712	748 NM	SR-715	748 NM	SR-738	748 NM	SR-737	749 NM
VR-242	749 NM	VR-1219	749 NM	VR-1220	749 NM	IR-480	750 NM	VR-244	750 NM	VR-246	750 NM
IR-481	750 NM	VR-095	750 NM	IR-644	750 NM	IR-649	750 NM	IR-605	752 NM	IR-090	753 NM
VR-634	755 NM	IR-250	757 NM	SR-707	757 NM	SR-710	757 NM	SR-713	757 NM	VR-094	757 NM
SR-714	757 NM	SR-711	757 NM	SR-708	757 NM	IR-074	758 NM	IR-081	759 NM	VR-223	759 NM
VR-1629	762 NM	IR-032	764 NM	IR-254	765 NM	IR-608	765 NM	VR-231	766 NM	IR-723	773 NM
VR-1049	773 NM	VR-1066	774 NM	VR-1059	775 NM	VR-1648	777 NM	IR-498	781 NM	VR-1666	781 NM
IR-743	782 NM	VR-1743	782 NM	IR-418	783 NM	IR-420	783 NM	VR-1626	785 NM	SR-871	787 NM
SR-874	787 NM	SR-873	787 NM	SR-872	787 NM	VR-088	788 NM	IR-023	789 NM	IR-726	790 NM
VR-1726	790 NM	VR-664	792 NM	SR-701	797 NM	SR-702	797 NM	SR-703	797 NM	IR-431	798 NM
VR-1636	798 NM	IR-482	798 NM	VR-604	799 NM						

I.2.C.9 **IR-429 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 523 NM from the base.**

I.2.C.10 **Total number of Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within:**

200 NM	300 NM	500 NM
12	21	62

I.2.C.10.a **Routes and distance to route's control point:**

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

AR-112 EAST	61 NM	AR-313 SOUTH	109 NM	AR-013 WEST	142 NM	AR-330 EAST	144 NM
AR-112 WEST	151 NM	AR-102A EAST	171 NM	AR-313 NORTH	175 NM	AR-116 WEST	176 NM
AR-330 WEST	181 NM	AR-461	192 NM	AR-116 EAST	193 NM	AR-309 EAST	197 NM
AR-309 WEST	214 NM	AR-312	216 NM	AR-013 EAST	231 NM	AR-113 WEST	237 NM
AR-104 WEST	244 NM	AR-653	244 NM	AR-110 EAST	250 NM	AR-637	266 NM
AR-314 WEST	295 NM						
AR-113 EAST	304 NM	AR-114	304 NM	AR-104 EAST	309 NM	AR-318 EAST	312 NM
AR-623	335 NM	AR-101 SOUTH	343 NM	AR-110 WEST	353 NM	AR-111 EAST	359 NM
AR-017 NORTH	360 NM	AR-019 NORTH	363 NM	AR-024 NORTH	363 NM	AR-602	367 NM
AR-318 WEST	368 NM	AR-314 EAST	369 NM	AR-016 NORTHEAST	380 NM	AR-614	408 NM
AR-167 NORTH	410 NM	AR-615	410 NM	AR-643	410 NM	AR-167 SOUTH	410 NM
AR-644 SOUTH	416 NM	AR-105 EAST	420 NM	AR-105 WEST	420 NM	AR-302 EAST	432 NM
AR-644 NORTH	432 NM	AR-111 WEST	442 NM	AR-650	443 NM	AR-302 WEST	445 NM
AR-622	456 NM	AR-017 SOUTH	457 NM	AR-019 SOUTH	457 NM	AR-024 SOUTH	457 NM
AR-016 SOUTHWEST	463 NM	AR-115	470 NM	AR-101 NORTH	478 NM	AR-203 NORTHEAST	481 NM
AR-310 EAST	486 NM	AR-310 WEST	486 NM	AR-103	487 NM	AR-011 WEST	495 NM
AR-014 WEST	495 NM						

I.2.C.10b **The total number of refueling events within:**

500 NM	700 NM
5633	7643

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-112	61 NM	360	AR-013	142 NM	329	AR-102	171 NM	10	AR-116	176 NM	541
AR-309	197 NM	138	AR-113	237 NM	27	AR-104	244 NM	123	AR-110	250 NM	596
AR-314	295 NM	256	AR-114	304 NM	566	AR-101	343 NM	217	AR-111	359 NM	303
AR-017	360 NM	186	AR-024	363 NM	149	AR-016	380 NM	157	AR-105	420 NM	285
AR-302	432 NM	445	AR-203	481 NM	223	AR-011	495 NM	87	AR-014	495 NM	635
AR-108	533 NM	140	AR-201	573 NM	490	AR-455	608 NM	372	AR-216	609 NM	64

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 176NM from the base."**

I.2.C.10d **Percentage of tanker demand in region:** 19.0
Percentage of tankers based in region: 19.0

Tanker saturation within the region has been classified as tanker Balanced

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

I.2.C.11 **Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:**

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	Route Count SR
ALL AMERICAN	251 NM	✔	✔	✔	0	0
ANTELOPE - FT HOOD	254 NM	✔	✔	✔	1	2
ANTELOPE - PINON	339 NM	✔	✔	✔	0	0
APOLLO (CIR)	338 NM	✔	✔	✔	0	0
ARDMORE(CIR)	69 NM	✔	✔	✔	0	0
ARROWHEAD	155 NM	✔	✔	✔	3	2
ARROYO	348 NM	✔	✔	✔	0	0
BAILEY	197 NM	✔	✔	✔	0	0
BLACKJACK R+CIR	263 NM	✔	✔	✔	0	0
BRUSHY	342 NM	✔	✔	✔	0	0
CHOLA	347 NM	✔	✔	✔	0	0
DEVIL	241 NM	✔	✔	✔	0	0
EAGLE MOUNTAIN	146 NM	✔	✔	✔	0	1
FT HOOD	254 NM		✔	✔	1	2
FT SILL CIRCULA	64 NM	✔	✔	✔	2	3
GEMINI	338 NM	✔	✔	✔	0	0
GERONIMO NORTH	340 NM		✔	✔	0	0
GERONIMO SOUTH	340 NM		✔	✔	0	0
GRANDMA	335 NM	✔	✔	✔	0	0
GRANDMA (CIR)	336 NM	✔	✔	✔	0	0
GRANDPA	335 NM	✔	✔	✔	0	0
HALL	347 NM	✔	✔	✔	0	0
HOGBACK	347 NM	✔	✔	✔	0	0
JD (CIR, water)	209 NM				0	1
KAREN EAST	314 NM			✔	0	0
KAREN WEST	314 NM			✔	0	0
MARRION IMC N	218 NM	✔	✔	✔	0	14
MARRION IMC S	218 NM	✔	✔	✔	0	13
MELROSE	322 NM		✔		5	0
MINERAL WELLS	156 NM		✔	✔	0	2
MINERAL WLS CAT	156 NM		✔	✔	0	2
MINERAL WLS CIR	156 NM		✔	✔	0	2
MINERAL WLS SKE	156 NM		✔	✔	0	2

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

PINE	347 NM	✔	✔	✔	0	0
PINON	347 NM	✔	✔	✔	0	0
PINON (CIR)	347 NM	✔	✔	✔	0	0
PREY	337 NM	✔	✔	✔	0	0
PRONGHORN	339 NM	✔	✔	✔	0	0
RAPIDO	243 NM	✔	✔	✔	0	2
RAPTOR	337 NM	✔	✔	✔	0	0
RATTLESNAKE	164 NM		✔	✔	3	2
SHARON	346 NM	✔	✔	✔	0	0
SHEILA	346 NM		✔	✔	0	0
SOUTH POLK	337 NM	✔	✔	✔	0	0

I.2.C.11.a **Drop Zone** **Servicing Instruement and Slow Routes (IRs and SRs)**

ANTELOPE - FT HOOD	IR-139	SR-258	SR-261						
ARROWHEAD	IR-117	IR-121	IR-164	SR-223	SR-224				
EAGLE MOUNTAIN	SR-228								
FT HOOD	IR-139	SR-258	SR-261						
FT SILL CIRCULA	IR-103	IR-105	SR-294	SR-295	SR-296				
JD (CIR, water)	SR-224								
MARRION IMC N	SR-036	SR-040	SR-233	SR-234	SR-236	SR-240	SR-242	SR-243	SR-244
[redacted]	SR-245	SR-249	SR-250	SR-251	SR-255				
MARRION IMC S	SR-073	SR-233	SR-234	SR-236	SR-240	SR-242	SR-243	SR-244	SR-245
[redacted]	SR-249	SR-250	SR-251	SR-255					
MELROSE	IR-107	IR-109	IR-111	IR-113	IR-180				
MINERAL WELLS	SR-228	SR-270							
MINERAL WLS CAT	SR-228	SR-270							
MINERAL WLS CIR	SR-228	SR-270							
MINERAL WLS SKE	SR-228	SR-270							
RAPIDO	SR-258	SR-261							
RATTLESNAKE	IR-117	IR-121	IR-164	SR-223	SR-224				

I.2.C.12 **Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:**

ALTUS (C-17) 103 NM

I.2.C.13 **Nearest full scale drop zone(s) (minimum size 1000 by 1500 yds) which can be used for personnel drops or night equipment drops:**

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	SR
ARROWHEAD	155 NM	✔	✔	✔	0	0

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

I.2.C.14 **Name and distance to ground force installation (US Army, USMC) with a restricted airspace capable of supporting tactical aircraft employment (floor no higher than 100 ft AGL, ceiling no lower than 3,00 ft AGL, minimum area 25000 sq NM>**

FORT SILL 68 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

D. Ranges

Ranges (Controlled/managed by the base)

I.2.D.1 The base Does not control or manage any ranges, questions I.2.D.2 to I.2.D.17 skipped.

Ranges (Used by the base)

I.2.D.18 The base does Not uses ranges on a regular basis

I.2.D.19

The mission/training is Not impacted by training area airspace encroachment.

The mission/training is not impacted by training area airspace noise abatement procedures.

The mission/training is not impacted by training area traffic procedures.

I.2.D.20

I.2.D.21

I.2.D.22

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

E. Airspace Used by Base

I.2.E.1 **Airspaces scheduled or managed by the base:**

10TESTS-VR1116	MTA
10TESTS-VR1174/1574	MTA
552ACW-AR111	Air Refueling Track / Anc
552ACW-AR314	Air Refueling Track / Anc
552ACW-AR646	Air Refueling Track / Anc

Details for airspace scheduled or managed by the base:

Airspace: 10TESTS-VR1116

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Complete.

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

None.

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **Restrictions currently acting on this airspace:**

Daylight only

I.2.E.7 **Published availability of the airspace:**

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

VR-1116 available for OC-ALC Flight Test and Reese AFB use only.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 136 hrs

I.2.E.7.b **Hours used:** 122 hrs

I.2.E.7.c **Reasons for non-use:**

Weather and aircraft maintenance aborts.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

Length or route is 165 NM, and average width of route is 7 NM.

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: 10TESTS-VR1174/1574

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Complete

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

None.

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **Restrictions currently acting on this airspace:**

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

Daylight only

I.2.E.7 **Published availability of the airspace:**

VR-1174/1574 available for OC-ALC Flight Test and Reese AFB use only.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 22 hrs

I.2.E.7.b **Hours used:** 22 hrs

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

Route length is 373 NM, and route width is 8 NM.

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: 552ACW-AR111

I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) does Not define base operations.**

The DOPAA was Not used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are planned expansions (including new airspace) to the base's special use airspace.**

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

I.2.E.6 **Restrictions currently acting on this airspace:**

552 ACW aircraft
FL250/290
Support tankers

I.2.E.7 **Published availability of the airspace:**

AR111 - Available anytime.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 207 hrs

I.2.E.7.b **Hours used:** 164 hrs

I.2.E.7.c **Reasons for non-use:**

Results of weather, maintenance cancellations, & early mission completion.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

Airspace area is 5,680 square miles, with a 5,000 ft altitude block.

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: 552ACW-AR314

I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) does Not define base operations.**

The DOPAA was Not used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

I.2.E.5 **There are planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **Restrictions currently acting on this airspace:**

I.2.E.7 **Published availability of the airspace:**

AR314-Available anytime within the above restrictions.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 66 hrs

I.2.E.7.b **Hours used:** 56 hrs

I.2.E.7.c **Reasons for non-use:**

Results of weather, maintenance cancellations, and early mission completion.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

Airspace area is 5,500 square miles, with a 8,000 ft altitude block.

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: 552ACW-AR646

I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) does Not define base operations.**

The DOPAA was Not used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **Restrictions currently acting on this airspace:**

High-Turbo Jet 552 ACW
Houston ARTCC Radar oper
Low-C-130 recv 7 ACCS
Refuel-11,000/17,000
Refuel-FL240/260

I.2.E.7 **Published availability of the airspace:**

552ACW AR646-Available after coordination with ATC and compliance with restrictions above.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 157 hrs

I.2.E.7.b **Hours used:** 144 hrs

I.2.E.7.c **Reasons for non-use:**

Weather and aircraft maintenance aborts.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

Airspace area is 2,353 square miles, with altitude blocks of 7,000 and 3,000 ft.

I.2.E.11 **100.00 percent of the airspace is usable.**

Commercial Aviation Impact

I.2.E.12 **The base is Not joint-use (military/civilian).**

I.2.E.13 **List of all airfields within a 50 mile radius of the base:**

Airfield:	Airfield:
12th St. Airpark	Uncontrolled
5B Ranch	Uncontrolled

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

Ada Municipal	Uncontrolled
Anadarko Municipal	Uncontrolled
Beefor	Uncontrolled
Biggs	Uncontrolled
Brandley	Uncontrolled
Bratcher	Uncontrolled
Buford Co Int'l	Uncontrolled
Chandler Field	Uncontrolled
Chandler Municipal	Uncontrolled
Chappell	Uncontrolled
Chickasa Municipal	Uncontrolled
Cimarron	Uncontrolled
Clarence E Page	Uncontrolled
Cole Landing Strip	Uncontrolled
Crazy Horse	Uncontrolled
Crouch Ranch	Uncontrolled
Cushing Municipal	Uncontrolled
D&G Farms	Uncontrolled
Dave's Place	Uncontrolled
David J Perry	Uncontrolled
Diamond C	Uncontrolled
Downtown Airpark	Uncontrolled
Edmond	Uncontrolled
El Reno	Uncontrolled
El Reno Municipal	Uncontrolled
Enix Boys	Uncontrolled
Expressway Airpark	Uncontrolled
Flying A Ranch	Uncontrolled
Flying M	Uncontrolled
Flying N Ranch	Uncontrolled
Frost	Uncontrolled
Grimes	Uncontrolled
Guthrie Municipal	Uncontrolled
Harman	Uncontrolled

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

Hickory Hills (Noble, OK)	Uncontrolled
Hickory Hills (Norman, OK)	Uncontrolled
Highlands	Uncontrolled
Holdenville Municipal	Uncontrolled
Hopcus	Uncontrolled
Ives	Uncontrolled
Jack Richards	Uncontrolled
Jane's Pasture	Uncontrolled
Jones Field	Uncontrolled
Jones Memorial	Uncontrolled
Keen	Uncontrolled
Kingfisher	Uncontrolled
LD	Uncontrolled
Lindsay Municipal	Uncontrolled
Low Pass	Uncontrolled
Martin Farms	Uncontrolled
Marvin Ellis	Uncontrolled
Max Westheimer	General Aviation
McCaslin	Uncontrolled
McKey	Uncontrolled
Melton	Uncontrolled
Mission	Uncontrolled
Moore	Uncontrolled
Mulberry Hill	Uncontrolled
Muldrow ARNG	Uncontrolled
Myers	Uncontrolled
Myrick	Uncontrolled
Newman Farm	Uncontrolled
Odom Roost	Uncontrolled
Okarche	Uncontrolled
Okeeboy	Uncontrolled
Okeene Municipal	Uncontrolled
Pacer	Uncontrolled
Paradise	Uncontrolled

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

Paradise Air Haven	Uncontrolled
Pauls Valley Municipal	Uncontrolled
Perry Municipal	Uncontrolled
Pitts Field	Uncontrolled
Prague Municipal	Uncontrolled
Red Rock	Uncontrolled
Reherman	Uncontrolled
Renavair	Uncontrolled
Scheihing	Uncontrolled
Seminole Municipal	Uncontrolled
Shawnee Municipal	Uncontrolled
Siegmanns	Uncontrolled
Sky Haven	Uncontrolled
Sky High	Uncontrolled
Stamper	Uncontrolled
Stamper Ranch	Uncontrolled
Stidham Factory	Uncontrolled
Stillwater Municipal	Uncontrolled
Stroud Municipal	Uncontrolled
Sundance	Uncontrolled
Thomas	Uncontrolled
Thompson	Uncontrolled
Twin Lakes (Midwest City)	Uncontrolled
Twin Lakes (Moore, OK)	Uncontrolled
Vadder	Uncontrolled
Wakefield	Uncontrolled
Warbonnet	Uncontrolled
Wiley Post	Commercial
Will Rogers	Commercial
Woodleaf	Uncontrolled
Wyatt	Uncontrolled
Wynn	Uncontrolled
Zevely Climbing Z Ranch	Uncontrolled

I.2.E.14 Civilian/commercial operators or other airspace users do Not pose scheduling, operational, or environmental constrains or limits.

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

F. Potential for Growth in Training Airspace (Area)

I.2.F.1 **Expansion of training airspace is possible.**

I.2.F.1.a **Estimated expansion potential is 30.0 percent. Rationale for estimate:**

AR314 increase is being worked (30% extension), and Rivers MOA may be reacquired from Tulsa ANGB.

I.2.F.2 **Current access is expected to change.**

I.2.F.3 **No reductions in training airspace are expected.**

I.2.F.4 **Current special use airspace and training areas meet all training requirements.**

I.2.F.4.a **Some of training requirements ONLY be met by deployed, off-station training.**

G. Composite / Integrated Force Training

I.2.G.1 **Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:**

FORT SILL

68 NM from the base.

I.2.G.2 **DELETED**

I.2.G.3 **Nearest Naval unit where joint training can be accomplished:**

E6 TACAMO Sqds on TAFB

1 mi from the base.

I.2.G.4 **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**

138 FG (ANG)

11 mi from the base.

I.2.G.5 **DELETED**

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

I.2.J.1 Percentage of time the weather is at or above (ceiling / visibility)

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.0	98.2	88.5	83.4	82.7

I.2.J.2 Crosswind component to the primary runway:

I.2.J.2.a Is at or below 15 knots 89.2 percent of the time

I.2.J.2.b Is at or below 25 knots 98.6 percent of the time

I.2.J.3 17 Days have freezing partcipitation (mean per year).

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Tinker AFB	Main Base	4,808	3,843	95
II.1.A.2	Tinker Mdl Marker	Avigation Aid	1	1	
II.1.A.3	Tinker Suppt Annex	Admin Site	129	88	
II.1.A.4	Tinker Trng Annex	Communications	15	15	
II.1.A.5	Topeka Stor Site	Warehouse Stor	8	8	
		TOTALS:	4,961	3,955	95

B. Facilities

II.1.B.1 From real property records:

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	38	36	73.0	27.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	4	4	73.0	27.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	48,592	100.0	0.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	1,301,320	32.0	67.0	1.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	167,033	162,533	96.0	0.0	4.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	153,517	153,517	1.0	99.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	8,082	8,082	100.0	0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	212,939	74.0	21.0	5.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	31,452	31,452	100.0	0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	34,204	24,731	52.0	48.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	25,475	25,475	100.0	0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	4,915,446	44.0	55.0	1.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	523,022	509,522	46.0	54.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	322,652	286,152	68.0	31.0	1.0	0

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	67,976	67,976	100.0	0.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	83,168	58,018	87.0	13.0	0.0	25,150
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	1,209,939	1,139,639	15.0	85.0	0.0	70,300
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	395,629	373,101	27.0	73.0	0.0	22,528
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	66,951	0		0.0	0.0	66,951
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	57,751	0.0	100.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	10,176	10,176	0.0	100.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	79,329	79,329	0.0	85.0	15.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	135,090	17.0	83.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	68,000	105,066	0.0	100.0	0.0	37,066
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	4,800	4,515	100.0	0.0	0.0	285
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	14,700	100.0	0.0	0.0	14,700
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	2,820	2,820	100.0	0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	413,391	81.0	8.0	11.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	203,040	203,040	95.0	5.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	6,700	6,700	100.0	0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	85,284	85,284	87.0	13.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	25,525	21,525	33.0	67.0	0.0	4,000
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	30,631	30,631	92.0	8.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	221,112	57.0	27.0	16.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	119,853	114,853	21.0	79.0	0.0	5,000

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	19,264	63.0	37.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	1,080	1,080	100.0	0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	7,695	7,695	100.0	0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	2,921,027	19.0	80.0	1.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	513,298	66.0	25.0	9.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	0	12,150	34.0	66.0	0.0	12,150
II.1.B.1.v.ii	442-258	LOX Storage	GA	13,000	13,000	100.0	0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	323,626	297,726	86.0	14.0	0.0	25,900
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	30,553	30,553	86.0	14.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	17,607	17,607	86.0	14.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	145,647	69.0	31.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	6,840	100.0	0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	16,466	100.0	0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	16,282	100.0	0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	1,831,429	66.0	23.0	11.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	1,641	54.0	46.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	1,700	1,556	55.0	45.0	0.0	144
II.1.B.1.cc	722	Dining Hall	SF	N/A	25,390	0.0	100.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	25,390	25,390	0.0	100.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	119	73.0	27.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	117,831	64.0	34.0	2.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	518,396	43.0	50.0	7.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	33,087	33,087	100.0	0.0	0.0	0

Notes for specific Cat Codes:

II.1.B.1.d.iv	171-212a	966 Trng Sq to TAFB 10-94 will occupy 4800SF-orig request 5200SF
II.1.B.1.e.ix	211-173	Large discrepancy Rqd vs Curr due to 507FG conversion F16 to tkr
II.1.B.1.e.xi	211-177	(C) should read -57,751-- same comment as 211-173
II.1.B.1.g.i	214-425	(C) should read -37,066
II.1.B.1.h	215-552	(C) should read -14,700
II.1.B.1.v.i	442-257a	(C) should read -12,150 -- same comment as 211-173

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

II.1.B.1.bb.i 721-312 Some dorms of conversion to single occupancy 4-94, new cap 751PN

II.1.B.2 From in-house survey:

	Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111	Aircraft Pavement-Runway(s)	SY	377,366	76.0	24.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	411,121	96.0	4.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	1,155,181	100.0	0.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	6,600	0.0	100.0	0.0
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	1,361,932	21.0	79.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	128,224	85.0	15.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	317,672	78.0	22.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	546,034	12.0	88.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	35,598	90.0	10.0	0.0
II.1.B.1.j	851	Roads	SY	1,129,239	88.0	12.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	1,230,193	80.0	20.0	0.0

C. Family Housing (Facility Category Code 711)

II.1.C.1 Capacity (housing Inventory)

II.1.C.1.a Number of adequate units from current DD Form 1410, line 18d: 730

II.1.C.1.b Number of substandard units from current DD Form 1410, line 18e: 0

II.1.C.1.c Current deficit (-) or surplus units in validated Market Analysis: -1170 **(includes E-1 - E3 requirements)**

II.1.C.1.c.i A Market Analysis was used to answer the questions in Section II.1.C.

II.1.C.1.d FY95/4 projected net housing deficit (-) or surplus of units: 478 **(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)**

II.1.C.2 Condition

II.1.C.2.a Number of adequate units meeting current whole-house standards of accommodation and state of repair: 408 **(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)**

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

II.1.C.2.a **Number of adequate units requiring whole-house renovation or replacement:** 322 **(Units meeting whole-house standards are those that were programmed/ renovated after FY88).**

II.1.C.2.a **Number of new housing units projected to meet current deficit.** 0

II.1.C.3 **Percentage of military families living on base as compared to the total number of families (officer and enlisted) assigned to the base**

II.1.C.3.a **6.5 percent of officer families live on base.**

II.1.C.3.b **8.0 percent of enlisted families live on base.**

II.1.C.3.a **7.5 percent of all military families live on base.**

2. Airfield Characteristics

II.2 **Runway Table:**

Primary Designation		Dimensions: Length	Width	Cross Runway	Aircraft Arresting Systems (II.2.I) Number	Types
12	Secondary	7842 ft	150 ft	Yes	3	E-5unidir,BAK12(B)bidir
17	Primary	11100 ft	200 ft	No	4	E5unidir,BAK12(B)&12(B)/14bi-d

II.2.A **There are 2 active runways.**

II.2.A.1 **There are 1 cross (30 degrees from primary) runways.**

II.2.B **There are NO parallel runways.**

II.2.C **Dimensions of the primary runway (17).**

II.2.C.1 **Length: 11,100 ft**

II.2.C.2 **Width: 200 ft**

II.2.D **Dimensions of all secondary runways are in the runway table.**

II.2.E **The primary taxiway is 175 ft wide.**

II.2.F **Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency(AFCESA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).**

An AFCESA Pavement Evaluation Report was used to complete this section.

	Aircraft Group		Criteria		Primary Pavements: Runways	Taxiways	Aprons
II.2.F.1	Fighter	F-15	61 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Supports Now	Supports Now	Upgrade Needed

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Supports Now	Supports Now	Upgrade Needed
II.2.F.5	Tanker	KC-135R	320 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now

II.2.F.9 **Work required to upgrade pavement to the required strength:**

Pavement:	Aircraft:	(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Aprons	B-1B	SY	93,500	13"PCCoverlay(o/l)(A48)6950SY12.5"PCCo/l(A11)32KSY10"PCCo/l(A43)46100SY10.5"PCCo/l(A42)13100SY11"PCCo/l(A12)44400SY9"PCCo/l(A38)24KSY20"NEWPCCo/l(10)110KSY6"PCCo/l(A51)93KSY6"PCCo/l(A14)2800SY6"PCCo/l(A39)223KSY6"PCCo/l(A37)40KSY6"PCCo/l(A8)
Aprons	B-52	SY	93,500	15"PCCo/l(A48)6950SY14"PCCo/l(A11)32KSY12"PCCo/l(A43)46100SY12.5"PCCo/l(A42)13100SY12.5"PCCo/l(A12)44400SY11"PCCo/l(A38)24KSY22"newPCC(A10)110KSY8"PCCo/l(A51)8750SY7"PCCo/l(A7)93KSY7.5"PCCo/l(14)2800SY7.5"PCCo/l(A39)223KSY6"PCCo/l(A37)40KSY6"PCCo/lA8

II.2.G **Excess aircraft parking capacity for operational use.**

II.2.G.1 **The total usable apron space for aircraft parking is 705,652 Sq Yds.**

II.2.G.1.a **Specifications for individual parking areas (irregularly shaped areas are approximated by rectangle).**

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
245 Ramp	255 ft	433 ft	Transient Aircraft	Transient Parking
507 Ramp	940 ft	881 ft	Primary Aircraft	C-135
Air Cargo	705 ft	558 ft	Primary Aircraft	E-3
Birdcage	1,410 ft	881 ft	Primary Aircraft	E-3, C-135
East Ramp	2,833 ft	790 ft	Primary Aircraft	C-135,B-52,B-1B,E-3,
Echo Ramp	600 ft	506 ft	Transient Aircraft	C-130/135
Fence Row	142 ft	213 ft	Primary Aircraft	E-3
Grass Row	805 ft	189 ft	Transient Aircraft	F-4,F-15,F-16,F-14
MAC Ramp-spots 8-12	750 ft	773 ft	Transient Aircraft	C-141,C-5,707
Navy Ramp	1,350 ft	470 ft	Primary Aircraft	E-6
South Ramp	441 ft	2,232 ft	Primary Aircraft	E-3, E-6
Trans Munitions Fac	300 ft	258 ft	Transient Aircraft	C-141, C-5 munitions

II.2.G.2 **Permanently assigned aircraft currrently require 449,636 Sq Yds of parking space.**

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

II.2.G.3 **248,636 Sq Yds of parking space is available for parking additional non-transient aircraft.**

II.2.G.4 **The following factors limit aircraft parking capability:**

All available permanently assigned aircraft (PAA) parking is utilized (II.2.G.2). There are no other limiting factors in the parking capability of the base, the ALC, the 552 ACW, or the Navy.

II.2.H **The dimensions of the (largest) transient parking area:** | **750 Ft** | **773 Ft** |

II.2.I **Details of operational aircraft arresting systems on each runway are in the Runway Table (II.2)**

II.2.J **Critical features relative to the airfield pavement system that limit its capacity:**

Primary runway (17/35) PCN is 62 due to southernmost 1000ft; replacement is in FY94O&M budget.PCN will go to 92 when complete.Similar condition on both primary(parallel)taxiway(G) & main NE/SW txy (H). Contracts let on both-constr to start w/in the month

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

3. Utility Systems

II.3.A **The overall system capacity and percent current usage for utility system categories:**

	Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1	Water:	11.4 MG/D	MG/D - million gallons per day	22 %
II.3.A.2	Sewage:	2.5 MG/D		50 %
II.3.A.3	Electrical distribution:	138.5 MW	MW - million watts	48 %
II.3.A.4	Natural Gas:	61.50 MCF/D	MCF/D - million cubic feet per day	17 %
II.3.A.5	High temperature water/steam generation/distribution:	1,662.0 MBTUH	MBTUH - million British thermal units per hour	59 %

II.3.B **Characteristics regarding the utility system that should be considered:**

Oklahoma Gas and Electric company has an 80 MW peaking plant on base. Contract states Tinker will have priority use of this peaking plant in times of total power failure, which will provide power to the entire base.

4. Aircraft Maintenance Hangar Facilities

Specifications for general maintenance hangars and nose docks, excluding Depot and Test & Evaluation facilities.

II.4.A.1 **Facility number:** 230 Hanger

Current Use: Maint hangar,CTT Tng,GenPurpose/Avionics Shop,Admi

II.4.A.2 **Size (SF):** 145,100 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** B-52

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	250 ft	38 ft	
II.4.A.6	Largest unobstructed space inside the facility:	228 ft	60 ft	180 ft

II.4.A.1 **Facility number:** 289 Hanger

Current Use: Aircraft Corrosion Control

II.4.A.2 **Size (SF):** 38,232 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** B-52

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	200 ft	30 ft	
II.4.A.6	Largest unobstructed space inside the facility:	200 ft	60 ft	56 ft

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

II.4.A.1 **Facility number:** 820 Hanger
Current Use: Maint Hangars/Shops,Ops,Cmd Spt, Sq Admin
II.4.A.2 **Size (SF):** 234,000 SF
II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** E-6A

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	165 ft	54 ft	
II.4.A.6	Largest unobstructed space inside the facility:	152 ft	49 ft	176 ft

II.4.A.1 **Facility number:** 976 Hanger
Current Use: Fuel Maintenance Hangar
II.4.A.2 **Size (SF):** 39,627 SF
II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** B-52

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	200 ft	30 ft	
II.4.A.6	Largest unobstructed space inside the facility:	200 ft	60 ft	50 ft

II.4.A.1 **Facility number:** 1030 Hanger
Current Use: Maintenance Hangar
II.4.A.2 **Size (SF):** 45,280 SF
II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-124

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	190 ft	30 ft	
II.4.A.6	Largest unobstructed space inside the facility:	191 ft	30 ft	247 ft

5. Unique Facilities

II.5.A **Unique (one-of-a-kind) Air Force facilitaties which must be replaced if the base is closed:**

A.1 Name or type of facility	A.2 Total square footage	A.3 Category code	A.4 Present use
284	40,505 SF	610-711	E-3 Mission Simulators (4 each) and Data Processing Installation
289	38,512 SF	211-159	E-3 Corrosion Control Hangar
AirAccesories Overhaul/Test	114,500 SF	211251	Repair, overhaul, calibration, and testing of any air driven item in the AF inventory
Alert Facility	69,300 SF	141-459	E-3 Alert Facility

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

Avionics Maint Facility	3,600 SF	217-712	I-lvl maint of E6A a/c avionics. US Navy E6A a/c home based at TAFB. Only Boeing 707 airframes in Navy inventory. Avionics maint fac provides only I-lvl repair capability for a/c mission avionics suite
Avionics integrated Spt Fac	97,900 SF	141764	Only B-1B/E-3/B-52/ALCM and Rotary Launcher complete avionics test fac in DoD
B-1B Compact Range Fac	9,800 SF	211152	Sole Source AF repair and testing facility for the B-1B APQ-164 multi-functional radar antenna
B-2 Weapons Sys Spt Center	124,000 SF	141764	Fac will perform ground integration and test of B-2 systems software
Blade and Vanes Repair Fac	140,200 SF	211157	Only designated AF Technology Repair center and service center of excellence for blades amd vanes repair
Bldg Maint Facility	3,200 SF	211-154	Coordination of Navy bldg maintenance and vehicle pool management
Command Post & Wing	19,425 SF	610-286	Semi-hardened consolidated command post & wing HQ facilities
Commander, STRATCOMMWING ONE	7,697 SF	610-675	HQ for Commander, STRATCOMMWING ONE. Mission--to provide assured connectivity between National Cmd Auth (NCA) & nation's nuclear forces as element of Strategic Connectivity Sys (SCS), provide support of strategic comm squadrons and other oper forces
Computers/Telecomm Ctr	2,000 SF	131-111	Provide communication links with both airborne and ground based nuclear forces and general admin message services
Cruise Missile Eng Fac	104,500 SF	211256	Cradle-to-grave overhaul and production testing of air launced cruise missile engines
Flight Simulators	11,974 SF	171-212	E-3 Flight Simulators (2 each)
Fuel Con. and Acces Test Fac	63,500 SF	211254	To house the Automated Fuel Accessory Test System & semi-automated GE engine controls and accessories test stands
Fuel Maintenance Hangar	39,627 SF	711-159	E-3 Fuel Maintenance Hangar
Hangar/Sq Support Bldg	234,000 SF	211-111	Navy a/c maint, maint shops, ops, comm support, sq admin
Jet Eng Test FAc	39,400 SF	211183	Only Engine test fac in DoD that house test cells rated at 100,000 lbs thrust
Jet Eng Test Fac 2	21,600 SF	211256	Only engine test fac in DoD that houses test cells rated at 100,000 lbs thrust
Logistics Support Fac	51,210 SF	442-758	Provide parts & logistics support for E-6A a/c assigned to STRATCOMMWING ONE and subordinate squadrons

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

Maint Training Facility	58,916 SF	171-617	Navy E-6A a/c maint trng. Uniquely colocated w/ operational units they support at TAFB. No other Navy org provides E-6A a/c systems trng
Maint hangars (4)	542,715 SF	211-111	For wide body aircraft, E3 Radar Dome Maint (one of a kind structure), Radar Hot Mock-Up Facility, One Mission Simulator
Materials Test FAc	27,300 SF	141763	Materials Test Lab facilities crack growth rate and fatigue life testing
Multiple workload indus. cmplx	2,374,400 SF	211157	Longest covered repair fac in DoD. Supports C/KC-135 acft and all OC-ALC assigned engines
Naval Trng Spt Unit	26,148 SF	171-212	US Navy E-6A aircraft flight crew training (Pilot, Flight Engineer, etc)
Oxy and Asso Equip Overhl fac	29,300 SF	211254	Only oxygen overhaul fac in AF
Paint Hanger	109,300 SF	211159	Premier acft paint fac in DoD. Sized to support al acft in AF inventory
Personnel Spt Detach	4,750 SF	610-128	Provides personnel support to Tinker based active duty and reserve naval personnel

6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures Local/Regional Land Encroachment

II.6.A Percent current off base incompatible land use:

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.1	12	CZ	0	138	0.0	Gen Compat	0.0	0.0	96.0	0.0	0.0	4.0
	17	CZ	0	205	7.0	Sig Incompat	0.0	2.0	58.0	0.0	4.0	36.0
	30	CZ	0	138	0.0	Gen Compat	0.0	0.0	98.0	0.0	0.0	2.0
	35	CZ	0	209	0.0	Gen Compat	0.0	0.0	74.0	0.0	0.0	26.0
II.6.A.2	17	APZ 1	0	338	1.0	Gen Compat	0.0	4.0	5.0	81.0	0.0	9.0
	35	APZ 1	0	346	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.3	17	APZ 2	4,815	476	35.0	Sig Incompat	45.0	2.0	7.0	9.0	22.0	15.0
	35	APZ 2	30	486	0.0	Gen Compat	0.0	0.0	0.0	0.0	82.0	18.0

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.4	65-70	43,907	7,446	0	Gen Compat	33.0	5.0	5.0	2.0	13.0	43.0
II.6.A.5	70-75	36,586	5,435	0	Gen Compat	31.0	4.0	9.0	2.0	30.0	25.0

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

II.6.A.6	75-80	13,389	2,693	20	Sig Incompat	25.0	1.0	5.0	3.0	0.0	66.0
II.6.A.7	80+	0	648	4	Gen Compat	1.0	0.0	8.0	0.0	0.0	91.0

II.6.B **Percent future off base incompatible land use:**

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.1	12	CZ	0	138	0	Gen Compat	0.0	0.0	96.0	0.0	0.0	4.0
	17	CZ	0	205	7	Sig Incompat	0.0	2.0	58.0	0.0	4.0	36.0
	30	CZ	0	138	0	Gen Compat	0.0	0.0	98.0	0.0	0.0	2.0
	35	CZ	0	209	0	Gen Compat	0.0	0.0	74.0	0.0	0.0	26.0
II.6.B.2	17	APZ 1	0	338	1	Gen Compat	0.0	4.0	5.0	81.0	0.0	9.0
	35	APZ 1	0	346	0	Gen Compat	0.0	0.0	0.0	0.0	17.0	84.0
II.6.B.3	17	APZ 2	4,815	476	35	Sig Incompat	44.0	1.0	8.0	10.0	14.0	23.0
	35	APZ 2	30	486	0	Gen Compat	0.0	0.0	0.0	0.0	82.0	18.0

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.4	65-70	43,907	7,446	0	Gen Compat	31.0	3.0	5.0	2.0	10.0	49.0
II.6.B.5	70-75	36,586	5,435	0	Gen Compat	29.0	2.0	13.0	1.0	13.0	42.0
II.6.B.6	75-80	13,389	2,693	20	Sig Incompat	20.0	1.0	23.0	1.0	24.0	32.0
II.6.B.7	80+	0	648	4	Gen Compat	0.0	0.0	71.0	1.0	13.0	15.0

II.6.C **The most recent, publicly released AICUZ study is dated Sep 77**

II.6.D **Current AICUZ study's flying activities subsection does not reflect all currently assigned aircraft**

Subsection does Not reflect the number of daily flying operations conducted by all assigned aircraft

Current AICUZ study's flight track figure/map does Not reflect current flight tracks.

Explaination of areas where the current AICUZ study does not reflect the current situation:

Projected Sep 94 AICUZ Update Release

II.6.E **The AICUZ study was last updated on Feb 92**

The study is no longer valid. Milestones for updateing the study:

II.6.E.1 Projected Sep 94 AICUZ Update release.

II.6.F **Local governments have incorporated AICUZ recommendations into land use controls**

II.6.F.1 **AICUZ recommended height restrictions.**

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

Government name:	Types of controls in place	Types of encroachment limited:
Midwest City	Zoning	Church, structures and towers beyond the height limitation
Oklahoma City	Zoning, building codes, land ownership	Structures, towers, oil drilling rigs: heights have been limited

II.6.F.2 AICUZ recommended development limits for Accident Potential Zone 1.

Government name:	Types of controls in place	Types of encroachment limited:
Midwest City	Zoning, building codes, planned unit developments, land ownership	Density controlled, county purchased 262 acres and leases area to Tinker AFB, noise reduction required for allowed construction
Oklahoma City	Zoning, building codes, land ownership	All development is controlled by Oklahoma City Water Resources Board to protect the watershed of Stanley Draper Lake. City also protects Tinker's flying interests.

II.6.F.3 AICUZ recommended development limits for Accident Potential Zone 2.

Government name:	Types of controls in place	Types of encroachment limited:
Oklahoma City	Zoning, building codes, land ownership	All development is controlled by Oklahoma City Water Resources Board to protect the watershed of Stanley Draper Lake. City also protects Tinker's flying interests.

II.6.F.4 AICUZ recommended development limits between the 65 Ldn and 70 Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
Oklahoma City	Zoning, building codes	Proposed trailer park east of Tinker AFB was denied during 1980's.

II.6.F.5 AICUZ recommended development limits between the 70 Ldn and 75 Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
Midwest City	Zoning, building codes, land ownership; ordinance (within boundary of APZ I)	Density controlled, county purchased 262 acres and leases area to Tinker AFB, noise reduction required for allowed construction
Oklahoma City	Zoning, building codes, land ownership	Major development is controlled by Oklahoma City Water Resources Board to protect the watershed of Stanley Draper Lake. City also protects Tinker's flying interests.

II.6.F.6 AICUZ recommended development limits between the 75 Ldn and 80 Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

Midwest City	Zoning, building codes, land ownership; ordinance (within boundary of APZ I)	Density controlled, county purchased 262 acres and leases area to Tinker AFB, noise reduction required for allowed construction
Oklahoma City	Zoning, building codes, land ownership	All development is controlled by Oklahoma City Water Resources Board to protect the watershed of Stanley Draper Lake. City also protects Tinker's flying interests.

II.6.F.7 AICUZ recommended development limits between the 80 Ldn and above Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
Midwest City	Zoning, building codes	Density controlled, county purchased 262 acres, noise reduction required for allowed construction
Oklahoma City	Zoning, building codes	All development is controlled by OKC Water Resources Board and Zoning Ord also applies.

II.6.G Assessment of significant development (i.e., residential subdivision, shopping mall, or center, industrial park, etc.) existing or anticipated within any of the 7 AICUZ zones.

Significant development currently exists in one or more AICUZ zone.

No significant development is projected for any AICUZ zone.

Summary of existing, started, announced, or anticipated development:

Areas Impacted	Type of Development	Status	Projected Completion	Jurisdiction	Other details and size of the development
APZ 2	Residential	Existing	Mar 55	Midwest City	Approx 200 acres single-family and multi-family residential

Long range (20 year) development trends in the 7 AICUZ zones:

II.6.H Population figures and projections:

II.6.H.1 Communities in the vicinity of the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Oklahoma City	324253	368164	404014	444719	490720
Midwest City	36058	48212	49559	52267	57520
Del City	12934	27133	28523	23928	22780

II.6.H.3 County (ies) encompassing the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Pottawatomie County	41486	43134	55239	58760	63170
Oklahoma County	439506	526804	568933	599611	659645

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

	Cleveland County	47600	81839	133173	174253	191070
	Canadian County	24727	32245	56452	74409	82345

II.6.I **Clear zone acquisition has Not been completed.**

II.6.I.1

Runway approach	Extent of acquisition	Expected acquisition date	Expected acquisition cost
17	16 acres	TBD	Unknown

II.6.J **Existing on base facilities not sited in accordance with AICUZ recommendations:**

Type of facility:	Appoximate number of occupants	Zone with violation	Reason the incompatability is necessary
Fac #101 - Warehouse	15	CZ	Grandfathered
Fac #117 - Fire Department 30	130	80+	Proximity To Flight Line
Fac #18 - Warehouse/Office	150	CZ	Grandfathered
Fac #24 - Shop	30	CZ	Grandfathered
Fac #27 - Storage Shed	0	CZ	Grandfathered
Fac #928 - Electrical Vault	0	CZ	Grandfathered
Fac #929 - ILS	0	CZ	Grandfathered
Fac #942 - Electrical Vault	0	CZ	Power For Airfield
Fac #947 - Cieleometer	0	CZ	Airfield Instrument
Fac #95 - Metal Shop	100	CZ	Grandfathered
Fac #989 - Alert Facility	240	75-80	Proximity To Flight Line
Gate 4 - Gatehouse (Limited Time)	1	CZ	Grandfathered

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

Gate 7 - Gatehouse (Limited Time)	1	CZ	Grandfathered

All planned on base facilities will be sited in accordance with AICUZ recommendations.

Air Space Encroachment

II.6.K **Noise complaints are received from off base residents.**

II.6.K.1 **3.0 noise complaints per month (average) are received from off base residents.**

II.6.L **The base has implemented noise abatement procedures as follows:**

II.6.L.1 **Prac cir apches to Rw 17 and Carrier apches prohtd. Pilots rqd to avoid overflying school 1.5mi N of afld.Pilots executing VFR straight-in apches Rw 12 or 17 not below 2000ft MSL(700ft AGL) until 2mi of rw. Aftrbrnrs prohtd expt emrg or ini takeoff.**

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 **6 C-141 equivalent aircraft can be loaded or unloaded at one time.**

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.1.a **The limiting factor is MHE**

III.1.A.1.b **Current MHE:** Authorized fifteen 40K loaders; assigned 13.Two 40K loaders rqd per a/c during loading or unloading. Total Authorized MHE is 107; Assigned is 101. SEE ATCH.

III.1.A.2 **10 C-141 equivalent aircraft can be refueled at one time.**

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B **The base can land, taxi, park, and refuel widebody aircraft as follows:**

Aircraft	Widebody Capabilities:				Remarks:
747	Can land	Can taxi	Can park	Can refuel	
C-5	Can land	Can taxi	Can park	Can refuel	
KC-10	Can land	Can taxi	Can park	Can refuel	

III.1.C **The base has an operational fuel hydrant system:**

III.1.C.1 **The fuel hydrant system is available to transient aircraft.**

III.1.C.2 **4 hydrant pits are operational.**

Description of base fuel hydrant system:

System Type:	Total Pumping Rate (GPM):	Number of Laterals:	Nomber of Usable Refueling Positions:	Number of SIMULTANEOUS aircraft refuelings of Narrow	Widebody
III - Two sys w/600 GPM pumps/ 5 hyd svc vehicles	3000	32	31	5	5
II - Two sys w/300 GPM pumps/ 4 hose carts	1200	4	4	4	4

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

III.1.C.3 **9 fuel storage tanks support the operational fuel hydrant system:**

III.1.C.3.a

Storage tank Capacity:	Tanks with this capacity
426052	1
426108	1
107520	1
106472	1
106489	1
207165	1
445964	1
50000	2

III.1.C.4 **The hydrant system is 0.2 miles from the bulk storage area.**

III.1.C.5 **No pits are certified for hot_pit operations.**

III.1.D **The base bulk storage facility is serviced by a pipeline.**

III.1.D.1 **The pipeline is Not the primary fuel source for the bulk storage facility.**

III.1.D.3 **834 gallons of excess storage capacity for ground products. No excess storage capacity for aviation fuels.**

Based on normal requirements in the Fuel Logistics Area Summary(FLAS) or Inventory Management Plan (IMP). Storage for others is excluded.

III.1.D.4 **Other receipt modes available:** Tank Truck JP-4, seven usable headers; Tank Truck JP-5, four usable headers

Number of offload headers: 11

6 tank trucks can be simultaneously offloaded

Tank cars can Not be offloaded.

III.1.D.5 **6 refueling unit fillstands are available.**

III.1.D.5.a **6 refuelers can be filled simultaneously.**

III.1.D.6 **Current despensing capabilities as defined in AFR 144-1** **sustained:** 1862000
maximum: 3660000

III.1.D.7 **The base is directly supported by an intermediate Defense Fuels Supply Point (DFSP).**

III.1.D.7.a **Supporting DFSP:** Drumright, OK: DoD Activity Account Code (DODACC) SJ0630

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

		Cat 1.1	Cat 1.2
III.1.E	Cat 1.1 and 1.2 munitions storage requirements and capacity.		
III.1.E.1	Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:	588570	2503400
	Square footage available (including physical capacity limit):	41187	43537
III.1.E.2	Normal installation mission storage requirement:	1682	112

Physical Limits for Cat 1.2 Munitions:

Intermagazine distance

III.1.F The base has a dedicated hot cargo pad.

III.1.F.1 Access to the hot cargo pad is not limited.

III.1.F.2 The size of the hot cargo pad is 90,000 sq feet.

III.1.F.3 The sited explosive capacity of the hot cargo pad is 530,000

III.1.F.4 The hot pad access is taxi-on/taxi-off.

III.1.F.5 The taxiway servicing the hot pad is 75 ft wide and has a pavement classification number (PCN) of 51.

III.1.F.6 Aircraft using pad over the last 5 years:

C-5, C-141, L-100. SEE ATCH.

III.1.G Proximity (within 150 NM) to mobilization elements.

III.1.G.1 The base is proximate to a ground force installation.

Active ground force installations within 150 NM:

FORT SILL	68 NM

III.1.G.2 The base is proximate to a railhead.

Railheads within 150 NM:

Altus - Altus AFB	106 NM
Enid - Vance	63 NM
Lawton - Chickasha	35 NM
McAlester - Savanna	84 NM
Midwest City	1 NM

III.1.G.3 The base is over 150 NM from a port.

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

III.1.H **The base has a dedicated passenger terminal.**

III.1.I **The base has a dedicated deployment facility capable of handling DoD standardized cargo pallets.**

III.1.J **The base medical treatment facility routinely receives referral patients.**

III.1.J.1

Facilities Receiving Referrals:	Types of Patients Referred:
Vance AFB	Orthopedics, cardiology, cardiopulmonary, OB/GYN
Altus AFB	Orthopedics, cardiology, cardiopulmonary, OB/GYN
McConnell AFB	Orthopedics, cardiology, cardiopulmonary, OB/GYN

III.1.K **No military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.**

III.1.L **Unique missions performed by the base medical facility:**

Mobility UTCs support various OPlans as directed by HQ AF/SG & HQ AFMC/SG. Also have blood donor center, a contingency hospital

Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,

III.1.M **Base medical facilities project planned to begin before to 1999:**

Add/alter proj #903125 at $4.5M--to be completed Nov 95. Proj #9330213 for Occupational Health Clinic approved but unfunded in amt o

Facilities projects include military consruction program (MCP) or Operations and Maintenence (O&M) alterations.

III.1.M.1 **The project has been approved.**

III.1.M.2 **No major MCP has been completed since 1989.**

III.1.N **Base facilities have a total excess storage capacity of 250,000 sq ft.**

III.1.N.1 **Base facilities have a total covered storage capacity of 3,328,498 sq ft.**

III.1.N.2 **Breakout of the total covered storage capacity:**

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	29,498 sq ft
Mobility storage:	17,604 sq ft
War Readiness Support Kits (WRSK) storage:	

III.1.O **430 light military vehicles are on base.**

III.1.P **1228 heavy military and special vehicles are on base.**

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

Section IV

1. Base Budget

IV.1 Non-payroll portion of the base budget for prior years:

IV.1.A	xxx56	Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	4,866.00 $sK	0.00 $sK	4,866.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	9,578.00 $sK	0.00 $sK		9,578.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	8,209.00 $sK	0.00 $sK			8,209.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	4,894.00 $sK	0.00 $sK				4,894.00 $sK
				xxx56 TOTALS:	4,866.00 $sK	9,578.00 $sK	8,209.00 $sK	4,894.00 $sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	8,699.00 $sK	6,845.00 $sK	15,544.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	13,712.00 $sK	7,769.00 $sK		21,481.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	0.00 $sK	49.00 $sK			49.00 $sK	
				xxx76 TOTALS:	15,544.00 $sK	21,481.00 $sK	49.00 $sK	
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400						
	FY-93	Appropriation	Direct	Reimbursable				
		3400	17,060.00 $sK	1,129.00 $sK			18,189.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	2,990.00 $sK	427.00 $sK				3,417.00 $sK
				xxx78 TOTALS:			18,189.00 $sK	3,417.00 $sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	160.00 $sK	146.00 $sK	306.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	86.00 $sK	113.00 $sK		199.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

		3400	23.00 $sK	0.00 $sK			23.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	206.00 $sK	175.00 $sK				381.00 $sK
				xxx90 TOTALS:	306.00 $sK	199.00 $sK	23.00 $sK	381.00 $sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	3,623.00 $sK	2,404.00 $sK	6,027.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	3,243.00 $sK	2,935.00 $sK		6,178.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	2,830.00 $sK	3,405.00 $sK			6,235.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	4,764.00 $sK	1,581.00 $sK				6,345.00 $sK
				xxx95 TOTALS:	6,027.00 $sK	6,178.00 $sK	6,235.00 $sK	6,345.00 $sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	8,633.00 $sK	1,564.00 $sK	10,197.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	10,687.00 $sK	1,368.00 $sK		12,055.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	577.00 $sK	16,972.00 $sK			17,549.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	13,925.00 $sK	10,275.00 $sK				24,200.00 $sK
				xxx96 TOTALS:	10,197.00 $sK	12,055.00 $sK	17,549.00 $sK	24,200.00 $sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		7045	2,795.00 $sK	0.00 $sK	2,795.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		7045	2,553.00 $sK	0.00 $sK		2,553.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		7045	3,438.00 $sK	0.00 $sK			3,438.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		7045	2,485.00 $sK	1.00 $sK				2,486.00 $sK
				MFH TOTALS:	2,795.00 $sK	2,553.00 $sK	3,438.00 $sK	2,486.00 $sK

2. Relocation Costs

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

IV.2 **-Large, unusual items integral to the unit mission, but which cannot be moved as regular freight:**

Total relocation costs: $ 11,188.00 K

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

Section IV/V Level Playingfield COBRA Data

One time closure costs: 1,312$sM

Twenty year Net Present Value 633$sM

Steady state savings 56$sM per year

Manpower savings associated with closure 1,393

Return on Investment (years): 42

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

Section VI Economic Impact

Economic Area Statistics:

Oklahoma City, OK MSA
Total population: 981,000 (FY 92)
Total employment: 582,865 (FY 93)
Unemployment Rates (FY93/3 Year Average/10 Year Average)

5.0% / 5.3% / 5.6%

Average annual job loss: 1,265

Average annual per capita income: $17,649

Average annual increase in per capita income: $3.7%

Projected economic impact:

Direct Job Loss:	**21,955**	
Indirect Job Loss:	**25,779**	
Closure Impact:	**47,734**	**(8.2% of employment total)**
Other BRAC Losses:	**(1)**	
Cumulative Impact:	**47,733**	**(8.2% of employment total)**

1995 AIR FORCE BASE QUESTIONNAIRE
Tinker AFB - AFMC

Section VII

1. Community Infrastructure

Describe the off-base housing situation.

VII.1.A.1 **Off-base housing is affordable**

VII.1.A.2 **Units are available for families**

VII.1.A.2 **Units are available for single members.**

VII.1.A.3 **7.4 Percent of off-base housing was rated as unsuitable in the latest VHA survey**

VII.1.A.4 **Median monthly cost of off-base housing based on latest VHA survey:** $646

Describe the transportation systems.

VII.1.B.1 **The base is served by REGULARLY SCHEDULED, public transportation. The following services are available:**

Central Oklahoma Transit and Parking Authority Bus Route #25 stops at Gate 40 and Gate 1 eleven times per day.

VII.1.B.2 **Distance to the nearest municipal airport with scheduled, commercial air traffic:** 12 miles

VII.1.B.2 **Airport name:** Will Rogers World Airport

VII.1.B.3 **Number of commercial air carriers available at the airport:** 7

VII.1.B.4 **Average round trip commuting time to work:** 36 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

	Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time			
VII.1.C.1	Swimming pool	Lions Park Pool	1	0	Hrs.	05	Min.
VII.1.C.2	Movie theater	Heritage Plaza Cinemas	2	0	Hrs.	05	Min.
VII.1.C.3	Public golf course	John Conrad Regional	4	0	Hrs.	08	Min.
VII.1.C.4	Bowling lane	Planet Bowl	1	0	Hrs.	02	Min.
VII.1.C.5	Boating	Draper Lake	5	0	Hrs.	10	Min.
VII.1.C.6	Fishing	Draper Lake	5	0	Hrs.	10	Min.
VII.1.C.7	Zoo	Oklahoma City Zoo	12	0	Hrs.	20	Min.
VII.1.C.8	Aquarium	Oklahoma City Zoo	12	0	Hrs.	20	Min.
VII.1.C.9	Family theme park	Frontier City	18	0	Hrs.	25	Min.
VII.1.C.10	Professional sports	The Myriad	8	0	Hrs.	15	Min.
VII.1.C.11	Collegiate sports	University of Oklahoma "Sooners" Football	24	0	Hrs.	35	Min.

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

VII.1.C.12	Camping facilities	Thunderbird Lake, Little River State Park	35	0	Hrs.	45	Min.
VII.1.C.13	Beaches (lake or ocean)	Thunderbird Lake, Little River State Park	35	0	Hrs.	45	Min.
VII.1.C.14	Outdoor winter sports	Angel Fire	450	8	Hrs.	00	Min.

VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):

Heritage Park Mall 0 hrs 5 min (2 Miles)

VII.1.E Nearest Metropolitan center (population in excess of 100,000):

Oklahoma City, OK 0 hrs 0 min (0 Miles)

Local area crime rate:

VII.1.F.1 Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.) 258

VII.1.F.2 Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.) 1053

2. Education

VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 20 to 1

VII.2.B Local high schools offer a four-year English program.

VII.2.B Local high schools offer a four-year Math program.

VII.2.B Local high schools offer four-year Foreign Language programs.

VII.2.C Local high schools offer an Honors program.

VII.2.D 68.5 percent of high school students go on to either a two- or four-year college

VII.2.E There are opportunities for off-base education within 25 miles of the base.

VII.2.E.1 Opportunities for off-base VOCATIONAL/TECHNICAL TRAINING provided by the following institutions:

Moore-Norman,Eastern OK Cnty,Francis Tuttle

VII.2.E.2 Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:

OU,UCO,OCU,Southern Nazarene,OCCC,Langston

VII.2.E.3 Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:

OU,UCO,OCU,Southern Nazarene,OU Health Sciences Ct

3. Spousal Employment

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

VII.3.A **76.0 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **64.0 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **5.0 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **3.0 percentage rate of job growth in the local area (Department of Labor Stastics)**

4. Local Medical Care

VII.4.A	**Current ratio of active, non-federal physicians in the community:**	2.0 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	4.0 beds/1000 people

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

Section VIII

1. Air Quality - Clean Air Act

VIII.1.A **Air Quality Management District for the base:** Central Oklahoma Intrastate Air Quality Control Region

VIII.1.B **The base is NOT located within a maintenance or non-attainment area for pollutants.**

VIII.1.C **There are NO critical air quality regions within 100 kilometers of the base**

(Critical air quality regions are non-attainment areas, national parks, etc.)

VIII.1.D **On- or off-base activities have NOT been restricted or delayed due to air quality considerations.**

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

VIII.1.D.1 **The base has NOT been required to impliment emissions reduction through special actions**

(i.e. carpooling or emissions credit transfer)

VIII.1.E **Restrictions placed on operations by state or local air quality regulatory agencies:**

VIII.E.1 Aerospace Ground Equipment (AGE):

E.1.a No state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

E.1.b No state or local air quality regulatory agency Requires permits for such units.

E.1.c No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

E.1.d No state or local air quality regulatory agency Requires retrofit controls for AGE.

VIII.E.2 Infrastructure Maintenance / Public Works

E.2.a No state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

E.2.b No state or local air quality regulatory agency Limits the hours of these activities.

E.2.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

E.2.d No state or local air quality regulatory agency Requires emission offsets for these activities.

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

VIII.E.3 Open Burn/Open Detonation

E.3.a No state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training

E.3.b No state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.

E.3.c No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.

E.3.d No state or local air quality regulatory agency Requires periodic emission testing.

VIII.E.4 Fire Training

E.4.a No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.

E.4.b No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

VIII.E.6 Emergency Generators

E.6.a No state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

E.6.b No state or local air quality regulatory agency Limits the hours of emergency operation of generators.

E.6.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergenct generators.

E.6.d No state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

E.6.d No state or local air quality regulatory agency Requires emission offsets.

VIII.E.7 Short-term Activities

E.7.a No state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).

E.7.b No state or local air quality regulatory agency Limits the operation for short-term activities.

E.7.c No state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.

E.7.d No state or local air quality regulatory agency Prohibits any short-term activities.

VIII.E.8 Monitoring

E.8 No state or local air quality regulatory agency Has continious emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

VIII.E.9 BACT/LAER

E.9 No state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

2. Water - Potable

VIII.2.A The base potable water supply is On-base and the source is:

aquifer

VIII.2.B **There are no constraints to the base water supply.**

VIII.2.C **The base potable water supply does not constrain operations**

(Contamininants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

3. Water - Ground Water

VIII.3.A **Base or local community groundwater is contaminated.**

VIII.3.A.1 **Nature of contamination.** Volatile organic compounds (VOC), solvents, heavy metals, and hydrocarbons

VIII.3.A.2 **The contaminated groundwater is Not a potable water source.**

VIII.3.B **The base is actively involved in groundwater remediation activities.**

VIII.3.C **26 water wells exist at the base.**

VIII.3.D **7 wells have been abandoned for the following reasons:**

4-proximity to contaminated groundwater plume; 2-poor condition of wells; 1-construction of taxiway for Navy

4. Water - Surface Water

VIII.4.A **The following perennial bodies of water are located on base.**

VIII.4.A.1

Location	Surface area size
Beaver Pond-S of Landfill 2	2.30 Acres
Duckburg Pond-Golf Course	1.60 Acres
Fire Pond-N of Navy area	5.00 Acres
Prairie Pond-S of MFH	3.20 Acres
Primrose Pond-S of MFH	1.40 Acres
Redbud Pond-S of Landfill 2	1.80 Acres
Unnamed (E) Pond-Golf Course	0.30 Acres
Unnamed (W) Pond-Golf Course	0.40 Acres
Wood Duck Pond-S of MFH	0.50 Acres

VIII.4.A.2 **These bodies receive water runoff or treated wastewater discharge from the base.**

1995 AIR FORCE BASE QUESTIONNAIRE
Tinker AFB - AFMC

VIII.4.A.3 **The base is located within a specified drainage basin.**

The base is involved in cooperative agreementsregarding surface water quality

Agreements concern restoration and protection of water quality and associated living resources (e.g., Chesapeke Bay Program)?

VIII.4.B **Special permits are Not required**

(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

VIII.4.C **There is No known contamination to the base or local community surface water**

5. Wastewater

VIII.5.A **Base wastewater is treated by On-Base facilities.**

VIII.5.B **The following 1 wastewater treatment facilities (industrial/domestic) are located on-base:**

TAFB Indust Wastewater Treatment Plant
TAFB Sanitary Treatment Plant

VIII.5.C **There are No discharge violations or outstanding open enforcement actions pending.**

6. Discharge Points / Impoundments

VIII.6.A **Describe the National Pollutant Elimination System permits in effect:**

NPDES permit #OK0000809-Includes IWPT & STP discharges & 8 storm water discharge points.

VIII.6.B **The base currently discharges treated wastewater ON-Base. Description of treated wastewater discharge location:**

Outfall 001-IWPT and Outfall 01S-STP

VIII.6.C **The base has No discharge impoundments.**

VIII.6.D **There are no discharge violations or outstanding discharge open enforcement actions pending.**

7. HAZARDOUS MATERIALS - Asbestos

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

VIII.7.A **0.0 percent of facilities have been surveyed for asbestos.**

VIII.7.A.2 **0 facilities are considered regulated areas or have restricted use due to friable asbestos.**

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

8. Biological - Habitat

VIII.8.A **Ecological or wildlife management areas ON the base:**

There are No ecological or wildlife management areas ADJACENT TO the base.

110 acres urban wildlife sanctuary
Small remnant native tallgrass prairie areas

VIII.8.A.1 **Natural areas on or adjacent to the base are not recognized as important ecological sites.**

VIII.8.B **No critical/sensitive habitats have been identified on base .**

VIII.8.C **The base does not have a cooperative agreement for conducting a hunting and fishing program.**

Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.

VIII.8.D **The presence of these resources does not constrain CURRENT construction activities/operations.**

The presence of these resources does not constrain FUTURE construction activities/operations.

9. Biological - Threatened and Endangered Species

VIII.9.A **Threatened and/or endangered species identified on the base:**

Species	Kingdom				Remarks
Texas Horned Lizard	Animal	Federa	Candidate	Threatened	

VIII.9.B **Special Concern species identified on the base:**

Species	Kingdom				Remarks
Barn Owl	Animal	State		Special Concern	
Burrowing Owl	Animal	State		Special Concern	
Oklahoma Penstemon	Plant	State		Special Concern	Rare
Swainson's Hawk	Animal	State		Special Concern	

VIII.9.C **The presence of these species does Not constrain current or future construction activities or operations.**

10. Biological - Wetlands

VIII.10.A **Wetlands, estuaries, or other special aquatic features present on the base:**

VIII.10.A.1

Identification and type of wetland:	Approximate acreage:
Wetland	1

VIII.10.A.2 **The base is Not involved in jointly-managed programs for protection of these resources.**

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

VIII.10.B **The base has been surveyed for wetlands in accordance with established federally approved guidelines.**

VIII.10.B.1 **Survey was completed in Mar 92**

VIII.10.B.2 **100 percent of the base was included in the survey.**

VIII.10.B.3 **Method used to survey the base (e.g., Corps of Engineers Delineation Manual, U.S. Fish and Wildlife Service National Wetlands Inventory):**

Corps of Engineers Delineation Manual

VIII.10.C **Part of the base is located in a 100-year floodplain.**

VIII.10.D **The presence of these resources does Not constrain current or future construction activities or operations.**

11. Biological - Floodplains

VIII.11.A **Floodplains are present on the base.**

VIII.11.A.1 **Floodplains do Not constrain construction (siting) activities or operations.**

VIII.11.A.2 **Periodic flooding does Not constrain base operations.**

12. Cultural

VIII.12.A **Historic,prehistoric, archaeological sites or other cultural resources located on the base:**

VIII.12.A.1

Sites:	Significant status:
200 series sector - area including and surrounding B3001	Two potentially historic districts
Bldg 1	NRHP eligible
Bldg 208	NRHP eligible
Bldg 214	NRHP eligible
Bldg 230	NRHP eligible
Bldg 236	NRHP eligible
Bldg 238	NRHP eligible
Bldg 24	NRHP eligible
Bldg 240	NRHP eligible
Bldg 3001	NRHP eligible
Bldg 3102	NRHP eligible
Bldg 3105	NRHP eligible
Bldg 3108	NRHP eligible

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

Bldg 3113	NRHP eligible
Bldg 3202	NRHP eligible
Bldg 3203	NRHP eligible
Bldg 3204	NRHP eligible
Bldg 3303	NRHP eligible
Bldg 4029	NRHP eligible

VIII.12.B **9 percent of the buildings on base are over 50 years old.**

VIII.12.C **No Historic Landmark/Districts, or NRHP properties are located on base.**

VIII.12.C.1 **No properties have been determined to be or may be eligible for the NRHP.**

VIII.12.C.2 **Buildings and structures have not been surveyed for Cold War or other historical significance.**

VIII.12.D **The base has been archeologically surveyed.**

VIII.12.D.1 **100 percent of the base has been surveyed.**

VIII.12.D.2 **Archeological sites have been found.**

VIII.12.D.3 **No archeological collections are housed on base.**

VIII.12.D.4 **No Native Americans or others use/identified sacred areas or burial sites on or near base.**

VIII.12.E **The base has no agreements with historic preservation agencies.**

Agreements include Programmatic Agreements and Memorandum of Agreements.
Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 36 IRP sites have been identified

VIII.13.A.2 2 IRP sites extend off base.

VIII.13.A.3 3All on-site remediation is estimated to be in place in 7987

VIII.13.B The installation is a National Priority List (NPL) site or has been proposed as an NPL site.

VIII.13.C Federal Facility Agreements to clean up the base are in place.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There are no known uncontrolled or unregulated occurrences of specific contaminate types or sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E There are sites or SWMUs currently being investigated and remediated pursuant to RCRA corrective action.

SWMU - Solid Waste Management Units
RCRA - Resource Conservation and Recovery Act

VIII.13.E.1 31 sites are being investigated and remediated.

VIII.13.F The IRP does Not currently restrict construction (siting) activities/operations on-base.

14. Compliance / IRP Costs ($000)

VIII.14.A

Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Capital Purchases Program	$3,545.000 K	$2,500.000 K			
Hazardous Waste Disposal/Remediation	$5,653.000 K	$6,025.000 K	$6,465.000 K	$6,952.000 K	$7,978.000 K
IRP	$20,785.000 K	$33,225.000 K	$57,345.000 K	$27,630.000 K	$20,730.000 K
Military Construction Program	$10,920.000 K	$2,000.000 K	$3,100.000 K	$0.000 K	$20,000.000 K
Natural Resources	$630.000 K	$428.000 K	$750.000 K	$750.000 K	$750.000 K
Permits	$105.000 K	$105.000 K	$105.000 K	$105.000 K	$105.000 K
Other(s) Specify:air, water, asbestos, RCRA, USTs	$12,331.000 K	$5,338.000 K	$707.000 K	$4,235.000 K	$1,660.000 K

15. Other Issues

VIII.15.A Description of other activities which may constrain or enhance base operations:

LOCAL: 100 acre urban wildlife sanctuary enhances natural resources of base;aggressive Pollution Prevention Program exceeding all AF goals;base has eliminated ozone depleting chemicals for engine repair (1993);EPA 17 usage reduced by 39% from CY92 baseline

1995 AIR FORCE BASE QUESTIONNAIRE
Tinker AFB - AFMC

16. Air Quality - Clean Air Act

VIII.16.A **Air Quality Control Area (AQCA) geographic region in which the base is located:**
Central Oklahoma Intrastate Air Quality Control Region

VIII.16.B **Air quality regulatory agency responsible for the AQCA:.** City/County Health Department of Oklahoma County OK (CCHDOC)

VIII.16.B **Name and phone number of the AQCA program manager for issues pertaining to the base:**

Lynn Wainner 405-427-8651

The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:

VIII.16.C.1 In Attainment for Ozone

VIII.16.C.2 In Attainment for Carbon Monoxide

VIII.16.C.3 In Attainment for Particulate matter (PM-10)

VIII.16.C.4 In Attainment for Sulfur Dioxide

VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx)

VIII.16.C.6 In Attainment for Lead

VIII.16.C.7 **The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT**

VIII.16.D.1 **Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located:**

VIII.16.D.2 **Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:**

VIII.16.D.3 **Ozone % of NAAQS can not be computed**

VIII.16.D.4 **Carbon monoxide % of NAAQS can not be computed**

Air Quality Survey complete, No additional data required.

1995 AIR FORCE BASE QUESTIONNAIRE

Tinker AFB - AFMC

Section IX

Document Separator

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

Section I

1. Force Structure

I.1.A List of all on base NAF and non-Air Force activities:

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	American Red Cross	-	-	1	1
I.1.A.2	Barber/Beauty Shop	-	-	9	9
I.1.A.3	Base Exchange	-	1	129	130
I.1.A.4	Base Exchange - Admin	-	-	8	8
I.1.A.5	Base Restaurant	-	-	120	120
I.1.A.6	Baskin Robins	-	-	2	2
I.1.A.7	Billeting	-	-	66	66
I.1.A.8	Canadian Forces LIaison Office	1	-	-	1
I.1.A.9	Civilian Assistance & Reemployment	-	-	8	8
I.1.A.10	Civilian Welfare Fund	-	-	4	4
I.1.A.11	Class VI	-	-	19	19
I.1.A.12	Customer Support Assistance Office	-	-	1	1
I.1.A.13	Defense Commissary Agency	-	12	62	74
I.1.A.14	Defense Contract Audit Agency	-	-	1	1
I.1.A.15	Defense Contract Management District Sou	-	-	13	13
I.1.A.16	Defense Finance & Account Svc, DAO-DE	1	3	6	10
I.1.A.17	Defense Finance & Accounting Service	1	21	110	132
I.1.A.18	Defense Information Systems Agency (A)	2	4	174	180
I.1.A.19	Defense Information Systems Agency (B)	1	-	10	11
I.1.A.20	Defense Investigative Service	-	-	4	4
I.1.A.21	Defense Printing Service	-	-	33	33
I.1.A.22	Defense Reutilization & Marketing Office	-	-	82	82
I.1.A.23	Distribution Depot Warner Robins GA	1	-	838	839
I.1.A.24	Federal Aviation Administration	-	-	38	38
I.1.A.25	Floral Shop	-	-	2	2
I.1.A.26	Gift Shop	-	-	2	2
I.1.A.27	Global Positioning System (USN)	2	-	3	5

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

I.1.A.28	Global Positioning System Manager (USA)	-	-	5	5
I.1.A.29	HQ AFRES Services Division	-	-	18	18
I.1.A.30	Hot Dog Stand	-	-	4	4
I.1.A.31	Israeli Liaison Office	1	-	-	1
I.1.A.32	Japanese Liaison Office	1	-	-	1
I.1.A.33	Laundry	-	-	4	4
I.1.A.34	Military Clothing Sales	-	-	8	8
I.1.A.35	Morale, Welfare, Recreation & Services	-	-	438	438
I.1.A.36	Optical Shop	-	-	2	2
I.1.A.37	Procurment Center Representative	-	-	-	0
I.1.A.38	Robins Federal Credit Union	-	-	236	236
I.1.A.39	Royal Australian Air Force Liaison Offic	1	-	-	1
I.1.A.40	Saudi Arabian Liaison Office	1	-	-	1
I.1.A.41	Scheduled Airline Traffic Office	-	-	12	12
I.1.A.42	Section 6, Base Schools	-	-	144	144
I.1.A.43	Section 6, Base Schools (Cafeteria)	-	-	11	11
I.1.A.44	Service Station	-	1	15	16
I.1.A.45	Shoppette	-	-	10	10
I.1.A.46	Small & Disadvantaged Business Office	-	-	5	5
I.1.A.47	Snack Bar	-	-	7	7
I.1.A.48	Systems Automation Center	-	-	9	9
I.1.A.49	Theater	-	3	4	7
I.1.A.50	Trust Company Bank	-	-	6	6
I.1.A.51	US Army Corps of Engineers	1	-	13	14
I.1.A.52	US Coast Guard Liaison Office	1	-	-	1
I.1.A.53	US Postal Service (Contract)	-	-	10	10
I.1.A.54	Vendors (Contract)	-	-	7	7
I.1.A.55	Veterinary Services (USA)	1	-	3	4
I.1.A.56	Weapons System Support (DLA Liaison)	-	-	1	1
	TOTAL:				2778

I.1.B **Remote/Geographically Separated Units receiving more then 50% of Base Operational Support from the base:**

I.1.B.1 **Supported Unit:** 202 EIS (GA ANG) GSU **GSU - Geographically Separated Unit**
Location: MACON, GA **REM - Remote Unit**

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

	Support provided:	SEE MS WORD DOC SEC I.1.B		
I.1.B.2	**Supported Unit:**	DET 160	GSU	**GSU - Geographically Separated Unit**
	Location:	UNIV OF GA, ATHENS GA		**REM - Remote Unit**
	Support provided:	SEE MS WORD DOC SEC I.1.B		
I.1.B.3	**Supported Unit:**	DET 165	GSU	**GSU - Geographically Separated Unit**
	Location:	GA TECH, ATLANTA GA		**REM - Remote Unit**
	Support provided:	SEE MS WORD DOC SEC I.1.B		

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

2. Operational Effectiveness

A. Air Traffic Control

ATCALS - Air Traffic Control and Landing Systems
NAS - National Airspace System

I.2.A.1 None of the base ATCALS are officially part of the NAS.

I.2.A.2 Details for specific ATC facilities:

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
RAPCON	3	190356	0	0	121696	0	0
Tower	1	52317	5232	47085	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 33

49701 operations were conducted this runway during calander year 1993

I.2.A.5 Known or potential airspace problems that may prevent mission accomplishment:

NONE.

I.2.A.6 The base does Not experience ATC delays.

B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: FORT BENNING distance 73 NM

Nearest major primary airdrop customer: FORT BENNING distance 73 NM

I.2.B.2 Distance to foward deployment Air Bases:

Lajes AB: 2773 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

Rota AB:	3818 NM
Hickam AFB:	4013 NM
RAF Mildenhall:	3831 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	LAWSON AAF	73
I.2.B.4	Military airfield, runway >= 8,000ft	LAWSON AAF	73
I.2.B.5	Military airfield, runway >= 10,000ft	DOBBINS ARB	89
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Middle Georgia Regional	4
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	WBH Atlanta International	70
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	WBH Atlanta International	70
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	WBH Atlanta International	70
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	WBH Atlanta International	70

I.2.B.11 **Name and distance to an emergency landing airfield compatible with aircraft flown at the base.**

MIDDLE GA REGIONAL AIRPORT 4 NM

C. Training Areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs))

I.2.C.1 **Supersonic Air Combat Training (ACBT) MOAs and warning/restricted areas, with a minimum size of 4,200 sq NM, within 300 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-157A	200 NM	W-470 A,B,C,D,E	218 NM	W-132A,B/W-134/W-157A	220 NM
W-151 A,B,C,D	227 NM	W-132 A,B	231 NM	W-158A	249 NM
W-161A,B/W-177A,B	263 NM	W-155 A,B	272 NM		

I.2.C.2 **There are No MOAs or warning/restricted areas (minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft) within 200 NM.**

I.2.C.3 **Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-157A	200 NM	W-151B	212 NM	W-151A	217 NM
W-470 A,B,C,D,E	218 NM	W-132A,B/W-134/W-157A	220 NM	W-151 A,B,C,D	227 NM

1995 AIR FORCE BASE QUESTIONNAIRE

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W-132 A,B	231 NM	W-158A	249 NM	W-177A	249 NM
W-151D	253 NM	W-161A,B/W-177A,B	263 NM	W-157B	264 NM
W-155 A,B	272 NM	W-155B	286 NM	W-158B	292 NM
W-497A	312 NM	W-157C	316 NM	W-122I	338 NM
W-122J	346 NM	W-168 A,B,C	353 NM	W-168A	353 NM
W-497 A,B	367 NM	W-122 D	372 NM	W-122 E	372 NM
W-497B	373 NM	W-122F	387 NM	W-122 A,B,C,D,E,F,G,H,I,	388 NM
W-122G	405 NM	W-122 A,B,C,F,G,H,I,J	423 NM	W-174A	430 NM
W-122C	452 NM	W-174 A,B,C,D,F,G	463 NM	W-174B	478 NM
W-72A	478 NM	W-92	479 NM	W-72 A,B	516 NM
W-72B	530 NM	W-465 A,B,C,	534 NM	W-174D	540 NM
W-386 A,B,C,D,E	544 NM	W-387 A,B	561 NM	W-387A	561 NM
W-108 A,B	563 NM	W-108 A,B	563 NM	W-386B	573 NM

I.2.C.4 **Scorable range complexes / target arrays (capable of or having tactical targets, conventional targets, and strafe), within 800 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
GRAND BAY	103 NM	TOWNSEND	123 NM	POINSETT	171 NM
EGLIN C62	180 NM	EGLIN C52	187 NM	PINECASTLE	231 NM
SHELBY EAST	288 NM	SHELBY WEST	294 NM	AVON PARK BRAVO/FO	319 NM
AVON PARK CHARLIE/E	327 NM	CHERRY POINT BT-11	383 NM	JEFFERSON PROVING G	392 NM
ATTERBURY	416 NM	USAF DARE COUNTY	424 NM	NAVY DARE COUNTY	426 NM
CLAIBORNE	481 NM	CANNON	518 NM	RAZORBACK	545 NM
INDIANTOWN GAP	574 NM	WARREN GROVE	615 NM	GRAYLING	735 NM
HARDWOOD	759 NM	FALCON	764 NM	SMOKEY HILL	784 NM
FT DRUM	793 NM				

I.2.C.5 **Nearest electronic combat (EC) range and distance from base:**

TOWNSEND	123 NM

I.2.C.6 **Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:**

TYNDALL ACMI	195 NM

I.2.C.7 **Nearest full-scale, heavyweight (live drop or inert) range and distance from base:**

TOWNSEND	123 NM

I.2.C.8 **Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:**

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	2	11	26	59	78	103

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SR	6	12	17	34	85	116
VR	3	20	35	75	115	171
Total Routes:	**11**	**43**	**78**	**168**	**278**	**390**

Identify Routes:

IR-016	62 NM	VR-094	74 NM	VR-1049	77 NM	SR-038	82 NM	IR-023	84 NM	SR-039	91 NM
SR-035	95 NM	SR-040	95 NM	SR-036	95 NM	SR-037	95 NM	VR-1005	96 NM		
IR-017	105 NM	VR-1066	105 NM	VR-1017	105 NM	VR-1001	106 NM	VR-1065	117 NM	IR-090	121 NM
VR-1056	121 NM	SR-102	122 NM	IR-083	123 NM	VR-1059	126 NM	IR-015	128 NM	VR-1002	130 NM
IR-042	131 NM	SR-166	131 NM	VR-1068	131 NM	SR-069	132 NM	SR-070	132 NM	SR-072	132 NM
SR-071	132 NM	VR-1003	134 NM	IR-041	136 NM	VR-1067	136 NM	IR-063	136 NM	VR-095	137 NM
VR-1004	138 NM	VR-1070	138 NM	IR-036	139 NM	VR-058	139 NM	VR-1011	139 NM	VR-1052	139 NM
IR-089	146 NM	VR-097	148 NM								
IR-018	153 NM	VR-1054	155 NM	IR-019	157 NM	VR-1008	158 NM	IR-077	159 NM	VR-1041	163 NM
IR-069	165 NM	SR-105	165 NM	IR-074	166 NM	VR-088	168 NM	VR-1006	170 NM	VR-1007	170 NM
VR-092	172 NM	IR-079	178 NM	IR-080	178 NM	VR-060	178 NM	IR-066	182 NM	IR-067	182 NM
VR-1085	182 NM	VR-1084	182 NM	VR-1082	182 NM	VR-1051	182 NM	VR-1050	182 NM	VR-1010	187 NM
VR-1055	189 NM	IR-032	190 NM	IR-059	191 NM	SR-101	191 NM	SR-104	191 NM	SR-106	191 NM
SR-103	191 NM	IR-057	192 NM	IR-030	194 NM	IR-031	194 NM	IR-075	196 NM		
IR-033	203 NM	IR-081	206 NM	VR-1009	207 NM	IR-021	209 NM	VR-087	210 NM	IR-002	212 NM
VR-1039	221 NM	VR-1030	225 NM	IR-082	226 NM	VR-1013	229 NM	VR-1014	233 NM	VR-1020	245 NM
VR-1031	246 NM	IR-022	252 NM	VR-1060	256 NM	VR-1033	263 NM	VR-093	264 NM	IR-037	267 NM
VR-1097	269 NM	IR-046	270 NM	VR-1040	273 NM	IR-038	274 NM	SR-137	274 NM	IR-035	276 NM
VR-1069	276 NM	IR-091	276 NM	IR-040	278 NM	VR-1021	278 NM	VR-1023	278 NM	VR-1024	278 NM
VR-1083	280 NM	IR-044	281 NM	IR-743	282 NM	VR-1743	282 NM	IR-012	285 NM	SR-031	285 NM
VR-1016	285 NM	SR-029	285 NM	IR-726	287 NM	VR-1726	287 NM	IR-047	289 NM	VR-1074	292 NM
IR-020	297 NM	VR-1022	297 NM	IR-078	303 NM	IR-049	315 NM	VR-1098	315 NM	IR-050	315 NM
IR-051	315 NM	VR-1721	317 NM	VR-085	319 NM	VR-086	319 NM	IR-048	321 NM	SR-059	324 NM
SR-060	324 NM	SR-061	324 NM	SR-062	324 NM	SR-225	326 NM	IR-721	331 NM	SR-075	333 NM
VR-1072	333 NM	VR-179	333 NM	SR-030	338 NM	IR-055	343 NM	IR-068	343 NM	VR-1046	345 NM
SR-871	352 NM	SR-873	352 NM	SR-874	352 NM	SR-872	352 NM	VR-1043	352 NM	IR-070	355 NM
VR-1032	356 NM	VR-073	357 NM	VR-096	357 NM	SR-073	364 NM	SR-074	364 NM	IR-157	369 NM
IR-174	369 NM	IR-762	370 NM	VR-1756	370 NM	SR-238	371 NM	VR-1061	374 NM	IR-761	377 NM
VR-1751	377 NM	VR-1722	378 NM	VR-1089	384 NM	IR-723	386 NM	IR-062	387 NM	VR-1668	392 NM
VR-1087	405 NM	VR-1088	405 NM	VR-1752	406 NM	IR-608	408 NM	IR-715	409 NM	IR-718	409 NM
VR-1667	414 NM	VR-1631	415 NM	VR-1058	416 NM	IR-719	418 NM	VR-1632	420 NM	VR-1633	420 NM

1995 AIR FORCE BASE QUESTIONNAIRE

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IR-720	424 NM	SR-734	426 NM	SR-732	427 NM	SR-735	427 NM	SR-733	431 NM	IR-618	433 NM
VR-619	433 NM	SR-867	433 NM	VR-1759	437 NM	SR-738	438 NM	VR-1057	439 NM	SR-737	440 NM
VR-1679	441 NM	VR-1196	444 NM	VR-1758	446 NM	IR-592	447 NM	IR-160	458 NM	IR-161	458 NM
SR-218	464 NM	SR-226	464 NM	SR-229	464 NM	SR-227	464 NM	SR-237	464 NM	SR-232	464 NM
SR-231	464 NM	SR-230	464 NM	SR-222	464 NM	SR-219	464 NM	SR-220	464 NM	SR-221	464 NM
IR-714	468 NM	IR-760	468 NM	VR-1754	468 NM	IR-034	470 NM	IR-056	470 NM	SR-707	471 NM
SR-708	471 NM	SR-713	471 NM	SR-714	471 NM	SR-711	471 NM	SR-710	471 NM	SR-820	475 NM
SR-835	475 NM	VR-1753	475 NM	SR-821	475 NM	VR-1755	475 NM	IR-053	478 NM	VR-1641	478 NM
VR-1642	478 NM	IR-121	481 NM	VR-1103	481 NM	SR-709	483 NM	SR-712	483 NM	SR-715	483 NM
VR-615	485 NM	SR-815	487 NM	SR-822	487 NM	SR-816	487 NM	SR-802	492 NM	SR-803	492 NM
SR-804	492 NM	SR-807	492 NM	SR-808	492 NM	SR-806	492 NM	IR-120	500 NM	VR-1102	500 NM
VR-1640	506 NM	VR-1711	507 NM	VR-1713	507 NM	VR-1712	507 NM	VR-1709	511 NM	SR-239	515 NM
VR-1617	516 NM	VR-1638	516 NM	SR-817	518 NM	IR-614	520 NM	VR-1635	520 NM	VR-708	523 NM
SR-818	527 NM	VR-1757	533 NM	VR-704	539 NM	VR-705	539 NM	VR-106	549 NM	SR-223	552 NM
SR-224	552 NM	VR-1182	555 NM	IR-716	560 NM	IR-164	566 NM	VR-1104	566 NM	SR-800	567 NM
SR-805	567 NM	SR-801	567 NM	SR-844	570 NM	SR-846	570 NM	SR-845	570 NM	VR-189	583 NM
VR-1546	586 NM	VR-1130	598 NM								
SR-701	611 NM	SR-703	611 NM	IR-527	612 NM	IR-127	615 NM	SR-702	615 NM	VR-187	615 NM
SR-823	615 NM	SR-774	615 NM	SR-847	616 NM	IR-502	621 NM	IR-504	621 NM	IR-129	625 NM
VR-707	627 NM	VR-188	629 NM	VR-1525	632 NM	SR-228	636 NM	VR-1624	638 NM	VR-1625	638 NM
SR-773	647 NM	SR-771	677 NM	SR-616	681 NM	SR-617	681 NM	VR-1626	685 NM	VR-664	685 NM
SR-825	689 NM	IR-117	696 NM	VR-1113	696 NM	VR-1128	696 NM	VR-1137	696 NM	SR-270	697 NM
SR-290	698 NM	SR-292	698 NM	VR-152	702 NM	VR-151	705 NM	SR-618	707 NM	SR-619	707 NM
IR-142	709 NM	VR-634	711 NM	VR-533	713 NM	SR-296	714 NM	VR-104	715 NM	VR-534	719 NM
VR-535	719 NM	VR-1124	720 NM	SR-261	726 NM	VR-119	726 NM	VR-1146	728 NM	VR-1110	730 NM
VR-1645	730 NM	IR-103	731 NM	VR-1628	731 NM	VR-1627	731 NM	VR-1120	731 NM	IR-105	731 NM
VR-1644	735 NM	VR-1647	735 NM	VR-138	736 NM	VR-1145	738 NM	SR-294	741 NM	SR-295	741 NM
SR-781	743 NM	VR-1139	743 NM	SR-782	745 NM	VR-158	745 NM	SR-785	746 NM	IR-145	747 NM
IR-146	747 NM	VR-162	749 NM	IR-139	750 NM	IR-136	751 NM	VR-163	751 NM	VR-511	751 NM
VR-541	752 NM	VR-531	754 NM	SR-776	756 NM	VR-1143	756 NM	VR-532	758 NM	IR-171	760 NM
IR-182	760 NM	SR-286	761 NM	VR-1122	765 NM	VR-1138	766 NM	VR-118	766 NM	VR-159	768 NM
IR-181	769 NM	IR-183	769 NM	SR-293	771 NM	IR-185	772 NM	SR-901	772 NM	VR-1140	773 NM
VR-143	773 NM	IR-123	774 NM	IR-175	774 NM	VR-1144	774 NM	IR-609	775 NM	VR-1142	775 NM
VR-1636	776 NM	VR-512	778 NM	VR-101	779 NM	VR-544	783 NM	VR-724	786 NM	VR-725	786 NM
IR-166	788 NM	SR-900	790 NM	VR-168	791 NM	VR-1650	793 NM	VR-552	793 NM	IR-148	794 NM
SR-205	794 NM	IR-505	796 NM	SR-904	799 NM	IR-147	800 NM				

1995 AIR FORCE BASE QUESTIONNAIRE

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I.2.C.9 **IR-430 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 1059 NM from the base.**

I.2.C.10 **Total number of Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within:**

200 NM	300 NM	500 NM
5	18	39

I.2.C.10.a **Routes and distance to route's control point:**

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-200	104 NM	AR-627	105 NM	AR-216 NORTHEAST	119 NM	AR-207NE NORTHEA	135 NM
AR-216 SOUTHWEST	189 NM						
AR-600	205 NM	Racoon MOA	207 NM	AR-633A	213 NM	AR-633B	221 NM
AR-601	226 NM	AR-207SW SOUTHWE	241 NM	AR-328	259 NM	AR-315 WEST	265 NM
AR-203 SOUTHWEST	281 NM	AR-203 NORTHEAST	288 NM	AR-202S SOUTH	289 NM	AR-202AN ALTERNA	299 NM
AR-455 WEST	299 NM						
AR-655	315 NM	AR-455 EAST	317 NM	AR-315 EAST	319 NM	AR-716	331 NM
AR-620	336 NM	AR-202N NORTH	341 NM	AR-111 WEST	355 NM	AR-302 WEST	355 NM
AR-101 SOUTH	365 NM	AR-302 EAST	369 NM	AR-103	371 NM	AR-618	393 NM
AR-615	394 NM	AR-111 EAST	411 NM	AR-101 NORTH	412 NM	AR-646	417 NM
AR-108 WEST	444 NM	AR-638	479 NM	AR-110 WEST	486 NM	AR-617	489 NM
AR-108 EAST	499 NM						

I.2.C.10b **The total number of refueling events within:**

500 NM	700 NM
4189	5135

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-216	119 NM	64	Racoon	207 NM	1829	AR-203	281 NM	223	AR-455	299 NM	372
AR-111	355 NM	303	AR-302	355 NM	445	AR-101	365 NM	217	AR-108	444 NM	140
AR-110	486 NM	596			0			0			0
AR-218	509 NM	359	AR-016	554 NM	157	AR-112	567 NM	360	AR-206H	682 NM	50

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 207NM from the base."**

I.2.C.10d **Percentage of tanker demand in region:** 27.0
Percentage of tankers based in region: 9.0

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

Tanker saturation within the region has been classified as tanker Poor

I.2.C.11 **Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:**

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	Route Count SR
BASTOGNE	309 NM	✔	✔	✔	0	0
BIFF	209 NM	✔	✔		0	0
BIG SANDY (WTR)	317 NM	✔	✔		0	0
BILL BAG	188 NM	✔	✔		0	0
BRAVO	319 NM	✔	✔	✔	6	0
BURMA SPECIAL N	202 NM				3	4
BURMA SPECIAL S	202 NM				3	4
CARENTAN (A)	245 NM		✔	✔	0	1
CASWELL BEACH (WATER	286 NM	✔	✔		0	0
CAVALIER NORTH	201 NM	✔	✔	✔	3	4
CAVALIER SOUTH	201 NM	✔	✔		3	4
CENTRAL CITY NO	329 NM	✔			0	0
CENTRAL CITY SO	329 NM	✔			0	0
CLERKIN	189 NM	✔	✔		0	0
CORINTH	268 NM	✔			0	0
CORREGIDOR	312 NM		✔	✔	0	0
COTENTIN	266 NM	✔	✔	✔	0	0
DARLINGTON	214 NM	✔	✔	✔	0	0
DAVIS #1	322 NM	✔		✔	0	0
DAVIS #2	323 NM	✔	✔	✔	0	0
DAVIS (CIR)	323 NM				0	0
DEEP CREEK	267 NM		✔		0	0
ECHO CHARLIE	328 NM	✔	✔	✔	10	0
ELIZABETH WEST	202 NM	✔	✔	✔	3	4
FARNEL BAY WATR	333 NM				0	0
FLYING DUTCHMAN	262 NM	✔			0	0
FORSYTHE	329 NM	✔	✔	✔	0	0
FRYAR	73 NM	✔	✔	✔	4	6
GALLAHAD #1	112 NM				0	1
GELA	268 NM	✔	✔	✔	0	0
GRAHAM	133 NM	✔	✔	✔	4	6

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

HARD	268 NM	✔			0	0
HARD LUCK	321 NM	✔	✔		8	0
HAT TRICK	250 NM	✔			0	1
HOLLAND	262 NM	✔	✔	✔	0	0
HUNTER	130 NM		✔		0	0
JONES	216 NM	✔	✔	✔	6	0
KAREN	322 NM	✔	✔	✔	8	0
LAURNBERG MAXTN	247 NM	✔	✔	✔	0	0
LOS BANOS	309 NM	✔	✔	✔	0	0
LOWRY LAKE	186 NM	✔	✔		2	0
LUZON	250 NM	✔	✔	✔	0	1
LUZON REVERSE	250 NM	✔			0	1
MALLON	196 NM	✔	✔		0	0
MCKENNA	64 NM	✔	✔	✔	4	6
MITCHELL	120 NM	✔	✔	✔	0	0
MYITKYINA TREE	273 NM	✔	✔		0	0
NETHERLANDS	262 NM	✔	✔	✔	0	0
NETHERLANDS ORI	261 NM	✔	✔	✔	0	0
NIJMEGEN	258 NM	✔	✔	✔	0	0
NORMANDY	266 NM	✔	✔	✔	0	0
NORTHFIELD E-W	139 NM	✔	✔	✔	2	1
NORTHFIELD S-N	139 NM	✔	✔	✔	0	0
OLIVE	343 NM	✔	✔	✔	0	0
OSCAR NOVEMBER	328 NM	✔	✔	✔	8	0
OSCAR QUEBEC	323 NM	✔	✔	✔	8	0
OSCAR QUEBEC REV	323 NM	✔	✔	✔	6	0
PAYNE	347 NM	✔	✔		0	0
PRESTON	81 NM		✔	✔	0	0
QUICK	121 NM	✔			0	0
REMAGEN	96 NM	✔	✔	✔	1	1
REMAGEN REVERSE	96 NM	✔	✔		1	1
RIM	322 NM	✔	✔	✔	8	0
SALERNO	265 NM	✔	✔	✔	0	0
SANDY DOG	202 NM	✔	✔	✔	3	4
SHELBY	294 NM	✔	✔	✔	0	3
SICILY	268 NM	✔	✔	✔	0	0

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

SICILY DEMO	268 NM	✔	✔	✔	0	0
STONE BAY WATER	330 NM				0	0
TAYLORS CREEK	104 NM	✔	✔	✔	1	1
THUNDERBOLT	130 NM	✔	✔		0	0
VOLTURNO	265 NM	✔	✔	✔	0	0
WESTERN KENTUCK	329 NM	✔	✔	✔	0	0
WHITE FALCON	214 NM	✔	✔		3	4

I.2.C.11.a

Drop Zone	Servicing Instruement and Slow Routes (IRs and SRs)								
BRAVO	IR-034	IR-046	IR-047	IR-048	IR-049	IR-055			
BURMA SPECIAL N	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
BURMA SPECIAL S	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
CARENTAN (A)	SR-225								
CAVALIER NORTH	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
CAVALIER SOUTH	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
ECHO CHARLIE	IR-034	IR-036	IR-037	IR-038	IR-046	IR-047	IR-049	IR-050	IR-055
	IR-056								
ELIZABETH WEST	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
FRYAR	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
	SR-072								
GALLAHAD #1	SR-038								
GRAHAM	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
	SR-072								
HARD LUCK	IR-034	IR-046	IR-047	IR-048	IR-049	IR-050	IR-055	IR-056	
HAT TRICK	SR-105								
JONES	IR-034	IR-046	IR-047	IR-048	IR-049	IR-055			
KAREN	IR-034	IR-046	IR-047	IR-048	IR-049	IR-050	IR-055	IR-056	
LOWRY LAKE	IR-032	IR-033							
LUZON	SR-105								
LUZON REVERSE	SR-105								
MCKENNA	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
	SR-072								
NORTHFIELD E-W	IR-035	IR-036	SR-166						
OSCAR NOVEMBER	IR-034	IR-046	IR-047	IR-048	IR-049	IR-050	IR-055	IR-056	
OSCAR QUEBEC	IR-034	IR-046	IR-047	IR-048	IR-049	IR-050	IR-055	IR-056	
OSCAR QUEBEC REV	IR-034	IR-046	IR-047	IR-048	IR-049	IR-055			

1995 AIR FORCE BASE QUESTIONNAIRE

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REMAGEN	IR-023	SR-038							
REMAGEN REVERSE	IR-023	SR-038							
RIM	IR-034	IR-046	IR-047	IR-048	IR-049	IR-050	IR-055	IR-056	
SANDY DOG	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
SHELBY	SR-029	SR-030	SR-031						
TAYLORS CREEK	IR-023	SR-038							
WHITE FALCON	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		

I.2.C.12 Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:

MCKENNA 63 NM

I.2.C.13 Nearest full scale drop zone(s) (minimum size 1000 by 1500 yds) which can be used for personnel drops or night equipment drops:

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	Route Count SR
MCKENNA	64 NM	✔	✔	✔	0	0

I.2.C.14 Name and distance to ground force installation (US Army, USMC) with a restricted airspace capable of supporting tactical aircraft employment (floor no higher than 100 ft AGL, ceiling no lower than 3,00 ft AGL, minimum area 25000 sq NM>

FORT STEWART 112 NM

1995 AIR FORCE BASE QUESTIONNAIRE
Robins AFB - AFMC

D. Ranges
Ranges (Controlled/managed by the base)

I.2.D.1 **The base Does not control or manage any ranges, questions I.2.D.2 to I.2.D.17 skipped.**

Ranges (Used by the base)

I.2.D.18 **The base uses ranges on a regular basis**

I.2.D.19 **The mission and training is Not adversely impacted by training area airspace encroachment or other conflicts.**

I.2.D.20 **MOAs/bombing ranges/other training areas have scheduling restrictions/limitations as follows:**

I.2.D.20.a W-157A ONE OUT OF FIFTY RANGE USE REQUESTS ARE DELAYED DUE TO OTHER AIRCRAFT OPERATING IN THE AREA.

I.2.D.21 **MOAs/bombing ranges/other training areas have No projected scheduling restrictions/limitations.**

I.2.D.22 **No significant changes/restrictions/limitations effecting the scheduling of low level routes in progress.**

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

E. Airspace Used by Base

I.2.E.1 **Base schedules or manages no airspace, questions I.2.E.2 to I.2.D.12 skipped.**

I.2.E.1.a **The base does Not use airspace.**

Commercial Aviation Impact

I.2.E.12 **The base is Not joint-use (military/civilian).**

I.2.E.13 **List of all airfields within a 50 mile radius of the base:**

Airfield:	Airfield:
ANTIQUE ACRES	Uncontrolled
BALDWIN CO	Uncontrolled
BARRON	Uncontrolled
BEN AMMON	Uncontrolled
BROKEN RANCH	Uncontrolled
BUTLER	Uncontrolled
BYROMVILLE	Uncontrolled
COCHRAN	Uncontrolled
CRISP CO-CORDELE	Uncontrolled
DANVILLE	Uncontrolled
DE DE	Uncontrolled
EAGLES LANDING	Uncontrolled
EASTMAN DODGE CO	Uncontrolled
FENNER	Uncontrolled
FLINT RIVER	Uncontrolled
FLYING H	Uncontrolled
GRANT MEMORIAL	Uncontrolled
GRIFFIN SPALDING CO	Uncontrolled
HAWKINSVILLE	Uncontrolled
HOWARD	Uncontrolled
JUMPIN J	Uncontrolled

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

KAOLIN	Uncontrolled
KITCHENS	Uncontrolled
MEADOW ARK	Uncontrolled
MIAMI VALLEY	Uncontrolled
MIDDLE GEORGIA	Uncontrolled
MIDDLE GEORGIA REGIONAL	General Aviation
MONTICELLO SKY RANCH	Uncontrolled
PALATO	Uncontrolled
PEACH STATE	Uncontrolled
PETERSON	Uncontrolled
PINEVIEW	Uncontrolled
PRATTSBURG	Uncontrolled
PULASKI CO	Uncontrolled
RIDGEVIEW	Uncontrolled
ROBINS AIR PARK	Uncontrolled
RONEY	Uncontrolled
SAVAGE	Uncontrolled
SEVEN LAKES	Uncontrolled
SMART	Uncontrolled
SOUTHER	Uncontrolled
TELFAIR-WHEELER	Uncontrolled
THACKER	Uncontrolled
THISTLE	Uncontrolled
VINTAGE	Uncontrolled
WEBB & SHEPARD	Uncontrolled
WINDRIFT	Uncontrolled
WRIGHTS	Uncontrolled

I.2.E.14 Civilian/commercial operators or other airspace users do Not pose scheduling, operational, or environmental constrains or limits.

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

F. Potential for Growth in Training Airspace (Area)

I.2.F.1 **Expansion of training airspace is possible.**

I.2.F.1.a **Estimated expansion potential is 50.0 percent. Rationale for estimate:**

THIS AREA IS OVER WATER AND A LARGE EXPANSION CAPABILITY EXISTS. NEITHER BULL DOG MOA A OR B CAN BE EXPANDED GEOGRAPHICALLY; HOWEVER, A 25 PERCENT INCREASE IN UTILIZATION CAN BE OBTAINED THROUGH SCHEDULING.

I.2.F.2 **Current access is expected to change.**

I.2.F.3 **No reductions in training airspace are expected.**

I.2.F.4 **Current special use airspace and training areas meet all training requirements.**

I.2.F.4.a **Deployed, off-station training is not required to meet training requirements.**

G. Composite / Integrated Force Training

I.2.G.1 **Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:**

FORT BENNING

73 NM from the base.

I.2.G.2 **DELETED**

I.2.G.3 **Nearest Naval unit where joint training can be accomplished:**

BEAUFORT MCAS

142 mi from the base.

I.2.G.4 **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**

DOBBINS AFB

85 mi from the base.

I.2.G.5 **DELETED**

H. Missile Bases (AF Space Command)

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

I.2.1 **No technical training mission.**

J. Weather Data (AF Environmental Technical Applications Center)

I.2.J.1 **Percentage of time the weather is at or above (ceiling / visibility)**

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.2	98.5	88.4	83.7	79.8

I.2.J.2 **Crosswind component to the primary runway:**

I.2.J.2.a **Is at or below 15 knots 98.9 percent of the time**

I.2.J.2.b **Is at or below 25 knots 99.9 percent of the time**

I.2.J.3 **2 Days have freezing partcipitation (mean per year).**

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	GWEN SITE	OFF-BASE COMM SITE	11	11	
II.1.A.2	ROBINS AFB	MAIN BASE	7,222	4,085	502
		TOTALS:	7,233	4,096	502

B. Facilities

II.1.B.1 **From real property records:**

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	16	16	100.0	0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	41,602	97.0	0.0	3.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	1,162,695	95.0	5.0	0.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	29,669	29,669	100.0	0.0	0.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	69,142	69,142	100.0	0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	1,174	1,174	100.0	0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	83,173	100.0	0.0	0.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	4,800	4,800	100.0	0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	6,344	6,344	100.0	0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	2,486,586	84.0	10.0	6.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	621,240	621,240	83.0	12.0	5.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	10,474	10,474	52.0	0.0	48.0	0

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	95,883	95,883	12.0	16.0	72.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	57,138	57,138	100.0	0.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	173,974	173,974	66.0	30.0	4.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	232,600	232,600	87.0	13.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	8,518	8,518	0.0	100.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	15,180	15,180	100.0	0.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	8,118	8,118	0.0	100.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	4,800	100.0	0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	4,800	4,800	100.0	0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	94,782	95.0	5.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	66,026	66,026	93.0	7.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	5,031	5,031	100.0	0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	0		0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	680,058	66.0	30.0	4.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	464,077	504,077	60.0	40.0	0.0	40,000
II.1.B.1.j.ii	217-712a	LANTIRN	SF	14,118	14,118	100.0	0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	74,412	74,412	31.0	2.0	67.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	34,241	34,241	62.0	0.0	38.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	43,903	43,903	100.0	0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	148,055	64.0	2.0	34.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	214,364	205,331	76.0	24.0	0.0	0
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	57,825	99.0	1.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	0		0.0	0.0	0

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	5,308	5,308	90.0	0.0	10.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	38,528	38,528	100.0	0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	2,200	2,200	100.0	0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	3,555,915	78.0	18.0	4.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	331,373	96.0	4.0	0.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	90,404	90,404	99.0	0.5	0.5	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	8,000	8,000	75.0	25.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	137,643	137,643	91.0	9.0	0.0	0
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	21,000	21,000	100.0	0.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	34,652	34,652	100.0	0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	81,577	90.0	2.0	8.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	3,175	100.0	0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	5,660	100.0	0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	27,395	100.0	0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	1,899,994	68.0	26.0	6.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	2,840	2,840	100.0	0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	1,279	100.0	0.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	602	1,108	100.0	0.0	0.0	506
II.1.B.1.cc	722	Dining Hall	SF	N/A	23,940	100.0	0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	18,000	14,977	100.0	0.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	137	100.0	0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	115,119	100.0	0.0	0.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	471,613	89.0	7.0	4.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	91,951	91,951	100.0	0.0	0.0	0

Notes for specific Cat Codes:

II.1.B.1.c.ii	141-753	SEE MS WORD DOCUMENT II.1.B.3
II.1.B.1.c.iii	141-782	SEE MS WORD DOCUMENT II.1.B.3
II.1.B.1.c.iv	141-784	SEE MS WORD DOCUMENT II.1.B.3
II.1.B.1.d.v	171-618	SEE MS WORD DOCUMENT II.1.B.3
II.1.B.1.e.ii	211-152	SEE MS WORD DOCUMENT II.1.B.3
II.1.B.1.e.iv	211-153	SEE MS WORD DOCUMENT II.1.B.3
II.1.B.1.e.v	211-154	SEE MS WORD DOCUMENT II.1.B.3
II.1.B.1.e.vi	211-157	SEE MS WORD DOCUMENT II.1.B.3

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

II.1.B.1.e.viii	211-159	SEE MS WORD DOCUMENT II.1.B.3
II.1.B.1.e.ix	211-173	SEE MS WORD DOCUMENT II.1.B.3
II.1.B.1.e.xi	211-177	SEE MS WORD DOCUMENT II.1.B.3
II.1.B.1.e.xii	211-179	SEE MS WORD DOCUMENT II.1.B.3
II.1.B.1.g.i	214-425	SEE MS WORD DOCUMENT II.1.B.3
II.1.B.1.j.i	217-712	SEE MS WORD DOCUMENT II.1.B.3
II.1.B.1.j.ii	217-712a	SEE MS WORD DOCUMENT II.1.B.3
II.1.B.1.k.i	218-712	SEE MS WORD DOCUMENT II.1.B.3
II.1.B.1.k.ii	218-852	SEE MS WORD DOCUMENT II.1.B.3
II.1.B.1.s.i	411-135	SEE MS WORD DOCUMENT II.1.B.3

II.1.B.2 From in-house survey:

	Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111	Aircraft Pavement-Runway(s)	SY	399,999	100.0	0.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	435,186	95.0	5.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	988,264	79.0	21.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	8,283	100.0	0.0	0.0
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	462,662	89.0	11.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	135,138	100.0	0.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	442,077	100.0	0.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	676,903	100.0	0.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	28,615	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	1,703,349	100.0	0.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	1,257,229	100.0	0.0	0.0

Notes for specific Cat Codes:

II.1.B.1.a	111	SEE MS WORD DOCUMENT II.1.B.3
II.1.B.1.e	812	SEE MS WORD DOCUMENT II.1.B.3

C. Family Housing (Facility Category Code 711)

II.1.C.1 Capacity (housing Inventory)

II.1.C.1.a	**Number of adequate units from current DD Form 1410, line 18d:**	1394	
II.1.C.1.b	**Number of substandard units from current DD Form 1410, line 18e:**	0	
II.1.C.1.c	**Current deficit (-) or surplus units in validated Market Analysis:**	-168	**(includes E-1 - E3 requirements)**

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

II.1.C.1.c.i A Market Analysis was Not used to answer the questions in Section II.1.C.

II.1.C.1.d FY95/4 projected net housing deficit (-) or surplus of units: -188 (includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)

II.1.C.2 Condition

II.1.C.2.a Number of adequate units meeting current whole-house standards of accommodation and state of repair: 211 (includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)

II.1.C.2.a Number of adequate units requiring whole-house renovation or replacement: 1185 (Units meeting whole-house standards are those that were programmed/ renovated after FY88).

II.1.C.2.a Number of new housing units projected to meet current deficit. 0

II.1.C.3 Percentage of military families living on base as compared to the total number of families (officer and enlisted) assigned to the base

II.1.C.3.a 44.0 percent of officer families live on base.

II.1.C.3.b 57.0 percent of enlisted families live on base.

II.1.C.3.a 54.0 percent of all military families live on base.

2. Airfield Characteristics

II.2 Runway Table:

Primary Designation		Dimensions: Length	Width	Cross Runway	Aircraft Arresting Systems (II.2.I) Number	Types
33	Primary	12000 ft	300 ft	No	3	BAK-9; BAK 12/14

II.2.A There are 1 active runways.

II.2.A.1 There are NO cross runways

II.2.B There are NO parallel runways.

II.2.C Dimensions of the primary runway (33).

II.2.C.1 Length: 12,000 ft

II.2.C.2 Width: 300 ft

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

II.2.D **Dimensions of all secondary runways are in the runway table.**

II.2.E **The primary taxiway is 150 ft wide.**

II.2.F **Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency(AFCESA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).**

An AFCESA Pavement Evaluation Report was used to complete this section.

					Primary Pavements		
	Aircraft Group		Criteria		Runways	Taxiways	Aprons
II.2.F.1	Fighter	F-15	61 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.5	Tanker	KC-135R	320 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now

II.2.G **Excess aircraft parking capacity for operational use.**

II.2.G.1 **The total usable apron space for aircraft parking is 653,344 Sq Yds.**

II.2.G.1.a **Specifications for individual parking areas (irregularly shaped areas are approximated by rectangle).**

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
19ARW ALERT APRON	2,200 ft	810 ft	Primary Aircraft	KC-135
19ARW OP APRON	775 ft	1,945 ft	Primary Aircraft	KC-135
AIR FREIGHT APRON	1,265 ft	475 ft	Transient Aircraft	VARIOUS CARGO ACFT
C-130 RUN UP LINE	863 ft	175 ft	Neither	C-130 PDM
N. DEPOT APRON	1,550 ft	1,500 ft	Neither	C-141 PDM
W. C-130 HANGAR	310 ft	370 ft	Neither	C-130 PDM

II.2.G.2 **Permanently assigned aircraft currrently require 66,343 Sq Yds of parking space.**

II.2.G.3 **24,309 Sq Yds of parking space is available for parking additional non-transient aircraft.**

II.2.G.4 **The following factors limit aircraft parking capability:**

19 SPOTS DO NOT HAVE FUEL PITS

II.2.H **The dimensions of the (largest) transient parking area:** 1,265 Ft | 475 Ft

II.2.I **Details of operational aircraft arresting systems on each runway are in the Runway Table (II.2)**

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

II.2.D Dimensions of all secondary runways are in the runway table.

II.2.E The primary taxiway is 150 ft wide.

II.2.F Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency(AFCESA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).

An AFCESA Pavement Evaluation Report was used to complete this section.

	Aircraft Group		Criteria		Primary Pavements		
					Runways	Taxiways	Aprons
II.2.F.1	Fighter	F-15	61 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.5	Tanker	KC-135R	320 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now

II.2.G Excess aircraft parking capacity for operational use.

II.2.G.1 The total usable apron space for aircraft parking is 653,344 Sq Yds.

II.2.G.1.a Specifications for individual parking areas (irregularly shaped areas are approximated by rectangle).

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
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N. DEPOT APRON	1,550 ft	1,500 ft	Neither	C-141 PDM
W. C-130 HANGAR	310 ft	370 ft	Neither	C-130 PDM

II.2.G.2 Permanently assigned aircraft currrently require 66,343 Sq Yds of parking space.

II.2.G.3 24,309 Sq Yds of parking space is available for parking additional non-transient aircraft.

II.2.G.4 The following factors limit aircraft parking capability:

19 SPOTS DO NOT HAVE FUEL PITS

II.2.H The dimensions of the (largest) transient parking area: 1,265 Ft | 475 Ft

II.2.I Details of operational aircraft arresting systems on each runway are in the Runway Table (II.2)

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

II.2.J **There are No critical features relative to the airfield pavement system that limit its capacity:**

1995 AIR FORCE BASE QUESTIONNAIRE

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3. Utility Systems

II.3.A **The overall system capacity and percent current usage for utility system categories:**

	Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1	Water:	7.678 MG/D	MG/D - million gallons per day	46 %
II.3.A.2	Sewage:	3.0 MG/D		80 %
II.3.A.3	Electrical distribution:	72.0 MW	MW - million watts	73 %
II.3.A.4	Natural Gas:	22.00 MCF/D	MCF/D - million cubic feet per day	29 %
II.3.A.5	High temperature water/steam generation/distribution:	528.0 MBTUH	MBTUH - million British thermal units per hour	76 %

II.3.B **Characteristics regarding the utility system that should be considered:**

For the main Georgia Power substations serving the base, we have cross ties which will allow the transfer of all the winter load from one substation to the other. In the summer we can transfer 10 megawatts from one substation to the other

4. Aircraft Maintenance Hangar Facilities

Specifications for general maintenance hangars and nose docks, excluding Depot and Test & Evaluation facilities.

II.4.A.1 **Facility number:** 2052 Hanger

Current Use: FUEL CELL MAINT (19 ARW)

II.4.A.2 **Size (SF):** 17,750 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-9

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	196 ft	30 ft	
II.4.A.6	Largest unobstructed space inside the facility:	83 ft	30 ft	196 ft

II.4.A.1 **Facility number:** 2066 Hanger

Current Use: PHASE MAINTENANCE (19 ARW)

II.4.A.2 **Size (SF):** 30,897 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-9

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	196 ft	30 ft	
II.4.A.6	Largest unobstructed space inside the facility:	83 ft	30 ft	196 ft

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

II.4.A.1 **Facility number:** 2067 Hanger
Current Use: AIRCRAFT MAINTENANCE (19 ARW)
II.4.A.2 **Size (SF):** 20,463 SF
II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-9

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	196 ft	30 ft	
II.4.A.6	Largest unobstructed space inside the facility:	83 ft	30 ft	196 ft

II.4.A.1 **Facility number:** 2081 Hanger
Current Use: AIRCRAFT MAINTENANCE (19 ARW)
II.4.A.2 **Size (SF):** 20,463 SF
II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-9

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	196 ft	30 ft	
II.4.A.6	Largest unobstructed space inside the facility:	83 ft	30 ft	196 ft

5. Unique Facilities

II.5.A **Unique (one-of-a-kind) Air Force facilitaties which must be replaced if the base is closed:**

A.1 Name or type of facility	A.2 Total square footage	A.3 Category code	A.4 Present use
Avioinics complex	535,537 SF	141821	Repair pf avionics and associated specific technologies including hybrid microelectronics, manufacture, computer integratex repair, environmental screening and a comprehensive software engineering capability
Avionics Integ. Spt Facs	215,057 SF	141763	Operational flight program software development, real time system integration testing, testing/reconfiguration, sompilation, configuration control, and maintenance of software documents
PHASED ARRAY WARNING SYSTEM	97,000 SF	141391	DETECTION OF SEA LAUNCHED BALLISTIC MISSILES
Security Assis. Elect. Warfare	21,409 SF	141763	Software development and test of foriegn military sales electronic warfare systems

6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures Local/Regional Land Encroachment

II.6.A **Percent current off base incompatible land use:**

Runway		Est		Percent Incompatible	Percent Incompatible	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					OPEN/AG/

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

	Number	Area	Pop	Acres	Land Use	Land Use	RES	COM	IND	PUB/SEMI	REC	LOW DEN
II.6.A.1	15	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	33	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.A.2	15	APZ 1	95	344	4.0	Gen Compat	4.0	0.0	0.0	0.0	0.0	97.0
	33	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.A.3	15	APZ 2	130	482	0.0	Gen Compat	11.0	8.0	3.0	0.0	0.0	78.0
	33	APZ 2	0	482	0.0	Gen Compat	0.0	0.0	0.0	52.0	0.0	49.0

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.4	65-70	848	4,198	1	Gen Compat	6.0	3.0	1.0	0.0	0.0	91.0
II.6.A.5	70-75	207	1,320	2	Gen Compat	3.0	0.0	0.0	0.0	0.0	96.0
II.6.A.6	75-80	33	110	2	Gen Compat	2.0	0.0	0.0	0.0	0.0	98.0
II.6.A.7	80+	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

II.6.B **Percent future off base incompatible land use:**

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.1	15	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	33	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.2	15	APZ 1	95	344	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	33	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.3	15	APZ 2	130	482	0	Gen Compat	11.0	8.0	3.0	0.0	0.0	78.0
	33	APZ 2	0	482	0	Gen Compat	0.0	0.0	0.0	52.0	0.0	49.0

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.4	65-70	848	4,198	1	Gen Compat	6.0	3.0	1.0	0.0	0.0	91.0
II.6.B.5	70-75	207	1,320	2	Gen Compat	3.0	0.0	0.0	0.0	0.0	97.0
II.6.B.6	75-80	33	110	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.7	80+	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

II.6.C **The most recent, publicly released AICUZ study is dated Jul 93**

II.6.D **Current AICUZ study's flying activities subsection reflects all currently assigned aircraft**

Subsection reflects the number of daily flying operations conducted by all assigned aircraft

Current AICUZ study's flight track figure/map reflects current flight tracks.

1995 AIR FORCE BASE QUESTIONNAIRE
Robins AFB - AFMC

II.6.E **The AICUZ study was last updated on Jul 93**
The study is still valid.

II.6.F **Local governments have incorporated AICUZ recommendations into land use controls**

II.6.F.1 **AICUZ recommended height restrictions.**

Government name:	Types of controls in place	Types of encroachment limited:
BIBB COUNTY	ZONING ORDINANCES	SEE MS WORD DOCUMENT II.6.F.1-7
HOUSTON COUNTY	ZONING ORDINANCES AND REGULATIONS	SEE MS WORD DOCUMENT II.6.F.1-7
TWIGGS COUNTY	ZONING ORDINANCE	SEE MS WORD DOCUMENT II.6.F.1-7
WARNER ROBINS (CITY)	ZONING ORDINANCES AND REGULATIONS	SEE MS WORD DOCUMENT II.6.F.1-7

II.6.F.2 **AICUZ recommended development limits for Accident Potential Zone 1.**

Government name:	Types of controls in place	Types of encroachment limited:
BIBB COUNTY	ZONING ORDINANCES; SEE MS WORD DOCUMENT SECTION II.6.F.3	SEE MS WORD DOCUMENT II.6.F.2-7
HOUSTON COUNTY	ZONING ORDINANCES; SEE MS WORD DOCUMENT II.6.F.2	SEE MS WORD DOCUMENT II.6.F.2-7
TWIGGS COUNTY	NONE REQUIRED; APZI IS NOT IN TWIGGS COUNTY	SEE MS WORD DOCUMENT II.6.F.2-7
WARNER ROBINS (CITY)	APZI IS NOT WITHIN THE CITY OF WARNER ROBINS	SEE MS WORD DOCUMENT II.6.F.2-7

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

II.6.F.3 **AICUZ recommended development limits for Accident Potential Zone 2.**

Government name:	Types of controls in place	Types of encroachment limited:
BIBB COUNTY	ZONING ORDINANCES; SEE MS WORD DOCUMENT SECTION II.6.F.3	SEE MS WORD DOCUMENT II.6.F.2-7
HOUSTON COUNTY	ZONING ORDINANCES; SEE MS WORD DOCUMENT II.6.F.3	SEE MS WORD DOCUMENT II.6.F.2-7
TWIGGS COUNTY	NONE REQUIRED; APZII IS NOT IN TWIGGS COUNTY	SEE MS WORD DOCUMENT II.6.F.2-7
WARNER ROBINS (CITY)	APZII IS NOT WITHIN THE CITY OF WARNER ROBINS	SEE MS WORD DOCUMENT II.6.F.2-7

II.6.F.4 **AICUZ recommended development limits between the 65 Ldn and 70 Ldn Noise Contours.**

Government name:	Types of controls in place	Types of encroachment limited:
BIBB COUNTY	ZONING ORDINANCES; SEE MS WORD DOCUMENT II.6.F.4	SEE MS WORD DOCUMENT II.6.F.2-7
HOUSTON COUNTY	ZONING ORDINANCES; SEE MS WORD DOCUMENT SECTION II.6..F.4	SEE MS WORD DOCUMENT II.6.F.2-7
TWIGGS COUNTY	ZONING ORDINANCES	SEE MS WORD DOCUMENT II.6.F.2-7
WARNER ROBINS (CITY)	ZONING ORDINANCES	SEE MS WORD DOCUMENT II.6.F.2-7

II.6.F.5 **AICUZ recommended development limits between the 70 Ldn and 75 Ldn Noise Contours.**

Government name:	Types of controls in place	Types of encroachment limited:
BIBB COUNTY	ZONING ORDINANCES; SEE MS WORD DOCUMENT II.6.F.5	SEE MS WORD DOCUMENT II.6.F.2-7
HOUSTON COUNTY	ZONING ORDINANCES; SEE MS WORD DOCUMENT SECTION II.6.F.5	SEE MS WORD DOCUMENT II.6.F.2-7

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

TWIGGS COUNTY	ZONING ORDINANCES	SEE MS WORD DOCUMENT II.6.F.2-7
WARNER ROBINS (CITY)	ZONING ORDINANCES; CITY OF WARNER ROBINS IS NOT WITHIN THIS CONTOUR	SEE MS WORD DOCUMENT II.6.F.2-7

II.6.F.6 **AICUZ recommended development limits between the 75 Ldn and 80 Ldn Noise Contours.**

Government name:	Types of controls in place	Types of encroachment limited:
BIBB COUNTY	ZONING ORDINANCES; SEE MS WORD DOCUMENT II.6.F.6	SEE MS WORD DOCUMENT II.6.F.2-7
HOUSTON COUNTY	ZONING ORDINANCES; SEE MS WORD DOCUMENT SECTION II.6.F.6	SEE MS WORD DOCUMENT II.6.F.2-7
TWIGGS COUNTY	ZONING ORDINANCES; HOWEVER, CONTOUR IS NOT IN TWIGGS COUNTY	SEE MS WORD DOCUMENT II.6.F.2-7
WARNER ROBINS (CITY)	ZONING ORDINANCES; CITY OF WARNER ROBINS IS NOT WITHIN THIS CONTOUR	SEE MS WORD DOCUMENT II.6.F.2-7

II.6.F.7 **AICUZ recommended development limits between the 80 Ldn and above Ldn Noise Contours.**

Government name:	Types of controls in place	Types of encroachment limited:
BIBB COUNTY	ZONING ORDINANCES	SEE MS WORD DOCUMENT II.6.F.2-7
HOUSTON COUNTY	ZONING ORDINANCES	SEE MS WORD DOCUMENT II.6.F.2-7
TWIGGS COUNTY	ZONING ORDINANCES	SEE MS WORD DOCUMENT II.6.F.2-7
WARNER ROBINS (CITY)	ZONING ORDINANCES	SEE MS WORD DOCUMENT II.6.F.2-7

II.6.G **Assessment of significant development (i.e., residential subdivision, shopping mall, or center, industrial park, etc.) existing or anticipated within any of the 7 AICUZ zones.**

No significant development currently exists in any AICUZ zone.

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

No significant development is projected for any AICUZ zone.

No long range (20 year) development trends in the 7 AICUZ zones are evident.

II.6.H **Population figures and projections:**

II.6.H.1 **Communities in the vicinity of the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
WARNER ROBINS	18633	33491	39893	43726	0
TWIGGS	7935	8222	9354	9806	10208
MONROE	10495	10991	14610	17113	19752
CRAWFORD	5816	5748	7384	8991	9918
BLECKLEY	9642	10291	10767	10430	11427

II.6.H.3 **County (ies) encompassing the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
PEACH	13846	62924	77605	89208	107858
HOUSTON	39154	62924	77605	89208	107858
BIBB	141249	143418	150256	149967	147032

II.6.I **All clear zone acquisition has been completed.**

II.6.J **All existing on base facilities are sited in accordance with AICUZ recommendations.**

All planned on base facilities will be sited in accordance with AICUZ recommendations.

Air Space Encroachment

II.6.K **Noise complaints are received from off base residents.**

II.6.K.1 **2.0 noise complaints per month (average) are received from off base residents.**

II.6.L **The base has implemented noise abatement procedures as follows:**

II.6.L.1 **WARNER ROBINS REGULATION 55-4 GOVERNS RUN-UPS AND REQUIRES RUN-UPS TO BE COMPLETED NO LATER THAN 2200L HOURS EACH DAY. MULTIPLE OR LOW APPROACHES AND TOUCH AND GO LANDINGS ARE NOT PERMITTED 2200-0700L.**

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 **6 C-141 equivalent aircraft can be loaded or unloaded at one time.**

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.1.a **The limiting factor is Load Crews**

III.1.A.1.b **Current MHE:** 11 - 40 K LOADERS, 17 - 10K FORKLIFTS, 5 - 25K LOADERS, 4 - 4K FORKLIFTS, 5 - 6K FORKLIFTS, 1 ELEVATOR LOADER, 1 SWEEPER, 2 TOW TRACTORS, 1 TUG, 1 - 9T HIGH LIFT, 1 ELEVATING TRANSPORT VEHICLE, 1 TRANSPORT VEHICLE

III.1.A.2 **11 C-141 equivalent aircraft can be refueled at one time.**

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B **The base can land, taxi, park, and refuel widebody aircraft as follows:**

Aircraft	Widebody Capabilities:				Remarks:
747	Can land	Can taxi	Can park	Can refuel	
C-5	Can land	Can taxi	Can park	Can refuel	
KC-10	Can land	Can taxi	Can park	Can refuel	

III.1.C **The base has an operational fuel hydrant system:**

III.1.C.1 **The fuel hydrant system is available to transient aircraft.**

III.1.C.2 **16 hydrant pits are operational.**

Description of base fuel hydrant system:

System Type:	Total Pumping Rate (GPM):	Number of Laterals:	Nomber of Usable Refueling Positions:	Number of SIMULTANEOUS aircraft refuelings of Narrow	Widebody
2	600	7	16	7	7

III.1.C.3 **15 fuel storage tanks support the operational fuel hydrant system:**

III.1.C.3.a

Storage tank Capacity:	Tanks with this capacity

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

50000	15

III.1.C.4 **The hydrant system is 3.0 miles from the bulk storage area.**

III.1.C.5 **No pits are certified for hot_pit operations.**

III.1.D **The base bulk storage facility is serviced by a pipeline.**

III.1.D.1 **The pipeline is the primary fuel source for the bulk storage facility.**

III.1.D.2 **The are No limitations to continious service from the primary source.**

III.1.D.3 **DIESEL FUEL: 4,258 BARRELS; GASOLINE: 169 BARRELS**

Based on normal requirements in the Fuel Logistics Area Summary(FLAS) or Inventory Management Plan (IMP). Storage for others is excluded.

III.1.D.4 **Other receipt modes available:** TANK CARS, TANK TRUCKS

Number of offload headers: 6

6 tank trucks can be simultaneously offloaded

6 tank cars can be simultaneously offloaded

III.1.D.5 **2 refueling unit fillstands are available.**

III.1.D.5.a **2 refuelers can be filled simultaneously.**

III.1.D.6 **Current despensing capabilities as defined in AFR 144-1** **sustained:** 3618000
maximum: 3618000

III.1.D.7 **The base is directly supported by an intermediate Defense Fuels Supply Point (DFSP).**

III.1.D.7.a **Supporting DFSP:** DEFENSE LOGISTICS AGENCY (DEFENSE FUEL SUPPLY CENTER AND STANDARD TRANSPIPE CORPORATION)

III.1.E **Cat 1.1 and 1.2 munitions storage requirements and capacity.**

	Cat 1.1	Cat 1.2
III.1.E.1 **Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:**	399509	0
Square footage available (including physical capacity limit):	53338	0
III.1.E.2 **Normal installation mission storage requirement:**	399074	0

Physical Limits for Cat 1.2 Munitions:

LIIMITED ONLY TO PHYSICAL CAPACITY

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

III.1.F **The base has a dedicated hot cargo pad.**

III.1.F.1 **Access to the hot cargo pad is not limited.**

III.1.F.2 **The size of the hot cargo pad is 116,450 sq feet.**

III.1.F.3 **The sited explosive capacity of the hot cargo pad is 30,000**

III.1.F.4 **The hot pad access is taxi-on/taxi-off.**

III.1.F.5 **The taxiway servicing the hot pad is 75 ft wide and has a pavement classification number (PCN) of 90.**

III.1.F.6 **Aircraft using pad over the last 5 years:**

C-5, C-141, C-130, KC-135

III.1.G **Proximity (within 150 NM) to mobilization elements.**

III.1.G.1 **The base is proximate to a ground force installation.**

Active ground force installations within 150 NM:

FORT BENNING	73 NM
FORT GORDON	87 NM
FORT MCCLELLAN	126 NM
FORT RUCKER	135 NM
FORT STEWART	112 NM

III.1.G.2 **The base is proximate to a railhead.**

Railheads within 150 NM:

Albany - Acree	68 NM
Anniston - Bynum	132 NM
Anniston - Fort McClellan	129 NM
Augusta - Fort Gordon	86 NM
Columbus - Fort Benning	72 NM
Hinesville - Walthourville	113 NM
Norcross - Doraville	83 NM
Valdosta - Moody Field	110 NM
Warner Robins	6 NM
Waterford - Daleville	134 NM

III.1.G.3 **The base is proximate to a port.**

Deep water ports within 150 NM:

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

Savannah	136 NM

III.1.H **The base has a dedicated passenger terminal.**

III.1.I **The base has a dedicated deployment facility capable of handling DoD standardized cargo pallets.**

III.1.J **The base medical treatment facility does Not routinely receive referral patients.**

III.1.K **No military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.**

III.1.L **Unique missions performed by the base medical facility:**

AIR TRANSPORTABLE HOSPITAL - UTC FFGK; BLOOD TRANSHIPMENT CENTER - UTC FFLGD; AIR TRANSPORTABLE C

Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,

III.1.M **Base medical facilities project planned to begin before to 1999:**

FY97; SITE VISITS COMPLETED BY BOTH THE USAF EASTERN REGION HEALTH FACILITIES OFFICE AND VECTOR RES

Facilities projects include military consruction program (MCP) or Operations and Maintenence (O&M) alterations.

III.1.M.1 **The project has Not been approved.**

III.1.M.2 **Major MCP completed since 1989:**

MILCON LIFE SAFETY CODE UPGRADE; MILCON OCCUPATIONAL HEALTH SERVICES FACILITY

III.1.N **Base facilities have a total excess storage capacity of 287,835 sq ft.**

III.1.N.1 **Base facilities have a total covered storage capacity of 3,802,000 sq ft.**

III.1.N.2 **Breakout of the total covered storage capacity:**

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	134,000 sq ft
Mobility storage:	13,000 sq ft
War Readiness Support Kits (WRSK) storage:	21,000 sq ft

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

III.1.O 417 light military vehicles are on base.

III.1.P 1372 heavy military and special vehicles are on base.

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

Section IV

1. Base Budget

IV.1 Non-payroll portion of the base budget for prior years:

IV.1.A	xxx56	Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	6,730.00 $sK	0.00 $sK	6,730.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	6,053.00 $sK	0.00 $sK		6,053.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	10,083.00 $sK	151.00 $sK			10,234.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	5,527.00 $sK	7.00 $sK				5,534.00 $sK
				xxx56 TOTALS:	6,730.00 $sK	6,053.00 $sK	10,234.00 $sK	5,534.00 $sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	25,297.00 $sK	5,249.00 $sK	30,546.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	18,023.00 $sK	4,398.00 $sK		22,421.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	249.00 $sK	0.00 $sK			249.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	0.00 $sK	0.00 $sK				0.00 $sK
				xxx76 TOTALS:	30,546.00 $sK	22,421.00 $sK	249.00 $sK	0.00 $sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	0.00 $sK	0.00 $sK	0.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	0.00 $sK	0.00 $sK		0.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	9,007.00 $sK	750.00 $sK			9,757.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	5,292.00 $sK	517.00 $sK				5,809.00 $sK
				xxx78 TOTALS:	0.00 $sK	0.00 $sK	9,757.00 $sK	5,809.00 $sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

		3400	196.00 $sK	0.00 $sK	196.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	247.00 $sK	0.00 $sK		247.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	144.00 $sK	0.00 $sK			144.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	18.00 $sK	0.00 $sK				18.00 $sK
				xxx90 TOTALS:	196.00 $sK	247.00 $sK	144.00 $sK	18.00 $sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	3,649.00 $sK	614.00 $sK	4,263.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	3,823.00 $sK	602.00 $sK		4,425.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	2,800.00 $sK	1,299.00 $sK			4,099.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	3,325.00 $sK	348.00 $sK				3,673.00 $sK
				xxx95 TOTALS:	4,263.00 $sK	4,425.00 $sK	4,099.00 $sK	3,673.00 $sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	4,402.00 $sK	3,631.00 $sK	8,033.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	6,911.00 $sK	2,736.00 $sK		9,647.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	14,421.00 $sK	7,474.00 $sK			21,895.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	14,450.00 $sK	5,378.00 $sK				19,828.00 $sK
				xxx96 TOTALS:	8,033.00 $sK	9,647.00 $sK	21,895.00 $sK	19,828.00 $sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	5,738.00 $sK	149.00 $sK	5,887.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	5,348.00 $sK	149.00 $sK		5,497.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	5,999.00 $sK	104.00 $sK			6,103.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

3400	5,593.00 $sK	14.00 $sK				5,607.00 $sK
		MFH TOTALS:	5,887.00 $sK	5,497.00 $sK	6,103.00 $sK	5,607.00 $sK

2. Relocation Costs

IV.2 **-Large, unusual items integral to the unit mission, but which cannot be moved as regular freight:**

Total relocation costs: 22,023,700.00 K

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

Section IV/V Level Playingfield COBRA Data

One time closure costs: 1,011$sM

Twenty year Net Present Value 133$sM

Steady state savings 75$sM per year

Manpower savings associated with closure 1,744

Return on Investment (years): 18

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

Section VI Economic Impact

Economic Area Statistics:

Macon, GA MSA
Total population: 296,000 (FY 92)
Total employment: 157,770 (FY 93)
Unemployment Rates (FY93/3 Year Average/10 Year Average)

5.8% / 5.5% / 5.7%

Average annual job growth: 1,843

Average annual per capita income: $17,542

Average annual increase in per capita income: $5.8%

Projected economic impact:

Direct Job Loss:	**15,604**	
Indirect Job Loss:	**15,490**	
Closure Impact:	**31,094**	**(19.7% of employment total)**
Other BRAC Losses:	**9**	
Cumulative Impact:	**31,103**	**(19.7% of employment total)**

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

Section VII

1. Community Infrastructure

Describe the off-base housing situation.

VII.1.A.1 **Off-base housing is affordable**

VII.1.A.2 **Units are available for families**

VII.1.A.2 **Units are available for single members.**

VII.1.A.3 **5.8 Percent of off-base housing was rated as unsuitable in the latest VHA survey**

VII.1.A.4 **Median monthly cost of off-base housing based on latest VHA survey:** $695

Describe the transportation systems.

VII.1.B.1 **The base is NOT served by REGULARLY SCHEDULED, public transportation.**

VII.1.B.2 **Distance to the nearest municipal airport with scheduled, commercial air traffic:** 4 miles

VII.1.B.2 **Airport name:** MIDDLE GEORGIA REGIONAL AIRPORT

VII.1.B.3 **Number of commercial air carriers available at the airport:** 1

VII.1.B.4 **Average round trip commuting time to work:** 34 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

	Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time			
VII.1.C.1	Swimming pool	WARNER ROBINS RECREATION DEPT	2	0	Hrs.	05	Min.
VII.1.C.2	Movie theater	PARKWAY CINEMAS	3	0	Hrs.	06	Min.
VII.1.C.3	Public golf course	INTERNATIONAL CITY MUNICIPAL GOLF COURSE	3	0	Hrs.	05	Min.
VII.1.C.4	Bowling lane	HOUSTON LANES	3	0	Hrs.	06	Min.
VII.1.C.5	Boating	HOUSTON LAKE	10	0	Hrs.	15	Min.
VII.1.C.6	Fishing	HOUSTON LAKE	10	0	Hrs.	15	Min.
VII.1.C.7	Zoo	ATLANTA ZOO	90	1	Hrs.	30	Min.
VII.1.C.8	Aquarium	FERNBANK NATURAL SCIENCE MUSEUM	90	1	Hrs.	30	Min.
VII.1.C.9	Family theme park	SIZ FLAGS OVER GEORGIA	120	2	Hrs.	00	Min.
VII.1.C.10	Professional sports	LUTHER WILLIAMS FIELD	15	0	Hrs.	25	Min.
VII.1.C.11	Collegiate sports	MERCER UNIVERSITY	15	0	Hrs.	25	Min.

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

VII.1.C.12	Camping facilities	LAKE TOBESOFKEE	15	0	Hrs.	25	Min.
VII.1.C.13	Beaches (lake or ocean)	LAKE TOBESOFKEE	15	0	Hrs.	25	Min.
VII.1.C.14	Outdoor winter sports	Maggie Valley Ski Resort, NC	200	3	Hrs.	30	Min.

VII.1.D **Nearest Shopping facility (two major anchor stores plus smaller retail outlets):**

HOUSTON MALL 0 hrs 6 min (3 Miles)

VII.1.E **Nearest Metropolitan center (population in excess of 100,000):**

MACON 0 hrs 20 min (15 Miles)

Local area crime rate:

VII.1.F.1 **Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.)** 541

VII.1.F.2 **Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.)** 4869

2. Education

VII.2.A **The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios:** 22 to 1

VII.2.B **Local high schools offer a four-year English program.**

VII.2.B **Local high schools offer a four-year Math program.**

VII.2.B **Local high schools offer four-year Foreign Language programs.**

VII.2.C **Local high schools offer an Honors program.**

VII.2.D **65.0 percent of high school students go on to either a two- or four-year college**

VII.2.E **There are opportunities for off-base education within 25 miles of the base.**

VII.2.E.1 **Opportunities for off-base VOCATIONAL/TECHNICAL TRAINING provided by the following institutions:**

MIDDLE GEORGIA TECHNICAL INSTITUTE; MACON TECHNICAL INSTITUTE

VII.2.E.2 **Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:**

MERCER UNIVERSITY, MACON COLLEGE, WESLEYAN COLLEGE, FT VALLEY STATE COLLEGE, GEORGIA COLLEGE (MACON CAMPUS)

VII.2.E.3 **Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:**

MERCER UNIVERSITY, GEORGIA COLLEGE (MACON CAMPUS), FT VALLEY STATE COLLEGE

3. Spousal Employment

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

VII.3.A **59.0 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **98.0 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **5.8 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **3.0 percentage rate of job growth in the local area (Department of Labor Stastics)**

4. Local Medical Care

VII.4.A	**Current ratio of active, non-federal physicians in the community:**	2.1 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	5.1 beds/1000 people

1995 AIR FORCE BASE QUESTIONNAIRE
Robins AFB - AFMC

Section VIII

1. Air Quality - Clean Air Act

VIII.1.A **Air Quality Management District for the base:** CENTRAL GEORGIA INTRASTATE

VIII.1.B **The base is NOT located within a maintenance or non-attainment area for pollutants.**

VIII.1.C **There are NO critical air quality regions within 100 kilometers of the base**

(Critical air quality regions are non-attainment areas, national parks, etc.)

VIII.1.D **On- or off-base activities have NOT been restricted or delayed due to air quality considerations.**

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

VIII.1.D.1 **The base has NOT been required to impliment emissions reduction through special actions**

(i.e. carpooling or emissions credit transfer)

VIII.1.E **Restrictions placed on operations by state or local air quality regulatory agencies:**

VIII.E.1 Aerospace Ground Equipment (AGE):

E.1.a No state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

E.1.b No state or local air quality regulatory agency Requires permits for such units.

E.1.c No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

E.1.d No state or local air quality regulatory agency Requires retrofit controls for AGE.

VIII.E.2 Infrastructure Maintenance / Public Works

E.2.a No state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

E.2.b No state or local air quality regulatory agency Limits the hours of these activities.

E.2.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

E.2.d No state or local air quality regulatory agency Requires emission offsets for these activities.

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

VIII.E.3 Open Burn/Open Detonation

E.3.a No state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training

E.3.b No state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.

E.3.c No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.

E.3.d No state or local air quality regulatory agency Requires periodic emission testing.

VIII.E.4 Fire Training

E.4.a No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.

E.4.b No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

VIII.E.6 Emergency Generators

E.6.a No state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

E.6.b No state or local air quality regulatory agency Limits the hours of emergency operation of generators.

E.6.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergenct generators.

E.6.d No state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

E.6.d No state or local air quality regulatory agency Requires emission offsets.

VIII.E.7 Short-term Activities

E.7.a No state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).

E.7.b No state or local air quality regulatory agency Limits the operation for short-term activities.

E.7.c No state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.

E.7.d No state or local air quality regulatory agency Prohibits any short-term activities.

VIII.E.8 Monitoring

E.8 No state or local air quality regulatory agency Has continious emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

VIII.E.9 BACT/LAER

E.9 No state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

2. Water - Potable

VIII.2.A The base potable water supply is On-base and the source is:

1995 AIR FORCE BASE QUESTIONNAIRE
Robins AFB - AFMC

AQUIFER

VIII.2.B **There are no constraints to the base water supply.**

VIII.2.C **The base potable water supply does not constrain operations**

(Contamininants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

3. Water - Ground Water

VIII.3.A **Base or local community groundwater is contaminated.**

VIII.3.A.1 **Nature of contamination.** TCE

VIII.3.A.2 **The contaminated groundwater is Not a potable water source.**

VIII.3.B **The base is Not actively involved in groundwater remediation activities.**

VIII.3.C **6 water wells exist at the base.**

VIII.3.D **15 wells have been abandoned for the following reasons:**

MECHANICAL FAILURE

4. Water - Surface Water

VIII.4.A **The following perennial bodies of water are located on base.**

VIII.4.A.1

Location	Surface area size
DUCK LAKE	11.00 Acres
LUNA LAKE	10.00 Acres
SCOUT LAKE	9.00 Acres
WETLANDS	2,000.00 Acres

VIII.4.A.2 **These bodies receive water runoff or treated wastewater discharge from the base.**

VIII.4.A.3 **The base is located within a specified drainage basin.**

VIII.4.B **Special permits are required as follows:**

EROSION AND SEDIMENT CONTROL PERMITS FOR CONSTRUCTION

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

VIII.4.C There is known contamination to the base or local community surface water

VIII.4.C.1 Nature of the contamination: PESTICIDES

VIII.4.C.2 The contaminated surface water is Not a potable water source.

5. Wastewater

VIII.5.A Base wastewater is treated by On-Base facilities.

VIII.5.B The following 3 wastewater treatment facilities (industrial/domestic) are located on-base:

DOMESTIC
INDUSTRIAL #1
INDUSTRIAL #2

VIII.5.C There are No discharge violations or outstanding open enforcement actions pending.

6. Discharge Points / Impoundments

VIII.6.A Describe the National Pollutant Elimination System permits in effect:

1 DOMESTIC SEWAGE, 2 INDUSTRIAL WASTEWATER, 6 STORMWATER DISCHARGE

VIII.6.B The base currently discharges treated wastewater OFF-Base. Description of treated wastewater discharge location:

OCMULGEE RIVER

VIII.6.C The base has No discharge impoundments.

VIII.6.D There are no discharge violations or outstanding discharge open enforcement actions pending.

7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A 98.0 percent of facilities have been surveyed for asbestos.

VIII.7.A.1 38.0 percent of the facilities surveyed are identified as having asbestos.

VIII.7.A.2 0 facilities are considered regulated areas or have restricted use due to friable asbestos.

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

8. Biological - Habitat

VIII.8.A There are No ecological or wildlife management areas ON the base.

There are No ecological or wildlife management areas ADJACENT TO the base.

VIII.8.A.1 Natural areas on or adjacent to the base are generally recognized as important ecological sites.

WETLANDS ON EAST SIDE OF THE BASE

VIII.8.B No critical/sensitive habitats have been identified on base .

VIII.8.C The base has a cooperative agreement for conducting a hunting and fishing program.

Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.

VIII.8.D The presence of these resources does not constrain CURRENT construction activities/operations.

The presence of these resources does not constrain FUTURE construction activities/operations.

9. Biological - Threatened and Endangered Species

VIII.9.A Threatened and/or endangered species identified on the base:

Species	Kingdom				Remarks
AMERICAN ALLIGATOR	Animal	State	Listed	Threatened	
FLORIDA PANTHER	Animal	Federa	Listed	Endangered	
HOODED PITCHER PLANT	Plant	Federa	Listed	Endangered	
WILD AZALEA	Plant	Federa	Listed	Endangered	
YELLOW FLY CATCHER	Plant	Federa	Listed	Endangered	

VIII.9.B There are No Special Concern species identified on the base.

VIII.9.C The presence of these species does Not constrain current or future construction activities or operations.

10. Biological - Wetlands

VIII.10.A Wetlands, estuaries, or other special aquatic features present on the base:

VIII.10.A.1

Identification and type of wetland:	Approximate acreage:
WETLANDS	2482

VIII.10.A.2 The base is Not involved in jointly-managed programs for protection of these resources.

VIII.10.B The base has been surveyed for wetlands in accordance with established federally approved guidelines.

VIII.10.B.1 Survey was completed in Jul 94

1995 AIR FORCE BASE QUESTIONNAIRE
Robins AFB - AFMC

VIII.10.B.2 **100 percent of the base was included in the survey.**

VIII.10.B.3 **Method used to survey the base (e.g., Corps of Engineers Delineation Manual, U.S. Fish and Wildlife Service National Wetlands Inventory):**

CORPS OF ENGINEERS DELINATION MANUAL

VIII.10.C **Part of the base is located in a 100-year floodplain.**

VIII.10.D **The presence of these resources does Not constrain current or future construction activities or operations.**

11. Biological - Floodplains

VIII.11.A **Floodplains are present on the base.**

VIII.11.A.1 **Floodplains do Not constrain construction (siting) activities or operations.**

VIII.11.A.2 **Periodic flooding does Not constrain base operations.**

12. Cultural

VIII.12.A **Historic,prehistoric, archaeological sites or other cultural resources located on the base:**

VIII.12.A.1

Sites:	Significant status:
1	NONE/INELIGIBLE
10	NONE/INELIGIBLE
11	LOCAL
12	LOCAL
13	NONE/INELIGIBLE
14	LOCAL/ELIGIBLE
15	NONE/INELIGIBLE
16	LOCAL
17	LOCAL/ELIGIBLE
18	LOCAL
19	LOCAL
2	LOCAL
20	NONE/INELIGIBLE
21	LOCAL
22	LOCAL
23	LOCAL

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

24	NONE/INELIGIBLE
25	NONE/INELIGIBLE
26	NONE/INELIGIBLE
27	LOCAL
28	NONE/INELIGIBLE
29	NONE/INELIGIBLE
30	LOCAL
31	NONE/INELIGIBLE
32	LOCAL
33	NONE/INELIGIBLE
34	LOCAL/POTENTIAL
35	LOCAL/POTENTIAL
4	NONE/INELIGIBLE
5	NONE/INELIGIBLE
6	NONE/INELIGIBLE
7	NONE/INELIGIBLE
8	LOCAL/ELIGIBLE
9	NONE/INELIGIBLE
9HT7	NONE/INELIGIBLE
9HT8	LOCAL/POTENTIAL
FEAGIN CEM	NONE/POTENTIAL
KING CEM	NONE/POTENTIAL
OCCUR 25	LOCAL

VIII.12.B **29 percent of the buildings on base are over 50 years old.**

VIII.12.C **No Historic Landmark/Districts, or NRHP properties are located on base.**

VIII.12.C.1 **Some properties have been determined to be or may be eligible for the NRHP.**

VIII.12.C.2 **Buildings or structures have been surveyed for Cold War or other historical significance.**

VIII.12.D **The base has been archeologically surveyed.**

VIII.12.D.1 **100 percent of the base has been surveyed.**

VIII.12.D.2 **Archeological sites have been found.**

VIII.12.D.3 **Archeological collections are housed on base.**

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

VIII.12.D.4 Native Americans or others use/identified sacred areas or burial sites on or near base:

NATURE CENTER/PAELO INDIAN SITE

VIII.12.E The base has no agreements with historic preservation agencies.

Agreements include Programmatic Agreements and Memorandum of Agreements.
Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 33 IRP sites have been identified

VIII.13.A.2 No IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 2002

VIII.13.B The installation is a National Priority List (NPL) site or has been proposed as an NPL site.

VIII.13.C Federal Facility Agreements to clean up the base are in place.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There reported or known uncontrolled or unregulated occurrences of specific contaminate types and sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E There are sites or SWMUs currently being investigated and remediated pursuant to RCRA corrective action.

SWMU - Solid Waste Management Units
RCRA - Resource Conservation and Recovery Act

VIII.13.E.1 16 sites are being investigated and remediated.

VIII.13.F The IRP currently restricts construction (siting) activities/operations on-base.

14. Compliance / IRP Costs ($000)

VIII.14.A

Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	$1,500.000 K	$2,325.000 K	$1,325.000 K	$1,330.000 K	$1,380.000 K
IRP	$17,300.000 K	$22,835.300 K	$24,873.600 K	$19,276.300 K	$4,262.300 K
Natural Resources	$176.000 K	$0.000 K	$0.000 K	$0.000 K	$0.000 K
Other(s) Specify:AIR QUALITY	$432.000 K	$157.000 K	$83.000 K	$391.000 K	$37.000 K
Other(s) Specify:ASBESTOS/LEAD	$243.000 K	$265.000 K	$290.000 K	$295.000 K	$300.000 K
Other(s) Specify:COMPLIANCE,GENERAL	$2,961.000 K	$2,642.500 K	$2,696.500 K	$2,720.500 K	$2,832.000 K
Other(s) Specify:CULTURAL RESOURCES	$63.700 K	$110.000 K	$60.000 K	$60.000 K	$60.000 K
Other(s) Specify:ENVIRONMENTAL ASSESSMENTS	$120.000 K	$200.000 K	$400.000 K	$400.000 K	$400.000 K
Other(s) Specify:RCRA/HAZARDOUS MATERIALS	$180.000 K	$225.000 K	$175.000 K	$200.000 K	$75.000 K
Other(s) Specify:SPILLS	$505.000 K	$810.000 K	$680.000 K	$680.000 K	$655.000 K
Other(s) Specify:USTs	$282.800 K	$430.000 K	$0.000 K	$0.000 K	$51.000 K
Other(s) Specify:WATER/WASTEWATER	$3,504.900 K	$266.000 K	$66.000 K	$66.000 K	$66.000 K

Document Separator

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 33 IRP sites have been identified

VIII.13.A.2 No IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 2002

VIII.13.B The installation is a National Priority List (NPL) site or has been proposed as an NPL site.

VIII.13.C Federal Facility Agreements to clean up the base are in place.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There reported or known uncontrolled or unregulated occurrences of specific contaminate types and sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E There are sites or SWMUs currently being investigated and remediated pursuant to RCRA corrective action.

SWMU - Solid Waste Management Units
RCRA - Resource Conservation and Recovery Act

VIII.13.E.1 16 sites are being investigated and remediated.

VIII.13.F The IRP currently restricts construction (siting) activities/operations on-base.

14. Compliance / IRP Costs ($000)

VIII.14.A

Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	$1,500.000 K	$2,325.000 K	$1,325.000 K	$1,330.000 K	$1,380.000 K
IRP	$17,300.000 K	$22,835.300 K	$24,873.600 K	$19,276.300 K	$4,262.300 K
Natural Resources	$176.000 K	$0.000 K	$0.000 K	$0.000 K	$0.000 K
Other(s) Specify:AIR QUALITY	$432.000 K	$157.000 K	$83.000 K	$391.000 K	$37.000 K
Other(s) Specify:ASBESTOS/LEAD	$243.000 K	$265.000 K	$290.000 K	$295.000 K	$300.000 K
Other(s) Specify:COMPLIANCE,GENERAL	$2,961.000 K	$2,642.500 K	$2,696.500 K	$2,720.500 K	$2,832.000 K
Other(s) Specify:CULTURAL RESOURCES	$63.700 K	$110.000 K	$60.000 K	$60.000 K	$60.000 K
Other(s) Specify:ENVIRONMENTAL ASSESSMENTS	$120.000 K	$200.000 K	$400.000 K	$400.000 K	$400.000 K
Other(s) Specify:RCRA/HAZARDOUS MATERIALS	$180.000 K	$225.000 K	$175.000 K	$200.000 K	$75.000 K
Other(s) Specify:SPILLS	$505.000 K	$810.000 K	$680.000 K	$680.000 K	$655.000 K
Other(s) Specify:USTs	$282.800 K	$430.000 K	$0.000 K	$0.000 K	$51.000 K
Other(s) Specify:WATER/WASTEWATER	$3,504.900 K	$266.000 K	$66.000 K	$66.000 K	$66.000 K

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

Permits	$21.000 K	$320.000 K	$50.000 K	$500.000 K	$50.000 K

15. Other Issues

VIII.15.A Description of other activities which may constrain or enhance base operations:

LOCAL: LOCAL ENHANCEMENTS -SEE ADDITIONAL COMMENTS

STATE: STATE ENHANCEMENTS - SEE ADDITIONAL COMMENTS

16. Air Quality - Clean Air Act

VIII.16.A Air Quality Control Area (AQCA) geographic region in which the base is located:
Houston County, GEORGIA

VIII.16.B Air quality regulatory agency responsible for the AQCA:. GEORGIA DEPARTMENT OF NATURAL RESOURCES, ENVIRONMENTAL PROTECTION DIVISION, AIR PROTECTION BRANCH

VIII.16.B Name and phone number of the AQCA program manager for issues pertaining to the base:

JAMES A. CAPP (404) 363-7110

The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:

VIII.16.C.1 In Attainment for Ozone

VIII.16.C.2 In Attainment for Carbon Monoxide

VIII.16.C.3 In Attainment for Particulate matter (PM-10)

VIII.16.C.4 In Attainment for Sulfur Dioxide

VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx)

VIII.16.C.6 In Attainment for Lead

VIII.16.C.7 The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT

VIII.16.D.1 Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located: 0.12 ppm

VIII.16.D.2 Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located: 9.0 ppm

VIII.16.D.3 Ozone Design value is 100.0% of NAAQS

VIII.16.D.4 Carbon monoxide Design value is 100.0% of NAAQS

Air Quality Survey complete, No additional data required.

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

1995 AIR FORCE BASE QUESTIONNAIRE

Robins AFB - AFMC

Section IX

Document Separator

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

Section I

1. Force Structure

I.1.A **List of all on base NAF and non-Air Force activities:**

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	AAFES	-	-	70	70
I.1.A.2	AAFES (part-time)	-	-	257	257
I.1.A.3	Canadian Forces	2	-	1	3
I.1.A.4	DECA	-	11	90	101
I.1.A.5	DECA (part-time)	-	-	68	68
I.1.A.6	DFAS	1	8	130	139
I.1.A.7	DRMO	-	-	73	73
I.1.A.8	Defense Logistics Agency	1	-	602	603
I.1.A.9	FAA	-	-	80	80
I.1.A.10	Fefense Printing Service	-	-	51	51
I.1.A.11	McClellan Credit Union	-	-	9	9
I.1.A.12	NAF (full-time)	-	-	218	218
I.1.A.13	NAF (part-time)	-	9	202	211
I.1.A.14	Red Cross	-	-	1	1
I.1.A.15	Royal Australian Air Force	6	3	4	13
I.1.A.16	Safe Credit Union	-	-	6	6
I.1.A.17	Safe Credit Union (part-time)	-	-	6	6
I.1.A.18	US Coast Guard	26	164	-	190
I.1.A.19	US GAO Site	-	-	9	9
I.1.A.20	US Post Office	-	-	2	2
	TOTAL:				2110

I.1.B **Remote/Geographically Separated Units receiving more then 50% of Base Operational Support from the base:**

I.1.B.1 **Supported Unit:** Air Force Base Convergent Ag GSU **GSU - Geographically Separated Unit**
Location: Mather AFB CA **REM - Remote Unit**
Support provided: Cmd Element, Environmental, Fire Protection, Safety, Admin, ADP, Fin & Acctg, Retail Supply, Transportation, Communications

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

I.1.B.2 **Supported Unit:** Calif Army Nat'l Guard GSU **GSU - Geographically Separated Unit**
Location: Mather AFB CA **REM - Remote Unit**
Support provided: Acctg & Fin, Legal, Custodial, Housing/Lodging, Food Svcs, Transportation, Real Property Maint, Chaplain, Community Svcs, Weather, Training, Retail Supplies, Audio-Visual

I.1.B.3 **Supported Unit:** OSAC, Calif Flight Detachme GSU **GSU - Geographically Separated Unit**
Location: Mather AFB CA **REM - Remote Unit**
Support provided: Audio-Visual, ADP, Clubs, Communica-tion, Community Spt, Education, Fin & Acctg, Food Svcs, Housing & Lodging, Retail Supply, Legal, Mil Personnel, Ranges, Transportation

I.1.B.4 **Supported Unit:** Sacramento Army Depot GSU **GSU - Geographically Separated Unit**
Location: Sacramento CA **REM - Remote Unit**
Support provided: Police, Audio-Visual, Food Services, Communications, Housing/Lodging, Legal, Mil Personnel, TMO

I.1.B.5 **Supported Unit:** Television-Audio Support Acti GSU **GSU - Geographically Separated Unit**
Location: Sacramento Army Depot CA **REM - Remote Unit**
Support provided: Chaplain, Cmd Element, MWR, Police, Admin, Audio-Visual, Data Processing, Civ Personnel, Communications, Education, Vehicle O&M, Fin & Acctg, Retail Supply

I.1.B.6 **Supported Unit:** US Army Recruiting Battalion GSU **GSU - Geographically Separated Unit**
Location: Rancho Cordova CA **REM - Remote Unit**
Support provided: Chaplain, Cmd Element, Common Use, Disaster Prep, Admin, Audio-Visual, Civ Personnel, Communications, Education, Fin & Acctg, Retail Supply, Contracting

I.1.B.7 **Supported Unit:** US Marine Corps Reserve Uni GSU **GSU - Geographically Separated Unit**
Location: Sacramento CA **REM - Remote Unit**
Support provided: Acctg & Fin, Audio-Visual, Contracting, Transportation, Real Property Maint, Community Svcs, Environmental, Retail Supplies

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

2. Operational Effectiveness

A. Air Traffic Control

ATCALS - Air Traffic Control and Landing Systems
NAS - National Airspace System

I.2.A.1 **None of the base ATCALS are officially part of the NAS.**

I.2.A.2 **Details for specific ATC facilities:**

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
Tower	2	58593	18750	39843	N/A	N/A	N/A

I.2.A.4 **The primary instrument runway is designated 16**

46875 operations were conducted this runway during calander year 1993

I.2.A.5 **Known or potential airspace problems that may prevent mission accomplishment:**

None

I.2.A.6 **The base does Not experience ATC delays.**

B. Geographic Location

I.2.B.1 **Nearest major primary airlift customer:** SIERRA ARMY DEPOT **distance** 106 NM

Nearest major primary airdrop customer: CAMP W.G. WILLIAMS **distance** 451 NM

I.2.B.2 **Distance to foward deployment Air Bases:**

Lajes AB: 4415 NM

Rota AB: 5466 NM

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

Hickam AFB: 2146 NM

RAF Mildenhall: 5134 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	BEALE AFB	28
I.2.B.4	Military airfield, runway >= 8,000ft	BEALE AFB	28
I.2.B.5	Military airfield, runway >= 10,000ft	BEALE AFB	28
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Sacramento Metro Airport	8
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Sacramento Metro Airport	8
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Beale AFB	28
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Sacramento Metro Airport	8
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Metropolitan Oakland Apt	68

I.2.B.11 **Name and distance to an emergency landing airfield compatible with aircraft flown at the base.**

Sacramento Metropolitan Airport 8 NM

C. Training Areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs))

I.2.C.1 **Supersonic Air Combat Training (ACBT) MOAs and warning/restricted areas, with a minimum size of 4,200 sq NM, within 300 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-283/W-285A,B	170 NM	AUSTIN/GABBS CN	213 NM	AUSTIN/GABBS N/C	213 NM
Austin1/GABBS N&C	213 NM	W-289 N/W-60-61	218 NM	W-532	236 NM
W-532/537	251 NM				

I.2.C.2 **MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft, within 200 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-260	134 NM	W-285A	160 NM	W-283/W-285A,B	170 NM
W-283	178 NM				

I.2.C.3 **Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-260	134 NM	W-285A	160 NM	W-283/W-285A,B	170 NM
GABBS NORTH	173 NM	W-283	178 NM	AUSTIN/GABBS CN	213 NM

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

Austin1/GABBS N&C	213 NM	AUSTIN/GABBS N/C	213 NM	AUSTIN 1	215 NM
W-289 N/W-60-61	218 NM	W-532	236 NM	ISABELLA	242 NM
W-532/537	251 NM	PANAMINT	261 NM	W-537	290 NM
OWYHEE/ PARADISE	315 NM	DESERT	319 NM	W-93	320 NM
W-289	324 NM	UTTR	377 NM	W-570	421 NM
W-291	499 NM	W-460B	532 NM	W-460	537 NM
W-460A	549 NM	W-237 A,B	556 NM		

I.2.C.4 **Scorable range complexes / target arrays (capable of or having tactical targets, conventional targets, and strafe), within 800 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
FALLON B-19	130 NM	FALLON B-17	150 NM	CHINA LAKE	240 NM
NELLIS R65	298 NM	NELLIS R63	306 NM	SAYLOR CREEK	360 NM
KITTYCAT/UTTR	390 NM	HAG/UTTR	405 NM	EAGLE/UTTR	409 NM
EL CENTRO	435 NM	GOLDWATER RANGE 4	536 NM	GOLDWATER RANGE 2	548 NM
GOLDWATER RANGE 1	552 NM	GOLDWATER RANGE 3	552 NM	AIRBURST	775 NM

I.2.C.5 **Nearest electronic combat (EC) range and distance from base:**

FALLON TACTS	188 NM

I.2.C.6 **Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:**

FALLON TACTS	188 NM

I.2.C.7 **Nearest full-scale, heavyweight (live drop or inert) range and distance from base:**

FALLON B-16	124 NM

I.2.C.8 **Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:**

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	0	3	5	34	55	64
SR	7	7	7	8	20	28
VR	0	4	14	38	62	74
Total Routes:	**7**	**14**	**26**	**80**	**137**	**166**

Identify Routes:

SR-359 18 NM SR-311 90 NM	SR-301 38 NM	SR-300 40 NM	SR-353 43 NM	SR-381 58 NM	SR-398 75 NM
VR-201 119 NM IR-264 150 NM	IR-271 127 NM	IR-207 131 NM	VR-1261 139 NM	VR-202 140 NM	VR-249 144 NM
VR-1257 158 NM	VR-1251 160 NM	VR-1205 169 NM	VR-1254 178 NM	VR-1264 179 NM	VR-208 179 NM

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

VR-1262	180 NM	VR-1256	193 NM	IR-203	194 NM	IR-206	195 NM	VR-1353	199 NM	VR-1250	200 NM
VR-1255	217 NM	IR-237	220 NM	VR-1252	221 NM	IR-275	225 NM	IR-279	231 NM	IR-300	233 NM
VR-1260	236 NM	VR-1259	240 NM	VR-209	240 NM	IR-234	253 NM	IR-238	253 NM	VR-1265	259 NM
IR-303	265 NM	VR-1206	267 NM	SR-390	268 NM	VR-1293	270 NM	IR-200	271 NM	IR-280	278 NM
IR-282	278 NM	IR-211	292 NM	IR-286	295 NM	IR-285	312 NM	IR-281	315 NM	IR-290	323 NM
IR-293	323 NM	IR-290A	323 NM	VR-1217	327 NM	VR-1218	327 NM	VR-1214	330 NM	VR-1215	330 NM
VR-1253	331 NM	VR-316	332 NM	IR-235	335 NM	IR-310	349 NM	VR-319	349 NM	IR-212	356 NM
IR-213	356 NM	IR-217	356 NM	IR-266	360 NM	VR-1406	362 NM	IR-342	367 NM	IR-252	370 NM
IR-304	372 NM	IR-425	373 NM	IR-346	374 NM	VR-1352	375 NM	VR-289	378 NM	VR-296	378 NM
VR-1300	384 NM	IR-216	386 NM	VR-1302	387 NM	VR-1445	395 NM	VR-1225	397 NM	VR-1446	400 NM
VR-1301	403 NM	IR-302	409 NM	IR-307	409 NM	VR-1304	409 NM	IR-214	410 NM	IR-218	410 NM
VR-299	414 NM	SR-397	416 NM	IR-255	423 NM	IR-301	425 NM	VR-1211	431 NM	VR-1355	431 NM
VR-1354	432 NM	IR-400	433 NM	VR-1422	434 NM	VR-1423	434 NM	IR-418	439 NM	IR-420	439 NM
VR-288	443 NM	IR-250	455 NM	VR-1267	461 NM	VR-1266	473 NM	VR-1267	473 NM	VR-1268	473 NM
SR-488	474 NM	IR-341	476 NM	IR-343	476 NM	SR-489	477 NM	IR-313	484 NM	IR-314	484 NM
IR-254	494 NM	IR-276	508 NM	SR-477	508 NM	SR-478	508 NM	SR-473	508 NM	SR-475	509 NM
IR-344	511 NM	VR-244	515 NM	VR-246	515 NM	VR-1219	516 NM	VR-1220	516 NM	VR-242	516 NM
VR-231	519 NM	SR-470	521 NM	SR-471	521 NM	VR-239	525 NM	VR-245	525 NM	SR-472	533 NM
SR-474	535 NM	SR-476	535 NM	IR-498	540 NM	VR-223	554 NM	IR-340	559 NM	IR-320	579 NM
IR-348	587 NM	VR-1350	587 NM	VR-1351	587 NM						
VR-1233	650 NM	VR-263	650 NM	VR-260	650 NM	VR-269	650 NM	VR-268	650 NM	VR-267	650 NM
VR-259	650 NM	IR-112	684 NM	IR-126	692 NM	IR-109	696 NM	VR-176	700 NM	SR-212	708 NM
SR-210	710 NM	SR-211	710 NM	IR-416	752 NM	VR-412	770 NM	VR-413	770 NM	SR-214	773 NM
VR-1195	776 NM	SR-540	778 NM	SR-541	778 NM	SR-542	778 NM	SR-213	788 NM	VR-1107	788 NM
IR-110	789 NM	IR-478	797 NM	IR-478A	797 NM	IR-479	797 NM	IR-479A	797 NM		

I.2.C.9 **IR-498 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 540 NM from the base.**

I.2.C.10 **Total number of Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within:**

200 NM	300 NM	500 NM
15	23	44

I.2.C.10.a **Routes and distance to route's control point:**

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-208	21 NM	AR-221	52 NM	AR-224	52 NM	AR-222	65 NM

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

AR-462	74 NM	AR-223	84 NM	AR-7B	127 NM	AR-214	136 NM
AR-006	158 NM	AR-625H	159 NM	AR-625L	159 NM	AR-621	166 NM
AR-7A	180 NM	AR-634	183 NM	AR-8B	194 NM		
AR-611A	221 NM	AR-5H WEST	227 NM	AR-5L WEST	227 NM	AR-611B	229 NM
AR-452 NORTHEAST	247 NM	AR-648B	277 NM	AR-645	290 NM	AR-8A	291 NM
AR-641B	317 NM	AR-641A	319 NM	AR-4A NORTH	321 NM	AR-648A	326 NM
AR-630	328 NM	AR-635	336 NM	AR-4B NORTH	338 NM	AR-642W WEST	343 NM
AR-5H EAST	348 NM	AR-5L EAST	348 NM	AR-642E EAST	361 NM	AR-001 EAST	366 NM
AR-628	416 NM	AR-209 WEST	427 NM	AR-452 SOUTHWEST	427 NM	AR-649	432 NM
AR-654	442 NM	AR-651	443 NM	AR-624	450 NM	AR-603	458 NM
AR-657	478 NM						

I.2.C.10b **The total number of refueling events within:**

500 NM	700 NM
458	1482

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-004A	321 NM	372	AR-004B	338 NM	86			0			0

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 524NM from the base."**

I.2.C.10d **Percentage of tanker demand in region:** 26.0
Percentage of tankers based in region: 13.0

Tanker saturation within the region has been classified as tanker Poor

I.2.C.11 **Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:**

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	Route Count SR
APRIL	293 NM	✔	✔	✔	0	0
BULL	310 NM	✔	✔	✔	0	0
CALVIN	313 NM		✔	✔	0	0
CINTHIA	123 NM	✔			2	0
COIN (CIR)	247 NM				1	0
DESERT ROCK(CR)	283 NM	✔	✔		0	0
DIXIE VALLEY	168 NM	✔	✔	✔	0	0
ENAD EAST	281 NM	✔	✔	✔	0	1
ENAD WEST	281 NM	✔	✔	✔	0	1

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

FARM	285 NM	✔	✔	✔	0	1
GRETCHEN (CIR)	123 NM	✔	✔	✔	2	0
KEITHA	165 NM	✔	✔	✔	0	0
LAVIC	341 NM		✔	✔	0	0
MACHINEGUNFLATS	123 NM	✔	✔	✔	2	0
NELSON - FT IRWIN	297 NM		✔	✔	0	0
NOAH	313 NM	✔	✔	✔	0	0
OFFICE	285 NM	✔	✔	✔	0	1
PALMER	163 NM	✔	✔	✔	0	0
PATRICIA CIRCUL	164 NM	✔	✔	✔	0	0
REBEL (AREA DZ)	246 NM				1	0
ROCK (A)	316 NM	✔	✔	✔	0	0
ROCK (B)	316 NM	✔	✔	✔	0	0
ROGERS LAKE (C)	286 NM	✔	✔	✔	0	1
SAN PABLO (CIR)	59 NM	✔	✔		1	0
SPEER CIRCULAR	285 NM	✔	✔	✔	0	1
TONTO	161 NM	✔	✔	✔	0	0
XM	265 NM	✔	✔	✔	0	0

I.2.C.11.a **Drop Zone** **Servicing Instruement and Slow Routes (IRs and SRs)**

CINTHIA	IR-203	IR-207							
COIN (CIR)	IR-237								
ENAD EAST	SR-390								
ENAD WEST	SR-390								
FARM	SR-390								
GRETCHEN (CIR)	IR-203	IR-207							
MACHINEGUNFLATS	IR-203	IR-207							
OFFICE	SR-390								
REBEL (AREA DZ)	IR-237								
ROGERS LAKE (C)	SR-390								
SAN PABLO (CIR)	IR-207								
SPEER CIRCULAR	SR-390								

I.2.C.12 **Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:**

SCHOONOVER 162 NM

I.2.C.13 **Nearest full scale drop zone(s) (minimum size 1000 by 1500 yds) which can be used for personnel drops or night equipment drops:**

					Route Count

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

Name	Distance	Night?	Personnel?	Equipment?	IR	SR
SAN PABLO (CIR)	59 NM	✔	✔		0	0
TONTO	161 NM	✔	✔	✔	0	0

I.2.C.14 Name and distance to ground force installation (US Army, USMC) with a restricted airspace capable of supporting tactical aircraft employment (floor no higher than 100 ft AGL, ceiling no lower than 3,00 ft AGL, minimum area 25000 sq NM>

FORT HUNTER LIGGETT 159 NM

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

D. Ranges

Ranges (Controlled/managed by the base)

I.2.D.1 **The base Does not control or manage any ranges, questions I.2.D.2 to I.2.D.17 skipped.**

Ranges (Used by the base)

I.2.D.18 **The base uses ranges on a regular basis**

I.2.D.19 **The mission and training is Not adversely impacted by training area airspace encroachment or other conflicts.**

I.2.D.20 **MOAs/bombing ranges/other training areas have scheduling restrictions/limitations as follows:**

I.2.D.20.a	Edwards AFB	Access to Edwards AFB airspace is occasionally limited by local scheduling priorities by the airspace owner's aircraft.
I.2.D.20.a	NAS Fallon	Access to NAS Fallon airspace is limited when the Navy's fleet is in port and training in the NAS Fallon Airspace
I.2.D.20.a	Nellis AFB	Access to Nellis AFB airspace is occasionally limited by local scheduling priorities by the airspace owner's aircraft.

I.2.D.21 **MOAs/bombing ranges/other training areas have No projected scheduling restrictions/limitations.**

I.2.D.22 **No significant changes/restrictions/limitations effecting the scheduling of low level routes in progress.**

1995 AIR FORCE BASE QUESTIONNAIRE
McClellan AFB - AFMC

E. Airspace Used by Base

I.2.E.1 **Airspaces scheduled or managed by the base:**

China MOA	Other
IR 271	Other

Details for airspace scheduled or managed by the base:

Airspace: China MOA

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**
Current and Complete

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:

None

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **Restrictions currently acting on this airspace:**

Hours of Operation

I.2.E.7 **Published availability of the airspace:**

1600 zulu to sunset

Range scheduling statistics (yearly average from 1990 to 93.

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

I.2.E.7.a **Hours scheduled:** 344 hrs

I.2.E.7.b **Hours used:** 101 hrs

I.2.E.7.c **Reasons for non-use:**

Airspace reservations for production aircraft are made in advance based upon projected production output. Changes to the reservation schedule occur as the production output fluctuates causing cancellations in some airspace reservations.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

700 square nautical miles

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: IR 271

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Current and Complete

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

None

I.2.E.3 **List of Noise Sensitive Areas (NSAs) associated with the airspace:**

I.2.E.3.a **Horse Ranch** Not Listed

I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.3.a **Turkey Ranch** Not Listed

I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

1995 AIR FORCE BASE QUESTIONNAIRE
McClellan AFB - AFMC

I.2.E.6 **Restrictions currently acting on this airspace:**

Hours of Operation

I.2.E.7 **Published availability of the airspace:**

Sunrise to 2400 hours local

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 60 hrs

I.2.E.7.b **Hours used:** 15 hrs

I.2.E.7.c **Reasons for non-use:**

Airspace Reservations for production aircraft are made in advance based upon projected production input. Changes to the reservation schedule occur as the production output fluctuates causing cancellations in some airspace reservations.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

115 nm long.

I.2.E.11 **100.00 percent of the airspace is usable.**

Commercial Aviation Impact

I.2.E.12 **The base is Not joint-use (military/civilian).**

I.2.E.13 **List of all airfields within a 50 mile radius of the base:**

Airfield:	Airfield:
Aero Club	Uncontrolled
Akin	Uncontrolled
Alta Sierra	Uncontrolled
Amador County	Uncontrolled
Auburn	Uncontrolled
Bacchi Valley	Uncontrolled
Beale AFB	Military
Blake	Uncontrolled
Blue Canyon	Uncontrolled
Bob	Uncontrolled

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

Borges-Clarksburg	Uncontrolled
Bottimore	Uncontrolled
Bowles	Uncontrolled
Brownsville	Uncontrolled
Calaveras County	Uncontrolled
Camanche	Uncontrolled
Cameron Park	Uncontrolled
CHP	Uncontrolled
Colusa County	Uncontrolled
Cortopassi	Uncontrolled
Davis	Uncontrolled
Delta	Uncontrolled
Dubey	Uncontrolled
Eagles Nest	Uncontrolled
Fiddyment	Uncontrolled
Flying B	Uncontrolled
Flying R	Uncontrolled
Fort Mountain NR 2	Uncontrolled
Fowlers	Uncontrolled
Franklin	Uncontrolled
G-3	Uncontrolled
Garibaldi	Uncontrolled
Georgetown	Uncontrolled
Hammonton	Uncontrolled
Holsclaws	Uncontrolled
Horse Shoe	Uncontrolled
Howard	Uncontrolled
Inglenook	Uncontrolled
J-B	Uncontrolled
Jones	Uncontrolled
Kingdon	Uncontrolled
Lake Berryessa	Uncontrolled
Lincoln	Uncontrolled
Lodi	Uncontrolled

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

Lodi Airpark	Uncontrolled
Lomo	Uncontrolled
Lost Isle	Uncontrolled
Lucchetti	Uncontrolled
Lumberlost	Uncontrolled
Maine Prairie	Uncontrolled
Mather Field	General Aviation
McCabe	Uncontrolled
Medlock	Uncontrolled
Milhous	Uncontrolled
Moronis	Uncontrolled
Mosier	Uncontrolled
Moskowite	Uncontrolled
Mustang	Uncontrolled
Mysterious Valley	Uncontrolled
Napa County	Uncontrolled
Natomas	Uncontrolled
Nevada County	Uncontrolled
Nut Tree	Uncontrolled
Nyack	Uncontrolled
Old Aerodrome	Uncontrolled
Oroville	Uncontrolled
Perryman	Uncontrolled
Placerville	Uncontrolled
Pope Valley	Uncontrolled
Pruett	Uncontrolled
Ranch	Uncontrolled
Rancho Murrieta	Uncontrolled
Reigo	Uncontrolled
Rio Linda	Uncontrolled
Sacramento Executive Airport	General Aviation
Sacramento Metropolitan Airport	Commercial
Sanborn	Uncontrolled
Scheidel	Uncontrolled

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

Sharpe AAF	Military
Siller	Uncontrolled
Skyway	Uncontrolled
Spezia	Uncontrolled
Stockton Metro	Commercial
Sunset Skyranch	Uncontrolled
Sutter County	Uncontrolled
Swansboro	Uncontrolled
Tenco Tragtor	Uncontrolled
Travis AFB	Military
University	Uncontrolled
USFS	Uncontrolled
Van Dyke	Uncontrolled
Van Vleck	Uncontrolled
Vetters	Uncontrolled
Virgil O Parrett	Uncontrolled
Wagner	Uncontrolled
Wallom	Uncontrolled
Watts-Woodland	Uncontrolled
Westover	Uncontrolled
Williams	Uncontrolled
Yolo County	Uncontrolled
Yuba County	Uncontrolled

I.2.E.14 Civilian/commercial operators or other airspace users do Not pose scheduling, operational, or environmental constrains or limits.

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

F. Potential for Growth in Training Airspace (Area)

I.2.F.1 **Expansion of training airspace is possible.**

I.2.F.1.a **Estimated expansion potential is 175.0 percent. Rationale for estimate:**

By absorbing the Hummer MOA, made available by the closure of Mather AFB, and the Linden MOQ, which will be abailable upon the closure of Castle AFB, we would be able to expand our usable training airspace by 175%

I.2.F.2 **Current access will remain the same.**

I.2.F.3 **No reductions in training airspace are expected.**

I.2.F.4 **Current special use airspace and training areas meet all training requirements.**

I.2.F.4.a **Deployed, off-station training is not required to meet training requirements.**

G. Composite / Integrated Force Training

I.2.G.1 **Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:**

FORT HUNTER LIGGETT

159 NM from the base.

I.2.G.2 **DELETED**

I.2.G.3 **Nearest Naval unit where joint training can be accomplished:**

NAS Fallon

130 mi from the base.

I.2.G.4 **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**

Nellis AFB

335 mi from the base.

I.2.G.5 **DELETED**

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

I. Technical Training (Air Education and Training Command)

I.2.1 **No technical training mission.**

J. Weather Data (AF Environmental Technical Applications Center)

I.2.J.1 **Percentage of time the weather is at or above (ceiling / visibility)**

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
98.3	97.6	91.9	90.3	87.0

I.2.J.2 **Crosswind component to the primary runway:**

I.2.J.2.a **Is at or below 15 knots 99.8 percent of the time**

I.2.J.2.b **Is at or below 25 knots 100.0 percent of the time**

I.2.J.3 **0 Days have freezing partcipitation (mean per year).**

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Albuquerque	Log Supt Depot	5	5	
II.1.A.2	Camp Kohler	Admin Annex	36	13	23
II.1.A.3	Capehart Housing Anx	Housing Area	218	201	17
II.1.A.4	Davis Comm Site	Transmitter Site	316	286	30
II.1.A.5	Lincoln Comm Site	Receiver Site	231	226	5
II.1.A.6	Lincoln Comm Site 2	GWEN Site	11	11	
II.1.A.7	McClellan AFB	Main Base	2,948	2,592	356
II.1.A.8	McClellan Hosp Annex	Hospital (Mather)	26	21	5
II.1.A.9	Sacramento River Doc	Barge Crane & Marina	2	2	
		TOTALS:	3,793	3,357	436

B. Facilities

II.1.B.1 From real property records:

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	0	0		0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	145,579	100.0	0.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	1,323,140	100.0	0.0	0.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	62,882	53,893	55.0	41.0	4.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	184,742	47.0	48.0	5.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	N/A	0			0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	6,758	17,560	14.0	86.0	0.0	10,802
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

II.1.B.1.d.v	171-618	Field Training Facility	SF	21,880	10,453	0.0	12.0	88.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	3,062,491	61.0	36.0	3.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	213,585	183,060	51.0	49.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	857,067	602,550	23.0	75.0	2.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	51,697	56,264	91.0	9.0	0.0	4,567
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	17,200	358,326	80.0	16.0	4.0	341,126
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	122,440	95,157	100.0	0.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	129,389	194,774	47.9	52.0	0.1	65,385
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	86,240	72,438	100.0	0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	172,914	174,085	100.0	0.0	0.0	1,171
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	65,353	65,353	65.0	35.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	178,439	52,301	0.0	0.0	100.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	63,371	63.0	34.0	3.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	39,255	55,627	61.0	39.0	0.0	16,372
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	5,272	5,272	68.0	32.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	0		0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	579,942	69.0	30.0	1.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	95,097	50,932	100.0	0.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	47,494	71,418	92.0	6.0	2.0	23,924
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	63,049	20,919	47.0	53.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	81,102	51,548	53.0	4.0	43.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	133,545	66.0	7.0	27.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	18,500	96.0	4.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	7,578	100.0	0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	1,894	100.0	0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	40,000	83,447	49.0	0.0	51.0	43,447
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	8,584	100.0	0.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	2,928	8,584	100.0	0.0	0.0	5,656
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	500	1,518	100.0	0.0	0.0	1,018
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	2,779,611	54.0	28.0	18.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	225,357	8.0	76.0	16.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	5,000	5,000	100.0	0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	37,503	141,102	3.0	97.0	0.0	103,599
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	25,000	25,000	0.0	100.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	0	0		0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	135,847	100.0	0.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	1,248	0.0	0.0	100.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	13,767	39.0	61.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	75,200	100.0	0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	1,519,164	49.0	45.0	6.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	1,006	86.0	14.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	1,054	787	100.0	0.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	15,139	100.0	0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	14,697	15,139	100.0	0.0	0.0	442
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	136	100.0	0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	62,873	74.0	20.0	6.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	463,550	80.0	14.0	6.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	76,053	86,789	100.0	0.0	0.0	10,736

Notes for specific Cat Codes:

II.1.B.1.c.ii	141-753	Requirement exceeds current capacity
II.1.B.1.d.v	171-618	Requirement exceeds current capacity

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

II.1.B.1.e.i	211-111	Requirement exceeds current capacity
II.1.B.1.e.ii	211-152	Requirement exceeds current capacity
II.1.B.1.e.vi	211-157	Requirement exceeds current capacity
II.1.B.1.e.ix	211-173	Requirement exceeds current capacity
II.1.B.1.e.xiii	211-183	Requirement exceeds current capacity
II.1.B.1.j.i	217-712	Requirement exceeds current capacity
II.1.B.1.k.ii	218-852	Requirement exceeds current capacity
II.1.B.1.k.iii	218-868	Requirement exceeds current capacity
II.1.B.1.bb.i	721-312	Requirement exceeds current capacity

II.1.B.2 From in-house survey:

	Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111	Aircraft Pavement-Runway(s)	SY	235,560	100.0	0.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	377,641	92.0	8.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	869,860	72.0	28.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	1,186,692	100.0	0.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	79,692	100.0	0.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	373,666	76.0	24.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	479,049	100.0	0.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	19,662	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	1,031,725	99.0	1.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	1,224,124	97.0	3.0	0.0

Notes for specific Cat Codes:

II.1.B.1.j 851 (.04%--Camp Kohler)

C. Family Housing (Facility Category Code 711)

II.1.C.1 Capacity (housing Inventory)

II.1.C.1.a Number of adequate units from current DD Form 1410, line 18d: 673

II.1.C.1.b Number of substandard units from current DD Form 1410, line 18e: 0

II.1.C.1.c Current deficit (-) or surplus units in validated Market Analysis: -839 **(includes E-1 - E3 requirements)**

II.1.C.1.c.i A Market Analysis was used to answer the questions in Section II.1.C.

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

II.1.C.1.d	FY95/4 projected net housing deficit (-) or surplus of units:	-839	(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)
II.1.C.2	Condition		
II.1.C.2.a	Number of adequate units meeting current whole-house standards of accommodation and state of repair:	148	(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)
II.1.C.2.a	Number of adequate units requiring whole-house renovation or replacement:	73	(Units meeting whole-house standards are those that were programmed/ renovated after FY88).
II.1.C.2.a	Number of new housing units projected to meet current deficit.	0	

II.1.C.3 Percentage of military families living on base as compared to the total number of families (officer and enlisted) assigned to the base

II.1.C.3.a 33.0 percent of officer families live on base.

II.1.C.3.b 31.0 percent of enlisted families live on base.

II.1.C.3.a 32.0 percent of all military families live on base.

2. Airfield Characteristics

II.2 Runway Table:

Primary Designation		Dimensions: Length	Width	Cross Runway	Aircraft Arresting Systems (II.2.I) Number	Types
16	Primary	10600 ft	200 ft	No	4	BAK 12b/14, BAK 9

II.2.A There are 1 active runways.

II.2.A.1 There are NO cross runways

II.2.B There are NO parallel runways.

II.2.C Dimensions of the primary runway (16).

II.2.C.1 Length: 10,600 ft

II.2.C.2 Width: 200 ft

II.2.D Dimensions of all secondary runways are in the runway table.

II.2.E The primary taxiway is 75 ft wide.

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

II.2.F **Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency(AFCESA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).**

An AFCESA Pavement Evaluation Report was used to complete this section.

					Primary Pavements		
	Aircraft Group		Criteria		Runways	Taxiways	Aprons
II.2.F.1	Fighter	F-15	61 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.5	Tanker	KC-135R	320 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now

II.2.G **Excess aircraft parking capacity for operational use.**

II.2.G.1 **The total usable apron space for aircraft parking is 471,550 Sq Yds.**

II.2.G.1.a **Specifications for individual parking areas (irregularly shaped areas are approximated by rectangle).**

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
Mat A/F	450 ft	360 ft	Neither	Fighter PDM Staging
Mat C	850 ft	750 ft	Neither	Open. Hangar Access
Mat E (See Note)	ft	ft	Transient Aircraft	Transient Parking
Mat I	1,300 ft	110 ft	Neither	PDM Ops Test
Mat K	450 ft	275 ft	Neither	PDM Defuel/Fuel
Mat O (See Note)	ft	ft	Transient Aircraft	PDM Staging/Trans Pk
Mat T (1)	250 ft	200 ft	Neither	PDM Flight Test Ops
Mat T (2)	250 ft	200 ft	Neither	PDM Flight Test Ops
Mat U	1,660 ft	780 ft	Neither	940 ARG Ops/PDM Stag
Mat V	900 ft	725 ft	Primary Aircraft	Coast Guard Ops

II.2.G.2 **Permanently assigned aircraft currrently require 246,650 Sq Yds of parking space.**

II.2.G.3 **224,900 Sq Yds of parking space is available for parking additional non-transient aircraft.**

II.2.G.4 **The following factors limit aircraft parking capability:**

Runway Lateral Clearance, Taxiway Clearance, Two Docks in Mat O

II.2.H **The dimensions of the (largest) transient parking area:** N/A | 0 Ft

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

II.2.I **Details of operational aircraft arresting systems on each runway are in the Runway Table (II.2)**

II.2.J **There are No critical features relative to the airfield pavement system that limit its capacity:**

1995 AIR FORCE BASE QUESTIONNAIRE
McClellan AFB - AFMC

3. Utility Systems

II.3.A **The overall system capacity and percent current usage for utility system categories:**

	Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1	Water:	11.8 MG/D	MG/D - million gallons per day	22 %
II.3.A.2	Sewage:	2.0 MG/D		60 %
II.3.A.3	Electrical distribution:	110.0 MW	MW - million watts	34 %
II.3.A.4	Natural Gas:	26.20 MCF/D	MCF/D - million cubic feet per day	42 %
II.3.A.5	High temperature water/steam generation/distribution:	240.0 MBTUH	MBTUH - million British thermal units per hour	33 %

II.3.B **Characteristics regarding the utility system that should be considered:**

Yes. 39% of electrical power is supplied by WAPA at a rate substantially lower than the local utility company rates. Gas is supplied by Pacific Gas and Electric at the interruptible rate, which is substantially lower than the non-interuptible rate.

4. Aircraft Maintenance Hangar Facilities

Specifications for general maintenance hangars and nose docks, excluding Depot and Test & Evaluation facilities.

II.4.A.1 **Facility number:** 751 Hanger

Current Use: Fighter fuel system maintenance

II.4.A.2 **Size (SF):** 6,720 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** FB-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	76 ft	31 ft	
II.4.A.6	Largest unobstructed space inside the facility:	76 ft	31 ft	85 ft

II.4.A.1 **Facility number:** 752 Hanger

Current Use: Fighter fuel system maintenance

II.4.A.2 **Size (SF):** 6,720 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** FB-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	76 ft	31 ft	
II.4.A.6	Largest unobstructed space inside the facility:	76 ft	31 ft	85 ft

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

II.4.A.1 **Facility number:** 753 Hanger

Current Use: Fighter fuel system maintenance

II.4.A.2 **Size (SF):** 6,720 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** FB-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	76 ft	31 ft	
II.4.A.6	Largest unobstructed space inside the facility:	76 ft	31 ft	85 ft

II.4.A.1 **Facility number:** 754 Hanger

Current Use: Fighter fuel system maintenance

II.4.A.2 **Size (SF):** 6,720 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** FB-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	76 ft	31 ft	
II.4.A.6	Largest unobstructed space inside the facility:	76 ft	31 ft	75 ft

II.4.A.1 **Facility number:** 763 Hanger

Current Use: Fighter Fuel System Maintenance

II.4.A.2 **Size (SF):** 4,320 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-16

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	57 ft	27 ft	
II.4.A.6	Largest unobstructed space inside the facility:	40 ft	27 ft	59 ft

II.4.A.1 **Facility number:** 764 Hanger

Current Use: Fighter Fuel System Maintenance

II.4.A.2 **Size (SF):** 3,600 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-16

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	57 ft	27 ft	
II.4.A.6	Largest unobstructed space inside the facility:	40 ft	27 ft	59 ft

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

II.4.A.1 **Facility number:** 765 Hanger

Current Use: Fighter Fuel System Maintenance

II.4.A.2 **Size (SF):** 3,600 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-16

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	57 ft	27 ft	
II.4.A.6	Largest unobstructed space inside the facility:	40 ft	27 ft	59 ft

II.4.A.1 **Facility number:** 767 Hanger

Current Use: Fighter Fuel System Maintenance

II.4.A.2 **Size (SF):** 4,320 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-16

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	57 ft	27 ft	
II.4.A.6	Largest unobstructed space inside the facility:	40 ft	27 ft	59 ft

II.4.A.1 **Facility number:** 1020 Hanger

Current Use: General Storage

II.4.A.2 **Size (SF):** 12,073 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** 2FB-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	151 ft	33 ft	
II.4.A.6	Largest unobstructed space inside the facility:	62 ft	33 ft	151 ft

II.4.A.1 **Facility number:** 1021 Hanger

Current Use: Aircraft Museum Restoration

II.4.A.2 **Size (SF):** 12,073 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** 2FB-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	151 ft	33 ft	
II.4.A.6	Largest unobstructed space inside the facility:	62 ft	33 ft	151 ft

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

II.4.A.1 **Facility number:** 1022 Hanger

Current Use: General KC-135 Maintenance

II.4.A.2 **Size (SF):** 12,073 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** 2FB-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	151 ft	33 ft	
II.4.A.6	Largest unobstructed space inside the facility:	62 ft	33 ft	151 ft

II.4.A.1 **Facility number:** 1023 Hanger

Current Use: Aircraft Battle Damage Repair Training

II.4.A.2 **Size (SF):** 12,073 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** 2FB-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	151 ft	33 ft	
II.4.A.6	Largest unobstructed space inside the facility:	62 ft	33 ft	151 ft

II.4.A.1 **Facility number:** 1027 Hanger

Current Use: General KC-135 Maintenance

II.4.A.2 **Size (SF):** 12,073 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** 2FB-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	151 ft	33 ft	
II.4.A.6	Largest unobstructed space inside the facility:	62 ft	33 ft	151 ft

II.4.A.1 **Facility number:** 1028 Hanger

Current Use: General KC-135 Maintenance

II.4.A.2 **Size (SF):** 12,073 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** 2FB-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	151 ft	33 ft	
II.4.A.6	Largest unobstructed space inside the facility:	62 ft	33 ft	151 ft

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

II.4.A.1 **Facility number:** 1032 Hanger

Current Use: General KC-135 Maintenance

II.4.A.2 **Size (SF):** 12,073 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** 2FB-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	151 ft	33 ft	
II.4.A.6	Largest unobstructed space inside the facility:	62 ft	33 ft	151 ft

II.4.A.1 **Facility number:** 1033 Hanger

Current Use: Aircraft Ground Equipment Storage

II.4.A.2 **Size (SF):** 12,073 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** 2FB-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	151 ft	33 ft	
II.4.A.6	Largest unobstructed space inside the facility:	62 ft	33 ft	151 ft

II.4.A.1 **Facility number:** 1106 Hanger

Current Use: USCG C130 Maintenance

II.4.A.2 **Size (SF):** 68,343 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** 2 C-137

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	160 ft	33 ft	
II.4.A.6	Largest unobstructed space inside the facility:	160 ft	55 ft	206 ft

II.4.A.1 **Facility number:** 7600 Hanger

Current Use: Engine test (hush-house)

II.4.A.2 **Size (SF):** 5,166 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	63 ft	23 ft	
II.4.A.6	Largest unobstructed space inside the facility:	63 ft	23 ft	82 ft

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

II.4.A.1 **Facility number:** 7601 Hanger
Current Use: Engine test (hush-house)
II.4.A.2 **Size (SF):** 5,986 SF
II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** FB-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	73 ft	23 ft	
II.4.A.6	Largest unobstructed space inside the facility:	73 ft	23 ft	82 ft

II.4.A.1 **Facility number:** 7602 Hanger
Current Use: Engine test (hush-house)
II.4.A.2 **Size (SF):** 5,986 SF
II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** FB-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	73 ft	23 ft	
II.4.A.6	Largest unobstructed space inside the facility:	73 ft	23 ft	82 ft

II.4.A.1 **Facility number:** 7603 Hanger
Current Use: Power Check Pad
II.4.A.2 **Size (SF):** 6,440 SF
II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	77 ft	32 ft	
II.4.A.6	Largest unobstructed space inside the facility:	77 ft	32 ft	79 ft

II.4.A.1 **Facility number:** 7604 Hanger
Current Use: Engine test (hush-house)
II.4.A.2 **Size (SF):** 5,166 SF
II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	63 ft	23 ft	
II.4.A.6	Largest unobstructed space inside the facility:	63 ft	23 ft	82 ft

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

II.4.A.1 **Facility number:** 7605 Hanger

Current Use: Power Check Pad

II.4.A.2 **Size (SF):** 6,440 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	77 ft	32 ft	
II.4.A.6	Largest unobstructed space inside the facility:	77 ft	32 ft	79 ft

II.4.A.1 **Facility number:** 7606 Hanger

Current Use: Power Check Pad

II.4.A.2 **Size (SF):** 6,440 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	77 ft	32 ft	
II.4.A.6	Largest unobstructed space inside the facility:	77 ft	32 ft	79 ft

5. Unique Facilities

II.5.A **Unique (one-of-a-kind) Air Force facilitaties which must be replaced if the base is closed:**

A.1 Name or type of facility	A.2 Total square footage	A.3 Category code	A.4 Present use
ACFT Instr. and Computer Fac	97,920 SF	211271	300,000 class and 100,000 class clean rooms environmentally controlled production space
Aircraft Cold Proof Facility	8,653 SF	211153	Aircraft Structural Inspection
Anechoic Chamb. for Ant Test	3,884 SF	217735	Test Tacan Antennas
Antenna Test Tower	8,191 SF	217736	Tower contains three radome electrical test ranges
DCS station McClellan TCF	4,800 SF	131	Major DCS nodal communications relay facility serving as a gateway for Command, Control, Communications, Computer, and Intelligence (C4I) systems from the Continental United States and the Pacific Theater.
DISA AUTODIN Switching Cntr	14,950 SF	131	Dedicated, worldwide, high-speed, computer controlled, common-user record communications service facility. It•s the only DISA CONUS AUTODIN switching center west of Oklahoma.
Extendible Integration Spt Env	3,488 SF	141764	Provides unique capability to simulate software realistically on the ground for A-10 and F-111
FPS-117 Devel. Set Fac	3,744 SF	141411	Only operational phased array 592-class radar configured to support four separate production versions

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

Far Field Test Tower	4,402 SF	217735	Tower facility is used for teardown, repair and elec test for all GCA antennas, Navy and AF
Hydrualic Repair Fac	165,872 SF	211254	Fac for overhaul and test of Hydraulic componets
Integrated Support Facility I	73,112 SF	141764	This is a special reinforced steel structure with filtered power, special security, and TEMPEST shielding. It is used for the insertion of advanced microelectronics technologies into fielded systems.
Integrated Support Facility II	75,000 SF	141764	This is a special reinforced steel structure with filtered power, special security, and TEMPEST shielding. It is used for the insertion of advanced microelectronics technologies into fielded systems.
Logistics Supt Operations Cntr	76,000 SF	610711	Computer and software Development
Man Neutron Radiography System	41,120 SF	211153	Large Item Nondestructive Inspection
McClellan Global HF Radio Fac	44,943 SF	131	Provides continuous, reliable, rapid, two-way communications to all DOD aircraft and ground agencies, regardless of their location.
Plastic Media Blast Fac	7,544 SF	211159	Fighter sized bead blast fac
Secure Storage	220,748 SF	441758	Secure Storage for Sensitive Material
Sta Neutron Radiography System	17,700 SF	310932	Small Item Nondestructive Inspection
Technical Laboratory	120,000 SF	141763	This facility is the principal location for analysis of nuclear materials collected by the US Atomic Energy Detection System. This mission directly supports US monitoring of international nuclear treaties compliance.

6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures

Local/Regional Land Encroachment

II.6.A **Percent current off base incompatible land use:**

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.1	16	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	34	CZ	0	207	5.0	Sig Incompat	0.0	0.0	5.0	0.0	0.0	95.0
II.6.A.2	16	APZ 1	50	344	2.0	Gen Compat	2.0	0.0	20.0	0.0	0.0	78.0
	34	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	40.0	0.0	60.0	0.0
II.6.A.3	16	APZ 2	60	482	0.0	Gen Compat	0.0	0.0	5.0	0.0	30.0	65.0
	34	APZ 2	1,140	482	20.0	Sig Incompat	40.0	35.0	15.0	0.0	10.0	0.0

DNL			Percent	Percent	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

	Noise Contour	Est Pop	Acres	Incompatible Land Use	Incompatible Land Use	RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.4	65-70	19,437	10,083	2	Gen Compat	10.0	10.0	5.0	5.0	25.0	45.0
II.6.A.5	70-75	9,692	4,697	4	Gen Compat	5.0	5.0	10.0	0.0	20.0	60.0
II.6.A.6	75-80	6,805	2,474	24	Sig Incompat	24.0	5.0	11.0	0.0	30.0	30.0
II.6.A.7	80+	411	1,641	2	Gen Compat	2.0	0.0	30.0	0.0	1.0	67.0

II.6.B **Percent future off base incompatible land use:**

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.1	16	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	34	CZ	0	207	5	Sig Incompat	0.0	0.0	5.0	0.0	0.0	95.0
II.6.B.2	16	APZ 1	25	344	1	Gen Compat	1.0	0.0	20.0	0.0	0.0	79.0
	34	APZ 1	0	344	0	Gen Compat	0.0	0.0	40.0	0.0	60.0	0.0
II.6.B.3	16	APZ 2	60	482	0	Gen Compat	0.0	0.0	5.0	0.0	30.0	65.0
	34	APZ 2	1,140	482	20	Sig Incompat	40.0	35.0	15.0	0.0	10.0	0.0

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.4	65-70	23,000	10,083	2	Gen Compat	15.0	15.0	20.0	5.0	25.0	45.0
II.6.B.5	70-75	10,000	4,697	4	Gen Compat	5.0	10.0	15.0	0.0	20.0	50.0
II.6.B.6	75-80	6,805	2,474	20	Sig Incompat	20.0	5.0	20.0	0.0	30.0	25.0
II.6.B.7	80+	411	1,641	2	Gen Compat	2.0	0.0	30.0	0.0	1.0	67.0

II.6.C **The most recent, publicly released AICUZ study is dated Jan 93**

II.6.D **Current AICUZ study's flying activities subsection reflects all currently assigned aircraft**

Subsection reflects the number of daily flying operations conducted by all assigned aircraft

Current AICUZ study's flight track figure/map reflects current flight tracks.

II.6.E **The AICUZ study was last updated on Aug 93**

The study is still valid.

II.6.F **Local governments have incorporated AICUZ recommendations into land use controls**

1995 AIR FORCE BASE QUESTIONNAIRE
McClellan AFB - AFMC

II.6.F.1 AICUZ recommended height restrictions.

Government name:	Types of controls in place	Types of encroachment limited:
Sacramento City	As per Federal Aviation Regulation (FAR) Part 77	As per Federal Aviation Regulation (FAR) Part 77
Sacramento County	As outlined in the Federal Aviation Regulation (FAR) Part 77	As outlined in the Federal Aviation Regulation (FAR) Part 77

II.6.F.2 AICUZ recommended development limits for Accident Potential Zone 1.

Government name:	Types of controls in place	Types of encroachment limited:
Sacramento City	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4, Art 3.5	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4, Art 3.5
Sacramento County	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5

II.6.F.3 AICUZ recommended development limits for Accident Potential Zone 2.

Government name:	Types of controls in place	Types of encroachment limited:
Sacramento City	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4, Art 3.5	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4, Art 3.5
Sacramento County	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5

II.6.F.4 AICUZ recommended development limits between the 65 Ldn and 70 Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
Sacramento City	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4, Art 3.5	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4, Art 3.5
Sacramento County	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5

II.6.F.5 AICUZ recommended development limits between the 70 Ldn and 75 Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

Sacramento City	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4, Art 3.5	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4, Art 3.5
Sacramento County	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5

II.6.F.6 AICUZ recommended development limits between the 75 Ldn and 80 Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
Sacramento City	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4, Art 3.5	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4, Art 3.5
Sacramento County	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5

II.6.F.7 AICUZ recommended development limits between the 80 Ldn and above Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
Sacramento City	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5
Sacramento County	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5	As outlined in the 1992 AICUZ handbook and Airport Land Use Commission Law, Ch 4 Art 3.5

II.6.G Assessment of significant development (i.e., residential subdivision, shopping mall, or center, industrial park, etc.) existing or anticipated within any of the 7 AICUZ zones.

No significant development currently exists in any AICUZ zone.

No significant development is projected for any AICUZ zone.

No long range (20 year) development trends in the 7 AICUZ zones are evident.

II.6.H Population figures and projections:

II.6.H.1 Communities in the vicinity of the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Surrounding Communities	0	58834	59713	73549	103025

II.6.H.2 Metropolitan area encompassing the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

Sacramento MSA	654893	847626	1099814	1481102	1869522

II.6.H.3 **County (ies) encompassing the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Sacramento County	502788	634373	783381	1041219	1320326

II.6.I **All clear zone acquisition has been completed.**

II.6.J **Existing on base facilities not sited in accordance with AICUZ recommendations:**

Type of facility:	Appoximate number of occupants	Zone with violation	Reason the incompatability is necessary
A/M ORGL SHOP	60	CZ	AIRCRAFT SUPPORT, built prior to establishment of AICUZ guidelines.
BE STOR CV FAC	5	CZ	DISPOSAL IN FY 94, built prior to establishment of AICUZ guidelines.
ELECT POWER STN	0	CZ	NAVAIDS, built prior to establishment of AICUZ guidelines.
ENGINE TEST CELL	3	CZ	DISPOSAL IN FY 96, built prior to establishment of AICUZ guidelines.
ENVIRONMENTAL HEALTH	0	CZ	Base support, built prior to establishment of AICUZ guidelines.
LAN PEDESTAL	0	CZ	BASE SUPPORT, built prior to establishment of AICUZ guidelines.
LF FILL STD TRK A	0	CZ	DISPOSAL IN FY 96, built prior to establishment of AICUZ guidelines.
LF FILL STD TRK B	0	CZ	DISPOSAL IN FY 96, built prior to establishment of AICUZ guidelines.
LOG FAC DEP OPS	85	CZ	Base support, built prior to establishment of AICUZ guidelines.
ROAD (ELKHORN BLVD)	0	CZ	COUNTY ROAD, built prior to establishment of AICUZ guidelines.
SAN LATRINE A	0	CZ	DISPOSAL IN FY 98, built prior to establishment of AICUZ guidelines.
SAN LATRINE B	0	CZ	DISPOSAL IN FY 98, built prior to establishment of AICUZ guidelines.

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

SECURITY FENCE	0	CZ	AIRFIELD SUPPORT, built prior to establishment of AICUZ guidelines.
SHP SHELTER LCMTV	0	CZ	DISPOSAL IN FY 97, built prior to establishment of AICUZ guidelines.
SHP, ELECT OGT/D	160	CZ	Base support, built prior to establishment of AICUZ guidelines.
TECH LAB	10	CZ	DISPOSAL IN FY 01, built prior to establishment of AICUZ guidelines.
TECH TRNG CLASSROOM	6	CZ	BASE SUPPORT, built prior to establishment of AICUZ guidelines.
VEH FUEL TRUCK PKG		CZ	DISPOSAL IN FY 96, built prior to establishment of AICUZ guidelines.
VEH MAINT SHOP A	0	CZ	DISPOSAL IN FY 94, built prior to establishment of AICUZ guidelines.
VEH MAINT SHOP B	0	CZ	DISPOSAL IN FY 94, built prior to establishment of AICUZ guidelines.
VEH MAINT SHOP C	0	CZ	DISPOSAL IN FY 94, built prior to establishment of AICUZ guidelines.
WATER SUPP BLDG	0	CZ	DISPOSAL IN FY 97, built prior to establishment of AICUZ guidelines.
WHSE SUP EQUIP DEP A	8	CZ	DISPOSAL IN FY 98, built prior to establishment of AICUZ guidelines.
WHSE SUP EQUIP DEP B	8	CZ	DISPOSAL IN FY 98, built prior to establishment of AICUZ guidelines.

All planned on base facilities will be sited in accordance with AICUZ recommendations.

Air Space Encroachment

II.6.K **Noise complaints are received from off base residents.**

II.6.K.1 **13.0 noise complaints per month (average) are received from off base residents.**

II.6.L **The base has implemented noise abatement procedures as follows:**

II.6.L.1 **Limit flt time to base assigned acft and essential missions terminating ops at base, low approaches, T&G landings and maint engine runs during quiet hours require SGPT/CC approval; noise abatement procedures (Ground and Air) are strictly observed.**

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 **4 C-141 equivalent aircraft can be loaded or unloaded at one time.**

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.1.a **The limiting factor is MHE**

III.1.A.1.b **Current MHE:** Two 25K loaders and two 40K loaders.

III.1.A.2 **4 C-141 equivalent aircraft can be refueled at one time.**

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B **The base can land, taxi, park, and refuel widebody aircraft as follows:**

Aircraft	Widebody Capabilities:				Remarks:
747	Can land	Can taxi	Can park	Can refuel	
C-5	Can land	Can taxi	Can park	Can refuel	The Taxiway parallel to the main runway has a weak area called T24A. The KC-10 will be requireto taxi around this area. Cost to upgrade is
KC-10	Can land	Can taxi	Can park	Can refuel	

III.1.C **The base does Not have an operational fuel hydrant system.**

III.1.D **The base bulk storage facility is serviced by a pipeline.**

III.1.D.1 **The pipeline is the primary fuel source for the bulk storage facility.**

III.1.D.2 **The are No limitations to continious service from the primary source.**

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

III.1.D.3 **No excess storage capacity. Capability CAN be increased by 2.4M Gals with minor refurbishing of existing storage tanks not used at this time. Max requirement is 600,000 under present storage capability.**

Based on normal requirements in the Fuel Logistics Area Summary(FLAS) or Inventory Management Plan (IMP). Storage for others is excluded.

III.1.D.4 **Other receipt modes available:** Four truck off-loading headers are available. Three trucks can be off-loading simultaneously.

Number of offload headers: 4

3 tank trucks can be simultaneously offloaded

Tank cars can Not be offloaded.

III.1.D.5 **4 refueling unit fillstands are available.**

III.1.D.5.a **4 refuelers can be filled simultaneously.**

III.1.D.6 **Current despensing capabilities as defined in AFR 144-1** **sustained:** 312480
maximum: 528000

III.1.D.7 **The base is directly supported by an intermediate Defense Fuels Supply Point (DFSP).**

III.1.D.7.a **Supporting DFSP:** Defense Fuel Region West (DFR-W); 3171 N. Gaffey Street; San Pedro CA 90731-1099

III.1.E **Cat 1.1 and 1.2 munitions storage requirements and capacity.**

	Cat 1.1	Cat 1.2
III.1.E.1 Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:	131000	131000
Square footage available (including physical capacity limit):	1120	400
III.1.E.2 Normal installation mission storage requirement:	1300	100

III.1.F **The base has a dedicated hot cargo pad.**

III.1.F.1 **Hot cargo pad access limitations:**

Yes. Access to the hot cargo pad is via a 150• wide or 75• wide taxiway which may prohibit some large aircraft operations.

III.1.F.2 **The size of the hot cargo pad is 135,000 sq feet.**

III.1.F.3 **The sited explosive capacity of the hot cargo pad is 30,000**

III.1.F.4 **The hot pad access is taxi-on/taxi-off.**

III.1.F.5 **The taxiway servicing the hot pad is 150 ft wide and has a pavement classification number (PCN) of 42.**

III.1.F.6 **Aircraft using pad over the last 5 years:**

1995 AIR FORCE BASE QUESTIONNAIRE
McClellan AFB - AFMC

C-130, L-382, F-111, A-10

III.1.G **Proximity (within 150 NM) to mobilization elements.**

III.1.G.1 **The base is over 150 NM from a ground force installation.**

III.1.G.2 **The base is proximate to a railhead.**

Railheads within 150 NM:

Fairfield - Tolenas	37 NM
Lathrop	51 NM
Marysville - Erle	22 NM
Mona - Thorne	132 NM
Oakland - Oakland Mil Ocean	66 NM
Oakland - Oakland NSC	67 NM
Port Chicago	48 NM
RR Isle Stockton - Stockton	43 NM
Riverbank	60 NM
Sacremento - Plainhaven	7 NM
Sacremento - Polk	8 NM
Seaside - Fort Ord	124 NM
Tracy - Lyoth	57 NM
Vallejo	52 NM
Wendel - Herlong	106 NM

III.1.G.3 **The base is proximate to a port.**

Deep water ports within 150 NM:

Oakland	67 NM

III.1.H **The base has a dedicated passenger terminal.**

III.1.I **The base has a dedicated deployment facility capable of handling DoD standardized cargo pallets.**

III.1.J **The base medical treatment facility does Not routinely receive referral patients.**

III.1.K **Military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.**

III.1.K.1 **Anticipated impact of the closure or realignment on**

Workload: 5,500

Facility: None

Manpower: Unknown

Operations & Maintenance Funding: $517,000

III.1.K.2 **Facility modifications are needed to absorb the additional workload, estimated cost is $0.**

III.1.L **Unique missions performed by the base medical facility:**

Air Transportable Clinic, 125 Bed Expansion Team, Blood Transhipment Team, Contigency Blood Donor Center.

Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,

III.1.M **Base medical facilities project planned to begin before to 1999:**

1. A Life Safety /Seismic/Utility upgrade has been approved and funded (DODM Project Number 39799). 2. A new Medical Warehouse/

Facilities projects include military consruction program (MCP) or Operations and Maintenence (O&M) alterations.

III.1.M.1 **The project has been approved.**

III.1.M.2 **No major MCP has been completed since 1989.**

III.1.N **Base facilities have No excess storage capacity.**

III.1.N.1 **Base facilities have a total covered storage capacity of 2,769,000 sq ft.**

III.1.N.2 **Breakout of the total covered storage capacity:**

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	
Mobility storage:	29,482 sq ft
War Readiness Support Kits (WRSK) storage:	10,610 sq ft

III.1.O **345 light military vehicles are on base.**

III.1.P **533 heavy military and special vehicles are on base.**

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

Section IV

1. Base Budget

IV.1 Non-payroll portion of the base budget for prior years:

IV.1.A	xxx56	Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		O&M	9,142.72 $sK	0.00 $sK	9,142.72 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		O&M	9,848.28 $sK	1,334.21 $sK		11,182.50 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		O&M	4,533.77 $sK	999.68 $sK			5,533.45 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		O&M	6,485.00 $sK	899.70 $sK				7,384.70 $sK
				xxx56 TOTALS:	9,142.72 $sK	11,182.50 $sK	5,533.45 $sK	7,384.70 $sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		O&M	41,095.18 $sK	11,629.88 $sK	52,725.05 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		O&M	16,165.05 $sK	8,965.61 $sK		25,130.66 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		O&M	-375.78 $sK	515.76 $sK			139.98 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		O&M	105.83 $sK	27.96 $sK				133.79 $sK
				xxx76 TOTALS:	52,725.05 $sK	25,130.66 $sK	139.98 $sK	133.79 $sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		O&M	0.00 $sK	0.00 $sK	0.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		O&M	0.00 $sK	0.00 $sK		0.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		O&M	9,658.42 $sK	2,172.03 $sK			11,830.45 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		O&M	3,964.96 $sK	1,253.15 $sK				5,218.11 $sK
				xxx78 TOTALS:	0.00 $sK	0.00 $sK	11,830.45 $sK	5,218.11 $sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

		O&M	202.69 $sK	0.00 $sK	202.69 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		O&M	149.21 $sK	2.72 $sK		151.92 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		O&M	86.42 $sK	24.34 $sK			110.76 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		O&M	56.00 $sK	0.00 $sK				56.00 $sK
				xxx90 TOTALS:	202.69 $sK	151.92 $sK	110.76 $sK	56.00 $sK
IV.1.E	**xxx95**	Communications			**FY 91 Total**	**FY 92 Total**	**FY 93 Total**	**FY 94 Total**
	FY-91	**Appropriation**	**Direct**	**Reimbursable**				
		O&M	3,285.84 $sK	639.09 $sK	3,924.93 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		O&M	1,845.88 $sK	601.39 $sK		2,447.28 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		O&M	2,091.97 $sK	1,070.32 $sK			3,162.29 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		O&M	2,074.34 $sK	739.54 $sK				2,813.88 $sK
				xxx95 TOTALS:	3,924.93 $sK	2,447.28 $sK	3,162.29 $sK	2,813.88 $sK
IV.1.F	**xxx96**	Base Operating Support			**FY 91 Total**	**FY 92 Total**	**FY 93 Total**	**FY 94 Total**
	FY-91	**Appropriation**	**Direct**	**Reimbursable**				
		O&M	15,250.23 $sK	3,650.33 $sK	18,900.55 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		O&M	3,710.08 $sK	2,761.98 $sK		6,472.05 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		O&M	8,900.31 $sK	15,685.15 $sK			24,585.46 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		O&M	11,228.00 $sK	8,652.23 $sK				19,880.23 $sK
				xxx96 TOTALS:	18,900.55 $sK	6,472.05 $sK	24,585.46 $sK	19,880.23 $sK
IV.1.G	**MFH**	Military Family Housing			**FY 91 Total**	**FY 92 Total**	**FY 93 Total**	**FY 94 Total**
	FY-91	**Appropriation**	**Direct**	**Reimbursable**				
		O&M	4,641.58 $sK	181.96 $sK	4,823.54 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		O&M	4,215.79 $sK	181.92 $sK		4,397.71 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		O&M	9,667.64 $sK	206.27 $sK			9,873.90 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

O&M	3,016.20 $sK	182.00 $sK				3,198.20 $sK
		MFH TOTALS:	4,823.54 $sK	4,397.71 $sK	9,873.90 $sK	3,198.20 $sK

2. Relocation Costs

IV.2 **-Large, unusual items integral to the unit mission, but which cannot be moved as regular freight:**

Total relocation costs: $ 115,892.80 K

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

Section IV/V Level Playingfield COBRA Data

One time closure costs: 514$sM

Twenty year Net Present Value (607)$sM

Steady state savings 96$sM per year

Manpower savings associated with closure 1,756

Return on Investment (years): 5

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

Section VI Economic Impact

Economic Area Statistics:

Sacramento, CA PMSA
Total population: 1,148,000 (FY 92)
Total employment: 763,605 (FY 93)
Unemployment Rates (FY93/3 Year Average/10 Year Average)

8.3% / 7.4% / 6.3%

Average annual job growth: 14,158

Average annual per capita income: $20,398

Average annual increase in per capita income: $5.3%

Projected economic impact:

Direct Job Loss:	**12,763**	
Indirect Job Loss:	**18,368**	
Closure Impact:	**31,131**	**(4.1% of employment total)**
Other BRAC Losses:	**1,641**	
Cumulative Impact:	**32,772**	**(4.3% of employment total)**

1995 AIR FORCE BASE QUESTIONNAIRE
McClellan AFB - AFMC

Section VII

1. Community Infrastructure

Describe the off-base housing situation.

VII.1.A.1 **Off-base housing is affordable**

VII.1.A.2 **Units are available for families**

VII.1.A.2 **Units are available for single members.**

VII.1.A.3 **10.4 Percent of off-base housing was rated as unsuitable in the latest VHA survey**

VII.1.A.4 **Median monthly cost of off-base housing based on latest VHA survey:** $824

Describe the transportation systems.

VII.1.B.1 **The base is served by REGULARLY SCHEDULED, public transportation. The following services are available:**

Sacramento Regional Transit busses #84, #80, and #115 stop on McClellan AFB as part of their regular schedule.

VII.1.B.2 **Distance to the nearest municipal airport with scheduled, commercial air traffic:** 16 miles

VII.1.B.2 **Airport name:** Sacramento Metropolitan Airport

VII.1.B.3 **Number of commercial air carriers available at the airport:** 10

VII.1.B.4 **Average round trip commuting time to work:** 38 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

	Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time			
VII.1.C.1	Swimming pool	Highlands Sports Complex	2	0	Hrs.	05	Min.
VII.1.C.2	Movie theater	Century Complex	5	0	Hrs.	10	Min.
VII.1.C.3	Public golf course	Haggin Oaks	2	0	Hrs.	05	Min.
VII.1.C.4	Bowling lane	Mardi Gras Lanes	2	0	Hrs.	05	Min.
VII.1.C.5	Boating	Discovery Park (Sacramento River)	4	0	Hrs.	10	Min.
VII.1.C.6	Fishing	Discovery Park (Sacramento River)	4	0	Hrs.	10	Min.
VII.1.C.7	Zoo	Sacramento Zoo	10	0	Hrs.	20	Min.
VII.1.C.8	Aquarium	Marine World-Africa USA	60	1	Hrs.	10	Min.
VII.1.C.9	Family theme park	Waterworld	5	0	Hrs.	05	Min.
VII.1.C.10	Professional sports	Arco Arena (Sac Kings/NBA, Sac Gold Miners/CFL)	10	0	Hrs.	20	Min.
VII.1.C.11	Collegiate sports	Cal State University, Sacramento	10	0	Hrs.	20	Min.

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

VII.1.C.12	Camping facilities	Negro Bar (American River)	15	0	Hrs.	25	Min.
VII.1.C.13	Beaches (lake or ocean)	Lake Natoma	15	0	Hrs.	25	Min.
VII.1.C.14	Outdoor winter sports	Gold Hill (Cross-Country Skiing)	45	0	Hrs.	55	Min.

VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):

Country Club Center 0 hrs 10 min (4 Miles)

VII.1.E Nearest Metropolitan center (population in excess of 100,000):

Sacramento City (Civic Center) 0 hrs 15 min (10 Miles)

Local area crime rate:

VII.1.F.1 Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.) 862

VII.1.F.2 Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.) 6623

2. Education

VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 32 to 1

VII.2.B Local high schools offer a four-year English program.

VII.2.B Local high schools offer a four-year Math program.

VII.2.B Local high schools offer four-year Foreign Language programs.

VII.2.C Local high schools offer an Honors program.

VII.2.D 72.6 percent of high school students go on to either a two- or four-year college

VII.2.E There are opportunities for off-base education within 25 miles of the base.

VII.2.E.1 Opportunities for off-base VOCATIONAL/TECHNICAL TRAINING provided by the following institutions:

American River College

VII.2.E.2 Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:

California State University, Sacramento

VII.2.E.3 Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:

California State University, Sacramento

3. Spousal Employment

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

VII.3.A **65.4 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **63.5 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **8.3 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **-1.1 percentage rate of job growth in the local area (Department of Labor Stastics)**

4. Local Medical Care

VII.4.A	**Current ratio of active, non-federal physicians in the community:**	2.0 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	3.0 beds/1000 people

1995 AIR FORCE BASE QUESTIONNAIRE
McClellan AFB - AFMC

Section VIII

1. Air Quality - Clean Air Act

VIII.1.A **Air Quality Management District for the base:** Sacramento Air Quality Management District

VIII.1.B **The base is located within a maintenance or non-attainment area for specific pollutants.**

VIII.1.B.1 **No pollutants in maintenance**

VIII.1.B.2 **Non-attainment area regulated pollutant(s) and severity:**

Carbon Monoxide	Moderate
Ozone	Serious
PM-10	Moderate

VIII.1.C **There are NO critical air quality regions within 100 kilometers of the base**

(Critical air quality regions are non-attainment areas, national parks, etc.)

VIII.1.D **On- or off-base activities have NOT been restricted or delayed due to air quality considerations.**

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

VIII.1.D.1 **The base has NOT been required to impliment emissions reduction through special actions**

(i.e. carpooling or emissions credit transfer)

VIII.1.E **Restrictions placed on operations by state or local air quality regulatory agencies:**

VIII.E.1 Aerospace Ground Equipment (AGE):

E.1.a The state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

E.1.b The state or local air quality regulatory agency Requires permits for such units.

E.1.c No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

E.1.d No state or local air quality regulatory agency Requires retrofit controls for AGE.

VIII.E.2 Infrastructure Maintenance / Public Works

E.2.a No state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

E.2.b No state or local air quality regulatory agency Limits the hours of these activities.

E.2.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

E.2.d No state or local air quality regulatory agency Requires emission offsets for these activities.

VIII.E.3 Open Burn/Open Detonation

E.3.a No state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training

E.3.b No state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.

E.3.c No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.

E.3.d No state or local air quality regulatory agency Requires periodic emission testing.

VIII.E.4 Fire Training

E.4.a No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.

E.4.b No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

VIII.E.6 Emergency Generators

E.6.a The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

E.6.b No state or local air quality regulatory agency Limits the hours of emergency operation of generators.

E.6.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergenct generators.

E.6.d No state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

E.6.d No state or local air quality regulatory agency Requires emission offsets.

VIII.E.7 Short-term Activities

E.7.a No state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).

E.7.b No state or local air quality regulatory agency Limits the operation for short-term activities.

E.7.c No state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.

E.7.d No state or local air quality regulatory agency Prohibits any short-term activities.

VIII.E.8 Monitoring

E.8 The state or local air quality regulatory agency Has continious emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

VIII.E.9 BACT/LAER

E.9 The state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

2. Water - Potable

1995 AIR FORCE BASE QUESTIONNAIRE
McClellan AFB - AFMC

VIII.2.A The base potable water supply is On-base and the source is:

The base potable water supply consists of eight (8) wells pumping from groundwater aquifers.See Note

VIII.2.B There are no constraints to the base water supply.

VIII.2.C The base potable water supply does not constrain operations

(Contamininants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

3. Water - Ground Water

VIII.3.A Base or local community groundwater is contaminated.

VIII.3.A.1 Nature of contamination. Volitile organic compounds (e.g., Trichloroethene). Others exist, but are not widespread.

VIII.3.A.2 The contaminated groundwater is a potable water source

VIII.3.B The base is actively involved in groundwater remediation activities.

VIII.3.C 358 water wells exist at the base.

VIII.3.D 15 wells have been abandoned for the following reasons:

Contamination and inefficient production rates.

4. Water - Surface Water

VIII.4.A The following perennial bodies of water are located on base.

VIII.4.A.1

Location	Surface area size
Beaver Pond	1.01 Acres
Long Storage Pond	0.57 Acres
Magpie Creek	0.23 Acres

VIII.4.A.2 These bodies receive water runoff or treated wastewater discharge from the base.

VIII.4.A.3 The base is located within a specified drainage basin.

VIII.4.B Special permits are required as follows:

NPDES Permit No. CA.0004359 requires notification (see note)

(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

VIII.4.C **There is No known contamination to the base or local community surface water**

5. Wastewater

VIII.5.A **Base wastewater is treated by On-Base facilities.**

VIII.5.B **The following 3 wastewater treatment facilities (industrial/domestic) are located on-base:**

Industrial Waste Treatment Plant 1
Industrial Waste Treatment Plant 2
Wastewater Pretreatment Plant, Bldg 692

VIII.5.C **There are No discharge violations or outstanding open enforcement actions pending.**

6. Discharge Points / Impoundments

VIII.6.A **Describe the National Pollutant Elimination System permits in effect:**

NPDES Permit #CA0081850, is for the Groundwater Treatment Plant. NPDES Permit #CA0004359, is for Storm and Urban Runoff Discharges.

VIII.6.B **The base currently discharges treated wastewater ON-Base. Description of treated wastewater discharge location:**

Industrial wastewater is treated, then discharged to the county sewer. Contaminated groundwater (considered wastewater) is treated and discharged to an on-base creek flowing to the Sacramento River.

VIII.6.C **The base has No discharge impoundments.**

VIII.6.D **There are no discharge violations or outstanding discharge open enforcement actions pending.**

7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A **60.0 percent of facilities have been surveyed for asbestos.**

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

VIII.7.A.1 **75.0 percent of the facilities surveyed are identified as having asbestos.**

VIII.7.A.2 **4 facilities are considered regulated areas or have restricted use due to friable asbestos.**

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

8. Biological - Habitat

VIII.8.A **There are No ecological or wildlife management areas ON the base.**

There are No ecological or wildlife management areas ADJACENT TO the base.

VIII.8.A.1 **Natural areas on or adjacent to the base are generally recognized as important ecological sites.**

Consisting of riparian habitat,native grasslands,and wetlands.The base controls 235 acres on-base proper.There are an additional 55 acres of natural areas adjacent to the base.Additionally,the base controls another 447 acres off-base at remote sites.

VIII.8.B **The U.S. Fish and Wildlife Service has identified critical/sensitive habitats on base.**

Approximately 53 acres of the 447 off-base acres cited in VIII.8.A.1 are scattered vernal pools and seasonal weltands.

Approximately 15 acres of the 235 on-base acres citied in VIII.8.A.1 are scattered vernal pools, seasonal wetlands, and riparian/floodplain habitat.

VIII.8.C **The base has a cooperative agreement for conducting a hunting and fishing program.**

Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.

VIII.8.D **The presence of these resources does not constrain CURRENT construction activities/operations.**

The presence of these resources does not constrain FUTURE construction activities/operations.

9. Biological - Threatened and Endangered Species

VIII.9.A **Threatened and/or endangered species identified on the base:**

Species	Kingdom				Remarks
Branchineeta lyenchi (Vernal Pool Fairy Shrimp)	Animal	Federa	Proposed	Endangered	Present at McClellan main base and at the Lincoln site.
Lapidurus packardi (Tadpole Shrimp)	Animal	Federa	Proposed	Endangered	Present at the Davis site
Linderiella occidentalis (California Linderiella)	Animal	Federa	Proposed	Endangered	Present at McClellan main base and at the Lincoln site.
Neostapfia colusana (Colusa Grass)	Plant	State	Listed	Endangered	State Listed and Federal proposed. Present at the Davis site.
Tuctoria mucronata (Solano Grass)	Plant	Federa	Listed	Endangered	Both State and Federal lists. Present at the Davis site.

VIII.9.B **Special Concern species identified on the base:**

Species	Kingdom				Remarks
Alkali Milkvetch	Plant	Private		Special Concern	California Native Plant Society

Alkali Peppergrass	Plant	State		Special Concern	California Species of Concern (CSC) List.
Burrowing Owl	Animal	State		Special Concern	California Species of Concern (CSC) List.
Dwarf Downingia	Plant	State		Special Concern	California Species of Concern (CSC) List.
Great Blue Herron	Animal	State		Special Concern	California Species of Concern (CSC) List.
Great Egret	Animal	State		Special Concern	California Species of Concern (CSC) List.
Loggerhead Shrike	Animal	State		Special Concern	California Species of Concern (CSC) List.
Prairie Falcon	Animal	State		Special Concern	California Species of Concern (CSC) List.
Vernal Pool Dodder	Plant	State		Special Concern	California Species of Concern (CSC) List.

VIII.9.C **The presence of these species does Not constrain current or future construction activities or operations.**

10. Biological - Wetlands

VIII.10.A **Wetlands, estuaries, or other special aquatic features present on the base:**

VIII.10.A.1

Identification and type of wetland:	Approximate acreage:
Flood Plain	235
Seasonal wetlands (Davis site)	20
Seasonal wetlands and vernal pools (Lincoln site)	33
Vernal Pools, Riparian, Seasonal Wetlands Scattered on the above flood plain	15

VIII.10.A.2 **The base is Not involved in jointly-managed programs for protection of these resources.**

VIII.10.B **The base has been surveyed for wetlands in accordance with established federally approved guidelines.**

VIII.10.B.1 **Survey was completed in Sep 93**

VIII.10.B.2 **100 percent of the base was included in the survey.**

VIII.10.B.3 **Method used to survey the base (e.g., Corps of Engineers Delineation Manual, U.S. Fish and Wildlife Service National Wetlands Inventory):**

Both COE and USFWS Methods were Used

VIII.10.C **Part of the base is located in a 100-year floodplain.**

VIII.10.D **The presence of these resources does Not constrain current or future construction activities or operations.**

11. Biological - Floodplains

VIII.11.A **Floodplains are present on the base.**

1995 AIR FORCE BASE QUESTIONNAIRE
McClellan AFB - AFMC

VIII.11.A.1 Floodplains do Not constrain construction (siting) activities or operations.

VIII.11.A.2 Periodic flooding does Not constrain base operations.

12. Cultural

VIII.12.A Historic,prehistoric, archaeological sites or other cultural resources located on the base:

VIII.12.A.1

Sites:	Significant status:
Sacramento Air Depot Historic District. 51 facilities recognized.	Recognized for historical and architectural significance by the State Historic Preservation Office.

VIII.12.B 18 percent of the buildings on base are over 50 years old.

VIII.12.C Historic Landmark/Districts, or properties listed in the National Register of Historic Places (NRHP) located on base:

Sacramento Air Depot Historic District is listed in the National Register of Historic Places Jan 92

VIII.12.C.1 No properties have been determined to be or may be eligible for the NRHP.

VIII.12.C.2 Buildings and structures have not been surveyed for Cold War or other historical significance.

VIII.12.D The base has been archeologically surveyed.

VIII.12.D.1 100 percent of the base has been surveyed.

VIII.12.D.2 No archeological sites have been found.

VIII.12.D.3 No archeological collections are housed on base.

VIII.12.D.4 No Native Americans or others use/identified sacred areas or burial sites on or near base.

VIII.12.E The base has no agreements with historic preservation agencies.

Agreements include Programmatic Agreements and Memorandum of Agreements.
Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 258 IRP sites have been identified

VIII.13.A.2 No IRP sites extend off base.

VIII.13.A.3 4All on-site remediation is estimated to be in place in 0179

VIII.13.B The installation is a National Priority List (NPL) site or has been proposed as an NPL site.

VIII.13.C Federal Facility Agreements to clean up the base are in place.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There reported or known uncontrolled or unregulated occurrences of specific contaminate types and sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E No sites or SWMUs are currently being investigated and remediated pursuant to the RCRA.

SWMU - Solid Waste Management Units
RCRA - Resource Conservation and Recovery Act

VIII.13.F The IRP currently restricts construction (siting) activities/operations on-base.

14. Compliance / IRP Costs ($000)

VIII.14.A

Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Administrative	$3,977.000 K	$3,774.000 K	$3,985.000 K	$4,347.000 K	$4,858.000 K
Asbestos Removal	$0.000 K	$0.000 K	$0.000 K	$0.000 K	$0.000 K
Clean Air Act	$212.000 K	$0.000 K	$50.000 K	$1,393.000 K	$755.000 K
Hazardous Waste Disposal/Remediation	$1,321.000 K	$3,807.000 K	$3,068.000 K	$3,229.000 K	$3,640.000 K
IRP	$59,200.000 K	$74,500.000 K	$84,900.000 K	$83,100.000 K	$90,700.000 K
Natural Resources	$112.000 K	$0.000 K	$0.000 K	$0.000 K	$0.000 K
Permits	$158.000 K	$299.000 K	$226.000 K	$222.000 K	$258.000 K
Safe Drinking Water	$0.000 K	$200.000 K	$0.000 K	$0.000 K	$0.000 K
Underground Storage Tanks	$125.000 K	$0.000 K	$0.000 K	$0.000 K	$0.000 K
Wastewater	$102.000 K	$1,000.000 K	$250.000 K	$0.000 K	$0.000 K

15. Other Issues

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

VIII.15.A **Description of other activities which may constrain or enhance base operations:**

LOCAL: Dual-Use Initiatives, Partnerships, and Awards. See Note

STATE: Dual-Use Unitiatives,Partnerships,and Awards.Note.

FEDERAL: Dual-Use Unitiatives, Partnerships, and Awards. See Note

16. Air Quality - Clean Air Act

VIII.16.A **Air Quality Control Area (AQCA) geographic region in which the base is located:**
Sacramento County Portion of the Sacramento Region

VIII.16.B **Air quality regulatory agency responsible for the AQCA:.** Sacramento Municipal Air Quality Management District

VIII.16.B **Name and phone number of the AQCA program manager for issues pertaining to the base:**

Bruce Nixon (916) 386-6623

The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:

VIII.16.C.1 In Non-Attainment for Ozone

VIII.16.C.2 In Non-Attainment for Carbon Monoxide

VIII.16.C.3 In Non-Attainment for Particulate matter (PM-10)

VIII.16.C.4 In Attainment for Sulfur Dioxide

VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx)

VIII.16.C.6 In Attainment for Lead

VIII.16.C.7 **The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT**

VIII.16.D.1 **Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located:** 0.16 ppm

VIII.16.D.2 **Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:** 13.0 ppm

VIII.16.D.3 **Ozone Design value is 133.3% of NAAQS**

VIII.16.D.4 **Carbon monoxide Design value is 144.4% of NAAQS**

VIII.16.E.1 **The EPA-designated severity of nonattainment for OZONE is Serious**

VIII.16.E.2 **Sacramento County Portion of the Sacramento Region**

VIII.16.E.3

VIII.16.E.4 **The base is Not in a rural transport area**

VIII.16.E.5 **The EPA has proposed that the AQCA severity of nonattainment for OZONE be redesignated**

VIII.16.E.5. **The EPA has proposed a designation of Severe in the Federal Register**

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

VIII.16.G. Specific ozone precursor (Volatile organic compounds(VOCs) and nitrogen oxides (NOx)) emissions for the base:

	based on the AQCA 1990 baseline inventory.				AND in the required attainment year			
	VOCs		NOx		VOCs		NOx	
Mobile Source Including Aircraft	G.1.a	101	G.1.d	66	G.2.a	185	G.2.d	119
Military Aircraft Associated with the Base	G.1.b	81	G.1.e	47	G.2.b	176	G.2.e	105
Stationary Source	G.1.c	224	G.1.f	73	G.2.c	224	G.2.f	96

Amount of reduced annual emissions of VOCs and NOx resulting from permanent reductions in base activity levels, process changes, or any other measures implemented at the base since 1 Jan 1990

	VOCs		NOx	
Mobile Source Including Aircraft	G.3.a	0	G.3.c	1
Stationary Source	G.3.b	42	G.3.d	11

Amount of increased annual emissions of VOCs and NOx resulting from increased activity levels, facility expansion, process changes, or other means implemented at the base since 1 Jan 1990

Mobile Source Including Aircraft	G.4.a	0	G.4.c	0
Stationary Source	G.4.b	0	G.4.d	3

Computed allowable growth	VOCs		NOx	
Mobile Source Including Aircraft	G.5.a	83.17%	G.5.c	81.82%
Stationary Source	G.5.b	18.75%	G.5.d	42.47%
TOTAL	G.5.e	38.77%	G.5.f	61.15%

VIII.16.H The EPA-designated severity of nonattainment for Carbon monoxide is MODERATE

VIII.16.I The AQCA's Carbon monoxide plan contains No quantitative measures for military aircraft.

Measures include quantitative limits, projections, restrictions, or emissions budgets.

VIII.16.J The AQCA does not have VMT forecasts or they can not be obtained.

1995 AIR FORCE BASE QUESTIONNAIRE

McClellan AFB - AFMC

Section IX

Document Separator

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

Section I

1. Force Structure

I.1.A **List of all on base NAF and non-Air Force activities:**

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	748 Mil Intelligence BN	15	349	5	369
I.1.A.2	93 IS	8	327	32	367
I.1.A.3	Company H. Marine Spt BN	1	15	-	16
I.1.A.4	DECA Medwest Region	3	11	94	108
I.1.A.5	DLA	-	-	937	937
I.1.A.6	Defense Accounting Office	13	-	166	179
I.1.A.7	Defense Audit Agency	-	-	2	2
I.1.A.8	Defense Commissary Agency West Svc Ctr	1	-	302	303
I.1.A.9	Defense Courier Service	1	10	-	11
I.1.A.10	Defense Criminal Investigative Svc	-	-	6	6
I.1.A.11	Defense Printing Service	-	-	50	50
I.1.A.12	Defense Reutilization and Marketing Ofc	-	-	85	85
I.1.A.13	Frost National Bank	-	-	8	8
I.1.A.14	GSA Utilization Ofc	-	-	2	2
I.1.A.15	NSA	5	56	-	61
I.1.A.16	San Antonio Credit Union	-	-	11	11
I.1.A.17	Security Service Federal Credit Union	-	-	13	13
I.1.A.18	Services (NAF)	-	-	400	400
I.1.A.19	Small Business ADM	-	-	4	4
I.1.A.20	US Government Printing Office	-	-	36	36
I.1.A.21	Univ of Texas at San Antonio	-	-	-	0
	TOTAL:				2968

I.1.B **Remote/Geographically Separated Units receiving more then 50% of Base Operational Support from the base:**

I.1.B.1 **Supported Unit:** 651 Munitions Squadron GSU

Location: Medina Base, Tx

Support provided: Over 50% of support elements IAW DOD 4000.19

GSU - Geographically Separated Unit
REM - Remote Unit

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

I.1.B.2 **Supported Unit:** Naval Security Group Activity GSU

Location: Medina Base,Tx

Support provided: Full support

GSU - Geographically Separated Unit
REM - Remote Unit

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

2. Operational Effectiveness

A. Air Traffic Control

ATCALS - Air Traffic Control and Landing Systems
NAS - National Airspace System

I.2.A.1 **None of the base ATCALS are officially part of the NAS.**

I.2.A.2 **Details for specific ATC facilities:**

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
Tower	2	69034	8991	60043	N/A	N/A	N/A

I.2.A.4 **The primary instrument runway is designated 15**

58678 operations were conducted this runway during calander year 1993

I.2.A.5 **Known or potential airspace problems that may prevent mission accomplishment:**

None are known or projected.

I.2.A.6 **The base does Not experience ATC delays.**

B. Geographic Location

I.2.B.1 **Nearest major primary airlift customer:** FORT HOOD **distance** 127 NM

Nearest major primary airdrop customer: FORT HOOD **distance** 127 NM

I.2.B.2 **Distance to foward deployment Air Bases:**

Lajes AB: 3586 NM

Rota AB: 4652 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

Hickam AFB: 3246 NM

RAF Mildenhall: 4595 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	MATINDALE	11
I.2.B.4	Military airfield, runway >= 8,000ft	RANDOLPH AFB	18
I.2.B.5	Military airfield, runway >= 10,000ft	BERGSTROM ARB	68
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Stinson Muni Airport	6
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	San Antonio Int Airport	11
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Bergstrom AFB	68
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	San Antonio Int Airport	11
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Houston Intercont. Arpt	173

I.2.B.11 **Name and distance to an emergency landing airfield compatible with aircraft flown at the base.**

SAN ANTONIO INTL AIRPORT 10 NM

C. Training Areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs))

I.2.C.1 **Supersonic Air Combat Training (ACBT) MOAs and warning/restricted areas, with a minimum size of 4,200 sq NM, within 300 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-228 A,B,C,D	190 NM	W-602	251 NM		

I.2.C.2 **MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft, within 200 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-228D	187 NM	W-228 A,B,C,D	190 NM		

I.2.C.3 **Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-228D	187 NM	W-228 A,B,C,D	190 NM	W-228C	202 NM
W-602	251 NM	W-92	438 NM	R-5107B	467 NM
W-155 A,B	584 NM	W-155B	584 NM		

I.2.C.4 **Scorable range complexes / target arrays (capable of or having tactical targets, conventional targets, and strafe), within 800 NM:**

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

Area Name	Distance	Area Name	Distance	Area Name	Distance
McMULLEN	71 NM	CLAIBORNE	316 NM	FALCON	316 NM
MELROSE	397 NM	RAZORBACK	420 NM	OSCURA	456 NM
SHELBY WEST	504 NM	SHELBY EAST	509 NM	SMOKEY HILL	560 NM
CANNON	588 NM	AIRBURST	627 NM	EGLIN C52	641 NM
EGLIN C62	646 NM	GOLDWATER RANGE 3	754 NM	GOLDWATER RANGE 2	762 NM
GOLDWATER RANGE 1	764 NM	GOLDWATER RANGE 4	773 NM		

I.2.C.5 Nearest electronic combat (EC) range and distance from base:

CLAIBORNE	316 NM

I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

GULFPORT MDS	529 NM

I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

CLAIBORNE	316 NM

I.2.C.8 Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	5	11	15	34	70	109
SR	2	5	6	31	59	85
VR	10	14	18	48	83	131
Total Routes:	**17**	**30**	**39**	**113**	**212**	**325**

Identify Routes:

VR-1105 19 NM	VR-1152 19 NM	VR-156 19 NM	IR-148 38 NM	IR-149 40 NM	SR-293 41 NM
VR-1122 43 NM	VR-168 58 NM	VR-1120 65 NM	IR-123 67 NM	VR-1106 68 NM	SR-286 69 NM
IR-147 70 NM	VR-1121 72 NM	VR-1123 72 NM	VR-143 73 NM	IR-142 94 NM	
SR-290 101 NM	SR-292 101 NM	VR-101 101 NM	IR-136 121 NM	IR-124 123 NM	IR-135 123 NM
VR-186 123 NM	IR-169 127 NM	SR-261 127 NM	VR-151 132 NM	VR-1124 135 NM	IR-166 141 NM
IR-170 146 NM					
VR-1117 161 NM	SR-270 175 NM	IR-167 183 NM	IR-180 185 NM	IR-127 191 NM	VR-187 191 NM
VR-1110 199 NM	VR-118 199 NM	IR-139 200 NM			
SR-233 208 NM	SR-234 208 NM	SR-240 208 NM	SR-243 208 NM	SR-245 208 NM	SR-250 208 NM
SR-255 208 NM	SR-251 208 NM	SR-273 208 NM	SR-267 208 NM	SR-258 208 NM	SR-249 208 NM
SR-244 208 NM	SR-242 208 NM	SR-236 208 NM	SR-280 217 NM	VR-188 218 NM	SR-228 228 NM
IR-128 236 NM	IR-103 237 NM	IR-105 237 NM	VR-1143 241 NM	VR-162 245 NM	VR-104 247 NM
VR-158 249 NM	VR-196 249 NM	VR-1139 251 NM	VR-106 252 NM	VR-1145 255 NM	VR-1138 256 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

VR-163	258 NM	VR-159	268 NM	VR-1142	269 NM	VR-1108	270 NM	VR-1109	270 NM	VR-1144	270 NM
VR-1116	272 NM	VR-1146	274 NM	IR-154	277 NM	IR-155	281 NM	IR-129	294 NM	IR-130	308 NM
SR-208	313 NM	SR-217	313 NM	IR-122	329 NM	VR-189	336 NM	IR-160	340 NM	IR-161	340 NM
SR-205	345 NM	VR-1140	348 NM	IR-164	349 NM	VR-1104	349 NM	SR-296	351 NM	VR-1196	351 NM
SR-216	352 NM	IR-117	357 NM	VR-1113	357 NM	VR-1137	357 NM	VR-1128	357 NM	SR-206	358 NM
VR-1141	361 NM	SR-294	364 NM	SR-295	364 NM	IR-144	378 NM	IR-165	378 NM	IR-178	378 NM
IR-116	379 NM	IR-172	380 NM	IR-173	380 NM	IR-121	381 NM	VR-1103	381 NM	VR-114	384 NM
VR-152	386 NM	VR-100	391 NM								
IR-102	403 NM	IR-131	403 NM	IR-141	403 NM	IR-134	403 NM	IR-171	407 NM	IR-182	407 NM
VR-125	410 NM	IR-145	411 NM	IR-146	411 NM	SR-223	417 NM	SR-224	417 NM	IR-133	421 NM
IR-181	427 NM	IR-183	427 NM	IR-107	431 NM	IR-132	432 NM	IR-175	432 NM	IR-113	434 NM
IR-115	434 NM	VR-1182	439 NM	IR-150	448 NM	IR-185	449 NM	VR-119	452 NM	VR-138	456 NM
VR-1032	457 NM	IR-070	458 NM	VR-1174	458 NM	VR-1130	459 NM	SR-239	462 NM	VR-1072	464 NM
IR-120	467 NM	VR-1102	467 NM	SR-030	474 NM	IR-111	475 NM	SR-218	477 NM	SR-227	477 NM
SR-226	477 NM	SR-237	477 NM	SR-232	477 NM	SR-231	477 NM	SR-230	477 NM	SR-229	477 NM
SR-219	477 NM	SR-220	477 NM	SR-221	477 NM	SR-222	477 NM	VR-179	479 NM	VR-1107	481 NM
IR-503	482 NM	VR-1546	483 NM	SR-213	485 NM	VR-534	489 NM	VR-535	489 NM	VR-108	492 NM
VR-532	493 NM	IR-068	495 NM	IR-177	503 NM	VR-1195	503 NM	SR-214	506 NM	VR-533	509 NM
SR-031	513 NM	IR-110	517 NM	VR-1022	518 NM	SR-238	519 NM	VR-1083	521 NM	IR-044	522 NM
SR-029	522 NM	SR-073	529 NM	SR-074	529 NM	IR-040	537 NM	VR-1024	537 NM	VR-1021	537 NM
VR-1023	537 NM	VR-1033	538 NM	IR-037	539 NM	IR-038	541 NM	VR-531	545 NM	SR-137	552 NM
IR-091	555 NM	IR-502	556 NM	IR-504	556 NM	SR-211	556 NM	SR-210	556 NM	VR-1020	557 NM
SR-075	558 NM	VR-544	558 NM	VR-536	558 NM	VR-1031	559 NM	VR-176	564 NM	VR-552	565 NM
IR-409	567 NM	VR-1574	567 NM	SR-212	569 NM	VR-1030	571 NM	VR-1016	582 NM	IR-112	589 NM
VR-1014	589 NM	IR-109	591 NM	IR-414	592 NM						
VR-1525	603 NM	IR-021	606 NM	IR-126	608 NM	IR-506	616 NM	VR-1522	616 NM	VR-060	617 NM
IR-078	621 NM	IR-057	624 NM	SR-103	624 NM	SR-106	624 NM	SR-104	624 NM	SR-101	624 NM
IR-059	624 NM	IR-524	626 NM	VR-1082	628 NM	VR-1084	628 NM	VR-1085	628 NM	IR-592	633 NM
VR-1523	636 NM	VR-1233	639 NM	VR-260	639 NM	VR-259	640 NM	VR-269	640 NM	VR-268	640 NM
VR-263	640 NM	VR-267	640 NM	IR-030	643 NM	IR-031	643 NM	IR-507	644 NM	SR-618	644 NM
SR-619	644 NM	VR-545	645 NM	VR-511	648 NM	IR-505	650 NM	VR-512	651 NM	IR-157	653 NM
IR-174	653 NM	SR-616	654 NM	SR-617	654 NM	IR-066	657 NM	VR-1051	657 NM	VR-1054	657 NM
IR-067	657 NM	VR-1050	657 NM	VR-1070	658 NM	IR-041	661 NM	VR-1067	661 NM	IR-063	661 NM
VR-412	663 NM	VR-413	663 NM	SR-069	665 NM	SR-070	665 NM	SR-071	665 NM	SR-072	665 NM
IR-077	673 NM	IR-415	673 NM	VR-1056	675 NM	VR-541	676 NM	IR-069	677 NM	IR-527	685 NM
IR-017	690 NM	VR-1017	690 NM	IR-517	697 NM	VR-1520	697 NM	VR-1515	697 NM	SR-039	704 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

SR-225	706 NM	SR-059	709 NM	SR-062	709 NM	SR-061	709 NM	SR-060	709 NM	VR-1005	712 NM
SR-038	713 NM	IR-518	720 NM	VR-540	727 NM	IR-514	728 NM	VR-092	730 NM	IR-089	735 NM
VR-223	741 NM	VR-510	745 NM	VR-239	750 NM	VR-245	750 NM	IR-320	751 NM	VR-1052	751 NM
VR-615	753 NM	IR-416	760 NM	VR-1219	760 NM	VR-242	760 NM	VR-246	760 NM	VR-244	760 NM
VR-1220	760 NM	SR-035	761 NM	SR-040	761 NM	SR-037	761 NM	SR-036	761 NM	IR-032	762 NM
IR-015	763 NM	IR-276	764 NM	VR-231	765 NM	SR-540	768 NM	SR-542	768 NM	SR-541	768 NM
VR-1065	772 NM	IR-500	778 NM	IR-501	778 NM	IR-254	781 NM	IR-614	785 NM	VR-1635	785 NM
VR-1521	792 NM	IR-508	796 NM	IR-509	796 NM	VR-1679	799 NM	IR-016	800 NM		

I.2.C.9 **IR-429 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 856 NM from the base.**

I.2.C.10 **Total number of Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within:**

200 NM	300 NM	500 NM
7	10	31

I.2.C.10.a **Routes and distance to route's control point:**

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-614	48 NM	AR-167 NORTH	74 NM	AR-167 SOUTH	74 NM	AR-104 WEST	151 NM
AR-113 WEST	156 NM	AR-104 EAST	195 NM	AR-102A EAST	198 NM		
AR-113 EAST	204 NM	AR-114	204 NM	AR-650	274 NM		
AR-013 WEST	315 NM	AR-313 NORTH	341 NM	AR-013 EAST	363 NM	AR-112 EAST	371 NM
AR-108 EAST	376 NM	AR-313 SOUTH	386 NM	AR-615	401 NM	AR-101 NORTH	405 NM
AR-602	421 NM	AR-644 NORTH	423 NM	AR-302 EAST	426 NM	AR-312	439 NM
AR-103	440 NM	AR-644 SOUTH	441 NM	AR-302 WEST	442 NM	AR-108 WEST	444 NM
AR-112 WEST	444 NM	AR-314 WEST	475 NM	AR-101 SOUTH	482 NM	AR-646	493 NM
AR-330 EAST	494 NM						

I.2.C.10b **The total number of refueling events within:**

500 NM	700 NM
2473	4460

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-104	151 NM	123	AR-113	156 NM	27	AR-102	198 NM	10	AR-114	204 NM	566
AR-013	315 NM	329	AR-112	371 NM	360	AR-108	376 NM	140	AR-101	405 NM	217
AR-302	426 NM	445	AR-314	475 NM	256			0			0

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

AR-309	512 NM	138	AR-116	513 NM	541	AR-110	569 NM	596	AR-111	614 NM	303

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 204NM from the base."**

I.2.C.10d **Percentage of tanker demand in region:** 19.0
Percentage of tankers based in region: 19.0

Tanker saturation within the region has been classified as tanker Balanced

I.2.C.11 **Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:**

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	Route Count SR
ANTELOPE - FT HOOD	116 NM	✔	✔	✔	1	2
ARDMORE(CIR)	306 NM	✔	✔	✔	0	0
BRUSHY	310 NM	✔	✔	✔	0	0
DEVIL	135 NM	✔	✔	✔	0	0
DEVILS RIVER	126 NM	✔	✔		0	0
EAGLE MOUNTAIN	223 NM	✔	✔	✔	0	1
FT HOOD	116 NM		✔	✔	1	2
FT SILL CIRCULA	316 NM	✔	✔	✔	2	3
GERONIMO NORTH	309 NM		✔	✔	0	0
GERONIMO SOUTH	309 NM		✔	✔	0	0
HALL	21 NM	✔	✔	✔	0	0
KAREN EAST	260 NM			✔	0	0
KAREN WEST	260 NM			✔	0	0
MARRION IMC N	193 NM	✔	✔	✔	0	14
MARRION IMC S	193 NM	✔	✔	✔	0	13
MINERAL WELLS	211 NM		✔	✔	0	2
MINERAL WLS CAT	211 NM		✔	✔	0	2
MINERAL WLS CIR	211 NM		✔	✔	0	2
MINERAL WLS SKE	211 NM		✔	✔	0	2
RAPIDO	127 NM	✔	✔	✔	0	2
ROXANNE	179 NM	✔	✔		0	0
SHARON	311 NM	✔	✔	✔	0	0
SHEILA	311 NM		✔	✔	0	0
SOUTH POLK	297 NM	✔	✔	✔	0	0

I.2.C.11.a **Drop Zone** **Servicing Instruement and Slow Routes (IRs and SRs)**

ANTELOPE - FT HOOD	IR-139	SR-258	SR-261						

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

EAGLE MOUNTAIN	SR-228								
FT HOOD	IR-139	SR-258	SR-261						
FT SILL CIRCULA	IR-103	IR-105	SR-294	SR-295	SR-296				
MARRION IMC N	SR-036	SR-040	SR-233	SR-234	SR-236	SR-240	SR-242	SR-243	SR-244
[redacted]	SR-245	SR-249	SR-250	SR-251	SR-255				
MARRION IMC S	SR-073	SR-233	SR-234	SR-236	SR-240	SR-242	SR-243	SR-244	SR-245
[redacted]	SR-249	SR-250	SR-251	SR-255					
MINERAL WELLS	SR-228	SR-270							
MINERAL WLS CAT	SR-228	SR-270							
MINERAL WLS CIR	SR-228	SR-270							
MINERAL WLS SKE	SR-228	SR-270							
RAPIDO	SR-258	SR-261							

I.2.C.12 **Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:**

BULLIS 22 NM

I.2.C.13 **Nearest full scale drop zone(s) (minimum size 1000 by 1500 yds) which can be used for personnel drops or night equipment drops:**

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	SR
HALL	21 NM	✔	✔	✔	0	0

I.2.C.14 **Name and distance to ground force installation (US Army, USMC) with a restricted airspace capable of supporting tactical aircraft employment (floor no higher than 100 ft AGL, ceiling no lower than 3,00 ft AGL, minimum area 25000 sq NM>**

FORT HOOD 109 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

D. Ranges

Ranges (Controlled/managed by the base)

I.2.D.1 **Ranges controlled or managed by the base:**

Yankee (R6312)

Information relative to each range:

RANGE: Yankee (R6312)

I.2.D.2 **Type of any associated airspace:** CHASE 3 MOA,

I.2.D.3 **Distance from the base to the range:** 68 NM

I.2.D.4 **Overall size of the range:** 2,600 Acres

I.2.D.4.a **Size of the impact area(s):** 440 Acres

I.2.D.4.b **Size of the restricted area in which the range lies:** 200 Sq Mi

I.2.D.4.c **Altitude ceilingof this restricted area:** 12,000 ft

I.2.D.5 **The range shape or location DOES NOT prohibit efficient training**

I.2.D.6 **Other types of restrictions that exist (i.e. limited hours, exercise only, etc):**

R6312 is limited to inert ordnance only. Ceiling hampers HADB delivery.

I.2.D.7 **Regular users (20 or more times /year) of the range:**

149 FG
2 TRW Navy
560 FTS
704 FG
VF201 Navy
VF202 Navy

I.2.D.8 **Published availability of the range:**

Sunrise to sunset, however, other range periods to include night range operations can be scheduled.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.D.8.a **Hours scheduled:** 865 hrs

I.2.D.8.b **Hours used:** 705 hrs

I.2.D.8.c **Percent utilized:** 81.5

I.2.D.8.d **Reasons for non-use:**

Weather, no show, maintenance, and unknown reasons

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

I.2.D.9 **The range does Not have a full-scale weapons delivery capability.**

I.2.D.10 **The range has a special weapons delivery capability as follows:**

Dixie range is laser certified and Yankee can be certified if needed.

I.2.D.10.a **Associated restrictions:**

I.2.D.11 **The range has an electronic warfare capability as follows:**

Sentry DAWG and SMOKEY SAM THREAT Simulators.

I.2.D.11.a **Associated restrictions:**

I.2.D.12 **There are No Noise Sensitive Areas associated with the range.**

I.2.D.13 **There are no commercial / civilian encroachment problems associated with the range**

I.2.D.14 **The range has No problems with hazardous material / waste/ ordinance disposal**

I.2.D.15 **MOUs, MOAs or LOAs associated with the range:**

ISSA N60241-92-126-001 **Current status:** Active

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

I.2.D.16 **It is possible to expand hours and volume to increase the range utilization.**

I.2.D.17 **Planned range real property expansions:**

The 149 FG has plans to build a vehicle storage building that will store assorted range maintenance vehicles and equipment. There are plans to construct a new Main Tower Cab for range control.

I.2.D.17.a **Community reaction:** The range is in a remote area of South Texas that is extremely sparsely populated. Communities are located well away from the range. There have been no objections to any planned expansions within R6312.

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

Ranges (Used by the base)

I.2.D.18 **The base uses other ranges on a regular basis**

I.2.D.19 **The mission and training is Not adversely impacted by training area airspace encroachment or other conflicts.**

I.2.D.20 **MOAs/bombing ranges/other training areas have No scheduling restrictions/limitations.**

I.2.D.21 **MOAs/bombing ranges/other training areas have No projected scheduling restrictions/limitations.**

I.2.D.22 **No significant changes/restrictions/limitations effecting the scheduling of low level routes in progress.**

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

E. Airspace Used by Base

I.2.E.1 **Airspaces scheduled or managed by the base:**

AR167	Air Refueling Track / Anc
Crystal MOA	MOA
R6312, Yankee Range	Restricted Area
VR1105/1106	Other
VR156	Other

Details for airspace scheduled or managed by the base:

Airspace: AR167

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was Not used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

The operations defined in the DOPAA were used in the EA from which a determination was made to categorically exclude the action from further environmental consideration.

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

I.2.E.7 **Published availability of the airspace:**

1200Z to 0400Z daily

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 45 hrs

I.2.E.7.b **Hours used:** 45 hrs

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is Not possible to expand either hours or volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

Air refueling track. 125 NM, FL 260-310, 1 mile route width.

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: Crystal MOA

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

There were no problems associated with environmental analyses. They are on file and complete.

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

The operations defined in the DOPAA were used in the EA from which a determination was made to categorically exclude the action from further environmental consideration.

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

1300Z - 2400Z daily

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 485 hrs

I.2.E.7.b **Hours used:** 465 hrs

I.2.E.7.c **Reasons for non-use:**

Weather conditions

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

40 x 45 miles 6,000-45,000 feet

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: R6312, Yankee Range

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

There were no problems associated with the analysis. They are on file and complete.

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

The operations defined in the DOPAA were used in the EA from which a determination was made to categorically exclude the action from further environmental consideration.

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are planned expansions (including new airspace) to the base's special use airspace.**

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

Sunrise to sunset daily

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 266 hrs

I.2.E.7.b **Hours used:** 266 hrs

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

2600 acres, 440 acre impact area altitude surface to 12,000 ft

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: VR1105/1106

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

There were no problems associated with environmental analysis. They are on file and complete.

I.2.E.2.b **There are problems associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

The operations defined in the DOPAA were used in the EA from which a determination was made to categorically exclude the action from further environmental consideration.

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

1995 AIR FORCE BASE QUESTIONNAIRE
Kelly AFB - AFMC

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

0800 - 1830 local daily

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 375 hrs

I.2.E.7.b **Hours used:** 375 hrs

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

80 NM (Approx) Visual low level route, surface to 1500 feet, 6 NM width.

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: VR156

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

There were no problems associated with environmental analysis. They are on file and complete.

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

The operations defined in the DOPAA were used in the EA from which a determination was made to categorically exclude the action from further environmental consideration.

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

0800 to 1830 daily

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 95 hrs

I.2.E.7.b **Hours used:** 95 hrs

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is Not possible to expand either hours or volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

200 NM (Appox) Low level training route, surface to 3000 feet, 6 NM route width.

I.2.E.11 **100.00 percent of the airspace is usable.**

Commercial Aviation Impact

I.2.E.12 **The base is Not joint-use (military/civilian).**

I.2.E.13 **List of all airfields within a 50 mile radius of the base:**

Airfield:	Airfield:
Boerne Stage Field	Civilian
Camp Bullis	Military
Castroville	Civilian
Devine	Civilian

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

Geronimo Field	Civilian
Hondo	Civilian
Horizon	Civilian
Kerrville	Civilian
Martindale AAF	Military
McKinley-Pearsall	Civilian
New Braunfels	Civilian
Numerous private landing strips	Uncontrolled
Pleasanton	Civilian
Randolph AFB	Military
San Antonio International Airport	Commercial
Seguin (Randolph Aux)	Civilian
Stinson Field	Civilian
Twin-Oaks	Civilian

I.2.E.14 Civilian/commercial operators or other airspace users constrain or limit operations:

I.2.E.14.a Description of impacts: Kelly AFB Class "D" airspace departure tracks are altitude restricted due to the proximity of San Antonio International Airport arrival routes. Departure coord between Kelly AFB Tower and San Antonio approach control minimizes operational conflicts.

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

F. Potential for Growth in Training Airspace (Area)

I.2.F.1 **Expansion of training airspace is possible.**

I.2.F.1.a **Estimated expansion potential is 300.0 percent. Rationale for estimate:**

Besides using the already in-place SUA more, there is the capability to establish new MOAs if the requirement for them is established. The 149 FG and Kelly AFB could easily accommodate increasing the (PAA to 24 UE vs 18 UE F-16 fighter squadron.

I.2.F.2 **Current access is expected to change.**

I.2.F.3 **No reductions in training airspace are expected.**

I.2.F.4 **Current special use airspace and training areas meet all training requirements.**

I.2.F.4.a **Deployed, off-station training is not required to meet training requirements.**

G. Composite / Integrated Force Training

I.2.G.1 **Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:**

FORT SAM HOUSTON

29 NM from the base.

I.2.G.2 **DELETED**

I.2.G.3 **Nearest Naval unit where joint training can be accomplished:**

NAS Dallas (Hensley Field) TX

217 mi from the base.

I.2.G.4 **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**

Randolph AFB TX

18 mi from the base.

I.2.G.5 **DELETED**

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

I. Technical Training (Air Education and Training Command)

I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

I.2.J.1 Percentage of time the weather is at or above (ceiling / visibility)

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.2	98.5	84.2	73.6	73.0

I.2.J.2 Crosswind component to the primary runway:

I.2.J.2.a Is at or below 15 knots 98.6 percent of the time

I.2.J.2.b Is at or below 25 knots 99.9 percent of the time

I.2.J.3 2 Days have freezing partcipitation (mean per year).

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	KELLY AFB	MBPB	3,996	3,708	288
		TOTALS:	3,996	3,708	288

B. Facilities

II.1.B.1 **From real property records:**

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	35	35	100.0	0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	40,604	79.0	4.0	17.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	794,947	87.0	9.0	4.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	42,506	48,017	84.0	16.0	0.0	5,511
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	108,367	108,367	100.0	0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	12,000	9,714	100.0	0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	247,200	38.0	39.0	23.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	0	6,869	68.0	32.0	0.0	N/A
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	0	0		0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	3,537,334	71.0	25.0	4.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	527,844	245,574	83.0	17.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	228,918	673,605	64.0	36.0	0.0	444,687
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	13,750	13,750	69.0	31.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	20,700	106,800	94.0	6.0	0.0	86,100

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	678,011	678,011	78.0	22.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	276,762	257,762	95.0	0.0	5.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	13,312	13,312	100.0	0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	19,145	36,751	100.0	0.0	0.0	17,606
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	61,411	85,157	60.0	40.0	0.0	23,746
II.1.B.1.e.xiii	211-183	Test Cell	SF	138,653	133,401	2.0	35.0	63.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	159,588	63.0	6.0	31.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	0	109,603	59.0	3.0	38.0	109,603
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	0	5,751	64.0	36.0	0.0	5,751
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	16,530	2,164	100.0	0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	511,574	82.0	12.0	6.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	267,062	392,127	88.0	5.0	7.0	125,065
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	10,700	15,759	85.0	15.0	0.0	5,059
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	7,121	35,068	100.0	0.0	0.0	27,947
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	25,033	99,707	48.0	52.0	0.0	74,674
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	297,188	34.0	66.0	0.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	21,394	100.0	0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	125,254	133,476	100.0	0.0	0.0	8,222
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	10,113	61.0	39.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	10,113	6,175	100.0	0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

II.1.B.1.t.iii	422-264	Igloo Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	4,648,470	53.0	6.0	41.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	798,533	45.0	43.0	12.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	0	13,601	77.0	23.0	0.0	13,601
II.1.B.1.v.ii	442-258	LOX Storage	GA	2,455	2,455	100.0	0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	568,395	633,524	34.0	53.0	13.0	65,129
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	0	0		0.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	0	0		0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	29,418	100.0	0.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	9,472	48.0	0.0	52.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	14,872	100.0	0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	5,094	100.0	0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	2,261,779	57.0	32.0	11.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	807	91.0	9.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	761	761	91.0	9.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	38,074	87.0	13.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	47,756	38,074	87.0	13.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	57	100.0	0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	100,909	81.0	4.0	15.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	352,124	80.0	1.0	19.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	0	27,338	100.0	0.0	0.0	0

Notes for specific Cat Codes:

II.1.B.1.a.i	121-122	Unit of measure is GM
II.1.B.1.c	141	condition code 3 is 1% and condition code 5 is 2%
II.1.B.1.d	171	condition code 3 is 23% and condition code 5 is 1%
II.1.B.1.e	211	condition code 3 is 4% and condition code 5 is 3%
II.1.B.1.e.ii	211-152	condition code 3 is 0% and condition code 5 is 5%
II.1.B.1.u	441	condition code 3 is 24% and condition code 5 is 10%
II.1.B.1.ee	730	condition code 3 is 7% and condition code 5 is 17%
II.1.B.1.ff	740	condition code 3 is 11% and condition code 5 is 6%

II.1.B.2 From in-house survey:

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

	Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111	Aircraft Pavement-Runway(s)	SY	385,000	100.0	0.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	1,006,079	99.0	0.0	1.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	861,195	96.0	0.0	4.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	1,984,924	100.0	0.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	48,497	100.0	0.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	500,659	40.0	60.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	748,237	60.0	40.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	23,798	95.0	5.0	0.0
II.1.B.1.j	851	Roads	SY	1,560,189	100.0	0.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	1,164,908	95.0	5.0	0.0

C. Family Housing (Facility Category Code 711)

II.1.C.1 **Capacity (housing Inventory)**

II.1.C.1.a **Number of adequate units from current DD Form 1410, line 18d:** 432

II.1.C.1.b **Number of substandard units from current DD Form 1410, line 18e:** 0

II.1.C.1.c **Current deficit (-) or surplus units in validated Market Analysis:** -598 **(includes E-1 - E3 requirements)**

II.1.C.1.c.i **A Market Analysis was used to answer the questions in Section II.1.C.**

II.1.C.1.d **FY95/4 projected net housing deficit (-) or surplus of units:** -151 **(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)**

II.1.C.2 **Condition**

II.1.C.2.a **Number of adequate units meeting current whole-house standards of accommodation and state of repair:** 230 **(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)**

II.1.C.2.a **Number of adequate units requiring whole-house renovation or replacement:** 202 **(Units meeting whole-house standards are those that were programmed/ renovated after FY88).**

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

II.1.C.2.a Number of new housing units projected to meet current deficit. 0

II.1.C.3 Percentage of military families living on base as compared to the total number of families (officer and enlisted) assigned to the base

II.1.C.3.a 6.0 percent of officer families live on base.

II.1.C.3.b 16.0 percent of enlisted families live on base.

II.1.C.3.a 14.0 percent of all military families live on base.

2. Airfield Characteristics

II.2 Runway Table:

Primary Designation		Dimensions: Length	Dimensions: Width	Cross Runway	Aircraft Arresting Systems (II.2.I) Number	Aircraft Arresting Systems (II.2.I) Types
15	Primary	11550 ft	300 ft	No	6	BAK-9/BAK-12-14/EE-5

II.2.A There are 1 active runways.

II.2.A.1 There are NO cross runways

II.2.B There are NO parallel runways.

II.2.C Dimensions of the primary runway (15).

II.2.C.1 Length: 11,550 ft

II.2.C.2 Width: 300 ft

II.2.D Dimensions of all secondary runways are in the runway table.

II.2.E The primary taxiway is 75 ft wide.

II.2.F Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency(AFCESA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).

An AFCESA Pavement Evaluation Report was used to complete this section.

	Aircraft Group		Criteria		Primary Pavements: Runways	Taxiways	Aprons
II.2.F.1	Fighter	F-15	61 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.5	Tanker	KC-135R	320 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

II.2.G **Excess aircraft parking capacity for operational use.**

II.2.G.1 **The total usable apron space for aircraft parking is 778,042 Sq Yds.**

II.2.G.1.a **Specifications for individual parking areas (irregularly shaped areas are approximated by rectangle).**

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
149th ANG	811 ft	400 ft	Primary Aircraft	ACTIVE ANG
433rd AFRES	3,650 ft	740 ft	Primary Aircraft	ACTIVE AFRES
East Apron	7,140 ft	557 ft	Neither	Local Requirements

II.2.G.2 **Permanently assigned aircraft currrently require 325,080 Sq Yds of parking space.**

II.2.G.3 **452,962 Sq Yds of parking space is available for parking additional non-transient aircraft.**

II.2.G.4 **The following factors limit aircraft parking capability:**

The 494,300 SY East Apron, 223,830 SY are committed to existing reqmts. Remaining 270,470 SY could spt 1 or 2 wings of fighters, a sqdn of any larger acft, or potentially a composite wing.

II.2.H **The dimensions of the (largest) transient parking area:** N/A

II.2.I **Details of operational aircraft arresting systems on each runway are in the Runway Table (II.2)**

II.2.J **Critical features relative to the airfield pavement system that limit its capacity:**

Runway, parking area & taxiways limited to 760,000 lbs triple tandem geared acft. Access to hazardous area limited to degraded taxiway #6/west apron taxiway (correct with FY94 MILCON).

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

3. Utility Systems

II.3.A **The overall system capacity and percent current usage for utility system categories:**

	Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1	Water:	4.9 MG/D	MG/D - million gallons per day	36 %
II.3.A.2	Sewage:	1.247 MG/D		52 %
II.3.A.3	Electrical distribution:	26.48 MW	MW - million watts	71 %
II.3.A.4	Natural Gas:	10.632 MCF/D	MCF/D - million cubic feet per day	30 %
II.3.A.5	High temperature water/steam generation/distribution:	325.0 MBTUH	MBTUH - million British thermal units per hour	32 %

II.3.B **Characteristics regarding the utility system that should be considered:**

Utility service contracts don't have "take or pay" clause. KAFB doesn't purchase natural gas thru a DFSC; doesn't purchase elect. power from the Fed Power Market Admin. Do have Cathodic Protection on gas and water lines.

4. Aircraft Maintenance Hangar Facilities

Specifications for general maintenance hangars and nose docks, excluding Depot and Test & Evaluation facilities.

II.4.A.1 **Facility number:** 826 Hanger

Current Use: C-5 Maintenance hanger and OPG storage

II.4.A.2 **Size (SF):** 115,000 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-141

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	253 ft	40 ft	
II.4.A.6	Largest unobstructed space inside the facility:	264 ft	72 ft	264 ft

II.4.A.1 **Facility number:** 829 Nose Dock

Current Use: Maintenance dock, Fl Systems

II.4.A.2 **Size (SF):** 50,480 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-5

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	258 ft	40 ft	
II.4.A.6	Largest unobstructed space inside the facility:	102 ft	40 ft	258 ft

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

II.4.A.1 **Facility number:** 935 Hanger

Current Use: F-16 Maintenance Hanger

II.4.A.2 **Size (SF):** 72,673 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-130

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	173 ft	40 ft	
II.4.A.6	Largest unobstructed space inside the facility:	150 ft	55 ft	173 ft

II.4.A.1 **Facility number:** 946 Nose Dock

Current Use: Maintenance dock, Fl Systems

II.4.A.2 **Size (SF):** 10,931 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-16

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	72 ft	19 ft	
II.4.A.6	Largest unobstructed space inside the facility:	50 ft	23 ft	77 ft

II.4.A.1 **Facility number:** 1149 Nose Dock

Current Use: Munitions load crew training

II.4.A.2 **Size (SF):** 3,156 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-5

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	62 ft	47 ft	
II.4.A.6	Largest unobstructed space inside the facility:	47 ft	16 ft	62 ft

II.4.A.1 **Facility number:** 1425 Nose Dock

Current Use: Maintenance dock, Fl Sys

II.4.A.2 **Size (SF):** 13,312 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-5

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	198 ft	30 ft	
II.4.A.6	Largest unobstructed space inside the facility:	85 ft	30 ft	198 ft

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

II.4.A.1 **Facility number:** 1427 Nose Dock

Current Use: Maint dock, Fl Sys(651 SupGrp & 37 Training(IAFFA)

II.4.A.2 **Size (SF):** 6,571 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-5

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	126 ft	24 ft	
II.4.A.6	Largest unobstructed space inside the facility:	48 ft	24 ft	126 ft

II.4.A.1 **Facility number:** 1428 Nose Dock

Current Use: Maint dock, Fl Sys(651 SupGrp & 37 Training(IAFFA)

II.4.A.2 **Size (SF):** 6,574 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-5

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	126 ft	24 ft	
II.4.A.6	Largest unobstructed space inside the facility:	48 ft	24 ft	126 ft

II.4.A.1 **Facility number:** 1429 Nose Dock

Current Use: Maint dock, Fl Sys(utilized by Aero Club)

II.4.A.2 **Size (SF):** 6,605 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-5

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	126 ft	24 ft	
II.4.A.6	Largest unobstructed space inside the facility:	48 ft	24 ft	126 ft

II.4.A.1 **Facility number:** 1610 Hanger

Current Use: Maintenance hanger and Base Ops

II.4.A.2 **Size (SF):** 81,320 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** B-52

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	190 ft	39 ft	
II.4.A.6	Largest unobstructed space inside the facility:	240 ft	40 ft	220 ft

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

II.4.A.1 **Facility number:** 1612 Hanger
Current Use: Maintenance hanger

II.4.A.2 **Size (SF):** 56,181 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-130

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	115 ft	30 ft	
II.4.A.6	Largest unobstructed space inside the facility:	120 ft	70 ft	120 ft

5. Unique Facilities

II.5.A **Unique (one-of-a-kind) Air Force facilitaties which must be replaced if the base is closed:**

A.1 Name or type of facility	A.2 Total square footage	A.3 Category code	A.4 Present use
Acft Maint Hanger	1,107,091 SF	141765	Largest permanent bridge construction hanger in DoD constructed to house up to six C-5 acft
Acft NDI/X-Ray Fac	60,225 SF	141756	Facility with integrated state of art equip to provide inspection capability and substrate evaluation for C-5, C-17, and smaller acft
Advanced Fuel Acces.Test Fac	48,959 SF	211254	Facility specially designed to accommodate the confuguration of the advanced fuel accessories test sys for fuel wetted components
Corrosion Cont Fac/Depaint	103,840 SF	211159	Only Fac of its size in DoD constructed to house the environmentally clean plastic media blast cleaning process to strip large bodied acft up to C-5
Corrosion Control Fac/Paint	88,178 SF	211159	Acft paint fac constructed to house large bodied acft up to a C-5 for environmentally compliant processing
Cryogenic Spin Test Fac	9,533 SF	211153	Portion of Fac constructed to perform possibly destructive testing of F100 fan
Engine Test Fac	65,094 SF	211183	Specially designed for testing of the F100 family of engines, the TF39 engines and engine build up units and the T-56 engines
Fuel Acces Repair and Test Fac	94,520 SF	211254	Unique explosion-proof fac dedicated to perform all inspections, repair and testing of F100 Unified Fuel Controls
Gas Turbine Engine/Test Fac.	136,532 SF	211251	Specialized facility collocates various assemble and test procedures to maximize efficiency and flexibilty
HQ AIA (SCIF)	713,000 SF	610-284	HQ Air Intelligence Agency (AIA) has over 600,000 sf of sensitive compartmented information facility (SCIF). Relocation would require similar construction and certification prior to moving.

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

Service Star Lab	48,002 SF	215582	Constructed to provide repair capabiity for ICBM re-entry vehicles and to absorb the freq rant of the MK-12 radar

6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures Local/Regional Land Encroachment

II.6.A Percent current off base incompatible land use:

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.1	15	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	91.0	0.0	9.0
	33	CZ	0	207	0.0	Gen Compat	0.0	0.0	4.0	96.0	0.0	0.0
II.6.A.2	15	APZ 1	81	344	11.0	Sig Incompat	4.0	3.0	14.0	19.0	0.0	59.0
	33	APZ 1	127	344	12.0	Sig Incompat	12.0	2.0	15.0	8.0	0.0	63.0
II.6.A.3	15	APZ 2	22	482	0.0	Gen Compat	0.0	2.0	0.0	7.0	0.0	92.0
	33	APZ 2	412	482	14.0	Sig Incompat	12.0	0.0	0.0	14.0	1.0	74.0

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.4	65-70	10,744	7,630	1	Gen Compat	40.0	19.0	16.0	4.0	10.0	11.0
II.6.A.5	70-75	6,349	3,817	2	Gen Compat	28.0	24.0	19.0	10.0	6.0	13.0
II.6.A.6	75-80	2,412	229	10	Incompat	7.0	8.0	33.0	46.0	2.0	4.0
II.6.A.7	80+	0	1,192	9	Incompat	39.0	2.0	13.0	7.0	5.0	34.0

II.6.B Percent future off base incompatible land use:

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.1	15	CZ	0	207	0	Sig Incompat	0.0	0.0	0.0	91.0	0.0	9.0
	33	CZ	0	207	0	Gen Compat	0.0	0.0	4.0	96.0	0.0	0.0
II.6.B.2	15	APZ 1	81	344	11	Sig Incompat	4.0	3.0	14.0	19.0	0.0	59.0
	33	APZ 1	127	344	12	Sig Incompat	12.0	2.0	15.0	8.0	0.0	63.0
II.6.B.3	15	APZ 2	22	482	0	Gen Compat	0.0	2.0	0.0	7.0	0.0	92.0
	33	APZ 2	412	482	14	Sig Incompat	12.0	0.0	0.0	14.0	1.0	74.0

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.4	65-70	10,744	7,630	1	Gen Compat	40.0	19.0	16.0	4.0	10.0	11.0

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

II.6.B.5	70-75	6,349	3,817	2	Gen Compat	28.0	24.0	19.0	10.0	6.0	13.0
II.6.B.6	75-80	2,412	229	10	Incompat	7.0	8.0	33.0	46.0	2.0	4.0
II.6.B.7	80+	0	1,192	9	Incompat	39.0	2.0	13.0	7.0	5.0	34.0

II.6.C **The most recent, publicly released AICUZ study is dated Mar 86**

II.6.D **Current AICUZ study's flying activities subsection reflects all currently assigned aircraft**

Subsection reflects the number of daily flying operations conducted by all assigned aircraft

Current AICUZ study's flight track figure/map reflects current flight tracks.

II.6.E **The AICUZ study was last updated on May 93**

The study is still valid.

II.6.F **Local governments have incorporated AICUZ recommendations into land use controls**

II.6.F.1 **AICUZ recommended height restrictions.**

Government name:	Types of controls in place	Types of encroachment limited:
City of San Antonio	Zoning pertinent to the AICUZ by ordinance	In APZ I and very liminted in APZ II. City ordinance for AICUZ does not include noise.

II.6.F.2 **AICUZ recommended development limits for Accident Potential Zone 1.**

Government name:	Types of controls in place	Types of encroachment limited:
City of San Antonio	Zoning permits only allowable uses in AICUZ.	Residential development, industrial and recreational

II.6.F.3 **AICUZ recommended development limits for Accident Potential Zone 2.**

Government name:	Types of controls in place	Types of encroachment limited:
City of San Antonio	Zoning permits only allowable uses in AICUZ.	APZ I and very limited residential, industrial and recreational in APZ II. City ordinance for AICUZ does not include noise.

II.6.F.4 **AICUZ recommended development limits between the 65 Ldn and 70 Ldn Noise Contours.**

Government name:	Types of controls in place	Types of encroachment limited:
City of San Antonio	CIty zoning limits allowable land use in AICUZ.	Residential development, industrial and recreational. City ordinance for AICUZ does not include noise.

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

II.6.F.5 **AICUZ recommended development limits between the 70 Ldn and 75 Ldn Noise Contours.**

Government name:	Types of controls in place	Types of encroachment limited:
City of San Antonio	Recomended AICUZ allowable uses.	Residential. City ordinance for AICUZ does not include noise.

II.6.F.6 **AICUZ recommended development limits between the 75 Ldn and 80 Ldn Noise Contours.**

Government name:	Types of controls in place	Types of encroachment limited:
City of San Antonio	Zoning permits only allowable uses in AICUZ.	Residential, industrial and recreational. City ordinance does not include noise.

II.6.F.7 **AICUZ recommended development limits between the 80 Ldn and above Ldn Noise Contours.**

Government name:	Types of controls in place	Types of encroachment limited:
City of San Antonio	AICUZ allowable land use only. City ordinance does not include noise.	Residential, industrial & recreational encroachment limited. Ordinance does not include noise.

II.6.G **Assessment of significant development (i.e., residential subdivision, shopping mall, or center, industrial park, etc.) existing or anticipated within any of the 7 AICUZ zones.**

No significant development currently exists in any AICUZ zone.

No significant development is projected for any AICUZ zone.

No long range (20 year) development trends in the 7 AICUZ zones are evident.

II.6.H **Population figures and projections:**

II.6.H.1 **Communities in the vicinity of the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Wilson County	13267	13080	16756	22650	25900
Guadalupe County	29017	33840	46708	64873	79250
Comal County	19844	24460	36446	51832	69770

II.6.H.2 **Metropolitan area encompassing the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
San Antonio(#s included in Bexar County)	687475	836610	988800	1185394	1358610

II.6.H.3 **County (ies) encompassing the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Bexar County	687475	836610	988800	1185394	1358610

II.6.I **All clear zone acquisition has been completed.**

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

II.6.J **Existing on base facilities not sited in accordance with AICUZ recommendations:**

Type of facility:	Appoximate number of occupants	Zone with violation	Reason the incompatability is necessary
Bldg 522, Light industrial use	10	CZ	Facility existed prior to AICUZ.

All planned on base facilities will be sited in accordance with AICUZ recommendations.

Air Space Encroachment

II.6.K **Noise complaints are received from off base residents.**

II.6.K.1 **2.0 noise complaints per month (average) are received from off base residents.**

II.6.L **The base has implemented noise abatement procedures as follows:**

II.6.L.1 **No eng runs 2300L-0600L 7 days a week; traffic pattern altitudes established; acft arriving 2300L-0600L expect full stop landing. No afterburner take-offs during these hours w/o prior approval; no max performance take-offs except 149 FG FCF.**

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 **3 C-141 equivalent aircraft can be loaded or unloaded at one time.**

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.1.a **The limiting factor is Load Crews**

III.1.A.1.b **Current MHE:** MHE equipment on hand to load : 7 each 40K lb loaders, 4 ea 25K lb loaders, and 23 ea 10K lb forklifts.

III.1.A.2 **20 C-141 equivalent aircraft can be refueled at one time.**

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B **The base can land, taxi, park, and refuel widebody aircraft as follows:**

Aircraft	Widebody Capabilities:				Remarks:
747	Can land	Can taxi	Can park	Can refuel	
C-5	Can land	Can taxi	Can park	Can refuel	
KC-10	Can land	Can taxi	Can park	Can refuel	

III.1.C **The base has an operational fuel hydrant system:**

III.1.C.1 **The fuel hydrant system is available to transient aircraft.**

III.1.C.2 **3 hydrant pits are operational.**

Description of base fuel hydrant system:

System Type:	Total Pumping Rate (GPM):	Number of Laterals:	Nomber of Usable Refueling Positions:	Number of SIMULTANEOUS aircraft refuelings of Narrow	Widebody
State-of-Art Type III Constant Pressure System	4800	2	35	9	9

III.1.C.3 **4 fuel storage tanks support the operational fuel hydrant system:**

III.1.C.3.a

Storage tank Capacity:	Tanks with this capacity
1050000	2

420000	2

III.1.C.4 **The hydrant system is 0.8 miles from the bulk storage area.**

III.1.C.5 **No pits are certified for hot_pit operations.**

III.1.D **The base bulk storage facility is Not serviced by a pipeline.**

III.1.D.3 **2,300,000 gallons**

Based on normal requirements in the Fuel Logistics Area Summary(FLAS) or Inventory Management Plan (IMP). Storage for others is excluded.

III.1.D.4 **Other receipt modes available:** Tank Trucks

Number of offload headers: 9

9 tank trucks can be simultaneously offloaded

Tank cars can Not be offloaded.

III.1.D.5 **6 refueling unit fillstands are available.**

III.1.D.5.a **6 refuelers can be filled simultaneously.**

III.1.D.6 **Current despensing capabilities as defined in AFR 144-1** **sustained:** 81000
maximum: 303000

III.1.D.7 **The base is directly supported by an intermediate Defense Fuels Supply Point (DFSP).**

III.1.D.7.a **Supporting DFSP:** Elmendorf, TX, is the DFSP for Kelly AFB

III.1.E **Cat 1.1 and 1.2 munitions storage requirements and capacity.**

	Cat 1.1	Cat 1.2
III.1.E.1 **Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:**	22852640	1750
Square footage available (including physical capacity limit):	213174	
III.1.E.2 **Normal installation mission storage requirement:**	3496177	0

III.1.F **The base has a dedicated hot cargo pad.**

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

III.1.F.1 Hot cargo pad access limitations:

Access is via taxiway #6 and west apron taxiway. Both are degraded. However, correction is being made by FY94 MILCON project ready

III.1.F.2 The size of the hot cargo pad is 22,500 sq feet.

III.1.F.3 The sited explosive capacity of the hot cargo pad is 30,000

III.1.F.4 The hot pad access is turn around.

III.1.F.5 The taxiway servicing the hot pad is 150 ft wide and has a pavement classification number (PCN) of 17.

III.1.F.6 Aircraft using pad over the last 5 years:

C-141, C-5, L382, DC-8, B-707, DC-10, 747, 727, AND L1011

III.1.G Proximity (within 150 NM) to mobilization elements.

III.1.G.1 The base is proximate to a ground force installation.

Active ground force installations within 150 NM:

FORT HOOD	109 NM
FORT SAM HOUSTON	29 NM

III.1.G.2 The base is proximate to a railhead.

Railheads within 150 NM:

Belton - Killeen	116 NM
Camp Stanley	20 NM
Flour Bluff	112 NM
San Antonio	146 NM

III.1.G.3 The base is over 150 NM from a port.

III.1.H The base has a dedicated passenger terminal.

III.1.I The base has a dedicated deployment facility capable of handling DoD standardized cargo pallets.

III.1.J The base medical treatment facility does Not routinely receive referral patients.

III.1.K No military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

III.1.L **Unique missions performed by the base medical facility:**

Occupational Med Svc, incl residency trng prog. Bioenvironmetal Eng Svcs, a matrix organization with the Environmental Mgt div. Warti

Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,

III.1.M **Base medical facilities project planned to begin before to 1999:**

O&M alteration project titles; Repair/Alter USAF Clinic, Modify Dental Sterilization, Upgrade Electrical System/Plumbing in Bldg 1621,

Facilities projects include military consruction program (MCP) or Operations and Maintenence (O&M) alterations.

III.1.M.1 **The project has been approved.**

III.1.M.2 **No major MCP has been completed since 1989.**

III.1.N **Base facilities have No excess storage capacity.**

III.1.N.1 **Base facilities have a total covered storage capacity of 4,347,957 sq ft.**

III.1.N.2 **Breakout of the total covered storage capacity:**

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	58,957 sq ft
Mobility storage:	40,192 sq ft
War Readiness Support Kits (WRSK) storage:	2,415 sq ft

III.1.O **559 light military vehicles are on base.**

III.1.P **1018 heavy military and special vehicles are on base.**

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

Section IV

1. Base Budget

IV.1 Non-payroll portion of the base budget for prior years:

IV.1.A	**xxx56**	Environmental Compliance			**FY 91 Total**	**FY 92 Total**	**FY 93 Total**	**FY 94 Total**
	FY-91	**Appropriation**	**Direct**	**Reimbursable**				
		3400	4,592.00 $sK	0.00 $sK	4,592.00 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		3400	9,066.00 $sK	0.00 $sK		9,066.00 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		3400	9,774.00 $sK	1,714.00 $sK			11,488.00 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		3400	8,395.00 $sK	1,069.00 $sK				9,464.00 $sK
				xxx56 TOTALS:	4,592.00 $sK	9,066.00 $sK	11,488.00 $sK	9,464.00 $sK
IV.1.B	**xxx76**	Real Property Maintenance A			**FY 91 Total**	**FY 92 Total**	**FY 93 Total**	**FY 94 Total**
	FY-91	**Appropriation**	**Direct**	**Reimbursable**				
		3400	23,905.00 $sK	5,663.00 $sK	29,568.00 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		3400	19,408.00 $sK	4,749.00 $sK		24,157.00 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		3400	0.00 $sK	0.00 $sK			0.00 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		3400	0.00 $sK	0.00 $sK				0.00 $sK
				xxx76 TOTALS:	29,568.00 $sK	24,157.00 $sK	0.00 $sK	0.00 $sK
IV.1.C	**xxx78**	Real Property Maintenance S			**FY 91 Total**	**FY 92 Total**	**FY 93 Total**	**FY 94 Total**
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		3400	186.00 $sK	0.00 $sK		186.00 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		3400	10,716.00 $sK	4,226.00 $sK			14,942.00 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		3400	8,062.00 $sK	7,996.00 $sK				16,058.00 $sK
				xxx78 TOTALS:		186.00 $sK	14,942.00 $sK	16,058.00 $sK
IV.1.D	**xxx90**	Audio Visual			**FY 91 Total**	**FY 92 Total**	**FY 93 Total**	**FY 94 Total**
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		3400	694.00 $sK	0.00 $sK		694.00 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

		3400	511.00 $sK	112.00 $sK			623.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	570.00 $sK	0.00 $sK				570.00 $sK
				xxx90 TOTALS:		694.00 $sK	623.00 $sK	570.00 $sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	121.00 $sK	159.00 $sK	280.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	1,746.00 $sK	765.00 $sK		2,511.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,736.00 $sK	1,749.00 $sK			3,485.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	1,976.00 $sK	1,503.00 $sK				3,479.00 $sK
				xxx95 TOTALS:	280.00 $sK	2,511.00 $sK	3,485.00 $sK	3,479.00 $sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	5,511.00 $sK	3,305.00 $sK	8,816.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	8,260.00 $sK	3,287.00 $sK		11,547.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	10,131.00 $sK	5,707.00 $sK			15,838.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	10,730.00 $sK	1,878.00 $sK				12,608.00 $sK
				xxx96 TOTALS:	8,816.00 $sK	11,547.00 $sK	15,838.00 $sK	12,608.00 $sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		7045	2,333.00 $sK	1.00 $sK	2,334.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		7045	3,032.00 $sK	0.00 $sK		3,032.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		7045	2,618.00 $sK	0.00 $sK			2,618.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		7045	2,262.00 $sK	1.00 $sK				2,263.00 $sK
				MFH TOTALS:	2,334.00 $sK	3,032.00 $sK	2,618.00 $sK	2,263.00 $sK

2. Relocation Costs

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

IV.2 **-Large, unusual items integral to the unit mission, but which cannot be moved as regular freight:**

Total relocation costs: $ 2,150.00 K

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

Section IV/V Level Playingfield COBRA Data

One time closure costs: 653$sM

Twenty year Net Present Value (180)$sM

Steady state savings 70$sM per year

Manpower savings associated with closure 1,492

Return on Investment (years): 10

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

Section VI Economic Impact

Economic Area Statistics:

San Antonio, TX MSA

Total population: 1,377,000 (FY 92)

Total employment: 730,857 (FY 93)

Unemployment Rates (FY93/3 Year Average/10 Year Average)

5.6% / 6.2% / 6.7%

Average annual job growth: 13,745

Average annual per capita income: $17,284

Average annual increase in per capita income: $4.6%

Projected economic impact:

Direct Job Loss:	**18,051**	
Indirect Job Loss:	**25,144**	
Closure Impact:	**43,195**	**(5.9% of employment total)**
Other BRAC Losses:	**(59)**	
Cumulative Impact:	**43,136**	**(5.9% of employment total)**

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

Section VII

1. Community Infrastructure

Describe the off-base housing situation.

VII.1.A.1 Off-base housing is affordable

VII.1.A.2 Units are available for families

VII.1.A.2 Units are available for single members.

VII.1.A.3 11.9 Percent of off-base housing was rated as unsuitable in the latest VHA survey

VII.1.A.4 Median monthly cost of off-base housing based on latest VHA survey: $714

Describe the transportation systems.

VII.1.B.1 The base is served by REGULARLY SCHEDULED, public transportation. The following services are available:

The base is served by VIA Metropolitan Transit system which provides Kelly AFB, San Antonio and Bexar County with one of the best transit services in the country. VIA operates 529 buses on 97 regular and express routes , with five routes to Kelly AFB.

VII.1.B.2 Distance to the nearest municipal airport with scheduled, commercial air traffic: 16 miles

VII.1.B.2 Airport name: San Antonio International Airport

VII.1.B.3 Number of commercial air carriers available at the airport: 12

VII.1.B.4 Average round trip commuting time to work: 52 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

	Facility Subcategory Type	Name of Nearest Facility	Distance to:		Drive Time		
VII.1.C.1	Swimming pool	Palo Alto Natatorium	5		Hrs.	10	Min.
VII.1.C.2	Movie theater	Westlakes Theater	5		Hrs.	10	Min.
VII.1.C.3	Public golf course	Riverside Golf Course	7		Hrs.	10	Min.
VII.1.C.4	Bowling lane	Sparetime Lanes	0		Hrs.	01	Min.
VII.1.C.5	Boating	Braunig Lake	15		Hrs.	20	Min.
VII.1.C.6	Fishing	Braunig/Calaveras Lakes	15		Hrs.	20	Min.
VII.1.C.7	Zoo	San Antonio Zoological Gardens and Aquarium	7		Hrs.	15	Min.
VII.1.C.8	Aquarium	Sea World of Texas	15		Hrs.	20	Min.
VII.1.C.9	Family theme park	Fiesta Texas	25		Hrs.	30	Min.
VII.1.C.10	Professional sports	Alamodome (San Antonio Spurs)	6		Hrs.	10	Min.

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

VII.1.C.11	Collegiate sports	St. Mary's University (Basketball)	6		Hrs.	15	Min.
VII.1.C.12	Camping facilities	Braunig/Calaveras Lakes	15		Hrs.	20	Min.
VII.1.C.13	Beaches (lake or ocean)	Canyon Lake	25	0	Hrs.	30	Min.
VII.1.C.14	Outdoor winter sports	Ski Apache	690	12	Hrs.	30	Min.

VII.1.D **Nearest Shopping facility (two major anchor stores plus smaller retail outlets):**

South Park Mall 10 min (5 Miles)

VII.1.E **Nearest Metropolitan center (population in excess of 100,000):**

Kelly AFB resides within boundaries of metro ctr 5 min (1 Miles)

Local area crime rate:

VII.1.F.1 **Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.)** 653

VII.1.F.2 **Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.)** 8835

2. Education

VII.2.A **The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios:** 22 to 1

VII.2.B **Local high schools offer a four-year English program.**

VII.2.B **Local high schools offer a four-year Math program.**

VII.2.B **Local high schools offer four-year Foreign Language programs.**

VII.2.C **Local high schools offer an Honors program.**

VII.2.D **54.0 percent of high school students go on to either a two- or four-year college**

VII.2.E **There are opportunities for off-base education within 25 miles of the base.**

VII.2.E.1 **Opportunities for off-base VOCATIONAL/TECHNICAL TRAINING provided by the following institutions:**

Palo Alto College, San Antonio College, St Philip's College, Texas Engineering Extension Service, Hallmark Institute of Technology, ITT Technical Institute, San Antonio Trade School, Texas Vocational School

VII.2.E.2 **Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:**

University of Texas at San Antonio, Incarnate Word College, Our Lady of the Lake University, St Mary's University, Trinity University, University of Texas Health Science Center

VII.2.E.3 **Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:**

Same colleges and universities listed above in undergraduate block.

1995 AIR FORCE BASE QUESTIONNAIRE
Kelly AFB - AFMC

3. Spousal Employment

VII.3.A **84.0 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **68.0 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **5.6 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **8.0 percentage rate of job growth in the local area (Department of Labor Stastics)**

4. Local Medical Care

VII.4.A	**Current ratio of active, non-federal physicians in the community:**	2.0 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	4.0 beds/1000 people

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

Section VIII

1. Air Quality - Clean Air Act

VIII.1.A **Air Quality Management District for the base:** Texas Natural Resource Conservation Commission (TNRCC), San Antonio Region (Region 13)

VIII.1.B **The base is NOT located within a maintenance or non-attainment area for pollutants.**

VIII.1.C **There are NO critical air quality regions within 100 kilometers of the base**

(Critical air quality regions are non-attainment areas, national parks, etc.)

VIII.1.D **On- or off-base activities have NOT been restricted or delayed due to air quality considerations.**

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

VIII.1.D.1 **The base has NOT been required to impliment emissions reduction through special actions**

(i.e. carpooling or emissions credit transfer)

VIII.1.E **Restrictions placed on operations by state or local air quality regulatory agencies:**

VIII.E.1 Aerospace Ground Equipment (AGE):

E.1.a The state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

E.1.b No state or local air quality regulatory agency Requires permits for such units.

E.1.c No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

E.1.d No state or local air quality regulatory agency Requires retrofit controls for AGE.

VIII.E.2 Infrastructure Maintenance / Public Works

E.2.a No state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

E.2.b No state or local air quality regulatory agency Limits the hours of these activities.

E.2.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

E.2.d No state or local air quality regulatory agency Requires emission offsets for these activities.

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

VIII.E.3 Open Burn/Open Detonation

E.3.a The state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training

E.3.b The state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.

E.3.c No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.

E.3.d No state or local air quality regulatory agency Requires periodic emission testing.

VIII.E.4 Fire Training

E.4.a No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.

E.4.b No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

VIII.E.6 Emergency Generators

E.6.a The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

E.6.b No state or local air quality regulatory agency Limits the hours of emergency operation of generators.

E.6.c The state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergenct generators.

E.6.d The state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

E.6.d No state or local air quality regulatory agency Requires emission offsets.

VIII.E.7 Short-term Activities

E.7.a The state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).

E.7.b No state or local air quality regulatory agency Limits the operation for short-term activities.

E.7.c No state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.

E.7.d No state or local air quality regulatory agency Prohibits any short-term activities.

VIII.E.8 Monitoring

E.8 No state or local air quality regulatory agency Has continious emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

VIII.E.9 BACT/LAER

E.9 No state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

2. Water - Potable

VIII.2.A **The base potable water supply is On-base and the source is:**

Edwards Aquifer

VIII.2.B There are constraints to the base water supply. Type constraints include:

Quantity constraints

Seasonal Shortages

VIII.2.C The base potable water supply constrains operations as follows:

Aquifer frequently in overdraft, voluntary restrictions. Pending ESA lawsuit could impact fut Ops.

(Contamininants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

3. Water - Ground Water

VIII.3.A Base or local community groundwater is contaminated.

VIII.3.A.1 Nature of contamination. Volatile organics (incl chlorinated solvents), semi-volatile organics, PCBs, inorganics, jet fuel

VIII.3.A.2 The contaminated groundwater is a potable water source

VIII.3.B The base is actively involved in groundwater remediation activities.

VIII.3.C 7 water wells exist at the base.

VIII.3.D 2 wells have been abandoned for the following reasons:

Natural deterioration of casings which allow the possibility of contamination of water source to occur. Wells have been properly abandoned and no contamination has occurred.

4. Water - Surface Water

VIII.4.A The following perennial bodies of water are located on base.

VIII.4.A.1

Location	Surface area size
Leon Creek located on southern portion of Kelly	7.30 Acres

VIII.4.A.2 These bodies receive water runoff or treated wastewater discharge from the base.

VIII.4.A.3 The base is Not located within a specified drainage basin.

VIII.4.B Special permits are required as follows:

Special permits required for construction adjacent to Leon Creek

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

VIII.4.C **There is known contamination to the base or local community surface water**

VIII.4.C.1 **Nature of the contamination:** Inorganics and polynuclear hydrocarbons.

VIII.4.C.2 **The contaminated surface water is Not a potable water source.**

5. Wastewater

VIII.5.A **Base wastewater is treated by On-Base facilities.**

VIII.5.B **The following 1 wastewater treatment facilities (industrial/domestic) are located on-base:**

Kelly AFB Envrionmental Process Control Facility (industrial)

VIII.5.C **There are No discharge violations or outstanding open enforcement actions pending.**

6. Discharge Points / Impoundments

VIII.6.A **Describe the National Pollutant Elimination System permits in effect:**

Kelly AFB has two current water discharge permits (NPDES permit TX000-0671 and Texas Natural Resource Conservation Commission permit 02356)

VIII.6.B **The base currently discharges treated wastewater ON-Base. Description of treated wastewater discharge location:**

Permits allow Kelly AFB to discharge treated industrial effluents into Leon Creek, a public stream.

VIII.6.C **The base has No discharge impoundments.**

VIII.6.D **There are no discharge violations or outstanding discharge open enforcement actions pending.**

7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A **100.0 percent of facilities have been surveyed for asbestos.**

VIII.7.A.1 **60.0 percent of the facilities surveyed are identified as having asbestos.**

VIII.7.A.2 **0 facilities are considered regulated areas or have restricted use due to friable asbestos.**

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

8. Biological - Habitat

VIII.8.A There are No ecological or wildlife management areas ON the base.

There are No ecological or wildlife management areas ADJACENT TO the base.

VIII.8.A.1 Natural areas on or adjacent to the base are not recognized as important ecological sites.

VIII.8.B No critical/sensitive habitats have been identified on base .

VIII.8.C The base does not have a cooperative agreement for conducting a hunting and fishing program.

Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.

9. Biological - Threatened and Endangered Species

VIII.9.A There are No Threatened or endangered species identified on the base.

VIII.9.B There are No Special Concern species identified on the base.

10. Biological - Wetlands

VIII.10.A Wetlands, estuaries, or other special aquatic features present on the base:

VIII.10.A.1

Identification and type of wetland:	Approximate acreage:
Diked Wetland	10
Forested Wetland	1
Perennial Stream	7

VIII.10.A.2 The base is Not involved in jointly-managed programs for protection of these resources.

VIII.10.B The base has been surveyed for wetlands in accordance with established federally approved guidelines.

VIII.10.B.1 Survey was completed in Dec 95

VIII.10.B.2 100 percent of the base was included in the survey.

VIII.10.B.3 Method used to survey the base (e.g., Corps of Engineers Delineation Manual, U.S. Fish and Wildlife Service National Wetlands Inventory):

COE Manual with coordination of the U.S. Fish and Wildlife Service and the EPA

VIII.10.C Part of the base is located in a 100-year floodplain.

VIII.10.D The presence of these resources constrains current or future construction activities or operations as follows:

Current/future construction activities are constrained only within the 600 area of Kelly AFB.

11. Biological - Floodplains

VIII.11.A Floodplains are present on the base.

VIII.11.A.1 Floodplains constrain construction (siting) activities or operations.

VIII.11.A.2 Periodic flooding does Not constrain base operations.

12. Cultural

VIII.12.A Historic,prehistoric, archaeological sites or other cultural resources located on the base:

VIII.12.A.1

Sites:	Significant status:
Historic: 1700 Housing District	Potentially eligible
Historic: 300 Area Industrial District	Potentially eligible
Historic: 100 Area Housing District	Eligible
Historic: 1600 Administration District	Potentially eligible

VIII.12.B 35 percent of the buildings on base are over 50 years old.

VIII.12.C No Historic Landmark/Districts, or NRHP properties are located on base.

VIII.12.C.1 Some properties have been determined to be or may be eligible for the NRHP.

VIII.12.C.2 Buildings or structures have been surveyed for Cold War or other historical significance.

VIII.12.D The base has been archeologically surveyed.

VIII.12.D.1 100 percent of the base has been surveyed.

VIII.12.D.2 No archeological sites have been found.

VIII.12.D.3 No archeological collections are housed on base.

VIII.12.D.4 No Native Americans or others use/identified sacred areas or burial sites on or near base.

VIII.12.E The base has no agreements with historic preservation agencies.

Agreements include Programmatic Agreements and Memorandum of Agreements.
Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 52 IRP sites have been identified

VIII.13.A.2 9 IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 2000

VIII.13.B The installation is Not a National Priority List (NPL) site nor proposed as an NPL site.

VIII.13.C Federal Facility Agreements to clean up the base are in place.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There reported or known uncontrolled or unregulated occurrences of specific contaminate types and sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E There are sites or SWMUs currently being investigated and remediated pursuant to RCRA corrective action.

SWMU - Solid Waste Management Units
RCRA - Resource Conservation and Recovery Act

VIII.13.E.1 4 sites are being investigated and remediated.

VIII.13.F The IRP currently restricts construction (siting) activities/operations on-base.

14. Compliance / IRP Costs ($000)

VIII.14.A

Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
costs to comply with permit requirements.	$1,232.000 K	$13,217.000 K	$12,425.000 K	$10,891.000 K	$13,696.000 K
Hazardous Waste Disposal/Remediation	$2,384.000 K	$1,485.000 K	$1,550.000 K	$1,620.000 K	$1,650.000 K
IRP	$21,776.000 K	$24,895.000 K	$60,465.000 K	$20,265.000 K	$20,715.000 K
Natural Resources					
Other(s) Underground storage tanks,grpimd water					
Permits		$192.000 K	$928.000 K	$179.000 K	$179.000 K
treatment facility, and environmental sampling					

15. Other Issues

VIII.15.A There are no additional activities which may constrain or enhance base operations.

1995 AIR FORCE BASE QUESTIONNAIRE

Kelly AFB - AFMC

16. Air Quality - Clean Air Act

VIII.16.A **Air Quality Control Area (AQCA) geographic region in which the base is located:**
Region 13, Air Quality Division, Texas Natural Resource Conservation Commission

VIII.16.B **Air quality regulatory agency responsible for the AQCA:.** Texas Natural Resource Conservation Commission

VIII.16.B **Name and phone number of the AQCA program manager for issues pertaining to the base:**

Mr. James Menke (210) 490-3096

The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:

VIII.16.C.1 In Attainment for Ozone

VIII.16.C.2 In Attainment for Carbon Monoxide

VIII.16.C.3 In Attainment for Particulate matter (PM-10)

VIII.16.C.4 In Attainment for Sulfur Dioxide

VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx)

VIII.16.C.6 In Attainment for Lead

VIII.16.C.7 **The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT**

VIII.16.D.1 **Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located:**

VIII.16.D.2 **Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:**

VIII.16.D.3 **Ozone % of NAAQS can not be computed**

VIII.16.D.4 **Carbon monoxide % of NAAQS can not be computed**

Air Quality Survey complete, No additional data required.

Document Separator

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

Section I

1. Force Structure

I.1.A **List of all on base NAF and non-Air Force activities:**

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	American Federation of Gov Employees	-	-	2	2
I.1.A.2	American First Credit Union	-	-	18	18
I.1.A.3	American Red Cross	-	-	1	1
I.1.A.4	Army-Tooele Army Depot Rail Shop	-	-	48	48
I.1.A.5	Army-US Corps of Engineers	1	-	24	25
I.1.A.6	Army-Veterinary Services	1	1	-	2
I.1.A.7	Arts and Crafts	-	-	8	8
I.1.A.8	Base Restaurant	-	-	100	100
I.1.A.9	Bowling Center	-	-	17	17
I.1.A.10	Child Development Center	-	-	32	32
I.1.A.11	Civilian Recreation	-	-	7	7
I.1.A.12	DIS	-	-	6	6
I.1.A.13	DLA Liaison	-	1	1	2
I.1.A.14	DLA-Def Reutilization and Marketing	-	-	60	60
I.1.A.15	DLA-Hill Site Distribution	-	-	539	539
I.1.A.16	Defense Commissary Agency	-	9	64	73
I.1.A.17	Defense Contract Audit Agency	-	-	1	1
I.1.A.18	Defense Finance Accounting Svc	1	8	146	155
I.1.A.19	Defense Fuel Region West	-	-	1	1
I.1.A.20	Defense Information Services	4	48	359	411
I.1.A.21	Defense Printing Service	-	-	31	31
I.1.A.22	Financial Branch	-	-	11	11
I.1.A.23	First Security Bank	-	-	13	13
I.1.A.24	Golf Course	-	-	44	44
I.1.A.25	Human Resources	-	-	4	4
I.1.A.26	Lodging Facility	-	-	41	41
I.1.A.27	Market Publicity Office	-	-	3	3

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

I.1.A.28	NCO Club	-	-	79	79
I.1.A.29	Naval Ordinance Station Liaison	-	-	1	1
I.1.A.30	Officers Club	-	-	62	62
I.1.A.31	Outdoor Recreation	-	-	4	4
I.1.A.32	Resource Recycling	-	-	12	12
I.1.A.33	Rod and Gun Club	-	-	1	1
I.1.A.34	Small Business Administration	-	-	5	5
I.1.A.35	US Postal Service	-	-	2	2
I.1.A.36	Veterinary	-	-	1	1
			TOTAL:		1822

I.1.B Remote/Geographically Separated Units receiving more then 50% of Base Operational Support from the base:

I.1.B.1 **Supported Unit:** 649 RANS, Oasis GSU **GSU - Geographically Separated Unit**
Location: Oasis Complex, UTTR **REM - Remote Unit**
Support provided: No support agreement in place. Support from Hill AFB is provided in the following areas: chaplain; public affairs; social actions; MWR; safety; admin services; suggestion program; visual info; training; comm services; education office services;, accounting/finance; food services; medical; base housing; supply; legal; military/civilian personnel; mortuary; contracting; resource mangement ; manpower; transportation; commissary; base exchange; environmental; disaster preparedness;, family support; explosive ordnance; laundry and dry cleaning; small computer and office machine repair/maint; janitorial services; limited security support; limited civil engineer support and limited vehicle maint support.

I.1.B.2 **Supported Unit:** AFROTC Det 855 GSU **GSU - Geographically Separated Unit**
Location: Brigham Young Univ, Provo Ut **REM - Remote Unit**
Support provided: No support agreement in place. Support from Hill AFB is provided in the following areas: chaplain; public affairs; social actions; fire extinguisher training; MWR; security (pass/ID, vehicle reg, and assistance for physical security program);, safety, administrative services; suggestion program; visual info services; computer training; comm services; confinement/detention facilities; education services; accounting/finance; food sercives; medical; housing and lodging; supply; legal services, military personnel; mortuary services; contracting; resource managment; transportation; commissary and base exchange.

I.1.B.3 **Supported Unit:** AFROTC Det 855A GSU **GSU - Geographically Separated Unit**
Location: Univ of Utah, SLC Ut **REM - Remote Unit**
Support provided: No support agreement in place. Support from Hill AFB is provided in the following areas: chaplain; public affairs; social actions; fire extinguisher training; MWR; security (pass/ID, vehicle reg, and assistance for physical security program);, safety, administrative services; suggestion program; visual info services; computer training; comm services; confinement/detention facilities; education services; accounting/finance; food sercives; medical; housing and lodging; supply; legal services, military personnel; mortuary services; contracting; resource managment; transportation; commissary and base exchange.

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

I.1.B.4 **Supported Unit:** AFROTC Det 860 GSU **GSU - Geographically Separated Unit**
Location: Utah State Univ, Logan Ut **REM - Remote Unit**
Support provided: No support agreement in place. Support from Hill AFB is provided in the following areas: chaplain; public affairs; social actions; fire extringuisher training; MWR; security (pass/ID, vehicle reg, and assistance for physical security program);, safety, administrative services; suggestion program; visual info services; computer training; comm services; confinement/detention facilities; education services; accounting/finance; food services; medical; housing and lodging; supply; legal services, military personnel; mortuary services; contracting; resource managment; transportation; commissary and base exchange.

I.1.B.5 **Supported Unit:** Det 489, HQ AFTAC REM **GSU - Geographically Separated Unit**
Location: Boulder WY **REM - Remote Unit**
Support provided: HTSA. Support provided per support agreement is in the following functional areas: judge advocate; public affairs; chaplain; safety; administrative services; base contracting; accounting and finance; resource managment; educational services;, sugestion program; military personnel; social actions; precision measurement lab; comm services; visual info services; supply; vehicle maint, transport services; security; vehicle registration; civil engineer support; MWR; ground training; mortuary;, environmental; medical; commissary and base exchange.

I.1.B.6 **Supported Unit:** Det 7, CAP-USAF GSU **GSU - Geographically Separated Unit**
Location: Salt Lake City, Utah **REM - Remote Unit**
Support provided: No support agreement in place. Support from Hill AFB is provided in the following areas: chaplain; supply support; transportation; military personnel; legal; accounting/finance; social actions; contracting; admin services; pass/ID;, vehicle registration; MWR; housing and lodging; commissary; base exchange; meeting rooms for weekly meetings of two CAP squadrons; support for CAP summer encampment (includes food services, transportation, etc.) comm services and safety.

I.1.B.7 **Supported Unit:** Michael Army Airfield GSU **GSU - Geographically Separated Unit**
Location: Dugway Proving Ground **REM - Remote Unit**
Support provided: HTSA. Support from Hill AFB is provided in the following areas: public affairs; social actions; security; admin services; suggestion program; visual info service; training; legal services; civilian personnel; contracting; accounting/finance; supply;, food services; MWR; billeting; medical; transportation services; civil engineer support; explosive ordnance disposal; vehicle maint; small computer/office machine repair/maint; PMEL support; comm support; limited security support; environmental;, and barrier repair maintenance at MAAF.

I.1.B.8 **Supported Unit:** OL Little Mountain GSU **GSU - Geographically Separated Unit**
Location: Ogden, Utah **REM - Remote Unit**
Support provided: No support agreement in place. Support from Hill AFB is provided in the following areas: public affairs; social actions; MWR; safety; admin services; suggestion program; visual info; training; communication services; education office services;, account/finance/ medical; legal; civilian personnel; contracting; resource management; manpower; transportation services; environmental; disaster preparedness; small computer/office machine repair/maint; janitorial services; security;, and civil engineering support to include entomology and grounds maintenance.

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

I.1.B.9 **Supported Unit:** Wendover Operations GSU **GSU - Geographically Separated Unit**

Location: Wendover, Utah **REM - Remote Unit**

Support provided: HTSA.Support from Hill AFB is provided in the following areas: public affairs; social actions; security; admin services; suggestion program; visual info service; training; legal services; civilian personnel; contracting; accounting/finance; supply;, food services; MWR; billeting; medical; transportation services; civil engineer support; explosive ordnance disposal; vehicle maint; small computer/office machine repair/maint; PMEL support; comm support; limited security support; environmental;, and barrier repair maintenance .

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

2. Operational Effectiveness

A. Air Traffic Control

ATCALS - Air Traffic Control and Landing Systems
NAS - National Airspace System

I.2.A.1 **Some of the base ATCALS are officially part of the NAS.**

I.2.A.2 **Details for specific ATC facilities:**

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
Tower	3	86289	2985	83224	N/A	N/A	N/A

I.2.A.4 **The primary instrument runway is designated 14**

82000 operations were conducted this runway during calander year 1993

I.2.A.5 **Known or potential airspace problems that may prevent mission accomplishment:**

None

I.2.A.6 **The base experiences ATC delays.**

I.2.A.6.a **Details regarding ATC delays:**

Average number of delays per month (over the last 2 years): 1

The total number of sorties per month: 26251

The average length of the delays: 0:15

I.2.A.6.b **There is a common rationale for the delays:**

No operational mission impact. Please see additional info attached to submittal.

B. Geographic Location

I.2.B.1 **Nearest major primary airlift customer:** FORT CARSON **distance** 363 NM

Nearest major primary airdrop customer: CAMP W.G. WILLIAMS **distance** 42 NM

I.2.B.2 **Distance to foward deployment Air Bases:**

Lajes AB: 3906 NM

Rota AB: 4937 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

Hickam AFB: 2609 NM

RAF Mildenhall: 4631 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	SALT LAKE CITY INTL	20
I.2.B.4	Military airfield, runway >= 8,000ft	SALT LAKE CITY INTL	20
I.2.B.5	Military airfield, runway >= 10,000ft	SALT LAKE CITY INTL	20
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Ogden-Hinkley Muni	5
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Ogden-Hinkley Muni	5
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Salt Lake International	21
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations		
		Ogden-Hinkley Muni	5
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations		
		Salt Lake International	21

I.2.B.11 **Name and distance to an emergency landing airfield compatible with aircraft flown at the base.**

Ogden-Hinckley Municipal 5 NM

C. Training Areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs))

I.2.C.1 **Supersonic Air Combat Training (ACBT) MOAs and warning/restricted areas, with a minimum size of 4,200 sq NM, within 300 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
AUSTIN/GABBS CN	246 NM	AUSTIN/GABBS N/C	246 NM	Austin1/GABBS N&C	246 NM
DESERT	254 NM				

I.2.C.2 **MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft, within 200 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
UTTR	90 NM				

I.2.C.3 **Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
UTTR	90 NM	OWYHEE/ PARADISE	209 NM	AUSTIN 1	243 NM
AUSTIN/GABBS CN	246 NM	AUSTIN/GABBS N/C	246 NM	Austin1/GABBS N&C	246 NM
DESERT	254 NM	GABBS NORTH	285 NM	PANAMINT	390 NM
POWDER RIVER A	412 NM	HAYS	428 NM	ISABELLA	441 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

R-5107B	543 NM	W-289 N/W-60-61	547 NM	WILLISTON	549 NM
W-285A	574 NM	W-260	587 NM	W-283/W-285A,B	595 NM

I.2.C.4 **Scorable range complexes / target arrays (capable of or having tactical targets, conventional targets, and strafe), within 800 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
EAGLE/UTTR	50 NM	KITTYCAT/UTTR	71 NM	HAG/UTTR	74 NM
SAYLOR CREEK	188 NM	FALLON B-17	310 NM	NELLIS R63	318 NM
NELLIS R65	318 NM	FALLON B-19	330 NM	AIRBURST	365 NM
CHINA LAKE	414 NM	EL CENTRO	494 NM	GOLDWATER RANGE 4	503 NM
GOLDWATER RANGE 3	504 NM	GOLDWATER RANGE 2	509 NM	GOLDWATER RANGE 1	518 NM
OSCURA	546 NM	MELROSE	563 NM	SMOKEY HILL	666 NM
FALCON	738 NM				

I.2.C.5 **Nearest electronic combat (EC) range and distance from base:**

KITTYCAT/UTTR	71 NM

I.2.C.6 **Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:**

UTTR/ACMI	97 NM

I.2.C.7 **Nearest full-scale, heavyweight (live drop or inert) range and distance from base:**

EAGLE/UTTR	50 NM

I.2.C.8 **Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:**

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	2	9	12	38	92	131
SR	0	0	0	4	28	56
VR	4	4	4	26	80	120
Total Routes:	**6**	**13**	**16**	**68**	**200**	**307**

Identify Routes:

IR-418	19 NM	IR-420	19 NM	VR-1422	36 NM	VR-1423	36 NM	VR-1446	58 NM	VR-1445	64 NM
IR-425	124 NM	IR-498	124 NM	IR-235	128 NM	IR-290	135 NM	IR-290A	135 NM	IR-293	135 NM
IR-281	145 NM										
IR-310	166 NM	IR-280	183 NM	IR-282	183 NM						
VR-1300	203 NM	IR-302	204 NM	VR-1304	204 NM	IR-400	207 NM	IR-320	211 NM	IR-266	229 NM
VR-1406	234 NM	IR-285	237 NM	IR-275	247 NM	IR-301	250 NM	IR-279	253 NM	IR-234	262 NM
IR-238	262 NM	IR-276	263 NM	VR-316	267 NM	VR-319	270 NM	VR-1259	276 NM	VR-209	276 NM
VR-1301	278 NM	VR-1260	279 NM	VR-1253	293 NM	IR-307	295 NM	IR-237	296 NM	IR-303	301 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

IR-416	302 NM	IR-304	308 NM	VR-1353	308 NM	VR-1302	313 NM	IR-206	321 NM	SR-540	324 NM
SR-541	324 NM	SR-542	324 NM	IR-264	327 NM	IR-286	331 NM	VR-1252	336 NM	VR-1205	337 NM
VR-412	345 NM	VR-413	345 NM	IR-250	351 NM	VR-1264	352 NM	IR-126	354 NM	VR-208	365 NM
IR-415	367 NM	VR-201	375 NM	IR-109	377 NM	SR-311	379 NM	IR-300	390 NM	IR-112	392 NM
IR-342	400 NM	VR-296	400 NM	VR-289	400 NM	VR-299	400 NM				
VR-1352	401 NM	SR-212	403 NM	IR-478	405 NM	IR-479	405 NM	IR-478A	405 NM	SR-381	405 NM
IR-479A	405 NM	VR-1255	406 NM	VR-1225	409 NM	IR-414	416 NM	IR-484	418 NM	IR-254	421 NM
VR-1254	421 NM	VR-176	430 NM	VR-1219	431 NM	VR-242	431 NM	VR-1220	431 NM	VR-244	431 NM
VR-246	431 NM	IR-252	433 NM	VR-1354	434 NM	VR-239	434 NM	VR-245	434 NM	IR-110	444 NM
SR-397	444 NM	VR-1355	449 NM	IR-485	452 NM	SR-473	453 NM	SR-478	453 NM	SR-477	453 NM
IR-216	454 NM	VR-231	454 NM	SR-359	455 NM	IR-340	456 NM	SR-300	456 NM	SR-214	461 NM
IR-214	462 NM	IR-212	463 NM	IR-213	463 NM	IR-217	463 NM	IR-473	463 NM	IR-476A	463 NM
IR-499	463 NM	VR-1195	463 NM	IR-476	463 NM	IR-429	463 NM	IR-409	463 NM	IR-255	466 NM
VR-1215	466 NM	VR-1214	466 NM	SR-475	469 NM	VR-1267	471 NM	IR-177	472 NM	SR-471	472 NM
SR-470	472 NM	IR-431	476 NM	IR-482	476 NM	SR-390	476 NM	SR-301	478 NM	IR-271	480 NM
SR-472	481 NM	VR-1218	481 NM	VR-1217	481 NM	VR-108	481 NM	IR-500	482 NM	SR-474	482 NM
IR-501	482 NM	SR-353	483 NM	SR-213	485 NM	IR-218	488 NM	VR-223	488 NM	VR-1293	488 NM
IR-111	490 NM	IR-341	491 NM	SR-476	491 NM	IR-343	491 NM	VR-1107	492 NM	IR-644	493 NM
IR-649	493 NM	VR-1206	495 NM	IR-203	499 NM	IR-480	501 NM	IR-481	501 NM	VR-1266	506 NM
VR-1267	506 NM	VR-1268	506 NM	IR-613	512 NM	SR-211	512 NM	SR-210	512 NM	IR-150	515 NM
VR-1211	516 NM	IR-514	518 NM	VR-1265	521 NM	SR-398	523 NM	VR-1174	523 NM	VR-1233	525 NM
VR-260	525 NM	VR-259	526 NM	VR-268	526 NM	VR-269	526 NM	VR-267	526 NM	IR-113	527 NM
VR-263	527 NM	VR-288	530 NM	IR-107	535 NM	IR-207	541 NM	VR-1256	542 NM	VR-1257	544 NM
VR-249	548 NM	VR-125	551 NM	VR-1262	555 NM	IR-211	556 NM	SR-488	561 NM	IR-133	564 NM
VR-1250	567 NM	IR-200	569 NM	IR-346	570 NM	VR-100	570 NM	SR-489	571 NM	VR-1261	573 NM
VR-202	573 NM	IR-507	577 NM	VR-1251	577 NM	VR-114	579 NM	IR-678	581 NM	VR-1574	581 NM
IR-115	584 NM	IR-132	588 NM	IR-503	593 NM	VR-1523	595 NM	IR-134	596 NM	VR-536	599 NM
IR-102	603 NM	IR-141	603 NM	IR-131	603 NM	IR-313	608 NM	IR-314	608 NM	IR-116	613 NM
IR-348	614 NM	IR-518	614 NM	VR-1350	614 NM	VR-1351	614 NM	IR-172	616 NM	IR-173	616 NM
IR-430	619 NM	IR-490	619 NM	IR-492	619 NM	IR-506	629 NM	VR-1522	629 NM	IR-344	630 NM
IR-524	631 NM	VR-1521	631 NM	IR-508	651 NM	IR-509	651 NM	SR-216	651 NM	VR-552	657 NM
VR-545	659 NM	SR-206	665 NM	VR-544	666 NM	IR-144	668 NM	VR-1520	668 NM	VR-1515	668 NM
IR-165	668 NM	IR-517	668 NM	IR-178	668 NM	IR-925	670 NM	VR-540	673 NM	IR-505	675 NM
IR-185	682 NM	VR-1141	683 NM	IR-175	685 NM	IR-155	687 NM	VR-510	687 NM	IR-154	690 NM
VR-532	690 NM	IR-181	691 NM	IR-183	691 NM	VR-531	694 NM	VR-512	695 NM	VR-1116	699 NM
SR-205	700 NM	SR-208	703 NM	SR-217	703 NM	IR-171	704 NM	IR-182	704 NM	IR-122	715 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

VR-1140	715 NM	IR-146	715 NM	IR-130	715 NM	IR-145	715 NM	VR-138	716 NM	VR-511	723 NM
IR-128	726 NM	VR-119	726 NM	VR-534	729 NM	VR-535	729 NM	VR-533	734 NM	VR-541	734 NM
SR-294	736 NM	SR-295	736 NM	SR-280	750 NM	VR-1142	756 NM	VR-1144	756 NM	VR-159	762 NM
VR-152	764 NM	SR-233	766 NM	SR-242	766 NM	SR-244	766 NM	SR-249	766 NM	SR-245	766 NM
SR-296	766 NM	SR-273	766 NM	SR-267	766 NM	SR-258	766 NM	SR-255	766 NM	SR-251	766 NM
SR-250	766 NM	SR-243	766 NM	VR-196	766 NM	SR-240	766 NM	SR-234	766 NM	SR-236	766 NM
SR-618	768 NM	SR-619	768 NM	VR-1138	771 NM	IR-180	777 NM	IR-117	780 NM	VR-1113	780 NM
VR-1137	780 NM	VR-1128	780 NM	VR-163	782 NM	VR-1143	789 NM	VR-1146	791 NM	VR-162	791 NM
VR-158	791 NM	VR-1139	793 NM	VR-1145	794 NM	SR-616	799 NM	SR-617	799 NM		

I.2.C.9 **IR-498 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 124 NM from the base.**

I.2.C.10 **Total number of Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within:**

200 NM	300 NM	500 NM
8	20	66

I.2.C.10.a **Routes and distance to route's control point:**

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-001 EAST	107 NM	AR-642E EAST	124 NM	AR-002 WEST	128 NM	AR-642W WEST	136 NM
AR-648A	143 NM	AR-635	191 NM	AR-648B	197 NM	AR-452 SOUTHWEST	200 NM
AR-641B	214 NM	AR-201 EAST	228 NM	AR-641A	242 NM	AR-201 WEST	247 NM
AR-011 EAST	248 NM	AR-014 EAST	248 NM	AR-610	249 NM	AR-611A	255 NM
AR-010 NORTHWEST	261 NM	AR-452 NORTHEAST	266 NM	AR-4B NORTH	280 NM	AR-611B	285 NM
AR-4A NORTH	310 NM	AR-3H EAST	311 NM	AR-624	313 NM	AR-3H WEST	320 NM
AR-214	323 NM	AR-625H	327 NM	AR-625L	327 NM	AR-010 SOUTHEAST	329 NM
AR-3L	333 NM	AR-674	356 NM	AR-622	364 NM	AR-4B SOUTH	366 NM
AR-658	377 NM	AR-643	380 NM	AR-4A SOUTH	384 NM	AR-012H EAST	387 NM
AR-012L EAST	387 NM	AR-011 WEST	394 NM	AR-014 WEST	394 NM	AR-462	397 NM
AR-7B	401 NM	AR-603	402 NM	AR-654	405 NM	AR-645	411 NM
AR-649	419 NM	AR-7A	429 NM	AR-314 EAST	433 NM	AR-208	438 NM
AR-221	442 NM	AR-012H WEST	444 NM	AR-012L WEST	444 NM	AR-9A WEST	449 NM
AR-310 EAST	450 NM	AR-310 WEST	450 NM	AR-115	455 NM	AR-009 WEST	456 NM
AR-623	464 NM	AR-009 EAST	466 NM	AR-9A EAST	466 NM	AR-222	472 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

AR-604	476 NM	AR-106H EAST	479 NM	AR-106L EAST	479 NM	AR-017 SOUTH	486 NM
AR-224	489 NM	AR-314 WEST	500 NM				

I.2.C.10b **The total number of refueling events within:**

500 NM	700 NM
3377	4534

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-002	128 NM	9	AR-201	228 NM	490	AR-011	248 NM	87	AR-014	248 NM	635
AR-010	261 NM	525	AR-004B	280 NM	86	AR-004A	310 NM	372	AR-012H	387 NM	141
AR-012L	387 NM	107	AR-314	433 NM	256	AR-106	479 NM	483	AR-017	486 NM	186

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 248NM from the base."**

I.2.C.10d **Percentage of tanker demand in region:** 26.0
Percentage of tankers based in region: 13.0

Tanker saturation within the region has been classified as tanker Poor

I.2.C.11 **Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:**

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	SR
A SHAU	45 NM	✔	✔	✔	8	0
BIG	333 NM	✔	✔		0	0
COIN (CIR)	283 NM				1	0
DESERT ROCK(CR)	330 NM	✔	✔		0	0
DIXIE VALLEY	290 NM	✔	✔	✔	0	0
ELK PARK	302 NM	✔	✔		0	0
IRON MOUNTAIN EAST	314 NM	✔	✔	✔	0	0
RANGER WEST	69 NM	✔	✔	✔	8	0
REBEL (AREA DZ)	282 NM				1	0
SHOCKLEE	69 NM	✔	✔	✔	8	0
XM	335 NM	✔	✔	✔	0	0

I.2.C.11.a **Drop Zone** **Servicing Instruement and Slow Routes (IRs and SRs)**

A SHAU	IR-235	IR-290	IR-290A	IR-293	IR-310	IR-418	IR-420	IR-425	
COIN (CIR)	IR-237								
RANGER WEST	IR-235	IR-290	IR-290A	IR-293	IR-310	IR-418	IR-420	IR-425	
REBEL (AREA DZ)	IR-237								
SHOCKLEE	IR-235	IR-290	IR-290A	IR-293	IR-310	IR-418	IR-420	IR-425	

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

I.2.C.12 **Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:**

TEXAS LAKE 267 NM

I.2.C.13 **Nearest full scale drop zone(s) (minimum size 1000 by 1500 yds) which can be used for personnel drops or night equipment drops:**

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	SR
A SHAU	45 NM	✔	✔	✔	0	0

I.2.C.14 **Name and distance to ground force installation (US Army, USMC) with a restricted airspace capable of supporting tactical aircraft employment (floor no higher than 100 ft AGL, ceiling no lower than 3,00 ft AGL, minimum area 25000 sq NM>**

DUGWAY PROVING GROUND 71 NM

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

D. Ranges

Ranges (Controlled/managed by the base)

I.2.D.1 **Ranges controlled or managed by the base:**

Utah Test and Training Range

Information relative to each range:

RANGE: Utah Test and Training Range

I.2.D.2 **Type of any associated airspace:** Restricted and MOA's

I.2.D.3 **Distance from the base to the range:** 42 NM

I.2.D.4 **Overall size of the range:** 4,175,466 Acres

I.2.D.4.a **Size of the impact area(s):** 5,936,171 Acres

I.2.D.4.b **Size of the restricted area in which the range lies:** 12,574 Sq Mi

I.2.D.4.c **Altitude ceilingof this restricted area:** 58,000 ft

I.2.D.5 **The range shape or location DOES NOT prohibit efficient training**

I.2.D.6 **Other types of restrictions that exist (i.e. limited hours, exercise only, etc):**

None

I.2.D.7 **Regular users (20 or more times /year) of the range:**

1-189 AB
129 ARRS
15 FS
15 TS
151 ARS
16 SOS
211 AB
22 ARS
24 TS
28 TS
337 BS
338 CT
34 FS
37 BS
389 FS
390 FS

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

391 FS
4 FS
419 TS
421 FS
466 FS
49 TS
514 TS
77 BS
8 SOS
86 FWS
9 BS
940 ARS
VA-122
VA-128
VAQ-129
VF-124
VFA-125
VMA-121
VMA-211
VMA-214
VMA-242
VMA-311
VMA-451
VMA-513
VMFA-314
VMFA-323
VMFA-531
VMFAT-101
VMFP-3
VMO-2

I.2.D.8 **Published availability of the range:**

24 hours per day, 365 days per year

Range scheduling statistics (yearly average from 1990 to 93.

I.2.D.8.a **Hours scheduled:** 3,782 hrs

I.2.D.8.b **Hours used:** 3,542 hrs

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

I.2.D.8.c **Percent utilized:** 93.7

I.2.D.8.d **Reasons for non-use:**

Start-up time to allow non-DoD aircraft to clear area. Aircraft are delayed by weather at home station.

I.2.D.9 **The range has a full-scale weapons delivery capability as follows:**

The Utat Test and Training Range (UTTR) has FSWD (delivery and tactics) for most air-to-surface and surface-to-surface weapons, and some air-to-air weapons. NOTE: Insufficient space to provide all information. See attached disk/paper copy.

I.2.D.9.a **Associated restrictions:**

I.2.D.10 **The range has a special weapons delivery capability as follows:**

The UTTR can accomodate most special weapons and their associated footprints. NOTE: See attachment.

I.2.D.10.a **Associated restrictions:**

I.2.D.11 **The range has an electronic warfare capability as follows:**

The 99 ECRG Squadron is located in R6402 and supports the UTTR EW with their MUTES/TRAINS/MINIMUTES

I.2.D.11.a **Associated restrictions:**

I.2.D.12 **List of Noise Sensitive Areas (NSAs) associated with the range:**

I.2.D.12.a **Fish Springs National Wil** **Does not affect or threaten quality of training.)**

I.2.D.13 **There are no commercial / civilian encroachment problems associated with the range**

I.2.D.14 **Problems with hazardous material / waste/ ordinance disposal:**

CBU Valley is listed as a solid waste management unit, which means it is regulated under a RCRA permit. Cleanup and schedule will be managed under the RCRA perment (estimated date of RCRA permit is the first of calendar year 1995).

I.2.D.15 **MOUs, MOAs or LOAs associated with the range:**

LOA 11B05 **Current status:** In Review
299RCS/15TS

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

LOA 11B06 **Current status:** In Review
299RCS/388FW/419FW

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

LOA 11B08 **Current status:** Current
388FW/320BW

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

LOA 11B09 **Current status:** In Review
501RS/299RCS/Nevada

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

LOA 11B11 **Current status:** In Review
DDPG/545TG

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

LOA 11B12 **Current status:** In Review
DPG/501RS/299RCS

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

LOA 11B13 **Current status:** In Review
DPG/UTTR/299RCS

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

LOA 11B14 **Current status:** Current
FAA/299RCS

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

LOA 11B15 **Current status:** In Review
FAA/501RS/299RCS

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

LOA 11B16 FAA/Fallon/Navy **Current status:** Current

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

LOA 11B17 FAA/299RCS **Current status:** Current

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

LOA 11B18 FAA/501RS **Current status:** In Review

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

LOA 11B19 FAA/299RCS **Current status:** Current

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

LOA 11B21 HAFB/299RCS **Current status:** In Review

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

LOA 11B22 UTTR/299RCS/28AD **Current status:** Current

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

LOA 11B23 UTTR/WSMR/AFFTC **Current status:** Current

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

LOA 11BO3 299RCS/OO-ALC **Current status:** In Review

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

LOA11B01 **Current status:** Current
299RCS/729TCS

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

LOA11B02 **Current status:** Current
299RCS/501RS/552AW ACW

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

LOA11B07 **Current status:** In Review
299RCS/501RS/514TS

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOA 11C01 **Current status:** In Review
299RCS/501RS

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOA 11C02 **Current status:** In Review
299RCS/501RS

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOA 11C03 **Current status:** In Review
299RCS/AFFTC/501RS

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOA 11C04 **Current status:** Current
4950TW/AEDC/6520TG

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOA 11C05 **Current status:** In Review
514TS/129ARRS/CAANG

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

MOA 11C06 **Current status:** In Review
545TG/TOO/R&M/649SUP

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOA 11C07 **Current status:** In Review
545TG/USAMSIC

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOA 11C10 **Current status:** In Review
AFFTC/545TG/XRPAFRES

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOA 11C12 **Current status:** In Review
BLM/SLC/545TG

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOA 11C13 **Current status:** Current
DMA/AFFTC

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOA 11C15 **Current status:** USAF/LEEV
DoD/Doagricul

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOA 11C16 **Current status:** Current
DPG/UTTR

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOA 11C17 **Current status:** In Review
DPG/501RS

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

MOA 11C20
FAA/UTTR/299RCS
Current status: Completed

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOA 11C21
SMALC/NGB
Current status: Current

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOA 11C22
TAC/154TG/299RCS
Current status: Current

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOA 11C23
UTTR/WSMR
Current status: In Review

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOA 11C24
WRALC/MMSL/514TS
Current status: Completed

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOA 11C26
AFMC/ACC
Current status: In Review

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOA 11C27
545TG/BLM/Cont
Current status: Complete

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOU 11D01
299RCS/106TC/109TC
Current status: In Review

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

MOU 11D02 299RCS/Utah **Current status:** In Review

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOU 11D03 545TG/OOALC/PK/AF FTC **Current status:** Complete

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOU 11D04 AFMC/NGB **Current status:** In Review

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOU 11D05 BLM Elko/501RS **Current status:** In Review

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOU 11D06 BLM Ely/501RS **Current status:** In Review

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOU 11D07 Dod/Utah **Current status:** USAF

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOU 11D08 DPG/FAA/299RCS **Current status:** In Review

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOU 11D09 DPG/299RCS **Current status:** In Review

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

MOU 11D10 DPG/AFFTC/501RS **Current status:** In Review

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOU 11D13 HCCP/545TG **Current status:** In Review

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOU 11D16 OOALC/LA/Many/545TG **Current status:** In Review

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOU 11D17 TAC/SAC/AFLC/AFSC **Current status:** In Review

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOU 11D18 ESMC/WSMC **Current status:** Command

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOU 11D20 BLM Rich/501RS **Current status:** In Review

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOU 11D29 2849SUE/545TG **Current status:** In Review

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

MOU11D12 HAFB/UTTR/Ut Wildlife **Current status:** In Review

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

I.2.D.16 It is possible to expand hours and volume to increase the range utilization.

I.2.D.17 There are No planned range real property expansions.

Ranges (Used by the base)

I.2.D.18 The base does Not use other ranges on a regular basis

I.2.D.19

The mission/training is Not impacted by training area airspace encroachment.

The mission/training is not impacted by training area airspace noise abatement procedures.

The mission/training is not impacted by training area traffic procedures.

I.2.D.20

I.2.D.21

I.2.D.22

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

E. Airspace Used by Base

I.2.E.1 **Airspaces scheduled or managed by the base:**

Gandy	MOA
Lucin A	MOA
Lucin B	MOA
Lucin C	MOA
R6402A	Restricted Area
R6402B	Restricted Area
R6404A	Restricted Area
R6404B	Restricted Area
R6404C	Restricted Area
R6405	Restricted Area
R6406A	Restricted Area
R6406B	Restricted Area
R6407	Restricted Area
Sevier A	MOA
Sevier B	MOA
Sevier C	MOA
Sevier D	MOA

Details for airspace scheduled or managed by the base:

Airspace: Gandy

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**
Completed

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

FAA published hours for the UTTR are continuous (24 hrs/per day)

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 4,503 hrs

I.2.E.7.b **Hours used:** 4,245 hrs

I.2.E.7.c **Reasons for non-use:**

Start-up time to allow non-DoD aircraft to clear area. Aircraft are delayed by weather at home/launch station.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

832 sq NM

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: Lucin A

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Completed

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

FAA published hours for the UTTR are continuous (24 hours/day)

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 4,448 hrs

I.2.E.7.b **Hours used:** 4,226 hrs

I.2.E.7.c **Reasons for non-use:**

Start-up time to allow non-DoD aircraft to clear area. Aircraft are delayed by weather at home/launch station.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

1414 sq NM

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: Lucin B

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Complete

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

FAA published hours for the UTTR are continuous (24 hours/day)

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 4,448 hrs

I.2.E.7.b **Hours used:** 4,226 hrs

I.2.E.7.c **Reasons for non-use:**

Start-up time to allow non-DoD aircraft to clear area. Aircraft are delayed be weather at home/launch station.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

992 sq NM

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: Lucin C

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Complete

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

FAA published hours for the UTTR are continuous (24 hours/day)

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 4,448 hrs

I.2.E.7.b **Hours used:** 4,226 hrs

I.2.E.7.c **Reasons for non-use:**

Start-up time to allow non-DoD aircraft to clear area. Aircraft are delayed by weather at home/launch station.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

120 sq NM

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: R6402A

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

I.2.E.2.a **Status of the environmental analysis and supplement:**
Completed

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**
FAA published hours for the UTTR are continuous (24 hrs/day)
Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 4,530 hrs

I.2.E.7.b **Hours used:** 4,278 hrs

I.2.E.7.c **Reasons for non-use:**
Start-up time to allow non-DoD aircraft to clear areea. Aircraft are delayed by weather at home/launch station.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**
991 sq NM

I.2.E.11 **100.00 percent of the airspace is usable.**

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

Airspace: R6402B

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**
Completed

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**
FAA published hours for the UTTR are continuous (24 hrs/day)
Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 4,530 hrs

I.2.E.7.b **Hours used:** 4,278 hrs

I.2.E.7.c **Reasons for non-use:**
Start-up time to allow non-DoD aircraft to clear area. Aircraft are delayed by weather at home/launch station.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

36 sq NM

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: R6404A

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**
Completed

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**
FAA published hours for the UTTR are continous (24 hrs/day)
Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 4,474 hrs

I.2.E.7.b **Hours used:** 4,224 hrs

I.2.E.7.c **Reasons for non-use:**
Start-up time to allow non-DoD aircraft to clear area. Aircraft are delayed by weather at home/launch station.

I.2.E.8 **Utilization of the airspace can be increased.**

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

1120 sq NM

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: R6404B

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Completed

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

FAA published hours for the UTTR are continuous (24 hrs/day)

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 4,530 hrs

I.2.E.7.b **Hours used:** 4,278 hrs

I.2.E.7.c **Reasons for non-use:**

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

Start-up time to allow non-DoD aircraft to clear area. Aircraft are delayed by weather at home/launch station.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

202 Sq NM

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: R6404C

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Completed

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

FAA published hours for the UTTR are continuous (24 hrs/day)

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 4,471 hrs

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

I.2.E.7.b **Hours used:** 4,224 hrs

I.2.E.7.c **Reasons for non-use:**

Start-up time to allow non-DoD aircraft to clear area. Aircraft are delayed by weather at home/launch station.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

168 sq NM

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: R6405

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Completed

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 **List of Noise Sensitive Areas (NSAs) associated with the airspace:**

I.2.E.3.a **Fish Springs Wildlife Refuge** Not Listed

I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

I.2.E.7 **Published availability of the airspace:**

FAA published hours for the UTTR are continous (24 hrs/day)

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 5,012 hrs

I.2.E.7.b **Hours used:** 4,263 hrs

I.2.E.7.c **Reasons for non-use:**

Start-up time to allow non-DoD aircraft to clear area. Aircraft are delayed by weather at home/launch station.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

1945 sq NM

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: R6406A

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Completed

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

FAA published hours for the UTTR are continuous (24 hrs/day)

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 4,515 hrs

I.2.E.7.b **Hours used:** 4,263 hrs

I.2.E.7.c **Reasons for non-use:**

Start-up time to allow non-DoD aircraft to clear area. Aircraft are delayed by weather at home/launch station.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

850 sq NM

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: R6406B

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Completed

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

FAA published hours for the UTTR are continuous (24 hrs/day)

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 4,512 hrs

I.2.E.7.b **Hours used:** 4,263 hrs

I.2.E.7.c **Reasons for non-use:**

Start-up time to allow non-DoD aircraft to clear area. Aircraft are delayed by weather at home/launch station.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

47 sq NM

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: R6407

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Completed

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**
FAA published hours for the UTTR are continuous (24 hrs/day)

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 4,512 hrs

I.2.E.7.b **Hours used:** 4,523 hrs

Start-up time to allow non-DoD aircraft to clear area. Aircraft are delayed by weather at home/launch station.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**
652 sq NM

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: Sevier A

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**
Completed

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

FAA published hours for the UTTR are continuous (24 hrs/day)

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 4,503 hrs

I.2.E.7.b **Hours used:** 4,245 hrs

I.2.E.7.c **Reasons for non-use:**

Start-up time to allow non-DoD aircraft to clear area. Aircraft are delayed by weather at home/launch station.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

1010 sq NM

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: Sevier B

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Completed

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

FAA published hours for the UTTR are continuous (24 hrs/day)

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 4,503 hrs

I.2.E.7.b **Hours used:** 4,245 hrs

I.2.E.7.c **Reasons for non-use:**

Start-up time to allow non-DoD aircrfat to clear area. Aircraft are delayed by weather at home/launch station.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

2197 sq NM

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: Sevier C

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Completed.

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

FAA published hours for the UTTR are continuous (24 hrs/day)

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 78 hrs

I.2.E.7.b **Hours used:** 68 hrs

I.2.E.7.c **Reasons for non-use:**

Start-up time to allow non-Dod aircraft to clear area. Aircraft are delayed by weather at home/launch station.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

1010 Sq NM

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: Sevier D

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Completed

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

FAA published hours for the UTTR are continuous (24 hr/day)

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 73 hrs

I.2.E.7.b **Hours used:** 68 hrs

I.2.E.7.c **Reasons for non-use:**

Start-up time to allow non-Dod aircraft to clear area. Aircraft are delayed by weather at home/launch station.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

2197 Sq NM

I.2.E.11 **100.00 percent of the airspace is usable.**

Commercial Aviation Impact

I.2.E.12 **The base is Not joint-use (military/civilian).**

I.2.E.13 **List of all airfields within a 50 mile radius of the base:**

Airfield:	Airfield:
Bolinder Field-Tooele Valley Airport	Uncontrolled

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

Bountiful Sky Park	Uncontrolled
Brigham City Airport	Uncontrolled
Camp Williams Airport	Uncontrolled
Evanston Airport-Evanston WY	Uncontrolled
Heber Valley Airport	Uncontrolled
Logan-Cache Airport	Uncontrolled
Morgan County Airport	Uncontrolled
Ogden Hinckley Municipal	Civilian
Salt Lake City #2	Uncontrolled
Salt Lake International Airport	Civilian
Tremonton Municipal	Uncontrolled

I.2.E.14 Civilian/commercial operators or other airspace users constrain or limit operations:

I.2.E.14.a Description of impacts: Zoom Departure - Scheduling constraint by the traffic flown at Salt Lake International Quiet Hour - transient aircraft are restricted to full-stop only. All base assigned missions are accomplished within the operational hours of airfield.

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

F. Potential for Growth in Training Airspace (Area)

I.2.F.1 **Expansion of training airspace is possible.**

I.2.F.1.a **Estimated expansion potential is 20.0 percent. Rationale for estimate:**

LUCIN A&B MOAs may be raised to 18,000 ft and an ATCAA established over the MOAs from 18,000 ft to 58,000 ft.

I.2.F.2 **Current access will remain the same.**

I.2.F.3 **No reductions in training airspace are expected.**

I.2.F.4 **Current special use airspace and training areas meet all training requirements.**

I.2.F.4.a **Deployed, off-station training is not required to meet training requirements.**

G. Composite / Integrated Force Training

I.2.G.1 **Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:**

CAMP W.G. WILLIAMS

42 NM from the base.

I.2.G.2 **DELETED**

I.2.G.3 **Nearest Naval unit where joint training can be accomplished:**

Fallon NAS, Nevada

325 mi from the base.

I.2.G.4 **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**

366 CW Mt Home AFB ID

205 mi from the base.

I.2.G.5 **DELETED**

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

I.2.J.1 Percentage of time the weather is at or above (ceiling / visibility)

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
98.9	97.7	94.2	92.5	91.6

I.2.J.2 Crosswind component to the primary runway:

I.2.J.2.a Is at or below 15 knots 97.8 percent of the time

I.2.J.2.b Is at or below 25 knots 99.7 percent of the time

I.2.J.3 65 Days have freezing partcipitation (mean per year).

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Boulder, Wyoming	AF Owned	108	1	107
II.1.A.2	Hill AFB UT	Main Base	6,698	4,339	2,353
II.1.A.3	Little Mountain	AF Owned	740	7	733
II.1.A.4	Middle Marker	AF Owned	4	1	3
II.1.A.5	UTTR	AF Owned	7,275		7,265
II.1.A.6	UTTR/BLM	Withdrawn BLM	947,196	362	431,834
		TOTALS:	962,021	4,710	442,295

B. Facilities

II.1.B.1 From real property records:

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	6	6	100.0	0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	109,606	94.0	6.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	1,343,246	83.0	16.0	1.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	163,771	122,828	83.0	17.0	0.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	66,214	75,900	100.0	0.0	0.0	9,686
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	1,566	1,566	100.0	0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	234,016	64.0	17.0	19.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	5,528	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	11,200	11,200	100.0	0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	21,844	23,360	94.0	0.0	6.0	1,516
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	2,421,752	50.0	49.0	1.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	130,988	116,794	49.0	51.0	0.0	0

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	883,290	744,650	80.0	18.0	2.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	20,065	22,449	56.0	26.0	18.0	2,384
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	52,438	57,180	100.0	0.0	0.0	4,742
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	83,127	52,556	23.0	77.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	101,370	141,833	73.0	27.0	0.0	40,463
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	148,345	148,345	74.0	26.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	91,553	97,207	69.0	31.0	0.0	5,654
II.1.B.1.e.xiii	211-183	Test Cell	SF	99,424	99,424	0.0	0.0	100.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	486,652	90.0	9.0	1.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	138,496	177,809	100.0	0.0	0.0	39,313
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	33,268	33,268	100.0	0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	22,620	22,620	100.0	0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	158,185	99.0	1.0	0.0	0
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	71,383	104,549	100.0	0.0	0.0	33,166
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	4,900	4,921	100.0	0.0	0.0	21
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	25,000	25,000	100.0	0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	308,544	57.0	43.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	126,586	169,976	48.0	52.0	0.0	43,390
II.1.B.1.j.ii	217-712a	LANTIRN	SF	47,090	47,090	100.0	0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	11,408	28,887	100.0	0.0	0.0	17,479
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	193,845	303,006	80.0	19.0	1.0	109,161
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	38,469	28,713	100.0	0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	41,390	67,348	42.0	56.0	2.0	25,958
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	181,172	68.0	30.0	2.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	76,381	100.0	0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	104,890	110,915	100.0	0.0	0.0	6,025
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	679,476	91.0	0.0	9.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	19,760	0		0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	127,763	122,830	100.0	0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	210,943	218,838	96.0	0.0	4.0	7,895
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	657	73,610	26.0	0.0	74.0	72,953
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	600	600	100.0	0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	1,914,262	72.0	1.0	27.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	125,639	5.0	18.0	77.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	50	50	0.0	0.0	100.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	361,673	0		0.0	0.0	0
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	0	0		0.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	0	0		0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	99,934	100.0	0.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	3,382	100.0	0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	5,270	100.0	0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	17,280	100.0	0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	1,601,282	88.0	7.0	5.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	1,860	1,860	100.0	0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	2,058	87.0	10.0	3.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	1,860	1,344	95.0	5.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	16,407	83.0	17.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	16,500	16,407	83.0	17.0	0.0	16,407
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	136	59.0	1.0	40.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	110,736	74.0	23.0	3.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	671,713	91.0	1.0	8.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	9,000	8,844	100.0	0.0	0.0	0

Notes for specific Cat Codes:

II.1.B.1.a.i	121-122a	See additional information disk/paper copy.
II.1.B.1.a.ii	121-122a	See additional information disk/paper copy.
II.1.B.1.b	131a	
II.1.B.1.c	141a	
II.1.B.1.c.i	141-232a	

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

II.1.B.1.c.ii	141-753	a:
II.1.B.1.c.iii	141-782	a:
II.1.B.1.c.iv	141-784	a:
II.1.B.1.c.v	141-785	a:
II.1.B.1.d	171	a:
II.1.B.1.d.i	171-211	a:
II.1.B.1.d.ii	171-211a	a:
II.1.B.1.d.iii	171-212	a:
II.1.B.1.d.iv	171-212a	a:
II.1.B.1.d.v	171-618	a:
II.1.B.1.e	211	a:
II.1.B.1.e.i	211-111	a:
II.1.B.1.e.ii	211-152	a:
II.1.B.1.e.iii	211-152a	a:
II.1.B.1.e.iv	211-153	a:
II.1.B.1.e.v	211-154	a:
II.1.B.1.e.vi	211-157	a:
II.1.B.1.e.vii	211-157a	a:
II.1.B.1.e.viii	211-159	a:
II.1.B.1.e.ix	211-173	a:
II.1.B.1.e.x	211-175	a:
II.1.B.1.e.xi	211-177	a:
II.1.B.1.e.xii	211-179	a:
II.1.B.1.e.xiii	211-183	a:
II.1.B.1.f	212	a:
II.1.B.1.f.i	212-212	a:
II.1.B.1.f.ii	212-212a	a:
II.1.B.1.f.iii	212-213	a:
II.1.B.1.f.iv	212-220	a:
II.1.B.1.g.	214	a:
II.1.B.1.g.i	214-425	a:
II.1.B.1.g.ii	214-467	a:
II.1.B.1.h	215-552	a: See additional information disk/paper copy..

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

II.1.B.1.i	216-642	a:
II.1.B.1.j	217	a:
II.1.B.1.j.i	217-712	a:
II.1.B.1.j.ii	217-712a	a:
II.1.B.1.j.iii	217-713	a:
II.1.B.1.k.i	218-712	a:
II.1.B.1.k.ii	218-852	a:
II.1.B.1.k.iii	218-868	a:
II.1.B.1.l	219	a:
II.1.B.1.m	310	a:
II.1.B.1.n	311	a:
II.1.B.1.o	312	a:
II.1.B.1.p	315	a:
II.1.B.1.q	317	a:
II.1.B.1.r	318	a:
II.1.B.1.s.i	411-135	a:
II.1.B.1.t	422	a:See additional information disk/p[aper copy.
II.1.B.1.t.i	422-253	a:
II.1.B.1.t.ii	422-258	a:
II.1.B.1.t.iii	422-264	a:
II.1.B.1.t.iv	422-265	a:
II.1.B.1.t.v	422-275	a:
II.1.B.1.u	441	a:
II.1.B.1.v	442	a: See additional information disk/paper copy.
II.1.B.1.v.i	442-257a	a: See additional information disk/ paper copy.
II.1.B.1.v.ii	442-258	a: See addditional information disk/paper copy.
II.1.B.1.v.iii	442-758	a: See additional information disk/paper copy.
II.1.B.1.v.iv	442-758a	a: See additional information disk/paper copy.
II.1.B.1.v.v	442-758b	a: See additional information disk/paper copy.
II.1.B.1.w	510	a:
II.1.B.1.x	530	a:
II.1.B.1.z	550	a:
II.1.B.1.aa	610	a:

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

II.1.B.1.aa.i	610-144	a:
II.1.B.1.aa.ii	610-144a	a:
II.1.B.1.bb	721	a:
II.1.B.1.bb.i	721-312	a:
II.1.B.1.cc	722	a:
II.1.B.1.cc.i	722-351	a:
II.1.B.1.dd	724	a:
II.1.B.1.ee	730	a:
II.1.B.1.ff	740	a:
II.1.B.1.gg	852-273	a:

II.1.B.2 From in-house survey:

	Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111	Aircraft Pavement-Runway(s)	SY	300,000	100.0	0.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	368,434	100.0	0.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	843,133	100.0	0.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	47,336	100.0	0.0	0.0
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	1,265,212	100.0	0.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	417,391	70.0	30.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	484,175	63.0	37.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	1,123,706	80.0	20.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	48,502	80.0	20.0	0.0
II.1.B.1.j	851	Roads	SY	2,752,196	100.0	0.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	1,274,630	100.0	0.0	0.0

Notes for specific Cat Codes:

II.1.B.1.a	111	a:
II.1.B.1.b	112	a:
II.1.B.1.c	113	a:
II.1.B.1.d	116-662	a:
II.1.B.1.e	812	a:
II.1.B.1.f	822	a:
II.1.B.1.g	832	Above is sewage: 447,000. Industrial Waste Water is: Current -37,175 GPD; Cond Code 1 - 75%, Cond Code 2 - 25%
II.1.B.1.i	843	a:

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

II.1.B.1.j	851	a: 150 miles, 45,000 PSF
II.1.B.1.k	852	a: 45,000 PSF

C. Family Housing (Facility Category Code 711)

II.1.C.1	**Capacity (housing Inventory)**		
II.1.C.1.a	**Number of adequate units from current DD Form 1410, line 18d:**	794	
II.1.C.1.b	**Number of substandard units from current DD Form 1410, line 18e:**	350	
II.1.C.1.c	**Current deficit (-) or surplus units in validated Market Analysis:**	-1464	**(includes E-1 - E3 requirements)**
II.1.C.1.c.i	**A Market Analysis was used to answer the questions in Section II.1.C.**		
II.1.C.1.d	**FY95/4 projected net housing deficit (-) or surplus of units:**	-20	**(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)**
II.1.C.2	**Condition**		
II.1.C.2.a	**Number of adequate units meeting current whole-house standards of accommodation and state of repair:**	593	**(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)**
II.1.C.2.a	**Number of adequate units requiring whole-house renovation or replacement:**	552	**(Units meeting whole-house standards are those that were programmed/ renovated after FY88).**
II.1.C.2.a	**Number of new housing units projected to meet current deficit.**	0	

II.1.C.3 **Percentage of military families living on base as compared to the total number of families (officer and enlisted) assigned to the base**

II.1.C.3.a **31.0 percent of officer families live on base.**

II.1.C.3.b **30.0 percent of enlisted families live on base.**

II.1.C.3.a **31.0 percent of all military families live on base.**

2. Airfield Characteristics

II.2 **Runway Table:**

Primary Designation		Dimensions: Length	Width	Cross Runway	Aircraft Arresting Systems (II.2.I) Number	Types
14	Primary	13500 ft	200 ft	No	4	BAK 12 and BAK 9

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

II.2.A There are 1 active runways.

II.2.A.1 There are NO cross runways

II.2.B There are 1 parallel runways (excluding main runway).

II.2.C Dimensions of the primary runway (14).

II.2.C.1 Length: 13,500 ft

II.2.C.2 Width: 200 ft

II.2.D Dimensions of all secondary runways are in the runway table.

II.2.E The primary taxiway is 75 ft wide.

II.2.F Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency(AFCESA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).

An AFCESA Pavement Evaluation Report was used to complete this section.

					Primary Pavements		
	Aircraft Group		Criteria		Runways	Taxiways	Aprons
II.2.F.1	Fighter	F-15	61 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.5	Tanker	KC-135R	320 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now

II.2.F.9 Work required to upgrade pavement to the required strength:

Pavement:	Aircraft:	(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Aprons	B-1B	CY	11,160	Increase PCC depth, 15" to 18"
Taxiway	B-1B	CY	39,055	Rebuild taxiway keel, 20"
Runway	B-1B	CY	613,730	REBUILD ACTIVE RUNWAY KEEL, 15"
Aprons	B-52	CY	11,160	increase PCC depth, 15" to 20"
Taxiway	B-52	CY	39,055	rebuild taxiway keel, 20"
Runway	B-52	cy	61,373	Rebuild active runway keel, 15"

II.2.G Excess aircraft parking capacity for operational use.

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

II.2.G.1 **The total usable apron space for aircraft parking is 472,222 Sq Yds.**

II.2.G.1.a **Specifications for individual parking areas (irregularly shaped areas are approximated by rectangle).**

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
270 Area Ramp	200 ft	1,600 ft	Primary Aircraft	Depot Aircraft
388 FW Ramp	1,100 ft	2,000 ft	Primary Aircraft	3 (18UE) Squad F-16
419 FW Ramp	700 ft	1,100 ft	Primary Aircraft	1 (18UE) Squad. F-16
Air Freight Ramp	375 ft	325 ft	Transient Aircraft	Not Used
Air Freight Ramps	275 ft	1,200 ft	Transient Aircraft	Not Used
Alert Parking Spot 2	50 ft	200 ft	Transient Aircraft	KC-135 Aircraft
Alert Parking Spot 3	50 ft	200 ft	Transient Aircraft	KC-135 Aircraft
Alert Parking Spot 4	50 ft	200 ft	Transient Aircraft	KC-135 Aircraft
Alert Parking Spot 5	50 ft	200 ft	Transient Aircraft	KC-135 Aircaft
Alert Parking Spot 6	50 ft	200 ft	Transient Aircraft	KC-135 Aircraft
Alert Parking Spot 7	50 ft	200 ft	Transient Aircraft	KC-135 Aircraft
Alert Parking Spot1	50 ft	200 ft	Transient Aircraft	KC-135 Aircraft
Base Ops North Ramp	300 ft	800 ft	Transient Aircraft	C-5, C-141, etc.
East Ramp	600 ft	1,600 ft	Primary Aircraft	Flight Test/C-130s
Transient West Ramp	600 ft	1,000 ft	Transient Aircraft	C-5, C-141, etc.

II.2.G.2 **Permanently assigned aircraft currrently require 414,257 Sq Yds of parking space.**

II.2.G.3 **109,281 Sq Yds of parking space is available for parking additional non-transient aircraft.**

II.2.G.4 **The following factors limit aircraft parking capability:**

None

II.2.H **The dimensions of the (largest) transient parking area:** **600 Ft** **1,000 Ft**

II.2.I **Details of operational aircraft arresting systems on each runway are in the Runway Table (II.2)**

II.2.J **There are No critical features relative to the airfield pavement system that limit its capacity:**

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

3. Utility Systems

II.3.A **The overall system capacity and percent current usage for utility system categories:**

	Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1	Water:	13.6 MG/D	MG/D - million gallons per day	36 %
II.3.A.2	Sewage:	14.8 MG/D		10 %
II.3.A.3	Electrical distribution:	74.0 MW	MW - million watts	56 %
II.3.A.4	Natural Gas:	61.10 MCF/D	MCF/D - million cubic feet per day	17 %
II.3.A.5	High temperature water/steam generation/distribution:	820.0 MBTUH	MBTUH - million British thermal units per hour	27 %

II.3.B **Characteristics regarding the utility system that should be considered:**

1. Utah Power and Light Electrical Distribution system can supply an additional 45% above current requirements. 2. Mountain Fuel Supply can supply an additional 54% above current requirements. 3. Hill AFB is located in an energy rich area.

4. Aircraft Maintenance Hangar Facilities

Specifications for general maintenance hangars and nose docks, excluding Depot and Test & Evaluation facilities.

II.4.A.1 **Facility number:** 25 Hanger

Current Use: Scheduled periodic maint, inspection, overhaul

II.4.A.2 **Size (SF):** 38,024 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-23A

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	90 ft	23 ft	
II.4.A.6	Largest unobstructed space inside the facility:	275 ft	24 ft	68 ft

II.4.A.1 **Facility number:** 37 Hanger

Current Use: Weapons Loading Training

II.4.A.2 **Size (SF):** 23,938 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-23A

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	153 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	144 ft	20 ft	84 ft

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

II.4.A.1 **Facility number:** 40 Hanger

Current Use: Maintenance Training

II.4.A.2 **Size (SF):** 19,940 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-130

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	179 ft	25 ft	
II.4.A.6	Largest unobstructed space inside the facility:	133 ft	20 ft	60 ft

II.4.A.1 **Facility number:** 42 Hanger

Current Use: Squadron Maintenance

II.4.A.2 **Size (SF):** 17,261 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-130

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	148 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	137 ft	20 ft	59 ft

II.4.A.1 **Facility number:** 43 Hanger

Current Use: Corrosion Control

II.4.A.2 **Size (SF):** 21,594 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** A-10

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	179 ft	25 ft	
II.4.A.6	Largest unobstructed space inside the facility:	172 ft	21 ft	57 ft

II.4.A.1 **Facility number:** 45 Hanger

Current Use: Squadron Maintenance

II.4.A.2 **Size (SF):** 98,436 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-130

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	180 ft	25 ft	
II.4.A.6	Largest unobstructed space inside the facility:	316 ft	21 ft	58 ft

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

II.4.A.1 **Facility number:** 48 Hanger
Current Use: Corrosion Control
II.4.A.2 **Size (SF):** 24,985 SF
II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-130

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	179 ft	25 ft	
II.4.A.6	Largest unobstructed space inside the facility:	121 ft	18 ft	58 ft

II.4.A.1 **Facility number:** 576 Hanger
Current Use: Fuel Dock
II.4.A.2 **Size (SF):** 4,800 SF
II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	50 ft	21 ft	
II.4.A.6	Largest unobstructed space inside the facility:	70 ft	30 ft	73 ft

II.4.A.1 **Facility number:** 578 Hanger
Current Use: Avionics Dock
II.4.A.2 **Size (SF):** 4,064 SF
II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	50 ft	21 ft	
II.4.A.6	Largest unobstructed space inside the facility:	60 ft	30 ft	46 ft

II.4.A.1 **Facility number:** 590 Hanger
Current Use: Aircraft Maintenance
II.4.A.2 **Size (SF):** 35,160 SF
II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-141

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	160 ft	40 ft	
II.4.A.6	Largest unobstructed space inside the facility:	173 ft	40 ft	196 ft

5. Unique Facilities

II.5.A **Unique (one-of-a-kind) Air Force facilitaties which must be replaced if the base is closed:**

A.1 Name or type of facility	A.2 Total square footage	A.3 Category code	A.4 Present use
Lith bat strge/disch fac	7,636 SF	215555	Only AF facility environmentally controlled and equipped with bat

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

			tery discharge equipment used for the storage and discharge of lithium batteries.
Adv Cruise Msl Image Rdr Fac	7,302 SF	212212	Dod unique facility for depot level AIRS
Automated Ldg Gear Repair Fac	377,009 SF	211254	Repair and overhaul 70% of landing gear within DoD inventory
Cold soak/heat soak	5,670 SF	222222	Facilities are used for temperature conditioning to control temperature of Minuteman motors at -45 degrees F to +175 degrees F. The only DoD facility designed for MM motors.
Compass Trans/MagAz Detector	5,500 SF	211271	One of two in DoD for repair and testing of compass transmitters and magnetic azimuth detectors
Computed Tomography	11,000 SF	222222	Fac used to assess a multitude of items, including large rocket motors for MM and PK.
High Energy X-Ray	10,379 SF	222222	Assess large components of Peacekeeper. Only system capable of producing the amount of volts required to penetrate large missile components.
LGM-30 Shock Isolator facility	17,104 SF	222222	One of a kind facility within the DoD. Shock isolator test stand, linear actuator test stand, and hydraulic pressure system. Fac will withstand enormous loads placed on them while testing.
Liquid propellant decon	5,670 SF	222222	Facilities are used to decontaminate missile recovery equipment used to mitigate or provide abatement to hazardous spills or rocket engine liquid fuels.
MM Stg I,II,III assem/repair	76,928 SF	222222	Facility used to disassemble, assemble, and repair MM Stage I,II and III missile motors.
Maverick Msl Repair & Overhaul	14,217 SF	171214	DoD depot overhaul facility for Maverick missiles
Missile trans/Support PK/MM	3,668 SF	222222	Horizontal rail system used for carriage and end ring change of MM and PK missiles. Lifting capability for rocket motors and booster assembly.
Motr disect/Prop anal fac	10,379 SF	222222	Facility used to dissect and analyze solid rocket motor propellant.
Msle support equip repair fac	141,560 SF	222222	Facilities are the service and repair center for large truck, tractor equip associated with MM and PK.
PK Stage I,II,III storage fac	13,274 SF	222222	Fac used to disassemble, assemble, and repair PK Stg I,II,III missile motors.
Photo Image Qual Test Fac	11,000 SF	212212	Only DoD PIQTF and Cartographic Camera Calibration Facility testing facility
Phys and Chem Test Fac	17,202 SF	222222	Fac used to perform phys and chem evals for the MM and PK surveillance program.
Propulsion Sys Rckt Eng Fac	5,208 SF	222222	Facilities are used for MM and PK maint and repair.

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

Ram Air Turbine Wind Tunnel	4,783 SF	211252	Only RAM air turbine test facility in the AF
Rocket Mtr Storage MM & PK	340,951 SF	222222	Add'l Cat Codes: 212216, 422256, 422257, 422264. Storage facilities for rockets and motors
Rocket motor static firing fac	6,638 SF	222222	Used to static fire MM rocket motors.
Strat Missile Integ Complex	58,368 SF	222222	Facilities are used to test Minuteman and Peacekeeper missiles by simulating launch scenarios.
Survive/Vulner Integ Ctr	81,008 SF	222222	Used to test defense systems, including Minuteman and Peacekeeper missiles, through simulation testing of nuclear hardness, survivability, reliability, and electromagnetic compatibility.
Test Cubical	9,171 SF	222222	Fac used for detonation of MM and PK ordinance devices and monitoring equipment to test cartridge activated devices for integrity and performance.
Thermal Treatment Unit	21,000 SF		21,000 ACRES. Only environmentally licensed propellant disposal site capable of disposing of MM & PK solid rocket motor propellant
Trans/hndlng hoist prf-lld tst	248 SF	214469	Facility used to simulate the wieght of the Minuteman missile.

6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures

Local/Regional Land Encroachment

II.6.A Percent current off base incompatible land use:

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.1	14	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	32	CZ	0	207	5.0	Sig Incompat	0.0	0.0	0.0	5.0	0.0	95.0
II.6.A.2	14	APZ 1	72	344	4.0	Gen Compat	4.0	0.0	0.0	0.0	0.0	96.0
	32	APZ 1	400	534	11.0	Sig Incompat	11.0	0.0	0.0	0.0	0.0	89.0
II.6.A.3	14	APZ 2	42	207	2.0	Gen Compat	2.0	0.0	0.0	0.0	44.0	54.0
	32	APZ 2	0	0	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.4	65-70	6,059	3,771	7	Incompat	19.0	0.0	0.0	1.0	0.0	80.0
II.6.A.5	70-75	1,959	1,973	3	Gen Compat	7.0	0.0	0.0	3.0	0.0	90.0
II.6.A.6	75-80	1,513	859	14	Sig Incompat	13.0	9.0	1.0	0.0	0.0	77.0

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

II.6.A.7	80+	102	247	7	Incompat	2.0	2.0	2.0	2.0	0.0	91.0

II.6.B **Percent future off base incompatible land use:**

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.1	14	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	32	CZ	0	207	5	Sig Incompat	0.0	0.0	0.0	5.0	0.0	95.0
II.6.B.2	14	APZ 1	72	344	4	Gen Compat	4.0	0.0	0.0	0.0	0.0	96.0
	32	APZ 1	400	534	11	Sig Incompat	11.0	0.0	0.0	0.0	0.0	89.0
II.6.B.3	14	APZ 2	42	207	2	Gen Compat	2.0	0.0	0.0	0.0	44.0	54.0
	32	APZ 2	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.4	65-70	8,153	3,771	7	Incompat	25.0	1.0	0.0	1.0	0.0	73.0
II.6.B.5	70-75	2,635	1,973	3	Gen Compat	10.0	0.0	0.0	3.0	0.0	87.0
II.6.B.6	75-80	1,503	859	14	Sig Incompat	13.0	9.0	1.0	0.0	0.0	77.0
II.6.B.7	80+	102	247	7	Incompat	2.0	2.0	2.0	2.0	0.0	91.0

II.6.C **The most recent, publicly released AICUZ study is dated Sep 93**

II.6.D **Current AICUZ study's flying activities subsection reflects all currently assigned aircraft**

Subsection reflects the number of daily flying operations conducted by all assigned aircraft

Current AICUZ study's flight track figure/map reflects current flight tracks.

II.6.E **The AICUZ study was last updated on Jun 93**

The study is still valid.

II.6.F **Local governments have incorporated AICUZ recommendations into land use controls**

II.6.F.1 **AICUZ recommended height restrictions.**

Government name:	Types of controls in place	Types of encroachment limited:
Layton City	Building Codes	Yes, all residential building prohibited in APZ Zones

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

II.6.F.2 AICUZ recommended development limits for Accident Potential Zone 1.

Government name:	Types of controls in place	Types of encroachment limited:
Layton City	Zoning and Easements	Utah State Government has purchased restrictive easements which prohibits incompatible development

II.6.F.3 AICUZ recommended development limits for Accident Potential Zone 2.

Government name:	Types of controls in place	Types of encroachment limited:
Layton City	Zoning and Easements	Utah State Government has purchased restrictive easements which prohibits incompatible development

II.6.F.4 AICUZ recommended development limits between the 65 Ldn and 70 Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
Layton City	Building Codes	Efforts are underway to incorporate noise attenuation in the State-wide building code for the 65-75 Ldn area. This will prevent all future incompatible construction in the lower noise areas.

II.6.F.5 AICUZ recommended development limits between the 70 Ldn and 75 Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
Layton City	Building Codes	Efforts are underway to incorporate noise attenuation in the State-wide building code for the 65-75 Ldn area. This will prevent all future incompatible construction in the lower noise areas.

II.6.F.6 AICUZ recommended development limits between the 75 Ldn and 80 Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
Layton City	Zoning, Building Codes and Easements	Utah has enacted legislation to purchase easements in the high noise area. A building moratorium immediately stops all incompatible development.

II.6.F.7 AICUZ recommended development limits between the 80 Ldn and above Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
Layton City	Zoning , Building Codes, and Easements.	Utah has enacted legislation to purchase easments in the high noise area.

II.6.G Assessment of significant development (i.e., residential subdivision, shopping mall, or center, industrial park, etc.) existing or anticipated within any of the 7 AICUZ zones.

No significant development currently exists in any AICUZ zone.

Significant development is projected for one or more AICUZ zone.

Summary of existing, started, announced, or anticipated development:

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

Summary of existing, started, announced, or anticipated development:

Areas Impacted	Type of Development	Status	Projected Completion	Jurisdiction	Other details and size of the development
65-70	Residential	Existing	TBD	Layton City	Compatible residential and light commericial development is ongoing. HUD and VA residential financing and the Utah energy code ensure compatible development. Completion date - Year of 2014.
70-75	Residential	Existing	TBD	Layton City	Compatible residential development is on going. The Utah energy code and the proposed state building code amendment will ensure compatible development. Completion Date - Year of 2014.
75-80	Industrial	Existing	Apr 94	Layton City	No development anticipated. State of Utah is purchasing restrictive easements tp prevent incompatible development.
80+	Industrial	Existing	Apr 94	Layton City	No development anticipated. State of Utah is purchasing restrictive easements to prevent incompatible development.
CZ	Low Density	Existing	Apr 94	Hill AFB, Utah	No development is anticipated, USAF controls all undeveloped land.
APZ 1	Industrial	Existing	Apr 94	Layton City	No developmetn is anticipated. State of Utah has purchased some restrictive easements and is in the process of purchasing restrictive easements on the remainder of the APZ to prevent incompatible development.
APZ 2	Industrial	Existing	Apr 94	Layton City	No development is anticipated. The State of Utah is purchasing restrictive easements to preven incompatible development.

Long range (20 year) development trends in the 7 AICUZ zones:

II.6.H Population figures and projections:

II.6.H.1 Communities in the vicinity of the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Sunset	4235	6268	5732	5854	5739
South Weber	382	1073	1575	3859	7174
Roy	9239	14356	19694	24603	29000
Riverdale	1848	3764	6031	6419	6800
Layton	9027	13603	22862	46338	61878
Clearfield	8833	13316	17982	22126	25772

II.6.H.2 Metropolitan area encompassing the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
OGDEN	0	1756190	221131	282044	300457

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

II.6.H.3 **County (ies) encompassing the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Weber County	110744	126278	144616	158330	173974
Davis County	64760	99028	146540	205495	260832

II.6.I **All clear zone acquisition has been completed.**

II.6.J **All existing on base facilities are sited in accordance with AICUZ recommendations.**

All planned on base facilities will be sited in accordance with AICUZ recommendations.

Air Space Encroachment

II.6.K **Noise complaints are received from off base residents.**

II.6.K.1 **8.0 noise complaints per month (average) are received from off base residents.**

II.6.L **The base has implemented noise abatement procedures as follows:**

II.6.L.1 **a. Climb to assigned altitude as rapidly as possible. b. Do not fly below 1000 AGL with 10 miles of the base. c. Avoid flying over schools, churches, hospitals. Not sufficient room to list all procedures, PLEASE see add information on disk and paper.**

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 **7 C-141 equivalent aircraft can be loaded or unloaded at one time.**

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.1.a **The limiting factor is MHE**

III.1.A.1.b **Current MHE:** 6 ea 40K Loaders, 4 ea 25K Loaders, 16 ea 10K Forklifts

III.1.A.2 **20 C-141 equivalent aircraft can be refueled at one time.**

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B **The base can land, taxi, park, and refuel widebody aircraft as follows:**

Aircraft	Widebody Capabilities:				Remarks:
747	Can land	Can taxi	Can park	Can refuel	
C-5	Can land	Can taxi	Can park	Can refuel	
KC-10	Can land	Can taxi	Can park	Can refuel	

III.1.C **The base has an operational fuel hydrant system:**

III.1.C.1 **The fuel hydrant system is available to transient aircraft.**

III.1.C.2 **6 hydrant pits are operational.**

Description of base fuel hydrant system:

System Type:	Total Pumping Rate (GPM):	Number of Laterals:	Nomber of Usable Refueling Positions:	Number of SIMULTANEOUS aircraft refuelings of Narrow	Widebody
Modified Type 1	600	6	6	6	6

III.1.C.3 **2 fuel storage tanks support the operational fuel hydrant system:**

III.1.C.3.a

Storage tank Capacity:	Tanks with this capacity
50000	2

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

III.1.C.4 **The hydrant system is 3.3 miles from the bulk storage area.**

III.1.C.5 **No pits are certified for hot_pit operations.**

III.1.D **The base bulk storage facility is serviced by a pipeline.**

III.1.D.1 **The pipeline is the primary fuel source for the bulk storage facility.**

III.1.D.2 **The are No limitations to continious service from the primary source.**

III.1.D.3 **1996589 gallons excess fuel storage capacity**

Based on normal requirements in the Fuel Logistics Area Summary(FLAS) or Inventory Management Plan (IMP). Storage for others is excluded.

III.1.D.4 **Other receipt modes available:** 2 tank trucks, 3 tank cars

Number of offload headers: 5

2 tank trucks can be simultaneously offloaded

3 tank cars can be simultaneously offloaded

III.1.D.5 **7 refueling unit fillstands are available.**

III.1.D.5.a **7 refuelers can be filled simultaneously.**

III.1.D.6 **Current despensing capabilities as defined in AFR 144-1** **sustained:** 462857
maximum: 864000

III.1.D.7 **The base is directly supported by an intermediate Defense Fuels Supply Point (DFSP).**

III.1.D.7.a **Supporting DFSP:** Hill AFB is a collocated government owned government operated defense fuels supply point

III.1.E **Cat 1.1 and 1.2 munitions storage requirements and capacity.**

	Cat 1.1	Cat 1.2
III.1.E.1 **Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:**	23406246	54636106
Square footage available (including physical capacity limit):	7144901	526084
III.1.E.2 **Normal installation mission storage requirement:**	10586835	220747

Physical Limits for Cat 1.1 Munitions:

C-4 Demoltion Charges

III.1.F **The base has a dedicated hot cargo pad.**

III.1.F.1 **Access to the hot cargo pad is not limited.**

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

III.1.F.2 **The size of the hot cargo pad is 120,000 sq feet.**

III.1.F.3 **The sited explosive capacity of the hot cargo pad is 500,000**

III.1.F.4 **The hot pad access is taxi-on/taxi-off.**

III.1.F.5 **The taxiway servicing the hot pad is 75 ft wide and has a pavement classification number (PCN) of 100.**

III.1.F.6 **Aircraft using pad over the last 5 years:**

C-141, C-5, DC-8, L-1011, F-111, F-117, A6, FA-18, F-16, A-10, F-15, F-4, C-130, 747, L-382, L-188, DC-9

III.1.G **Proximity (within 150 NM) to mobilization elements.**

III.1.G.1 **The base is over 150 NM from a ground force installation.**

III.1.G.2 **The base is proximate to a railhead.**

Railheads within 150 NM:

Clearfield - Hill AFB	3 NM
Kearns - Bacchus	29 NM
Ogden	6 NM
Tooele - Warner	40 NM

III.1.G.3 **The base is over 150 NM from a port.**

III.1.H **The base has a dedicated passenger terminal.**

III.1.I **The base has a dedicated deployment facility capable of handling DoD standardized cargo pallets.**

III.1.J **The base medical treatment facility does Not routinely receive referral patients.**

III.1.K **No military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.**

III.1.L **Unique missions performed by the base medical facility:**

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

Blood Donor Center. Federal Coordinating Center (FCC) for the National Disaster Medical Center (NDMS), Maintain War Reserve Materi

Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,

III.1.M Base medical facilities project planned to begin before to 1999:

A pre-award survey has been completed by A/E, but the project design contract has not been awarded. Projected award date was 30 Mar 94

Facilities projects include military consruction program (MCP) or Operations and Maintenence (O&M) alterations.

III.1.M.1 The project has been approved.

III.1.M.2 No major MCP has been completed since 1989.

III.1.N Base facilities have a total excess storage capacity of 164,964 sq ft.

III.1.N.1 Base facilities have a total covered storage capacity of 2,596,750 sq ft.

III.1.N.2 Breakout of the total covered storage capacity:

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	17,305 sq ft
Mobility storage:	1,073 sq ft
War Readiness Support Kits (WRSK) storage:	12,617 sq ft

III.1.N.3 Base supply facilities that have a planned and funded MCP project:

Facility:	Funding:
Conforming Storage, 12,800 Sq ft	1730

III.1.O 355 light military vehicles are on base.

III.1.P 940 heavy military and special vehicles are on base.

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

Section IV

1. Base Budget

IV.1 **Non-payroll portion of the base budget for prior years:**

IV.1.A	**xxx56**	Environmental Compliance			**FY 91 Total**	**FY 92 Total**	**FY 93 Total**	**FY 94 Total**
	FY-91	**Appropriation**	**Direct**	**Reimbursable**				
		XXXX	0.00 $sK	0.00 $sK	0.00 $sK			
		3400	5,113.00 $sK	0.00 $sK	5,113.00 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		3400	6,015.00 $sK	63.00 $sK		6,078.00 $sK		
		XXXX	0.00 $sK	0.00 $sK		0.00 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		3400	8,512.00 $sK	194.00 $sK			8,706.00 $sK	
		XXXX	0.00 $sK	0.00 $sK			0.00 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		3400	1,502.00 $sK	61.00 $sK				1,563.00 $sK
		XXXX	0.00 $sK	0.00 $sK				0.00 $sK
				xxx56 TOTALS:	5,113.00 $sK	6,078.00 $sK	8,706.00 $sK	1,563.00 $sK
IV.1.B	**xxx76**	Real Property Maintenance A			**FY 91 Total**	**FY 92 Total**	**FY 93 Total**	**FY 94 Total**
	FY-91	**Appropriation**	**Direct**	**Reimbursable**				
		3400	0.00 $sK	0.00 $sK	0.00 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		3400	0.00 $sK	0.00 $sK		0.00 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		3400	742.00 $sK	0.00 $sK			742.00 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		3400	447.00 $sK	0.00 $sK				447.00 $sK
				xxx76 TOTALS:	0.00 $sK	0.00 $sK	742.00 $sK	447.00 $sK
IV.1.C	**xxx78**	Real Property Maintenance S			**FY 91 Total**	**FY 92 Total**	**FY 93 Total**	**FY 94 Total**
	FY-91	**Appropriation**	**Direct**	**Reimbursable**				
		3400	0.00 $sK	0.00 $sK	0.00 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		3400	0.00 $sK	0.00 $sK		0.00 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		3400	6,865.00 $sK	5,370.00 $sK			12,235.00 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

		3400	4,367.00 $sK	875.00 $sK				5,242.00 $sK
				xxx78 TOTALS:	0.00 $sK	0.00 $sK	12,235.00 $sK	5,242.00 $sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	29.00 $sK	65.00 $sK	94.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	69.00 $sK	18.00 $sK		87.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	66.00 $sK	27.00 $sK			93.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	-6.00 $sK	11.00 $sK				5.00 $sK
				xxx90 TOTALS:	94.00 $sK	87.00 $sK	93.00 $sK	5.00 $sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	1,619.00 $sK	1,011.00 $sK	2,630.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	2,055.00 $sK	899.00 $sK		2,954.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	2,333.00 $sK	827.00 $sK			3,160.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	2,079.00 $sK	191.00 $sK				2,270.00 $sK
				xxx95 TOTALS:	2,630.00 $sK	2,954.00 $sK	3,160.00 $sK	2,270.00 $sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	7,723.00 $sK	1,234.00 $sK	8,957.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	9,008.00 $sK	1,292.00 $sK		10,300.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	13,536.00 $sK	7,706.00 $sK			21,242.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	10,687.00 $sK	4,451.00 $sK				15,138.00 $sK
				xxx96 TOTALS:	8,957.00 $sK	10,300.00 $sK	21,242.00 $sK	15,138.00 $sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		xx94	27,674.00 $sK	7,708.00 $sK	35,382.00 $sK			
		7045	3,002.00 $sK	12.00 $sK	3,014.00 $sK			

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

FY-92	**Appropriation**	**Direct**	**Reimbursable**				
	7045	3,010.00 $sK	10.00 $sK		3,020.00 $sK		
	xx94	20,150.00 $sK	7,744.00 $sK		27,894.00 $sK		
FY-93	**Appropriation**	**Direct**	**Reimbursable**				
	7045	3,114.00 $sK	9.00 $sK			3,123.00 $sK	
	xx94	0.00 $sK	0.00 $sK			0.00 $sK	
FY-94	**Appropriation**	**Direct**	**Reimbursable**				
	xx94	0.00 $sK	0.00 $sK				0.00 $sK
	7045	834.00 $sK	1.00 $sK				835.00 $sK
			MFH TOTALS:	38,396.00 $sK	30,914.00 $sK	3,123.00 $sK	835.00 $sK

2. Relocation Costs

IV.2 **-Large, unusual items integral to the unit mission, but which cannot be moved as regular freight:**

Total relocation costs: 71,553,328.00 K

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

Section IV/V Level Playingfield COBRA Data

One time closure costs: 1,409$sM

Twenty year Net Present Value 514$sM

Steady state savings 70$sM per year

Manpower savings associated with closure 1,450

Return on Investment (years): 30

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

Section VI Economic Impact

Economic Area Statistics:

Salt Lake City-Ogden, UT MSA
Total population: 1,127,000 (FY 92)
Total employment: 659,460 (FY 93)
Unemployment Rates (FY93/3 Year Average/10 Year Average)

3.6% / 4.3% / 4.8%

Average annual job growth: 14,859

Average annual per capita income: $16,864

Average annual increase in per capita income: $4.7%

Projected economic impact:

Direct Job Loss:	**14,677**	
Indirect Job Loss:	**18,751**	
Closure Impact:	**33,428**	**(5.1% of employment total)**
Other BRAC Losses:	**(1,520)**	
Cumulative Impact:	**31,908**	**(4.8% of employment total)**

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

Section VII

1. Community Infrastructure

Describe the off-base housing situation.

VII.1.A.1 **Off-base housing is affordable**

VII.1.A.2 **Units are available for families**

VII.1.A.2 **Units are available for single members.**

VII.1.A.3 **7.6 Percent of off-base housing was rated as unsuitable in the latest VHA survey**

VII.1.A.4 **Median monthly cost of off-base housing based on latest VHA survey:** $648

Describe the transportation systems.

VII.1.B.1 **The base is served by REGULARLY SCHEDULED, public transportation. The following services are available:**

Utah Transit Authority (Bus Service)

VII.1.B.2 **Distance to the nearest municipal airport with scheduled, commercial air traffic:** 28 miles

VII.1.B.2 **Airport name:** Salt Lake International

VII.1.B.3 **Number of commercial air carriers available at the airport:** 8

VII.1.B.4 **Average round trip commuting time to work:** 28 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

	Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time			
VII.1.C.1	Swimming pool	Clearfield Municipal Pool	1	0	Hrs.	02	Min.
VII.1.C.2	Movie theater	Cinemark Movies 10	2	0	Hrs.	04	Min.
VII.1.C.3	Public golf course	Valley View	5	0	Hrs.	10	Min.
VII.1.C.4	Bowling lane	Davis Lanes	3	0	Hrs.	05	Min.
VII.1.C.5	Boating	Willard Bay	15	0	Hrs.	20	Min.
VII.1.C.6	Fishing	Weber River	3	0	Hrs.	05	Min.
VII.1.C.7	Zoo	Hogle Zoo	30	0	Hrs.	45	Min.
VII.1.C.8	Aquarium	Hogle Zoo	30	0	Hrs.	45	Min.
VII.1.C.9	Family theme park	Lagoon	15	0	Hrs.	25	Min.
VII.1.C.10	Professional sports	Delta Center	28	0	Hrs.	40	Min.
VII.1.C.11	Collegiate sports	Weber State University	12	0	Hrs.	20	Min.

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

VII.1.C.12	Camping facilities	Cherry Hill	11	0	Hrs.	20	Min.
VII.1.C.13	Beaches (lake or ocean)	Antelope Island	15	0	Hrs.	20	Min.
VII.1.C.14	Outdoor winter sports	Snow Basin Ski Resort	28	0	Hrs.	45	Min.

VII.1.D **Nearest Shopping facility (two major anchor stores plus smaller retail outlets):**

Layton Hills Mall 0 hrs 4 min (2 Miles)

VII.1.E **Nearest Metropolitan center (population in excess of 100,000):**

Ogden, Utah 0 hrs 15 min (6 Miles)

Local area crime rate:

VII.1.F.1 **Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.)** 374

VII.1.F.2 **Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.)** 6404

2. Education

VII.2.A **The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios:** 28 to 1

VII.2.B **Local high schools offer a four-year English program.**

VII.2.B **Local high schools offer a four-year Math program.**

VII.2.B **Local high schools offer four-year Foreign Language programs.**

VII.2.C **Local high schools offer an Honors program.**

VII.2.D **68.0 percent of high school students go on to either a two- or four-year college**

VII.2.E **There are opportunities for off-base education within 25 miles of the base.**

VII.2.E.1 **Opportunities for off-base VOCATIONAL/TECHNICAL TRAINING provided by the following institutions:**

Davis ATC/Ogden ATC/LDS Business College/American Tech Center/Brynum School/ITT Institute/ Stevens Henegar College of Business

VII.2.E.2 **Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:**

Weber State University/University of Phoenix/Utah State Uninversity

VII.2.E.3 **Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:**

Weber State University/University of Phoenix/Utah State University

3. Spousal Employment

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VII.3.A **35.0 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **46.6 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **3.6 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **9.3 percentage rate of job growth in the local area (Department of Labor Stastics)**

4. Local Medical Care

VII.4.A	**Current ratio of active, non-federal physicians in the community:**	3.0 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	3.3 beds/1000 people

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Section VIII

1. Air Quality - Clean Air Act

VIII.1.A **Air Quality Management District for the base:** Utah State Dept of Environmental Quality/Div of Air Quality

VIII.1.B **The base is located within a maintenance or non-attainment area for specific pollutants.**

VIII.1.B.1 **No pollutants in maintenance**

VIII.1.B.2 **Non-attainment area regulated pollutant(s) and severity:**

Ozone	Moderate

VIII.1.C **There are NO critical air quality regions within 100 kilometers of the base**

(Critical air quality regions are non-attainment areas, national parks, etc.)

VIII.1.D **On- or off-base activities have NOT been restricted or delayed due to air quality considerations.**

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

VIII.1.D.1 **The base has NOT been required to impliment emissions reduction through special actions**

(i.e. carpooling or emissions credit transfer)

VIII.1,E **Restrictions placed on operations by state or local air quality regulatory agencies:**

VIII.E.1 Aerospace Ground Equipment (AGE):

E.1.a No state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

E.1.b No state or local air quality regulatory agency Requires permits for such units.

E.1.c No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

E.1.d No state or local air quality regulatory agency Requires retrofit controls for AGE.

VIII.E.2 Infrastructure Maintenance / Public Works

E.2.a No state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

E.2.b No state or local air quality regulatory agency Limits the hours of these activities.

E.2.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

E.2.d No state or local air quality regulatory agency Requires emission offsets for these activities.

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Hill AFB - AFMC

VIII.E.3 Open Burn/Open Detonation

E.3.a No state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training

E.3.b The state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.

E.3.c No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.

E.3.d No state or local air quality regulatory agency Requires periodic emission testing.

VIII.E.4 Fire Training

E.4.a No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.

E.4.b No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

VIII.E.6 Emergency Generators

E.6.a The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

E.6.b The state or local air quality regulatory agency Limits the hours of emergency operation of generators.

E.6.c The state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergenct generators.

E.6.d No state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

E.6.d No state or local air quality regulatory agency Requires emission offsets.

VIII.E.7 Short-term Activities

E.7.a No state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).

E.7.b No state or local air quality regulatory agency Limits the operation for short-term activities.

E.7.c No state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.

E.7.d No state or local air quality regulatory agency Prohibits any short-term activities.

VIII.E.8 Monitoring

E.8 No state or local air quality regulatory agency Has continious emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

VIII.E.9 BACT/LAER

E.9 No state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

2. Water - Potable

VIII.2.A The base potable water supply is On-base and the source is:

8 deep wells

VIII.2.B **There are no constraints to the base water supply.**

VIII.2.C **The base potable water supply does not constrain operations**

(Contamininants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

3. Water - Ground Water

VIII.3.A **Base or local community groundwater is contaminated.**

VIII.3.A.1 **Nature of contamination.** Organic Compounds, primarily chlorinated solvents and fuels, lower levels of inorganic contaminants

VIII.3.A.2 **The contaminated groundwater is Not a potable water source.**

VIII.3.B **The base is actively involved in groundwater remediation activities.**

VIII.3.C **9 water wells exist at the base.**

VIII.3.D **No wells have been abandoned.**

4. Water - Surface Water

VIII.4.A **The following perennial bodies of water are located on base.**

VIII.4.A.1

Location	Surface area size
Pond 1 by South Gate	3.60 Acres
Pond 3 by South Border	5.50 Acres
Pond 4 by Southwest Corner	0.50 Acres

VIII.4.A.2 **These bodies receive water runoff or treated wastewater discharge from the base.**

VIII.4.A.3 **The base is Not located within a specified drainage basin.**

VIII.4.B **Special permits are Not required**

(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

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Hill AFB - AFMC

VIII.4.C **There is No known contamination to the base or local community surface water**

5. Wastewater

VIII.5.A **Base wastewater is treated by On-Base facilities.**

VIII.5.B **The following 1 wastewater treatment facilities (industrial/domestic) are located on-base:**

Industrial Waste Treatment Plant

VIII.5.C **There are No discharge violations or outstanding open enforcement actions pending.**

6. Discharge Points / Impoundments

VIII.6.A **Describe the National Pollutant Elimination System permits in effect:**

National Pollutant Discharge Elimination System Permit

VIII.6.B **The base currently discharges treated wastewater ON-Base. Description of treated wastewater discharge location:**

Covers 4 storm water discharge locations (3 ponds and 1 continuous discharge near the west gate)

VIII.6.C **The base has No discharge impoundments.**

VIII.6.D **There are no discharge violations or outstanding discharge open enforcement actions pending.**

7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A **100.0 percent of facilities have been surveyed for asbestos.**

VIII.7.A.1 **39.0 percent of the facilities surveyed are identified as having asbestos.**

VIII.7.A.2 **0 facilities are considered regulated areas or have restricted use due to friable asbestos.**

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Hill AFB - AFMC

8. Biological - Habitat

VIII.8.A There are No ecological or wildlife management areas ON the base.

There are No ecological or wildlife management areas ADJACENT TO the base.

VIII.8.A.1 Natural areas on or adjacent to the base are not recognized as important ecological sites.

VIII.8.B No critical/sensitive habitats have been identified on base .

VIII.8.C The base does not have a cooperative agreement for conducting a hunting and fishing program.

Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.

9. Biological - Threatened and Endangered Species

VIII.9.A There are No Threatened or endangered species identified on the base.

VIII.9.B There are No Special Concern species identified on the base.

10. Biological - Wetlands

VIII.10.A Wetlands, estuaries, or other special aquatic features present on the base:

VIII.10.A.1

Identification and type of wetland:	Approximate acreage:
Jurisdictional Wetlands	21
Nonjurisdictional Wetlands	102

VIII.10.A.2 The base is Not involved in jointly-managed programs for protection of these resources.

VIII.10.B The base has been surveyed for wetlands in accordance with established federally approved guidelines.

VIII.10.B.1 Survey was completed in Oct 93

VIII.10.B.2 100 percent of the base was included in the survey.

VIII.10.B.3 Method used to survey the base (e.g., Corps of Engineers Delineation Manual, U.S. Fish and Wildlife Service National Wetlands Inventory):

Corps of Engineers Delineation Manual

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

VIII.10.C No part of the base is located in a 100-year floodplain.

VIII.10.D The presence of these resources does Not constrain current or future construction activities or operations.

11. Biological - Floodplains

VIII.11.A There are No floodplains on the base.

12. Cultural

VIII.12.A Historic,prehistoric, archaeological sites or other cultural resources located on the base:

VIII.12.A.1

Sites:	Significant status:
392 buildings over 50 years of age	Being considered by State Historic Preservation Office and National Park Service for significant status
Early Homestead Site	Early pioneering homestead area

VIII.12.B 30 percent of the buildings on base are over 50 years old.

VIII.12.C No Historic Landmark/Districts, or NRHP properties are located on base.

VIII.12.C.1 No properties have been determined to be or may be eligible for the NRHP.

VIII.12.C.2 Buildings or structures have been surveyed for Cold War or other historical significance.

VIII.12.D The base has been archeologically surveyed.

VIII.12.D.1 15 percent of the base has been surveyed.

VIII.12.D.2 Archeological sites have been found.

VIII.12.D.3 No archeological collections are housed on base.

VIII.12.D.4 No Native Americans or others use/identified sacred areas or burial sites on or near base.

VIII.12.E The base has no agreements with historic preservation agencies.

Agreements include Programmatic Agreements and Memorandum of Agreements.
Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 88 IRP sites have been identified

VIII.13.A.2 14 IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 2008

VIII.13.B The installation is a National Priority List (NPL) site or has been proposed as an NPL site.

VIII.13.C There are no existing Federal Agency Agreements to clean up the base.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There reported or known uncontrolled or unregulated occurrences of specific contaminate types and sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E There are sites or SWMUs currently being investigated and remediated pursuant to RCRA corrective action.

SWMU - Solid Waste Management Units
RCRA - Resource Conservation and Recovery Act

VIII.13.E.1 7 sites are being investigated and remediated.

VIII.13.F The IRP currently restricts construction (siting) activities/operations on-base.

14. Compliance / IRP Costs ($000)

VIII.14.A

Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	$1,300.000 K	$950.000 K	$1,315.000 K	$1,280.000 K	$1,045.000 K
IRP	$16,115.000 K	$31,050.000 K	$24,196.000 K	$39,694.000 K	$24,087.000 K
Natural Resources	$784.000 K	$1,040.000 K	$400.000 K	$400.000 K	$400.000 K
Other(s) Specify:Air/Water/RCRA/Etc	$1,863.000 K	$1,750.000 K	$3,135.000 K	$2,360.000 K	$1,360.000 K
Permits	$175.000 K	$415.000 K	$885.000 K	$955.000 K	$975.000 K

15. Other Issues

VIII.15.A There are no additional activities which may constrain or enhance base operations.

1995 AIR FORCE BASE QUESTIONNAIRE
Hill AFB - AFMC

16. Air Quality - Clean Air Act

VIII.16.A **Air Quality Control Area (AQCA) geographic region in which the base is located:**
Davis County

VIII.16.B **Air quality regulatory agency responsible for the AQCA:.** Utah Division of Air Quality, Department of Environmental Quality

VIII.16.B **Name and phone number of the AQCA program manager for issues pertaining to the base:**

Director, Division of Air Quality (801) 536-4000

The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:

VIII.16.C.1 In Non-Attainment for Ozone

VIII.16.C.2 In Attainment for Carbon Monoxide

VIII.16.C.3 In Attainment for Particulate matter (PM-10)

VIII.16.C.4 In Attainment for Sulfur Dioxide

VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx)

VIII.16.C.6 In Attainment for Lead

VIII.16.C.7 **The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT**

VIII.16.D.1 **Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located:** 0.14 ppm

VIII.16.D.2 **Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:** 9.0 ppm

VIII.16.D.3 **Ozone Design value is 116.7% of NAAQS**

VIII.16.D.4 **Carbon monoxide Design value is 100.0% of NAAQS**

VIII.16.E.1 **The EPA-designated severity of nonattainment for OZONE is Moderate**

VIII.16.E.2 **Davis County**

VIII.16.E.3

VIII.16.E.4 **The base is Not in a rural transport area**

VIII.16.E.5 **The EPA has Not proposed that the AQCA severity of nonattainment for OZONE be redesignated**

VIII.16.G. **Specific ozone precursor (Volatile organic compounds(VOCs) and nitrogen oxides (NOx)) emissions for the base:**

	based on the AQCA 1990 baseline inventory.				AND in the required attainment year			
	VOCs		NOx		VOCs		NOx	
Mobile Source Including Aircraft	G.1.a	335	G.1.d	354	G.2.a	335	G.2.d	454

1995 AIR FORCE BASE QUESTIONNAIRE

Hill AFB - AFMC

Military Aircraft Associated with the Base	G.1.b	291	G.1.e	165	G.2.b	291	G.2.e	265
Stationary Source	G.1.c	261	G.1.f	123	G.2.c	261	G.2.f	123

Amount of reduced annual emissions of VOCs and NOx resulting from permanent reductions in base activity levels, process changes, or any other measures implemented at the base since 1 Jan 1990

		VOCs		NOx
Mobile Source Including Aircraft	G.3.a	65	G.3.c	13
Stationary Source	G.3.b	33	G.3.d	0

Amount of increased annual emissions of VOCs and NOx resulting from increased activity levels, facility expansion, process changes, or other means implemented at the base since 1 Jan 1990

Mobile Source Including Aircraft	G.4.a	0	G.4.c	0
Stationary Source	G.4.b	0	G.4.d	0

Computed allowable growth		VOCs		NOx
Mobile Source Including Aircraft	G.5.a	19.40%	G.5.c	31.92%
Stationary Source	G.5.b	12.64%	G.5.d	0
TOTAL	G.5.e	16.44%	G.5.f	23.69%

Document Separator

THE DEPUTY SECRETARY OF DEFENSE
WASHINGTON, D.C. 20301-1000

5 NOV 1993

(L/MP)

MEMORANDUM FOR SECRETARIES OF THE MILITARY DEPARTMENTS
CHAIRMAN OF THE JOINT CHIEFS OF STAFF
UNDER SECRETARIES OF DEFENSE
COMPTROLLER OF THE DEPARTMENT OF DEFENSE
ASSISTANT SECRETARIES OF DEFENSE
DIRECTOR OF ADMINISTRATION AND MANAGEMENT

SUBJECT: Management of Department of Defense Depot Maintenance Activities

A Joint Service Study Group recently reviewed alternatives to management of depot maintenance operations. As a result of that study, the Department has decided to establish an empowered Defense Depot Maintenance Council (DDMC) as the best approach to immediately impact DoD depot maintenance. This approach should significantly enhance cross servicing and reduce excess capacity in Department of Defense maintenance depots.

Further instructions on the concept and operation of DDMC will be provided by the USD(A).

Joe
copy for Ann and me.
Thanks
JD

Ralph & Here you u and its
Develope a position that clarifies their authority should the commission elect to use language "endowing" them.
Thanks
Jim O.

96227

DEPARTMENT OF DEFENSE
DIRECTIVES SYSTEM TRANSMITTAL

NUMBER	DATE	DISTRIBUTION
5128.32, Change 2	March 10, 1994	5000 Series

ATTACHMENTS

None

INSTRUCTIONS FOR RECIPIENTS

The following pen changes to DoD Directive 5128.32, "Defense Depot Maintenance Council," November 7, 1990, are authorized:

PEN CHANGES

Page 1, section A.

Line 2. Change "Assistant" to "Deputy Under"
Line 3.
Delete "Production and"
Change "(ASD(P&L))" to "(DUSD(L))" and wherever it appears in the remaining Directive

Page 2

Subsection D.1.
Delete "b. Deputy Assistant Secretary of Defense (Logistics)" and redesignate paragraphs "c. through h." as "b. through g."

Add new paragraphs "h. The U. S. Army Deputy Chief of Staff, Logistics" and "i. The Air Force Deputy Chief of Staff, Logistics"

Subsection E.1., lines 1 and 2. Change "Assistant" to "Deputy Under" and delete "Production and"

EFFECTIVE DATE

The above changes are effective immediately.

James L Elmer

JAMES L. ELMER
Director
Correspondence and Directives

WHEN PRESCRIBED ACTION HAS BEEN TAKEN, THIS TRANSMITTAL SHOULD BE FILED WITH THE BASIC DOCUMENT

Department of Defense
DIRECTIVE

November 7, 1990
NUMBER 5128.32

ASD(P&L)

SUBJECT: Defense Depot Maintenance Council

Reference: (a) Title 10, United States Code

A. PURPOSE

This Directive under reference (a) establishes a senior-level Defense Depot Maintenance Council (DDMC) to advise the Assistant Secretary of Defense (Production and Logistics) (ASD(P&L)) on depot maintenance within the Department of Defense. The mission, organization, responsibilities, functions, and administrative arrangements relating to the DDMC are outlined below.

B. APPLICABILITY

This Directive applies to the Office of the Secretary of Defense (OSD); the Military Departments; the Chairman, Joint Chiefs of Staff and the Joint Staff; the Unified and Specified Commands; the Office of the Inspector General, Department of Defense (OIG, DoD); the Defense Agencies; and the DoD Field Activities.

C. MISSION

There is hereby established the Defense Depot Maintenance Council which shall:

1. Advise the ASD(P&L) on initiatives for reducing the costs and improving the efficiency and effectiveness of worldwide depot maintenance management and operations in the Department of Defense.

2. Serve as a mechanism for the coordinated review of DoD depot maintenance policies, systems, programs, and activities and for jointly planning, monitoring, and evaluating the implementation of management improvement initiatives.

3. Serve as a forum for the exchange of information among the ASD(P&L) and DoD officials responsible for the conduct of depot maintenance operations in the Department of Defense.

4. Perform such other advisory duties relating to depot maintenance as the ASD(P&L) may require.

D. ORGANIZATION

1. The DDMC shall be composed of the following members:

a. The ASD(P&L), or designee, who shall serve as Chair.

b. The Deputy Assistant Secretary of Defense (Logistics).

c. The Commander, Army Materiel Command.

d. The Commander, Air Force Logistics Command.

e. The Commander, Naval Air Systems Command.

f. The Deputy Chief of Staff for Installations and Logistics, Headquarters, U.S. Marine Corps.

g. The Director, Defense Logistics Agency.

h. The Executive Secretary, appointed by the ASD(P&L).

2. The DDMC Chair may invite representatives from other DoD Components and Government Agencies to attend specified meetings of the DDMC, as the Chair deems appropriate.

E. RESPONSIBILITIES AND FUNCTIONS

1. The Assistant Secretary of Defense (Production and Logistics) (ASD(P&L)) shall Chair, or shall designate an employee or an officer of the Department of Defense to Chair, the DDMC.

2. With regard to meetings of the DDMC, the Defense Depot Maintenance Council Chair shall:

a. Schedule and preside at DDMC meetings and designate a member to act as Chair in his or her absence.

b. Establish administrative and procedural arrangements for the DDMC.

c. Determine the agenda for DDMC meetings and ensure that issues are addressed comprehensively.

d. Designate lead responsibility for staff proposals and presentations.

3. The Defense Depot Maintenance Council (DDMC) Members shall:

a. Develop and submit depot maintenance issues for consideration by the DDMC.

b. Conduct studies and analyses of depot maintenance operations as requested by the Chair.

c. Make recommendations to the ASD(P&L) on worldwide hardware and software depot maintenance systems and programs.

d. Review and advise the ASD(P&L) on near-term and long-range plans for reducing the cost of depot maintenance operations and for improving the management of maintenance information.

e. Periodically review and advise the ASD(P&L) on progress made by the Military Departments in implementing the plans for increasing the efficiency and reducing the costs of depot maintenance operations approved by the ASD(P&L).

4. The Defense Depot Maintenance Council (DDMC) Executive Secretary shall:

a. Prepare agendas and assemble and coordinate materials on matters under consideration by the DDMC.

b. Document and disseminate decisions on DDMC issues and recommendations, monitor their implementation, and make periodic progress reports to the ASD(P&L) and the DDMC as directed.

c. Maintain a record of DDMC proceedings. Maintain and safeguard all DDMC files and provide for their disposal when no longer required.

F. ADMINISTRATION

1. The DDMC shall meet at the call of the Chair.

2. Facilities and support for the conduct of DDMC meetings shall be provided by the ASD(P&L).

3. The ASD(P&L) may issue Instructions to implement this Directive.

G. EFFECTIVE DATE

This Directive is effective immediately.

Donald J. Atwood
Deputy Secretary of Defense

Document Separator

DOD 4151.15H

DEPOT MAINTENANCE PRODUCTION SHOP CAPACITY MEASUREMENT HANDBOOK

OFFICE OF THE ASSISTANT SECRETARY OF DEFENSE
INSTALLATIONS AND LOGISTICS

JULY 28, 1976

ASSISTANT SECRETARY OF DEFENSE
WASHINGTON, D.C. 20301

INSTALLATIONS AND LOGISTICS

July 28, 1976

PREFACE

This Handbook, authorized by DoD Instruction 4151.15, Depot Maintenance Support Programming Policies, provides guidance and procedures for use in determining the capacity of depot level activities to perform maintenance of material. Although published under the auspices of this office, it represents the joint efforts of members of each Military Department. The contribution of each is appreciated.

Frank A. Shrontz
Assistant Secretary of Defense
(Installations & Logistics)

AMERICAN REVOLUTION BICENTENNIAL 1776-1976

DEPOT MAINTENANCE PRODUCTION SHOP CAPACITY MEASUREMENT

Reference: (a) DoD Handbook 7220.29-H, "DoD Depot Maintenance and Support Cost Accounting and Production Reporting Handbook," October 21, 1975, authorized by DoD Instruction 7220.29, October 20, 1975

I. PURPOSE AND SCOPE

This Handbook provides guidance for a common methodology to determine capacity of depot level activities to perform maintenance of military material. It is to be used by all DoD activities and organizations responsible for the determination and reporting of shop or plant capacity for depot maintenance functions.

II. DEFINITIONS

A. Physical Capacity. The amount of workload, expressed in actual direct labor hours, that a facility can accommodate with all work positions manned on a single-shift, 5-day, 40-hour week basis while producing the product mix that the facility is designed to accommodate.

B. Peacetime Workloading Capacity. The amount of workload, expressed in actual direct labor hours, that a facility can effectively produce considering the management limitations upon applying sufficient workers to continuously fill every work position on a single-shift, 5-day, 40-hour week basis while producing the product mix that the shop is designed to accommodate.

C. Work Position. The designated space of equipment/process usage that can be occupied consistently by one direct production worker to accomplish the assigned task on a full time basis. A work position may include more than one location if the worker moves to other locations as he accomplishes his assigned task.

D. Work Station. The lowest order of equipment/process location which requires separate analysis of work flow and function during the capacity calculation. It will consist of one or more work positions as determined by the criteria in Step 3 of the physical capacity calculation in this Handbook.

MAINTENANCE POLICY, PROGRAMS AND RESOURCES

OADUSD(L)/(MPP&R)
TELEPHONE: (703) 697-7980 / DSN 227-7980
FAX: (703) 693-7037 / DSN 223-7037

FAX COVER

Date: Mar 22, 95

From: [illegible]

TO: Ann Reese BRAC Commission
Name / Title / Organization

FAX#: ( ) 696-0550 Office #: ( )

Comments: Per your request - there are drafts in coordination - but the one 40 hour shift remains the standard. The 1976 version is still in effect.

[illegible]

Number of Pages (including cover): 4

Document Separator

INTERSERVICING PROPOSAL INTRODUCTION

On behalf of the Ogden Air Logistics Center (OO-ALC) and specifically the Landing Gear Division we are pleased to present the following candidates as areas of consideration for interservicing. Because of similarities with existing Air Force systems, we believe there exists a high degree of feasibility for a smooth and rapid transition to full production on any new workloads transferred to the division.

For more than 40 years, Ogden ALC has been known for providing our customers with world class quality, on-time deliveries, using specially designed facilities, modern specialized equipment, uncompromising process control and strict environmental compliance in our pursuit of excellence. This ensures our customer receive best value remanufactured landing gear, wheels, brakes and related components, and will also ensure the Navy retains its highly reliable landing gear systems.

The labor hours and costs revealed on the following pages are based on average current work load procedure and firm fixed end item sales prices. Actual hours and cost may vary due to condition of assets, repair requirements and availability of repair parts/material.

We trust, that after a thorough review of the proposed areas, one or several will be selected to begin this pioneering effort of joint product and process management. We envision joint management to include Navy personnel being placed in such positions as Deputy, Production Management (GM 13 or MIL 04 or 05), or even Chief of Operations (GM 14 or MIL 05), depending upon the percent of Navy work load. Actual position placement would conform to any existing Memorandum of Agreement. We would also envision Navy Engineering authority, as well as other functional specialists, becoming part of any joint endeavor.

CANDIDATE ITEM
C-130 LANDING GEAR AND COMPONENTS

Capability

The Ogden ALC has the capacity (plant, process, and equipment) in place to produce in excess of thirty five thousand aircraft landing gear, wheels and brakes per year. Due to DOD manpower reductions, however, we are currently producing eighteen thousand finished components per year leaving us with excess capacity. With additional personnel we have the ability to easily double the number of Landing Gear components we produce per year and still maintain a surge capability in the event of a conflict or war.

Current Status

OO-ALC is currently overhauling a total of 184 C-130 Air Force main and nose gear annually. Additionally, we will produce 25 Navy C-130 gear as a result of a proposal submitted to the Navy in 1993. We have the facilities, equipment and fixturing in place that would allow us to expand our overhaul process within months and assume the entire Navy requirement in less time that would be needed to initiate contracts commercially.

As mentioned, we are currently producing a total of 209 C-130 gear. However, with the GAO reversal of our Landing Gear Contract award, this number is reduced to a "warm base" concept of 60 gear for FY96. This unexpected gap creates a prime opportunity to increase the quantity of Navy landing gear overhauled at our facility. Current cost and remanufacture data indicates the following:

C-130 Main Landing Gear:	$35,975
Repair Cost:	$ 6,015
Manhours expended:	67.5 per unit
Savings:	$29,960
C-130 Nose Landing Gear:	$35,121
Repair Cost:	$ 2,503

Manhours expended: 36.4 per unit

Savings: $27,457

Capacity

There are no facility or equipment capacity concerns at Ogden ALC given additional manpower, we could assume an immediate increase of 149 to 200 gear annually without impacting current customers.

Manpower Estimates

C-130 Gear and Components

*17 Ea Production Personnel

SERIES	GRADE	TITLE
8-WG 8840	9/10	AIRCRAFT PARTS REPAIRER
6-WG 3414	09/10	MACHINIST
3-WG 3711	09	ELECTROPLATER

*Note: Manpower estimates were computed using comparisons to existing Air Force requirements and work specification standards. Air Force standards require a complete remanufacturing of the gear and all components. Without specific work standards, statements of work, and work load volume, it is impossible to compute exact manpower requirements.

CANDIDATE ITEM
F-14 INTERSERVICEABILITY, F-15 COMPARISON

Capability

We currently have a F-14 Nose Landing Gear in our facility for a prototype repair. All piece parts have been repaired and we are now awaiting the outer cylinder from the Navy to assemble the gear. There has been no unexpected problems with the repair of this prototype. Ogden ALC has extensive experience with the F-15 which has a similar Nose Landing Gear. We believe the processes and costs of the F-14 Landing Gear will be similar to those we have experienced with the F-15.

Current Status

We are currently producing 72, F-15 Landing Gear annually by trained and certified mechanics. With additional personnel, we could easily integrate the F-14 into our existing repair process with no significant changes or impacts. Significant savings have been realized for repair of the F-15 Landing Gear as the below cost/savings data will attest.

F-15 Main Landing Gear	New Cost:	$105,802	
	Repair cost:	$ 11,417	
	Manhours expended:	83	per unit
	Savings:	$ 94,385	
F-15 Nose Landing Gear	New Cost:	$ 46,005	
	Repair cost:	$ 9,620	
	Manhours expended:	68	per unit
	Savings:	$ 36,385	

Capacity

Capacity is not a problem, we have the facilities and equipment in place. F-14 Landing Gear work load could easily be coordinated and included in our repair system with minor tooling and fixturing for our shops. No significant process changes would be required.

Manpower Estimates

F-14 Gear and Components

*27 Ea Production Personnel

Series	Grade	Title
1-WG 8840	10	SUPV AIRCRAFT MECH PARTS REPAIRER
10-WG 8840	09/10	AIRCRAFT MECHANICAL PARTS REPAIRER
8-WG 3414	09/10	MACHINIST
4-WG 3711	09	ELECTROPLATER
1-WG 3769	08	SHOT PEEN MACHINE OPERATOR
1-GS 0895	09	INDUSTRIAL ENGINEER TECHNICIAN
1-GS 1152	09	PRODUCTION CONTROLLER
1-GS 0830	12	PROCESS ENGINEER

*Note: Manpower estimates were computed using comparisons to existing Air Force requirements and work specification standards. Air Force standards require a complete remanufacturing of the gear and all components. Without specific work standards, statements of work, and work load volume, it is impossible to compute exact manpower requirements.

CANDIDATE ITEM
AIRCRAFT WHEELS

Capability

With the proper number of personnel, the Landing Gear Division has the capability and capacity to repair all the aircraft wheels and related components for the Department of Defense. With the use of a computer assisted Mechanized Material Handling System, component parts are efficiently and safely moved from disassembly through the cleaning, inspection, plating and paint areas with a minimum of manual handling. Facility layout and equipment were specifically designed and selected to optimize this process.

Current Status

In FY93, we completed a planned work load of 7,919 wheel assemblies using a total of 77,058 manhours. An additional unplanned work load of 393 wheels totaling 3874 hours was completed at our customers request. Through continued process improvements and efforts driven by competition, we reduced the standard labor hours on wheel overhaul and repair by an average of 26 percent. Repair flow days from induction to shipment average less than ten working days. We are confident that we could apply these same lessons learned to Navy products. A few examples indicate the following:

Noun	New Cost	Repair Cost	Std Hrs
F-15 Wheel Main	$9,524	$1,540	8.0
F-15 Wheel Nose	3,138	730	4.7
F-16 Wheel Main	3,400	1,272	5.8
F-16 Wheel Nose	973	400	4.5
C-130 Wheel Main	6,116	950	7.8
C-130 Wheel Nose	2,018	658	5.0

Capacity

Facility capacity is not a concern because the Landing Gear complex was specifically designed to perform repair operating on all landing gear and related components work load. We are currently operating a modified one shift operation, maintaining only process essential personnel on second and third shifts. With additional personnel, we could easily expand to full second and third shift operations and immediately accept Navy wheel work load.

Manpower Estimates

*25 Ea Production Personnel

SERIES	GRADE	TITLE
1-WS 8840	09/10	AIRCRAFT MECHANICAL PARTS REPAIRER
9-WS 8840	09	AIRCRAFT MECHANICAL PARTS REPAIRER
4-WG 3414	09	MACHINIST
7-WG 3711	09	ELECTROPLATER
3-WG 3769	08	SHOT PEEN MACHINE OPERATOR
1-GS 0895	09	INDUSTRIAL ENGINEER TECHNICIAN

*Note: Manpower estimates were computed using comparisons to existing Air Force requirements and work specification standards. Air Force standards require a complete remanufacturing of the gear and all components. Without specific work standards, statements of work, and work load volume, it is impossible to compute exact manpower requirements.

CANDIDATE ITEM
AIRCRAFT BRAKES

Capability

With 40 years experience, the Landing Gear Division has the knowledge and capability to repair aircraft brakes and related components for the Department of Defense. A computer assisted Mechanized Material Handling System efficiently and safely moves parts from disassembly through cleaning, inspection, plating and painting areas with minimum manual intervention. The entire Landing Gear facility was designed and equipped to optimize this process.

Current Status

In FY 93 we completed a planned work load of 4,872 brake assemblies using a total of 62,561 hours. An additional unplanned work load of 138 brakes totalling 2258 hours was completed at our customers request. Brake flow days from induction to shipment is an average of 17 days.

Currently the Air Force is using the innovative two for one carbon brake plate program. Two plates that are worn beyond acceptable limits are machined and joined together making a "good as new" plate at a significant savings. This program could be applied to Navy systems where feasible on the F-16. This process saved approximately $5,000 per brake heatstack. Below are a few examples of our brake costs:

Noun	New Cost	Repair Cost	Std Hrs
F-15 C/D Brake Assy	$20,830	$ 3,580	20.4
F-15 C/D Restack Heatstack	8,028	993	5.8
F-15 C/D Two For One Heatstack	8,028	2,500	15.4
F-16 Block 40 Brake Assy	13,925	2,678	19.0

F-16 Two For One Heatstack	7,961	1,150	18.4
C-130 Brake Assy	7,356	2,511	18.7

Capacity

Facility capacity is not a concern because the Landing Gear complex was specifically designed to perform all landing gear and related components work load. We are currently operating a modified one shift operation, maintaining only process essential personnel on second and third shifts. With additional Navy personnel, we could easily expand to full second and third shift operations and immediately accept Navy brake work load.

Manpower Estimates

*28 Production Personnel

SERIES	GRADE	TITLE
1-WS 8840	09/10	SUPV AIRCRAFT MECH PARTS REPAIRER
11-WG 8840	09	AIRCRAFT MECHANICAL PARTS REPAIRER
4-WG 3414	09	MACHINISTS
4-WG 3769	08	SHOT PEEN MACHINE OPERATORS
5-WG 3711	09	ELECTROPLATERS
1-WG 3712	10	HEAT TREATER
1-GS 0895	09	INDUSTRIAL ENGINEER TECHNICIAN
1-GS 1152	09	PRODUCTION CONTROLLER

*Note: Manpower estimates were computed using comparisons to existing Air Force requirements and work specification standards. Air Force standards require a complete remanufacturing of the gear and all components. Without specific work standards, statements of work, and work load volume, it is impossible to compute exact manpower requirements.

CANDIDATE ITEM
JOB SHOP MANUFACTURING AND INVESTMENT CASTING

Capability

The Manufacturing Section of the Landing Gear Division has the capability and capacity to manufacture replacement recoverable and expendable components for Naval Aviation Systems. We have extensive experience in manufacturing aircraft quality pins, bushings, braces, ribs, fittings, hinges, collars, and stiffeners for the systems that we support. In addition, our tool and die area manufactures all of our tooling and fixturing to support our current systems and industrial operations such as electro plating and grinding. They also manufacture our Investment Casting molds which has allowed us to operate the Air Force's first full production investment casting facility.

Current Status

We currently have produced 49 part number components in direct support of the F-18 Navy Contract in Ogden ALC Aircraft Division. The majority of these components were needed immediately to prevent aircraft repair line stoppages, and were manufactured within 30 days after receiving the funded request. Additionally our investment casting facility has 623 hours of Navy work "on the books" at a dollar value of $41,080. Any manufacturing, short of forgings and within machine capability, could be accomplished within days after receipt of funding.

Manpower Estimates

Current manpower capability (Journeyman Machinists WG-3414/10) exists to support Air Force work load and any additional Navy candidate item. Investment Casting manpower (4 Ea WG-4616/14) may need to be augmented if any of these Navy candidates required a significant increase in casting support.

CANDIDATE ITEM
F-18 INTERSERVICEABILITY, F-16 COMPARISON

Capability

Although no direct comparison can be drawn between the unique design of the Navy F-18 and Air Force F-16 Landing Gear, a functional comparison can be made of shock strut components, material and repair processes necessary for refurbishment. The Shock Strut has a similar function on both aircraft. Our extensive knowledge of the F-16 Actuating Cylinder and other similar Air Force systems can be easily transferred to the F-18 Landing Gear with no significant problems. Therefore, a comparison can be drawn between the two weapon systems Landing Gear.

Current Status

We are currently producing 136 F-16 Landing Gear annually by trained and certified mechanics. With additional personnel, Navy F-18 work load could easily be integrated into our repair system. The Air Force has realized significant savings of F-16 repair as indicated below:

F-16 Main Landing Gear	New cost:	$10,216	
	Repair cost:	$ 2,277	
	Manhours expended:	23	per unit
	Savings:	$ 7,939	
F-16 Nose Landing Gear	New cost	$43,718	
	Repair cost	$ 5,502	
	Manhours expended:	22	per unit
	Savings:	$38,216	

Capacity

Capacity is not a problem. Our current systems can accommodate from small T-38 to large C-5 landing gear components. We have the facilities, machines, chemical tanks and technical expertise to take on the F-18 Landing Gear. Tooling and fixtures can be designed and manufactured by our design and manufacture personnel with no significant problems anticipated.

Manpower Estimates

*96 Production and Support Personnel

SERIES	GRADE	TITLE
1-WS-16 OR GM-1601-13		
1-WS 8840	09/10	SUPV AIRCRAFT MECH PARTS REPAIRER
30-WG 8840	09/10	AIRCRAFT MECHANICAL PARTS REPAIRER
1-WS 3414	10	MACHINIST SUPERVISOR
33-WG 3414	09/10	MACHINISTS
1-WG 3707	10	METALLIZING EQUIPMENT OPERATOR
11-WG 3711	09	ELECTROPLATERS
4-WG 3769	08	SHOP PEEN MACHINE OPERATORS
4-WG 4102	08/09	PAINTER
2-WG 0830	12	MECHANICAL ENGINEER
2-GS 0869	12	INDUSTRIAL ENGINEER
2-GS 0895	09	INDUSTRIAL ENGINEER TECHNICIAN
1-GS 1152	09	PRODUCTION CONTROLLER
1-WG 6910	07	MATERIAL EXPEDITER
2-WG 5406	09	UTILITY SYSTEMS OPERATOR

*Note: Manpower estimates were computed using comparisons to existing Air Force requirements and work specification standards. Air Force standards require a complete remanufacturing of the gear and all components. Without specific work standards, statements of work, and work load volume, it is impossible to compute exact manpower requirements.

Document Separator

ROBERT C. OAKS
General, USAF (Retired)
1500 Twisting Tree Lane
McLean, Virginia 22101

17 January 1995

Honorable William J. Perry
Secretary of Defense
The Pentagon
Washington, D.C. 20301-3140

Dear Mr. Secretary:

As a past commander of the US Air Forces in Europe (USAFE) and user of both the operational and depot resources of Hill AFB, I want to make an input as you approach your 1995 recommendations for base closure and realignment. From my perspective of assessing the strategic and military value of Hill AFB, I find the attached quote from Jim Courter still valid. The facts are on the side of Hill AFB and the reasons for retaining it are compelling.

- Hill AFB is home to the Ogden Air Logistics Center (ALC), two of the Air Force's premier fighter wings and one of the Defense Department's computer megacenters.
- Ogden ALC is the system program office and only repair source for America's fleet of silo-based ICBM's. In 1993, this organization improved operations 261 percent returning $7.8 million to its customers in the form of lower rates and an additional $3 million in 1994. They were recognized by Vice President Al Gore as "Heroes of Reinvention" for their accomplishment in making government work better and cost less.
- Ogden ALC provides worldwide logistic management and depot maintenance for the F-16 Fighting Falcon -- the world's largest fleet of fighter aircraft. This includes 21 countries employing more than 3,000 F-16 aircraft. These foreign Air Forces depend on the relationship they have built with Ogden ALC and the support they receive. This is not just a U.S. Air Force issue.
- Collocation of F-16 fighter wings with the F-16 depot provides substantial operational advantage and increased readiness. This unique arrangement made the bold step of two level maintenance for F-16 avionics and radar equipment a possibility. Ogden has the fastest repair turnaround program for these spares of any two level support in the Air Force. This is critical to maintaining readiness of USAFE F-16's as intermediate level capability was removed from operational wings.

- Ogden ALC operates the world's largest overhaul facility for aircraft landing gear, brakes, struts and wheels -- optimized for efficient production. This facility handles all Air Force and 70 percent of the Defense Department's repair needs and has the capability to do ALL of the Defense Department's work of this type. Process improvements will save more than $3.65 million in the '94/'95 time frame.

- Ogden ALC is the leading provider of rocket motors, small missiles, air munitions and guided bombs. Ninety two percent of all Air Force missile maintenance and 48 percent of all Defense Department missile work is accomplished at Ogden ALC. Ogden has the capacity in existing modern facilities to accomplish ALL DoD in-house depot maintenance on missiles.

- Hill AFB's environmental excellence has won five major awards in the past two years, including the Secretary of Defense's "Environmental Quality Award" for best in the DoD.

- Hill AFB provides support for the Utah Test and Training Range (UTTR), the Defense Department's largest over-land special use airspace. This provides unparalleled training capabilities for the 388th and 419th Fighter Wings, producing two of the last four overall Gunsmoke champions. The combination of Hill AFB and the UTTR is an irreplaceable national asset.

The Defense Base Closure and Realignment Commission is charged with evaluating military installations on specific criteria. When looking at Hill AFB, the Commission will find one of the largest, most modern and technologically advanced installations in the country. An installation with:

- significant military value based on missions already in place and the UTTR
- existing capability for development, acquisition, and depot maintenance of several types of military systems
- capacity for accepting additional DoD missions with ease
- a record of outstanding workforce performance with demonstrated ability to accommodate new and changing workloads
- specialized equipment, facilities and processes that are costly to move or duplicate

All cost estimates predict that Hill AFB would be the most costly of the ALC's to close. The huge expense of closure, approaching $2 billion, will not produce real savings in our lifetime.

Hill AFB has not been a candidate for closure in any of the earlier BRAC rounds. The Air Force is on record (1993) with their determination that Hill AFB is not a base to close. Recently, Air Force Undersecretary Rudy de Leon said, "nothing has changed." Clearly, Mr. de Leon is correct. NOTHING HAS CHANGED. Hill AFB is a national asset effectively filling the defense needs of America under any scenario. The facts, the quality and the military value of Hill AFB speak for themselves.

Mr. Secretary, I am confident you will decide similarly -- that, by any measure, Hill AFB should remain open and is a prime candidate for consolidation of other DoD missions.

Sincerely,

Robert C. Oaks
General, USAF (Retired)
Commander, USAFE (Jan. 1990 - Aug. 1994)

RCO/ar

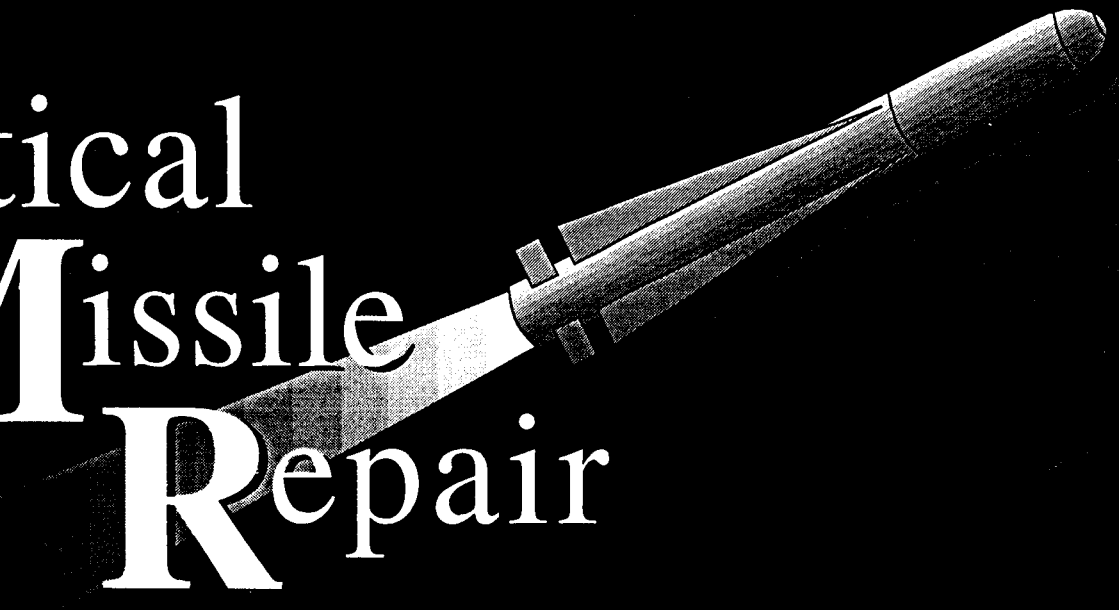
Enc. 1
1. Quote by Jim Courter

"Secretary Aspin... earlier rejected the Air Force recommendation to close McClellan Air Force Base... We put McClellan back on the list for consideration and we added the names of Kelly, Tinker and Robins... We elected not to put Hill Air Force Base on the list because of our concern about Hill's work on ICBM's, operational attributes that accrue from the adjacent Utah Test Range, and continuing uncertainties about the START Treaty... It just did not strike us as logical for the Commission to think about closing Hill, the Air Force's only strategic missile depot."

Jim Courter
Former Chairman
Defense Base Closure & Realignment Commission

Document Separator

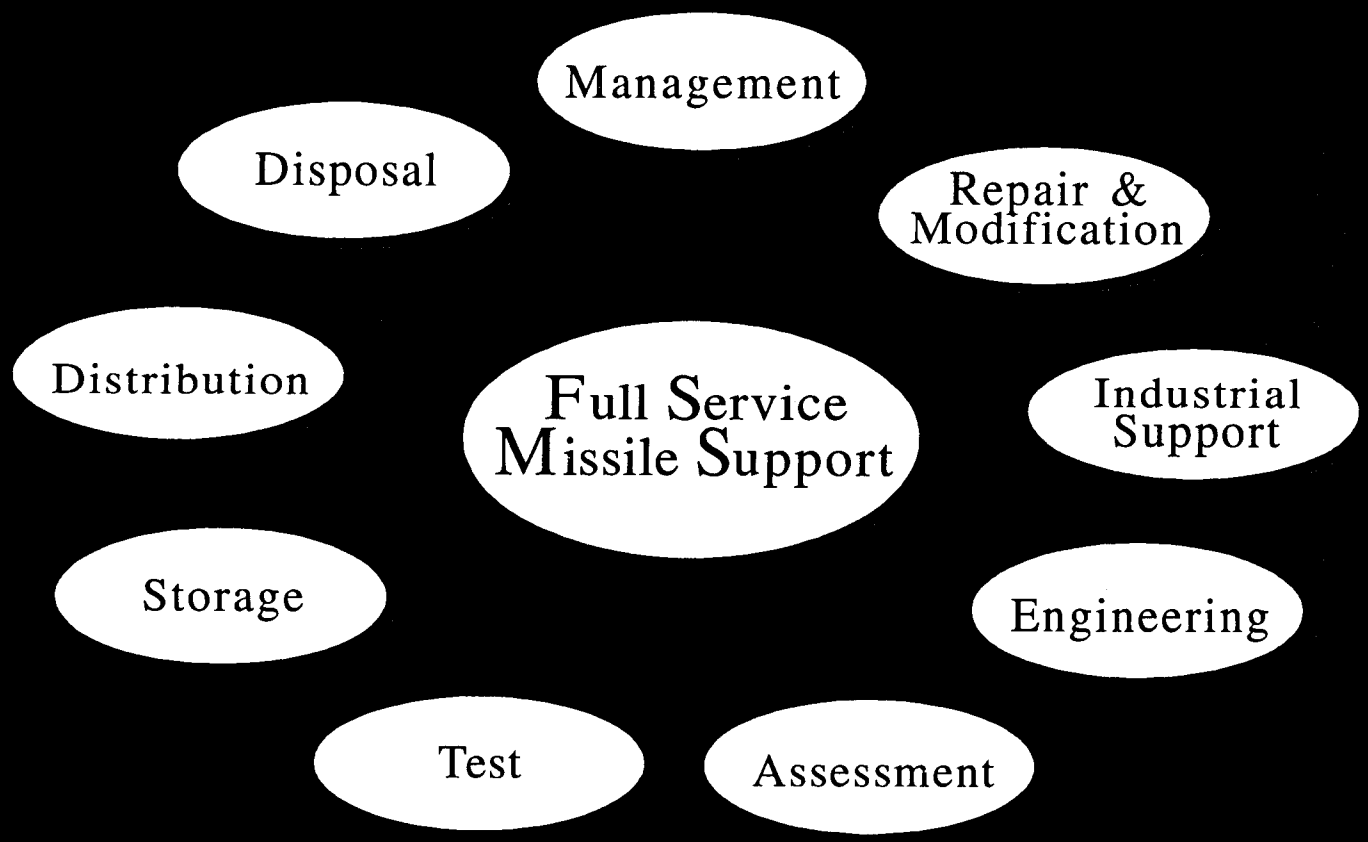
Tactical Missile Repair



Overview

- Missile Support Capabilities
- Current Workloads
- Potential Tactical Workloads
- Summary

OO-ALC Missile Support Capability



Missile Management

System Acquisition

- "Cradle to Grave" System Management

Specialized Management

- Silo-Based ICBM System Program Office
- Maverick System Program Director
- Missile Component and Container Managers

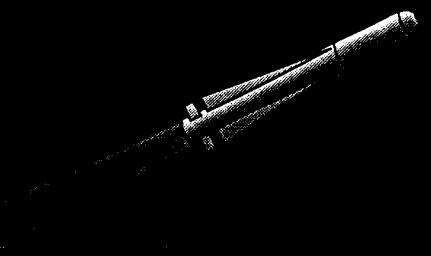
System, Supply, and Field Support

- Explosives Experts
- Spares Procurement

Missile Repair/Modification

- Missile Component and System-Level Repair
  - Analytical Condition & Repair Inspections
  - Guidance and Control Systems Overhaul
  - All-Up Round Integration and Test
- Ground Support Equipment Repair
  - Hardware and Software
- Missile and Ground Support Equipment Upgrades
  - Performance Reliability and Maintainability Enhancements

Industrial Support



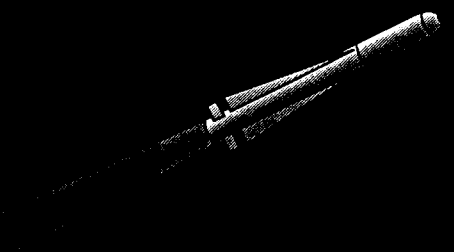
Unique Design, Prototyping, and Competitive Manufacturing Expertise

- Optical and Photonic Components
- Printed Circuit Boards
- Electrical Cabling
- Plastic and Rubber Molding
- Investment Casting
- Packaging Systems
- Indoor Anechoic (Radar) Test Complex

Industrial Support

- Also Provide Typical Industrial Support Functions
  - Precision Measurement Equipment Lab
  - Hydraulics/Electronics Support
  - Machine Shop
  - Plant Management
  - Supply
- Major Missile Contractors in Local Area
  - Hercules, Thiokol, Williams International

Missile Engineering



Systems Engineering Support

- Hardware/Software, Design, Development, Test, and Integration Expertise "In-House"

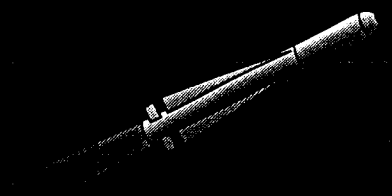
Independent Software Verification and Validation

EPA Certified Chemical Analysis

Structural & Electrical Failure Analysis

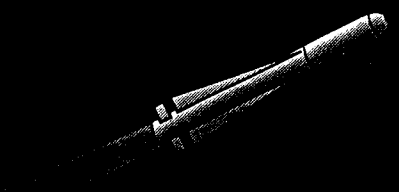
Time Studies & Process Improvement

Missile Assessment



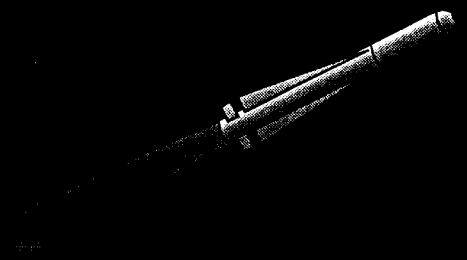
- Explosives Analysis
  - X-Ray and Computed Tomography (CT)
  - Rocket Motor and Warhead Dissections
  - Chemical and Physical Analysis
- Survivability/Vulnerability Analysis
  - Radiation
  - Shock and Vibration
  - Electromagnetic Compatibility/ Interference

Missile Test



- Aging and Surveillance of Explosive Components
  - Service Life Predictions
  - Safety Assessments
- Live and Static Firing
  - Warheads/Large Motors: UTTR
  - Small Motors/Components: On-Base
- Close Proximity to Operational Users
  - 388th and 419th Fighter Wings

Missile Storage



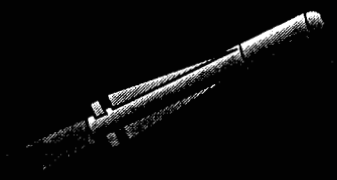
Explosive Storage

- Missile Assembly & Maintenance Storage (>200 Facilities, 247,000 Sq Ft)
- Tooele North Storage Area (41,000 Sq Ft)
- Oasis (108,000 Sq Ft)

Non-Explosive Storage On-Site

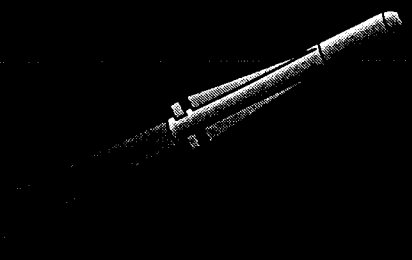
- OO-ALC Storage Areas (252,000 Sq Ft)
- Defense Logistics Agency Storage Areas (3.4M Sq Ft)

Missile Distribution



- Ammunition Control Point for All USAF Non-Nuclear Munitions
  - $14 Billion Inventory
  - Processed Over 4165 Tons of Munitions (167 Boeing 707 Equivalents) During Two-Month Period in Support of Desert Storm
- Located Near Major Transportation Networks
  - Airfields, Interstates, & Rail Service

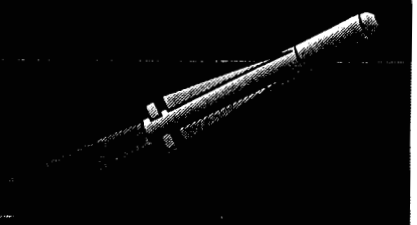
Missile Disposal



- Explosive Ordnance Disposal (EOD) Team
  - The Only USAF EOD Squadron
- Uses Thermal Treatment Unit at Utah Test and Training Range
  - Capable of Disposing of Large Explosives While Maintaining EPA Compliance
  - One of a Few Select Sites

Current Workloads

DoD Missile Workloads



ACM
ALCM
AMRAAM
ANTSQ-73
Army Tactical Missile
Chaparral
Dragon
HARM
Harpoon
Have Nap
Hawk
Hellfire
LCSS
Maverick
Minuteman
MLRS
Patriot
Peacekeeper
Phoenix
Poseidon
RSLP
Shillelagh
Sidewinder
Sparrow
SRAM
Standard
STARS
Stinger
TOW & TOW Cobra
Tomahawk
Trident
TSSAM

■ *LEAD Consolidation*

OO-ALC Repaired

OO-ALC Missile Workload

System	Manage	Test	Repair	Direct Labor Hrs*
Minuteman	√	√	√	763K
Peacekeeper	√	√	√	73K
Maverick	√	√	√	86K
Sidewinder		√	√	103K
SRAM		√	√	4K
ALCM		√	√	14K
ACM			√	0.7K
Have Nap		TBD		N/A
AMRAAM		√		N/A
HARM		√		N/A
RSLP		√	√	24K
STARS		√	√	0.2K
			Total	1067.9K

Note: Direct Labor Hours Represent Repair Only

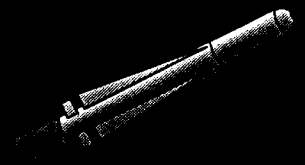
Total DoD Missile Workload Comparisons

	All Repair	OO-ALC Repair	
Assets*	Direct Labor Hrs (K)	Direct Labor Hrs (K)	%
USAF	1157	1068	92
DoD	2207	1068	48

*Excludes AMRAAM, HARM, Have Nap, Tomahawk, & TSSAM

Sources: Estimates Based on Tactical Missile Maintenance Consolidation Plan for LEAD, dated 31 Jan 92, and Briefing Prepared for Mr Berteau, Principal Deputy Assistant, Secretary of Defense (Production & Logistics), Analysis of Tactical Missile Maintenance, dated 08 Feb 93.

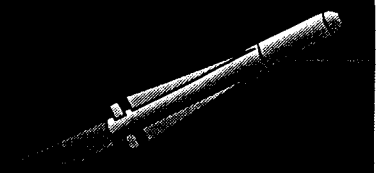
DoD Tactical Missile Workload Comparisons



	All Repair	OO-ALC Repair	
Assets*	Direct Labor Hrs (K)	Direct Labor Hrs (K)	%
USAF	293	208	71
DoD	1020	208	20

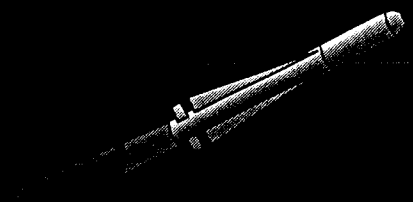
*Excludes AMRAAM, HARM, Have Nap, Tomahawk, & TSSAM

Sources: Estimates Based on Tactical Missile Maintenance Consolidation Plan for LEAD, dated 31 Jan 92, and Briefing Prepared for Mr Berteau, Principal Deputy Assistant, Secretary of Defense (Production & Logistics), Analysis of Tactical Missile Maintenance, dated 08 Feb 93.



Potential Tactical Missile Workloads

Potential Tactical Missile Repair Workloads



Category I Workloads

- Fits Well Into Existing Repair Flows
- Immediately Integratable Into Flow
- Facility Realignment Only--No MILCON

Category II Workloads

- Adaptable to Existing Repair Flows;
- Requires Transition Planning
- Facility Modifications Required--No MILCON

Category III Workloads

- Projected Availability Beyond FY95;
- Requires Transition Planning
- Facility Modifications Required--No MILCON

Category I Tactical Missile Workloads

Requirements

System	Direct Labor Hours (K)				Floor Space (K-Sq Ft)		
	FY94	FY95	FY96	FY97	Req	Add	Avail
Sidewinder*	14.8	14.4	15.5	18.4	3.0	0	24
Chaparral*	23.6	23.6	-	-	3.1	0	
Hellfire**	3.7	3.7	3.7	3.7	3.6	0	38
Total	42.1	41.7	19.2	22.1	9.7	0	62

*In Addition to 103K Hrs of Current Sidewinder Repair
**In Addition to 83K Hrs of Current Maverick Repair

Sources: Floor Space Requirements from Building 370 First Floor Proposed Floor Plan, LEAD, 08 May 92. Direct Labor Requirements from Briefing Prepared for Mr Berteau, Principal Deputy Assistant, Secretary of Defense (Production & Logistics), Analysis of Tactical Missile Maintenance, dated 08 Feb 93.

Advantages of Consolidating Category I Workload at OO-ALC

- Support Infrastructure in Place
- Minimal Facility Realignment--No MILCON
- Common Support Equipment Already in Place
- Highly Skilled Work Force Available
- Can Implement Immediately

Immediate Consolidation of CAT I Workload at OO-ALC Makes Sense

Category II Tactical Missile Workloads

Requirements

System	Direct Labor Hours (K)			
	FY94	FY95	FY96	FY97
ANTSQ-73	56.9	56.9	-	-
Dragon	22.4	22.4	22.4	22.4
LCSS	18.8	18.8	-	-
MLRS	49.2	49.2	49.2	49.2
Phoenix	9.9	23.9	20.4	20.4
Shillelagh	5.2	5.2	-	-
Sparrow	89.0	71.9	73.6	70.6
Stinger	30.8	11.8	14.2	14.2
TOW Missiles	112.8	112.8	112.8	112.8
Total	395.0	372.9	292.6	289.6

Floor Space (K-Sq Ft)

Req
65
Avail
65

Note: Same Sources as Category I Chart and Tactical Missile Maintenance Consolidation Plan for LEAD, 31 Jan 92.

Advantages of Consolidating Category II Workload at OO-ALC

- Support Infrastructure in Place
- Limited Facility Modification--No MILCON
- Common Technology and Skills in Place
- Training Programs Available Locally
- Economies of Scale

Phased Consolidation of CAT II Workload at OO-ALC Makes Sense (94-98)

Category III Tactical Missile Workloads

Requirements

System	Direct Labor Hours (K)			
	FY94	FY95	FY96	FY97
AMRAAM	-	-	-	-
ATACM	21.6	21.6	21.6	21.6
HARM	-	-	38.9	47.2
Harpoon	16.1	16.1	16.1	16.1
Have Nap	-	-	-	-
Hawk	73.2	63.7	60.0	58.5
Patriot	200.6	167.8	151.4	135.8
Standard	63	66	67	81
Tomahawk	-	-	-	-
TSSAM	-	-	-	-

Floor Space (K-Sq Ft)

Req
100
Avail
100

Note: Same Sources as Category I Chart and Tactical Missile Maintenance Consolidation Plan for LEAD, 31 Jan 92.

Advantages of Consolidating Category III Workload at OO-ALC

- Support Infrastructure in Place
- Limited Facility Modification--No MILCON
- Increased Economies of Scale
  - Common Technologies and Skills with Other Workloads
  - Leverage Category II Production Processes

Phased Consolidation of CAT III Workload at OO-ALC Makes Sense (FY96-98)

Summary

Consolidation of Tactical Missile Workload at Ogden ALC Makes Sense

Ogden ALC Offers the Most Extensive Missile Experience in DoD

- Over 30 Years Experience

Ogden ALC Provides Full Service Missile Support

- Support Infrastructure in Place
- Facilities Available--No MILCON
- Skills and Technology in Place

We are Ready Now!

Document Separator

HILL AIR FORCE BASE

Ogden Air Logistics Center
"An American Aviation Treasure for more than 50 years"

Hill Air Force Base (AFB), located in Ogden, Utah, has played a crucial role in projecting democracy around the world for more than 50 years. Home to the Ogden Air Logistics Center, two of the Air Force's premier fighter wings and one of the Defense Department's computer megacenters, the 15,684 military, civilian and Air Force Reserve members continue to be called upon any time the nation responds to a crisis in the world.

Experts in Fighter Aircraft Repair

Ogden Air Logistics Center provides worldwide logistic management and depot maintenance for the F-16 Fighting Falcon -- the world's largest fleet of fighter aircraft. This includes 21 countries employing more than 3,000 F-16 aircraft. The Ogden team reinvented the depot repair system for F-16 avionics. Working with the fighter wings, repair pipelines were cut from 70 to 7 days in-country and 13 days for bases overseas (this includes transportation time). This will save the Air Force $380 million over 5 years. In 1993, Ogden won the only major interservice fighter aircraft maintenance contract ever when it was selected by the Navy to repair Navy and Marine F/A 18 fighters. Last year, the center performed 2.25 million manhours of maintenance and modifications on more than 300 F-16's, 29 F-4's and 50 C-130's, while beginning interservicing work on 36 Navy F/A-18's.

Nation's Only Repair Source for Silo-Based ICBM's

Ogden Air Logistics Center is the only repair source for our nation's fleet of silo-based ICBM's, including Minuteman II's and III's, and Peacekeepers. The base is an important participant in Strategic Arms Limitation Treaties on an international scale. It recently played a key role in the test firing of a Minuteman III carrying one warhead, a crucial step in ensuring the United States complies with terms of START treaties once they are ratified. Hill AFB's missile directorate has made outstanding strides in cutting costs. In 1993, they improved operations 261 percent returning $7.8 million to their customers in the form of lower rates and an additional $3 million in 1994. The group was recognized by Vice President Al Gore as "Heroes of Reinvention" for their accomplishment of making government work better and cost less. This Hammer Award was one of only 79 given across the country.

The World's Best Landing Gear Facility

Ogden Air Logistics Center operates the world's largest overhaul facility for aircraft landing gear, brakes, struts and wheels. This facility handles all Air Force (and 70 percent of the Defense

Leading Provider of Munitions and Computer Software

Ogden Air Logistics Center is the leading provider of rocket motors, small missiles, air munitions and guided bombs. Ninety two percent of all Air Force missile maintenance is accomplished at Ogden ALC which is 48 percent of all Defense Department missile work. With the synergistic effect of ICBM and tactical missile capability, Ogden has the capacity in existing modern facilities to accomplish all Department of Defense in-house depot maintenance on missiles. Ogden is also a lead center for computer software maintenance and management. Our customers include the Air Force, Navy, Coast Guard, Army, Defense Intelligence Agency and Central Intelligence Agency units, and several foreign countries. Hill AFB serves as the host for the annual Defense Department Software Technology Conference because of its crucial role in the Department of Defense's software development.

As the host to the Defense Megacenter Ogden, Hill AFB houses one of the 16 computing centers that will lead the Department of Defense into the 21st century. This facility will absorb the computing needs of 26 Air Force active duty and Reserve bases in eight western states by December 1994.

Protecting the Nation's Environment

Hill AFB is the recognized leader in seeking out, developing and implementing ways to ensure that protecting our nation with a strong defense doesn't mean destroying our environment for generations to come. Many of the technologies developed through our environmental management program, like the plastic bead blasting process used for stripping paint from aircraft and the "pharmacy" concept to track and monitor hazardous chemicals used on the base have resulted in significant cost savings and nation-wide recognition for the base. Hill AFB's environmental excellence has won five major awards in the past two years including the Secretary of Defense's "Environmental Quality Award" (for the best in the Defense Department).

National Asset

Hill AFB provides support for the Utah Test and Training Range (UTTR), the Defense Department's largest over-land 2,675 square mile special use airspace. More than 22,000 training sorties and 1,000 test sorties are flown on the range each year by aircrews from all military services. The UTTR is also used for testing munitions and propellants up to the most powerful Minuteman and Peacekeeper rocket motors, the Navy's Poseidon rocket motors and other explosive components. The training environment is so outstanding that the first place unit in the Air Force Gunsmoke competition two of the last three years has trained at UTTR. This year the 1st place unit and three of the top four finishers trained at UTTR.

Retaining Hill AFB ensures that the Defense Department retains top military value, strategic

Draft Presentation

Center Of Excellence Concept

10 August 1994

Overview

Purpose

Proposed Mission Clarification

OO-ALC Mission Assignments

Integrated Weapon Systems Management Elements and Principles

Logistics Management - Munitions Mission Support

OO-ALC Background and Experience

OO-ALC Unique Attributes for Center(s) of Excellence

A&S Predictive Technology and Demilitarization - Technical Approach

ITA Demonstration Project (Demilitarization)

Pathway for OO-ALC Mission Assignment

A&S Predictive Technology and Demilitarization - Concept Briefings

OO-ALC Center(s) of Excellence - Summary

Background charts

- Why AFMC Sponsor
- Environmental Aspects
- Demil Market
- OO-ALC Organization and COE Concept

Purpose

Meet the mission requirements of DoD by establishing a Logistics Management Center(s) of Excellence (COE) for Aging and Surveillance (A&S) Predictive Technology and Demilitarization at OO-ALC

Proposed Mission Clarification

OO-ALC already logistics manager for air munitions, solid propellants, and explosive devices with responsibilities for:

- A&S Predictive Technology
  - Service life prediction
  - Safety
  - Reliability
- Demilitarization/reclamation

  (Technology currently in place for ICBMs)

Become the center of A&S Predictive Technology and Demilitarization for DoD strategic/tactical rocket motors and munitions/ordnance

- Asset life cycle managment
  - Useful life
  - Lowest cost
  - Best value

OO-ALC Mission Assignments

	OO-ALC	WR-ALC	OC-ALC	Navy	Contractor
System Management	Maverick Minuteman Peacekeeper	Sidewinder Sparrow AMRAAM (JPO)	ALCM SRAM	Phoenix HARM	
Depot Maintenance	Sidewinder Maverick Minuteman Peacekeeper ALCM SRAM			Sparrow Phoenix Sidewinder	HARM (1995) AMRAAM (1997)
Logistics Management	Air munitions Solid propellants Explosive components				
Motor/ Munitions Management	Sidewinder Sparrow AMRAAM Maverick Minuteman Peacekeeper SRAM HARM		ALCM	Phoenix	

Integrated Weapon System Management (IWSM)

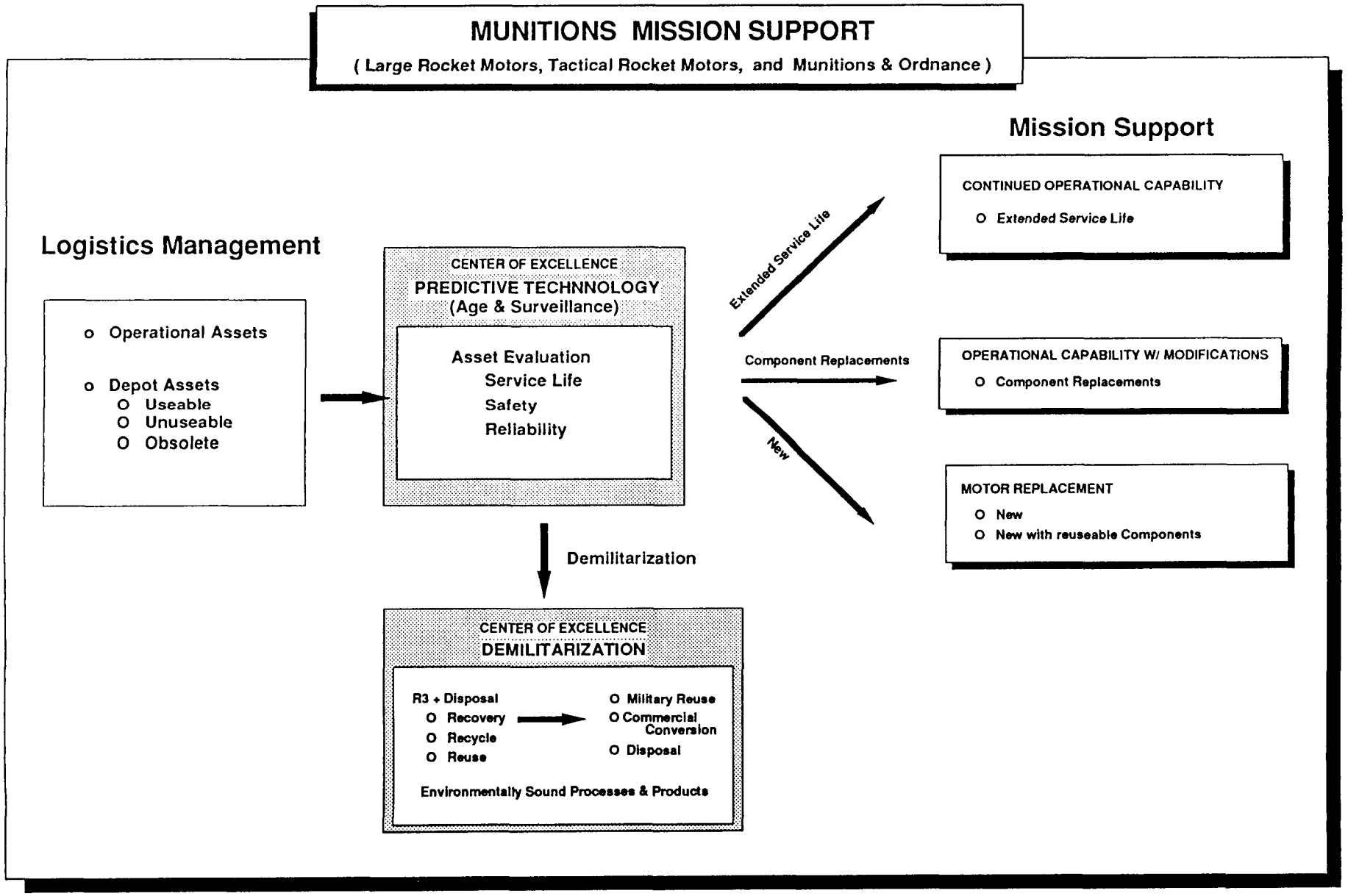
Elements and Principles

Implement COE for A&S Predictive Technology and Demilitarization consistent with IWSM elements and principles

- Elements
  - Cradle to grave management
  - Single face to user
  - Seamless processes
  - Common sense approach
  - Product focus
- Principles
  - Creating a single business decision authority
  - Inserting technology
  - Creating integrated product teams
  - Maintaining management continuity
  - Building new partnerships
  - Consolidating Air Force acquisition

Integrated decision making process

LOGISTICS MANAGEMENT



OO-ALC Background and Experience

OO-ALC managed development of A&S Predictive Technology

- Silo based ICBMs

OO-ALC manager of Demilitarization

- Past
  - Hydromining solid propellant assets
  - Open burn/open detonate disposal
- Current
  - Recovery, recycle, reuse, and disposal (R3 + D)
  - Environmentally clean technology demonstration

OO-ALC has unique attributes for DoD COE

OO-ALC Unique Attributes for Center(s) of Excellence

Facilities in Place

Chemical testing laboratory
State-of-the-art CT facilities
Dissection facilities - all size motors
Missile depot
Missile transportation/handling equipment
Missile/motor storage
Demilitarization facilities
Multiple motor test facilities

Geographic Location

Space to expand
Remote test sites
Ease of access
Transportation modes:
- Air, highway, rail

Supportive environment
- State and local

Infrastructure in Place

"Trained and Experienced"

Explosive packaging specialist
Explosive transportation specialist
Explosives safety specialist
A&S testing and analysis (Predictive technology)
Trained laboratory personnel
Missile technicians
Engineering in place
Academia support

Contractor in Supportive Role

Technical leader in aging surveillance
IR&D high priority
Resources and facilities available
Environmentally safe demil facility
Research abilities
University agreements

A&S Predictive Technology and Demilitarization - Technical Approach

A&S Predictive Technology

Changed from historical trend analysis to predictive capabilities

- Predictive capabilities
  - State-of-the-art material properties testing
  - State-of-the-art finite element analysis
  - Understanding of relevant failure theories
  - Cyclic loading/cumulative damage predictions
- Non-destructive or health monitoring testing
  - Computed x-ray tomography (CT)
  - Ultrasonics
  - Propellant surface testing
  - Future potential
    - In SITU monitoring
    - Active sensors
- Data base

Demilitarization Technology

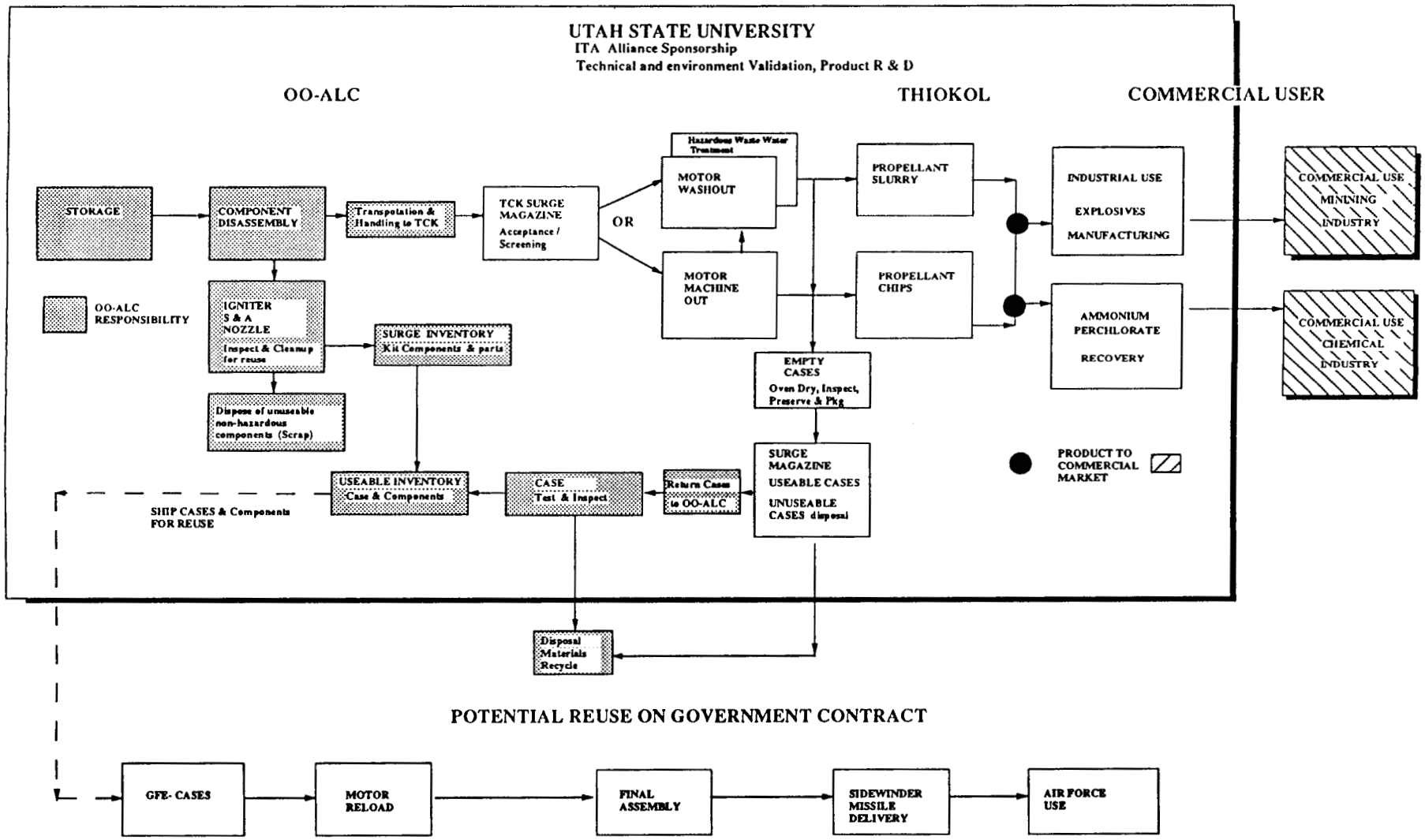
Changing from destruction to reclamation capabilities

- Remove methods focused on producing usable output - (size, configuration, composition)
- Reuse options
  - Direct output for use in commercial explosives
  - Ingredient recovery for reuse - A/P for propellants or chemicals, HMX/RDX for warheads or other explosives
- Attributes for evaluating demilitarization systems
  - Recovery, recycle, reuse, and disposal (R3 + D)
  - Environmentally clean
  - Best value, robust
  - Mature technology
  - Low risk
  - Practical/real solution for real problem
  - Gets the job done

STATE OF UTAH
INTERMOUNTAIN TECHNOLOGY ALLIANCE (ITA)

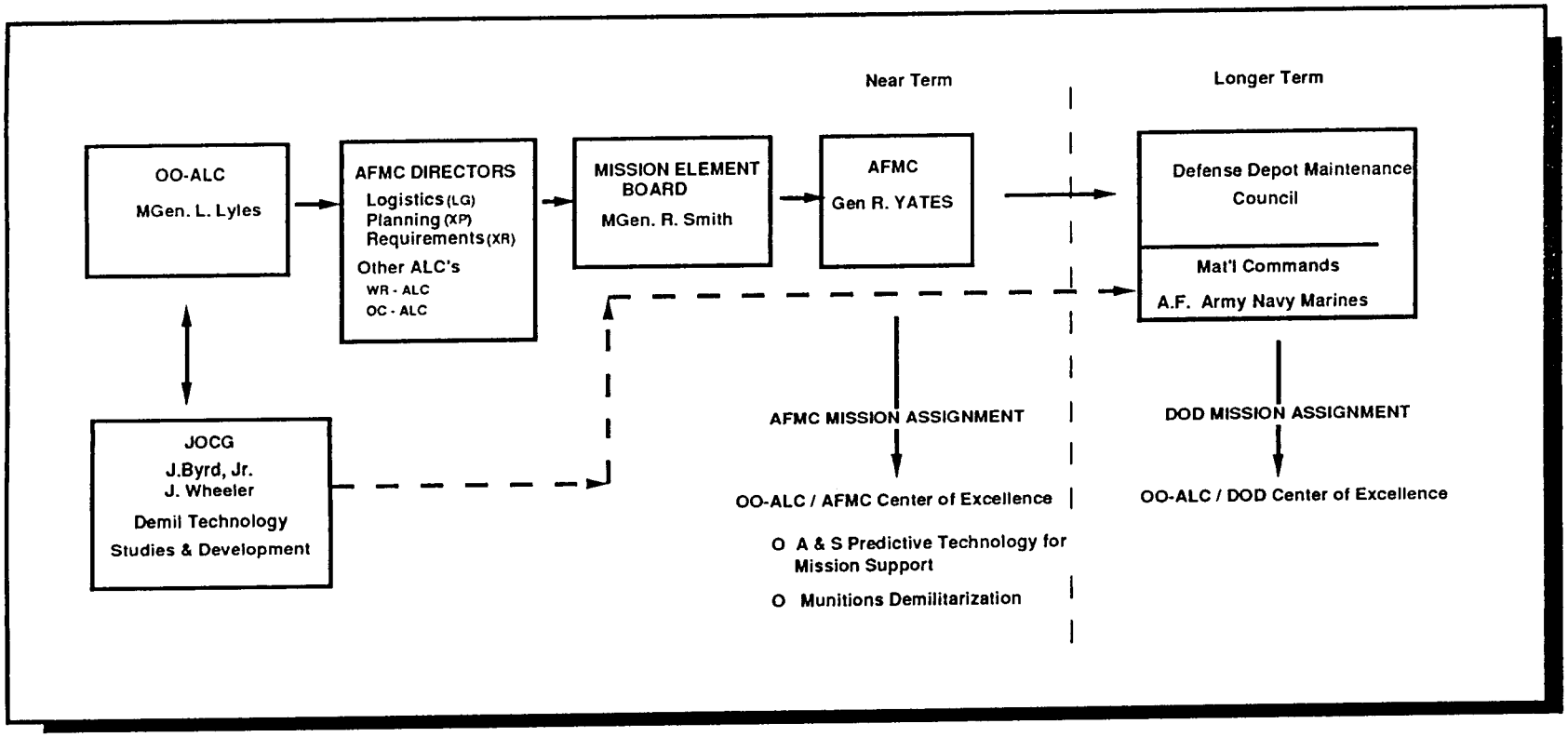
DEMILITARIZATION / DEFENSE CONVERSION DEMONSTRATION

SIDEWINDER ROCKET MOTOR



POTENTIAL REUSE ON GOVERNMENT CONTRACT

PATHWAY FOR OO-ALC MISSION ASSIGNMENT



A&S Predictive Technology and Demilitarization - Concept Briefings

Who, Where, When

2nd Qtr (GFY94)

JOCG (ongoing)
- J. Byrd
- J. Wheeler

OO-ALC
- LM-SB-ICBM
- LI-Tactical
- TI-Tech Supt.
- EM-Environ.

OO-ALC (CC)
- M/Gen. Lyles and staff 8 March 1994

3rd Qtr (GFY94)

JOCG Symposium 23 May 1994

AFMC
- Col. D. Pierro May 1994

AFDTC
- R. Woodward 24 May 94

R.I. Arsenal
- LtCol. J. Humphrey 21 June 1994

Int'm Tech Alliance
- State of Utah
- Utah - Military Instl.
- Utah State Univ.

4th Qtr (GFY94)

OO-ALC
- Mr. T. Miner 22-28 Jul 1994

OO-ALC
- MGen. Lyles Aug 1994

JOCG
- J. Byrd 15 Aug 1994

AFMC
- Demil Conf. 30 Aug 1994

Intm/Tech Alliance Award

AFMC Directors

WR-ALC Aug/Sep 1994

OC-ALC Aug/Sept 1994

Mission Element Board

1st Qtr (GFY95)

AFMC
- Gen. Yates

AFMC Mission Assignment

(GFY95)

Defense Depot Maintenance Council

DoD Mission Assignment

OO-ALC Center(s) of Excellence - Summary

A&S Predictive Technology

- Confidence in service life prediction
- New real-time monitoring of propellants

Demilitarization/reclamation

- Addresses need for demilitarization of obsolete US government assets
- Provides environmentally clean methodology
- Facilities in place
- OO-ALC geographical location ideal
- Infrastructure in place - skills and organization

Meet DoD mission requirements by establishing Logistics Management Center(s) of Excellence for A&S Predictive Technology and Demilitarization at OO-ALC

- Logistics life cycle systems mangement
- Lower operating costs (economy of scale)
- Ease of management (central location)
- Addresses dual use roles and mission of government and industry
- Provides DoD wide data base

Background Charts

Why AFMC Sponsor

AFMC/OO-ALC logistics manager for air munitions, solid propellants and explosive devices

OO-ALC uniquely qualified

Responsible for life cycle management

Fills critical DoD need

Environmental Aspects

Implement environmentally sound demilitarization and disposal practices

Stay ahead in environmental issues

- EPA clean air regulations are being implemented and enforced in all states
- Geographic aspects
- Population growth aspects
- Political aspects
- Permitting regulations tougher, very expensive and time consuming

Demil Market

Major General D. Benchoff - Chairman of JOCG

- "We are experiencing larger than projected generations of obsolete weapons due to the changing strategies"

Munitions/ordnance

- 400K S/tons to 1.0M S/tons from 1994 to 2005

Large rocket motors

- 45M lbs to 150M lbs by the year 2005

Tactical size motors

- Disbursement of locations and identification of obsolete quantities, makes estimate of demil market unclear
- Based on production quantities of tactical size motors, greater than 300,000 units
- Estimate greater than 20M lbs currently available for demil
- Cost per lbs to demil will exceed large rocket motors

DoD demil workload continuous

Logistics Systems Management with COE

Cost Benefits with A&S Predictive Technology and Demilitarization

Reduced cost and increase value to manage system life cycle

Extended life of usable assets

Cost avoidance from failures impacting other assets

Lower cost by component replacement versus total asset replacement

Cost benefit for reclaimed assets versus new assets

Cost benefit from reuse versus disposal

Dual use benefits with military components reuse and conversions to industrial/commercial products

Avoidance of environmental costs and issues

Reduced storage and facility management costs

Reduced overall management costs and time

OO-ALC Organization and COE Concept

Organization

DoD

- Army
- Air Force
  - AFMC
    - (PEO)
    - OC-ALC
    - OO-ALC
    - WR-ALC

Silo Based ICBM (LM)
- Dissection Facilities
- Functional Testing
- A&S Lab and Analysis

Commodities Directorate (LI)
- Tactical Motors and Ordnance
- Functional Testing
- A&S
- Loading for Munition Testing

Technology and Industrial Support Directorate (TI)
- Science and Eng. Laboratory
- NDT Evaluations - C.T. and X-ray
- Technology Transfer

- Navy
- Marines

COE Concept

Program Manager

Program Management

Mission Support Mgmt
- Program Mgmt and Control
- Information Systems Mgmt
- Inventory Mgmt
- Subcontract Mgmt
- Asset Disposition Control

A&S Predictive Technology

Technical Evaluation
- Engineering Analysis
  - Service Life Estimating
  - Safety
  - Reliability
  - Service Life Estimating

Asset Disposition Recommendation
- Usable Assets
  - Use as is
  - Modify
- Unusable Assets
  - Demilitarization

Demilitarization

Operational Support
- Missile Disassembly
- Transportation and Handling
- Component Kitting
- Inventory and Storage
  - Usable Assets
  - Unusable Assets

Demilitarization Processing
- Recovery, Recycle, Reuse Processing
- Military Component Reuse
- Industrial Products
- Scrap Disposition

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TF30P414 REPAIR COST & TURNAROUND TIME COMPARISON

	FY-93 TAT	FY-93 COST	PROPOSED FY-94 COST	PROPOSED COST INCREASE
NORFOLK NADEP				
MAJOR REPAIR	57 DAYS	$258K	N/A	N/A
MINOR REPAIR	38 DAYS	$182K	N/A	N/A
OKLAHOMA CITY ALC				
MAJOR REPAIR	94 DAYS	$354K	$452K	27.7%
MINOR REPAIR	55 DAYS	$117K	$209K	78.5%

Enclosure (2)

concerned that a similar situation may occur with the MCAPP work performed at OO-ALC. I am sure you can understand the concerns we have about what the full cost of F/A-18 MCAPP will be at OO-ALC, since to date not a single F/A-18 MCAPP has been completed.

Your letter to MG(Ret.) Klugh also stated that it is unnecessary to maintain F/A-18 repair capability at both OO-ALC and NADEP North Island. I do not concur with that assessment. As my F/A-18 in-service engineering technical authority, NADEP North Island must remain actively involved in both the MCAPP and Age Exploration Programs in order to execute its reliability centered maintenance responsibilities. Consequently, if only one F/A-18 depot source of repair were required, we would terminate the MCAPP contract with OO-ALC.

The bottom line on this issue is that the Navy selected OO-ALC to perform above-core MCAPP. We hoped that proactive teamwork between NADEP North Island and OO-ALC would provide a model for jointness in the depot community. Unfortunately, an adversarial environment is developing which I feel is extremely counterproductive. I firmly believe that you and I must act quickly to reestablish an environment of mutual trust and confidence that will foster the interservice cooperation we need to achieve success in this vitally important joint venture.

Very sincerely + respectfully,

Bill

W. C. BOWES
Vice Admiral, U. S. Navy

ENCLOSURES

General Ronald W. Yates, USAF
Commander, Air Force Materiel Command
AFMC/CC
4375 Chidlaw Road, Suite 1
Wright-Patterson AFB, OH 45433-5001

Copy to:
DUSD(L)
ASN(RD&A)
CNO(N4)

F/A-18 DEPOT INDUCTIONS

FY 1994

	QTR1	QTR2	QTR3	QTR4	TOTAL
NADEP NORTH					
MCAPP					
FLEET	8	4	6	1	19
RESERVE	0	0	0	0	0
RDT&E	0	0	2	1	3
TOTAL	8	4	8	2	22
AEPD	3	5	2	4	14
OO-ALC					
MCAPP					
FLEET	2	7	8	8	25
RESERVE	1	2	1	1	5
TOTAL*	3	9	9	9	30

*CONTRACT AWARDED FOR 36 A/C OVER 15 MONTHS
THE REMAINING 6 AIRCRAFT WILL BE INDUCTED 1ST QRT FY 1995

Enclosure(1)

Document Separator

REVIEW AND ANALYSIS - ROUTING SLIP

ORIGINATED BY: Bob Cook **DATE:** 2/2/94

	FYI	COORD.	APPROVE	FILE	INITIAL
STAFF DIRECTOR	✓				
DIRECTOR/REVIEW & ANALYSIS	✓				
DEP. DIR./ REVIEW & ANALYSIS					
ARMY TEAM LEADER					
NAVY TEAM LEADER	✓				
AIR FORCE TEAM LEADER	✓				
SPECIAL TEAM LEADER					

COMMENTS: Received the attached letters from a consultant. The Air Force is apparently attacking just as the Navy had suspected. I suspect this is the 1st salvo of many. USN should constantly ✓6

Cook

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS AIR FORCE MATERIEL COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO

FROM: AFMC/CC
4375 Chidlaw Road, Suite 1
Wright-Patterson AFB OH 45433-5001

29 Dec 93

SUBJ: Source of Repair (SOR) for the Navy F/A-18 Aircraft Workload

TO: Mr. James R. Klugh
Deputy Under Secretary of Defense (Logistics)
Pentagon
Washington DC 20301-3000

1. The Navy 5-year contract for the F/A-18 Modification Corrosion and Paint Program (MCAPP) was awarded to OO ALC on 24 Aug 93. The OO-ALC bid was $61M in contrast to the Navy projected program value of $179M. The Navy competitor for this workload was North Island. The workload includes painting, electrical improvements, and upgrades to the aircraft.

2. The FY94 induction schedule into OO-ALC was expected to be 72 aircraft. After the contract was awarded, OO-ALC was informed that a much smaller number of aircraft would be funded. OO-ALC will now receive the minimum bid quantity of 36 aircraft. North Island will be receiving 11 age evaluation aircraft. The 11 aircraft are considered by the Navy to be core workload. On 14-15 Dec 93, OO-ALC was informed that North Island would not only be receiving age evaluation aircraft in FY94, but 14 additional MCAPP aircraft. The Navy has stated the additional 14 MCAPP aircraft is core workload.

3. The DOD definition of core states that core may be "...assigned by the Assistant Secretary of Defense for Production and Logistics to another DOD component or a consolidated capability under the control of a DOD Component when economic and strategic conditions warrant." Based upon this definition it is unnecessary to maintain a SOR for the F/A-18 at both OO ALC and North Island. Since the OO-ALC cost is less than the North Island cost, increasing the number of aircraft repaired at OO-ALC results in increased savings to DOD. The maximum savings would occur if all F-18s were repaired at OO ALC.

4. We believe, based upon the DOD definition of core and the savings projected, a single F/A-18 repair source at OO-ALC is the best DOD approach. I believe this SOR decision should be included in the 11 Jan 94 Defense Depot Maintenance Council agenda.

RONALD W. YATES
General, USAF
Commander

P.S. Jim - AS A MINIMUM, ALL MCAPP AIRCRAFT SHOULD BE DONE AT OO-ALC. WE'RE MISSING AN INTERSERVICING OPPORTUNITY HERE DUE TO THE INVALIDATED "SERVICE CORE" CONCEPT

DEPARTMENT OF THE NAVY
THE COMMANDER OF THE NAVAL AIR SYSTEMS COMMAND
ARLINGTON, VA 22243-0001

11 January 1994

Dear General Yates,

The OSD staff has provided me with a copy of your 29 December 93 letter regarding our F/A-18 Modified Corrosion and Paint Program (MCAPP) contract, and I am concerned by what I believe to be distortions and errors of fact that are included. First, your letter states "the OO-ALC bid was $61M in contrast to the Navy projected program value of $179M. This comparison is a serious misrepresentation of the Navy's competitiveness because the figures used are clearly not comparable. The $61M OO-ALC bid covers only the basic MCAPP labor costs to inspect the aircraft and perform a modest level of repairs. It does not include the vast majority of the material costs and the total labor costs to repair the "over and above" deficiencies which are projected to be about twice the amount upon which the OO-ALC bid was based. In contrast, the $179M covers the Navy's total budgeted F/A-18 depot inspection and repair costs for five years.

Based on your letter, I believe the F/A-18 MCAPP Request For Proposal (RFP) structure needs to be clarified. Like most Navy RFPs for depot repair work, it included projections of maximum, expected, and minimum quantities, and it clearly specified the Navy was obligated for only the minimum quantity. Our current MCAPP contract projection for FY-94 has been reduced from the 72 "expected" in the RFP to 54, and may be reduced even further as the year progresses. Unlike the Air Force, which I understand has the ability to project exact repair quantities and specific aircraft bureau numbers, the Navy's continuing high tempo of carrier and Marine deployments necessitate depot flexibility; a trait in which our NADEPs excel. As you know, we were only able to schedule three first quarter MCAPP inductions at OO-ALC because we were not able to conduct the MCAPP contract post-award conference until mid-November. As shown in enclosure (1), however, we have programmed 9 inductions at OO-ALC in each of the remaining quarters of FY-94. Since OO-ALC has no previous F/A-18 MCAPP experience, I do not believe it would be prudent to increase the OO-ALC induction rate until the prototype aircraft has been satisfactorily completed. Even then, we plan to induct at least 20 F/A-18 aircraft per year at NADEP North Island in order to maintain core capabilities. (See enclosure (1)).

As you noted in your letter of 6 January 94, it frequently requires up to two years for depot production to stabilize after a new repair program is initiated. This has been reflected in our experience with OO-ALC repair of Navy TF30 and F110 engines. Specifically, as delineated in enclosure (2), the average TF30 turnaround time at OO-ALC to date has been well above what we previously experienced at NADEP Norfolk. In addition, OO-ALC recently proposed significant increases in TF-30 and F110 repair prices for FY-94 which exceed the repair costs previously incurred by NADEP Norfolk. Our F/A-18 program manager is understandably

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WHITE PAPER

ON

TACTICAL MISSILE WORKLOAD CONSOLIDATION

November 1994

1. **Introduction:** The purpose of this white paper is to analyze the tactical missile repair workload capability of OO-ALC and compare it to the BRAC 93 decision to implement the Tactical Missile Consolidation (TMC) at Letterkenny Army Depot (LEAD). This paper will discuss the full range of missile support capabilities at OO-ALC (facilities and skilled workers already in place), the current tactical missile workload (both at OO-ALC and DoD), and the tactical missile workload that can be absorbed immediately by OO-ALC.

2. **Missile Support Capabilities at OO-ALC:** Missile Support Capabilities at OO-ALC can be divided into nine (9) major categories or capabilities for discussion. These capabilities are: 1) management, 2) repair and modification, 3) industrial support, 4) engineering, 5) assessment, 6) test, 7) storage facilities, 8) distribution, and 9) disposal.

   a. **Management:**
      - Systems are managed from a "Cradle to Grave" perspective
      - Promotes synergism between Armament and ICBM program offices by sharing:
        - Weapons storage areas
        - Security control systems
        - Weapons repair and testing facilities
        - Test facilities
        - Safety training
        - Experience
        - Lessons learned
      - Specialized management capabilities
        - Silo-Based ICBM System Program Office
          - Awarded the "Hammer Award" by Vice President Gore as a "Hero of Government Reinvention", Sept. 1994
        - USAF Air-to-Surface Product Group Manager
        - Ammunition Control Point - Focal point in USAF for wartime and peacetime management and movement of all explosives
        - Missile explosive component and container managers
      - System and supply
        - Explosives experts are employed at OO-ALC
        - Material and technical management functions are performed at OO-ALC

   b. **Repair and Modification:** OO-ALC is the only USAF Technical Repair Center (TRC) for munitions, cruise missiles, launchers, aircraft guns, bomb racks, ejection seat explosive time charge, etc. OO-ALC currently has the capacity to consolidate DoD's tactical missile workload and has the following facilities for repair and modification vice LEAD:
      - Total of 56,810 ft^2 of 1.1 Class A-C Explosive rated maintenance facilities
      - Total of 46,500 ft^2 inert repair capability expandable by an additional 165,000 ft^2 (Bldgs 5 and 100) with additional space available by rearranging workloads (enough for TMC).
      - Missile component and system-level repair
        - Analytical condition and repair inspections
          - ACM Imaging Radar System (AIRS) is a DoD unique facility and an integral part of the maintenance concept for the ACM and TSSAM

- Guidance and control systems overhaul
- All-up round integration and test

- Perform ground support equipment repair
  - Both hardware repair and software modification
- Perform Missile and ground support equipment upgrades
  - Performance, reliability, and maintainability
- OO-ALC explosive repair facilities:
  - Bldg 2026 All Up Round Maverick Repair Facility 22,750 ft^2
  - Bldg 1424 ALCM/SRAM/ACM Repair Facility 34,060 ft^2
- OO-ALC inert repair facilities:
  - Bldg 5 Missile Guidance Unit Repair Facility 21,600 ft^2
  - Bldg 100 AIM-9 Sidewinder Repair Facility 24,900 ft^2

c. **Industrial Support:** OO-ALC has a one-of-a-kind industrial capability with its internal capabilities and its geographical collocation with local industry:

- OO-ALC has unique design, prototyping, and competitive manufacturing expertise in the following:
  - Optical and photonic components (30,000 ft^2 environmentally controlled facility plus 5,000 ft^2 management and engineering support facility)
  - Printed circuit boards (96,000 ft^2 environmentally controlled area, 20,000 ft^2 of which is raised floor for ATE and 10,000 ft^2 of which is 100,000 class clean room)
  - Electrical cabling
  - Plastic and rubber molding
  - Investment casting
  - Packaging systems
  - Metal Processing
  - Thermal spray coatings
  - Indoor anechoic test complex (radar testing)
- Also provide typical industrial support functions
  - Precision measurement equipment lab (PMEL)
  - Hydraulics/electronics support
    - Electro/hydraulic
    - Missile flight controls
    - Hydraulic actuators
    - Missile shock isolators
  - Machine shop:
    - CNC milling
    - CAD/CAM design and programming
    - Tool and die
    - Mold making
  - Plant (facility) management
  - Supply
- Major missile contractors are located in local area from which OO-ALC can draw expertise
  - Hercules, Salt Lake City, produces the following rocket motors:
    - HARM
    - Poseidon
    - Trident
    - Minuteman
    - Sidewinder

- Thiokol, Ogden, UT, and Promontory, UT, produces the following rocket motors:
  - Peacekeeper
  - Minuteman
  - Maverick
  - Trident
- Williams International, Ogden, UT, produces:
  - Advanced Cruise Missile jet engine

d. **Engineering:** OO-ALC has a full-range engineering support capability already in place:
- System Engineering support expertise in-house
  - Hardware and software
    - Design
    - Development
    - Test
    - Integration
- Independent verification and validation for software (IV&V)
- EPA certified chemical analysis (liquid, solid and explosive analyses)
- Structural and electrical failure analysis
- Environmental analysis
- Time studies and process improvement (improve production flow)

e. **Assessment (Analysis):**
- Explosives analysis
  - X-ray and computed tomography (CT), just opened largest CT in country
    - Bldg 2113 23,000 ft^2
  - Rocket motor and warhead dissections (machining)
    - Bldg 1946 2,436 ft^2
    - Little Mountain Complex
  - Chemical and physical analysis
    - Chemical: Bldg 1941 3,297 ft^2
    - Physical: Bldg 1943 3,297 ft^2
- Survivability/vulnerability analysis (Little Mountain Complex)
  - Radiation
  - Shock and vibration
  - Electromagnetic compatibility/interference

f. **Test:**
- Aging and surveillance of explosive components
  - Service life predictions
  - Safety assessments
- Live and static firing
  - Warheads/large Motors: Utah Test and Training Range (UTTR)
  - Small motors/components on-base: 649 MUNS (Maintenance and Test Squadron)
  - Dugway Proving Grounds (Army)
- Close proximity to operational users
  - 388 Fighter Wing
  - 419 Fighter Wing (AFRES)
- 545 Test Group provides test services
  - Test Management
  - Flight Test Engineering
  - Test Plans
  - Final Test Report

- Collocated with:
    - Buildup and storage facilities
    - Aircraft loading area
    - Mission Control Center (MCC)
    - Integrated Product Team (IPT)
    - UTTR
- Allows product engineers to track the test process at any stage and obtain real-time test data for decision-making

g. **Storage Facilities:** OO-ALC has extensive storage capabilities on-site and close by:
- Explosive storage
    - Missile assembly and maintenance storage (>200 facilities) 247,000 ft^2
    - Tooele North Storage Area 1,000,000 ft^2, 41,000 ft^2 for OO-ALC assets
    - Oasis 108,000 ft^2
- Non-explosive storage on-site
    - OO-ALC storage 252,000 ft^2
    - DLA storage areas (largest in the U.S.) 3.4 M ft^2
- Army's Tier Depot Analysis:
    - Study performed by the Army
    - Classifications
        - Tier I (Days 1-30; training)
        - Tier II (Days 30 and beyond)
        - Tier III (De-Mil and caretaker)
    - Tooele AD "Best suited for Active Status" (Tier I), LEAD "Best suited for Cadre Status" (Tier II)
    - Tooele AD, together with OO-ALC's unique explosive airlift capability, can project great quantities of munitions quickly and efficiently

h. **Distribution:**
- Ammunition control point for all USAF non-nuclear munitions
    - $10B inventory; over 11,000 items managed
    - Processed over 4165 tons of munitions (167 Boeing 707 equivalents) during two-month period in support of Desert Storm
- Located near major transportation networks with unique explosive handling capability by air, rail or truck:
    - Airfields: Hill AFB and Salt Lake City International Airport
    - Interstate: I-15, I-80, and I-84
    - Railroads: Union Pacific, Rio Grande, Southern Pacific (plus on-base rail)

i. **Disposal:**
- Explosive Ordnance Disposal (EOD) Division at Hill AFB
- Use thermal treatment unit at UTTR
    - Capable of Disposing of large explosives while maintaining EPA compliance
    - One of a few select sites
- Dugway Proving Grounds (Army)
- Tooele AD for chemical and biological demilitarization

j. **Surge Capability:** OO-ALC has a well-rounded peacetime and wartime surge capability with the collocation of DLA, Tooele AD, 545th Test Group, 419th FW, 388th FW, the number of hot pads for munitions transport, and class 1.1 explosive capability. Hill AFB has unique qualifications that enabled them to be a major player in the airlift of munitions from Hawthorne Army Ammunition Plant, Nevada, Sierra Army Depot, California, and Tooele Army Depot, Utah, during Desert Storm.

3. **Current Tactical Missile Workloads in DoD:** In Figure 3-1, those workloads currently planned for consolidation at LEAD are shaded, those currently performed at OO-ALC are annotated with a "⇒", and those workloads at OO-ALC that are planned for consolidation at LEAD have both annotations. Table 3-1 shows the total missile workload performed at OO-ALC with the number of direct hours for each, ONLY for repairs. Table 3-2 shows that OO-ALC performs 92% of the USAF missile workload and 48% of the DoD missile workload as measured by direct labor hours. Table 3-3 shows that OO-ALC performs 71% of the USAF tactical missile workload and 20% of the DoD tactical missile workload.

⇒ ACM	Patriot
⇒ ALCM	⇒ Peacekeeper
AMRAAM	Phoenix
ANTSQ-73	Poseidon
Army Tactical Missile	⇒ RSLP
Chaparral	Shillelagh
Dragon	⇒ Sidewinder
HARM	Sparrow
Harpoon	⇒ SRAM
Have Nap	Standard
Hawk	⇒ STARS
Hellfire	Stinger
LCSS	TOW & TOW Cobra
⇒ Maverick	Tomahawk
⇒ Minuteman	Trident
MLRS	TSSAM

Legend:
LEAD Consolidation
⇒ OO-ALC Repaired

Figure 3-1. DoD Tactical Missile Workload

Table 3-1. OO-ALC Missile Workload

System	Manage	Test	Repair	Direct Labor Hrs*
Minuteman	√	√	√	763.0K
Peacekeeper	√	√	√	73.0K
Maverick	√	√	√	86.0K
Sidewinder		√	√	103.0K
SRAM		√	√	4.0K
ALCM		√	√	14.0K
ACM		√	√	0.7K
Have Nap		TBD		N/A
AMRAAM		√		N/A
HARM		√		N/A
RSLP		√	√	24.0K
STARS		√	√	0.2K
*Represents repair only			**Total**	**1067.9K**

Table 3-2. Total DoD Missile Workload Comparisons

	All Repair	OO-ALC Repair	
Assets*	**Direct Labor Hrs (K)**	**Direct Labor Hrs (K)**	**%**
USAF	1157	1068	92
DoD	2207	1068	48

*Excludes AMRAAM, HARM, Have Nap, Tomahawk, & TSSAM (either in development or contractor repair - no data was available)
Source: Estimates Based on *Tactical Missile Maintenance Consolidation Plan for LEAD*, 31 Jan 92.

Table 3-3. Total DoD Tactical Missile Workload Comparisons

	All Repair	OO-ALC Repair	
Assets*	**Direct Labor Hrs (K)**	**Direct Labor Hrs (K)**	**%**
USAF	293	208	71
DoD	1020	208	20

*Excludes AMRAAM, HARM, Have Nap, Tomahawk, & TSSAM (either in development or contractor repair - no data was available)
Source: Estimates Based on *Tactical Missile Maintenance Consolidation Plan for LEAD*, 31 Jan 92.

4. Future Tactical Workloads:

a. The following definitions are used throughout this section:

- Category I workloads (like systems):
  - Fits well into existing repair flows
  - Immediately integratable into flow
  - Facility realignment only—No MILCON (military construction)
- Category II workloads (similar systems):
  - Adaptable to existing repair flows
  - Requires transition planning
  - Facility modifications required—No MILCON
- Category III Workloads (future—in development or CLS):
  - Projected availability beyond FY95
  - Requires transition planning
  - Facility modifications required—No MILCON

Table 4-1 Category I Tactical Missile Workloads

	Requirements						
	Direct Labor Hours (K)				Floor Space (K- ft^2)		
System	FY94	FY95	FY96	FY97	Req	Add	Avail
Sidewinder*	14.8	14.4	15.5	18.4	3.0	0	24
Chaparral*	23.6	23.6	-	-	3.1	0	
Hellfire**	3.7	3.7	3.7	3.7	3.6	0	38
Total	**42.1**	**41.7**	**19.2**	**22.1**	**9.7**	**0**	**62**

* In Addition to 103K Hrs of Current Sidewinder Repair
** In Addition to 83K Hrs of Current Maverick Repair
Source: Floor Space Requirements from *Building 370 First Floor Proposed Floor Plan*, LEAD, 8 May 92.

b. **Category I Tactical Missile Workloads:** Table 4-1 shows the Category I tactical missile workloads that could be performed at OO-ALC. The advantages of consolidating Category I workload at OO-ALC are:

- Support infrastructure in place
- Minimal facility realignment—No MILCON
- Common Support Equipment Already in Place
- Highly skilled work force available
- Can implement and absorb immediately

Table 4-2 Category II Tactical Missile Workloads

	Requirements			
	Direct Labor Hours (K)			
System	FY94	FY95	FY96	FY97
ANTSQ-73	56.9	56.9	-	-
Dragon	22.4	22.4	22.4	22.4
LCSS	18.8	18.8	-	-
MLRS	49.2	49.2	49.2	49.2
Phoenix	9.9	23.9	20.4	20.4
Shillelagh	5.2	5.2	-	-
Sparrow	89.0	71.9	73.6	70.6
Stinger	30.8	11.8	14.2	14.2
TOW Missiles	112.8	112.8	112.8	112.8
Total	**395**	**372.9**	**292.6**	**289.6**

Floor Space (K- ft^2)
Req
65
Avail
65

Source: Same as Category I Table and *Tactical Missile Maintenance Consolidation Plan for LEAD*, 31 Jan 92

c. **Category II Tactical Missile Workloads:** Table 4-2 shows the Category II tactical missile workloads that can be performed at OO-ALC. The advantages of consolidating Category II workload at OO-ALC are:

- The support infrastructure is in place
- Limited facility modifications—No MILCON
- Common support equipment is in place.
- Common Technology and Skills in Place
- Training programs available locally
- Economies of scale
- Phase the consolidation over 94-98

Table 4-3. Category III Tactical Missile Workloads

System	Requirements: Direct Labor Hours (K) FY94	FY95	FY96	FY97
AMRAAM	-	-	-	-
ATACM	21.6	21.6	21.6	21.6
HARM	-	-		
Harpoon	16.1	16.1	16.1	16.1
Have Nap	-	-	-	-
Hawk	73.2	63.7	60.0	58.5
Patriot	200.6	167.8	151.4	135.8
Standard	63.0	66.0	67.0	81.0
Tomahawk	-	-	-	-
TSSAM	-	-	-	-

Floor Space ($K\text{-}ft^2$)
Req
100
Avail
100

Source: Same as Category I Table and *Tactical Missile Maintenance Consolidation Plan for LEAD*, 31 Jan 92

d. **Category III Tactical Missile Workloads:** Table 4-3 shows the Category III tactical missile workloads that can be performed at OO-ALC. The advantages of consolidating Category III workload at OO-ALC are:
- Support infrastructure is in place
- Limited facility modification—No MILCON
- Increased economies of scale
  - Common technologies and skills with other workloads
  - Leverage category II production processes
- Phase in 96-98

5. Analysis:

a. Facilities:
- Ogden
  - Support infrastructure in place
  - Facilities are available; could accept all workload without MILCON and with minimum refurbishment (268,300 ft^2 available as shown in Tables 4-1, 4-2, and 4-3, and paragraph 1c, for transition of organic repair only)
    - Explosive storage available
    - Explosive work area available
    - Extra storage at Tooele and Oasis (UTTR)
  - Skills and technology in place
  - Consolidation can occur immediately

- LEAD
  - LEAD advertised NO MILCON prior to BRAC decision. Current MILCON funding level is $7.134M (only for tactical missiles) and will probably increase. Not included in this figure is any construction for support or storage facilities.
  - Have proposed 303,649 ft^2 for missile maintenance (Bldgs 370, 426, 11, and 12) all of which are undergoing extensive renovation with MILCON, Base Closure Account (BCA) and minor construction funding (Blue Book update, Sept 94)
  - 3M ft^2 ammunition storage
  - Radiographic facilities

Table 5-1 OO-ALC and LEAD Functional ft^2 Comparison

Function	OO-ALC	LEAD
Storage	3.8M	3.0M
Analysis	32,000	NONE
Test	32,000	NONE
Repair	268,300	303,469

b. Cost:

- Actual cost per labor-hour at OO-ALC is less than Letterkenny ($68.08 vs. $74.96 as of Oct 94)
  - LEAD projected 1994 labor rate to be $50.30. (Projection as of Jan 93)
  - LEAD briefed 1999 labor hours (675,000 hours) and cost ($71.10/direct labor hour). LEAD projected 1997 labor rate to be $37.76/direct labor hour (Projection as of Jan 93) upon which payback period and steady state savings are based. Actuals appear to be far different from projected.
  - LEAD Low labor cost before the BRAC decision, was due to lower skill-level tasks (personnel in WG 8-10) where OO-ALC required higher skilled tasks (personnel in WG 10-12). Labor cost has greatly increased since hiring of skilled workers as more complicated workload was transferred. Also, fewer labor hours are being transferred due to force reductions.
  - LEAD is claiming that if more of the same workload is transferred, the cost will be lower, even though they will need to hire highly skilled workers who cost more.
  - Army is seeking waivers to NOT transfer 29% of their tactical missile workload to LEAD because it is not cost-effective, systems are retiring, or technical data is too costly to purchase.
- Total BRAC funding for TMC is $51M.
  - Other hidden costs born by the current Source of Repair (SOR):
    - USAF pays PCS for workers transferring to LEAD
    - Losing SOR pays labor to disassemble equipment for shipment to LEAD
    - USAF is paying $5.2M per year (projected for up to three years totaling $15.6M) for Interim Contractor Support (ICS). BRAC funding is only approved for one year.
- LEAD wants all missile workload being performed at contractor facilities to transition to LEAD regardless of increased cost or erosion of private industrial manufacturing/repair base. Three examples:
  - Hellfire
    - Contractor actual labor cost: $47/hr
    - LEAD estimated cost: $60 /hr
    - Contractor setup: $5.096M
    - LEAD $9.172M (excluding facilities)
  - AIM-7P
    - Commercial cost: $6,127/repair
    - LEAD cost: $11,302/repair
  - Patriot (90% of the work will not transfer from contractors)
    - 51 items: Documentation unsuitable for organic repair
    - 7 items: Unstable design
    - 3 items: Insufficient demands
    - 16 items: Not cost effective to transfer
- LEAD wants a moratorium on competition for tactical missile workload until 1999 when they expect their rates to stabilize.

c. **Schedule:**
- AIM-9 scheduled transition was to take one(1) year—now planned for three (3) years before fully transitioned.
- LEAD advertised capability to perform modifications—is unable to perform due to lack of capacity. Contractor is being used and cost is three times that if OO-ALC would perform the work.
- Transition of workload planned in Nov 93 for 1995 was 408,100 hrs; revised plan as of Oct 94 is 274,300 hrs. Only 67% of the planned is expected.
- The planned transition of workload through FY99 is 759,500 hours. Of that, only 172,400 is planned to be transitioned by Apr 95 (22.9%).**
- 84,900 hours of workload have transitioned to LEAD, but only 19,800 hours of work have been performed (23.3%). A large backlog of repair work could negatively impact readiness.**

** Source: Two handouts from the Tactical Missile Consolidation IPR October 1994, titled: "Expended Transition Workload" and "Planned Transition Workload."

d. **Service:**
- Ogden ALC offers the most extensive missile experience in DoD; more than 30 years
- Ogden ALC provides high quality, innovative, full service missile support (as recognized by Vice President Gore)
- LEAD proposes a "one-stop-service" concept while OO-ALC has been practicing one-stop service for 30 years.

e. **Environmental Concerns:**
- EPA permits already exist at OO-ALC for disposals, demilitarization, and necessary explosive work in conjunction with UTTR, Tooele AD, and Dugway Proving Grounds.

6. **Conclusion:** Consolidation of all DoD tactical missile workload at OO-ALC is the best decision because storage, test, analysis, repair, and disposal of missiles are all in one location; LEAD can only store and repair. We believe that the most cost-efficient place to consolidate missile repair is OO-ALC; only OO-ALC can provide the full scope of missile support from storage to test, analysis, and repair. The geographical collocation of OO-ALC, Hill AFB fighter wings, Tooele AD, Dugway Proving Grounds, and UTTR, provide a synergism found nowhere else in the country. LEAD cannot even come close to developing the capabilities collectively gathered and operationally in place in Utah. TMC at LEAD is a costly move (short term and long term) for U.S. taxpayers. There is no evidence that the costs projected for transition will ever be recouped in the long term.

Schedule Calculations

To Determine Percent of Total Workload to be Transitioned to LEAD by April 95:

1. Use FY99 as the baseline (steady state condition): 759,500 hours

2. Determine the difference between FY95 and FY95 as the gaining workload in hours.
   (274,300 - 94,100 = 160,200)

3. Assume uniform amount of workload is transitioned each month (160,200/12). Therefore, 80,100 hours will have transferred by the end of Apr 95 (6 months into FY95).

4. $\frac{94{,}100 + 80{,}100}{759{,}500} = .229$ or **22.9%** of the of the planned workload will have transitioned by Apr 95.

5. Of the 84,900 hours actually received by LEAD in FY94, only 19,800 hours of work were performed **(23.3%)**

Source: Two handouts from the Tactical Missile Consolidation IPR October 1994, titled: "Expended Transition Workload" and "Planned Transition Workload."

As of: 13 Oct 94

EXPENDED TRANSITION WORKLOAD

DIRECT LABOR HOURS (000)

	FY 94		FY 95	
	ACTUAL	EXPND	PLND	EXPND
ARMY – Organic				
SHILLELAGH	0.000	0.000	0.000	0.000
LCSS	0.000	0.000	0.000	0.000
AN/TSQ–73	0.000	0.000	0.000	0.000
CHAPARRAL	0.000	0.000	0.000	0.000
TOW 2	0.000	0.000	0.000	0.000
DRAGON **	1.493	0.000	20.162	0.000
TOW BFVS	0.224	0.070	51.309	0.000
TOW COBRA	0.446	0.000	0.000	0.000
ATACMS **	8.420	5.228	30.837	0.000
HELLFIRE ** Kr will not transitioning	1.021	0.081	5.927	0.000
MLRS	3.324	0.095	78.247	0.000
AVENGER **	51.044	13.094	7.178	0.000
TOTAL ARMY ORGANIC	65.972	18.568	193.660	0.000
AF / NAVY / USMC – Organic				
SPARROW **	17.577	0.593	0.000	0.000
PHOENIX **	0.000	0.000	0.000	0.000
SIDEWINDER *	0.000	0.000	0.000	0.000
MAVERICK	0.000	0.000	0.000	0.000
STANDARD	0.000	0.000	0.000	0.000
HAWK (USMC)	0.000	0.000	0.000	0.000
TOTAL OTHER ORGANIC	17.577	0.593	0.000	0.000
AF / NAVY / USMC – Contract				
AMRAAM	0.000	0.000	0.000	0.000
HARM *	0.000	0.000	0.000	0.000
TOTAL OTHER CONTRACT	0.000	0.000	0.000	0.000
ARMY – Contract				
HELLFIRE	0.000	0.000	0.000	0.000
STINGER	0.000	0.000	0.000	0.000
HAWK	0.000	0.000	0.000	0.000
PATRIOT	0.000	0.000	0.000	0.000
MLRS	0.000	0.000	0.000	0.000
ATAS / AVENGER	0.000	0.000	0.000	0.000
ATAS (ARGON BOTTLES) **	1.376	0.649	1.814	0.000
TOTAL ARMY CONTRACT	1.376	0.649	1.814	0.000
TOTAL WORKLOAD	84.925	19.810	195.474	0.000

* INCLUDES ENGINEERING SUPPORT WORKLOAD

** ORGANIC CAPABILITY ACHIEVED AT LEAD

As of: 13 OCT 94

PLANNED TRANSITION WORKLOAD

DIRECT LABOR HOURS (000)

	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
ARMY – Organic						
SHILLELAGH	0.0	0.0	0.0	8.0	8.0	8.0
LCSS	0.0	0.0	0.0	18.4	18.4	18.4
AN/TSQ-73	0.0	0.0	0.0	2.5	0.8	0.7
CHAPARRAL	0.0	0.0	0.0	0.0	1.5	1.7
TOW 2	0.0	8.1	57.9	59.7	71.6	71.9
DRAGON **	0.0	18.1	20.4	20.9	15.4	15.4
TOW BFVS	0.0	28.7	33.4	36.2	35.9	35.9
TOW COBRA	0.0	6.0	40.2	39.3	39.4	39.4
ATACMS **	3.0	18.8	22.6	24.1	23.1	11.1
HELLFIRE **	3.5	15.8	14.3	14.3	16.9	19.5
MLRS	32.3	54.4	67.0	73.9	71.1	71.3
AVENGER **	46.9	18.0	8.3	7.8	7.9	7.3
TOTAL ARMY ORGANIC	85.7	167.9	264.1	305.1	310.0	300.6
AF / NAVY / USMC – Organic						
SPARROW **	5.6	41.5	37.9	33.2	38.3	31.0
PHOENIX **	0.0	12.0	22.1	19.0	19.2	13.3
SIDEWINDER *	0.0	16.2	111.7	108.0	99.2	94.6
MAVERICK	0.0	0.0	11.5	43.6	41.6	43.6
STANDARD ***	0.0	0.0	13.4	14.5	14.3	16.8
HAWK (USMC)	0.0	17.3	126.4	118.3	101.0	91.8
TOTAL OTHER ORGANIC	5.6	87.0	323.0	336.6	313.6	291.1
AF / NAVY / USMC – Contract						
AMRAAM	0.0	0.0	0.0	0.0	30.5	35.5
HARM *	1.0	1.0	1.0	1.0	28.1	32.4
TOTAL OTHER CONTRACT	1.0	1.0	1.0	1.0	58.6	67.9
ARMY – Contract						
HELLFIRE	0.0	0.0	0.0	0.0	0.0	0.0
STINGER	0.0	0.0	0.0	0.0	0.0	0.0
HAWK	0.0	0.0	1.7	1.8	4.2	4.3
PATRIOT	0.0	6.3	7.4	6.4	7.6	7.0
MLRS	0.0	7.6	13.7	14.0	13.1	13.5
ATAS / AVENGER	0.0	0.0	6.5	26.2	66.5	67.8
ATAS (ARGON BOTTLES) **	1.8	4.5	8.3	7.8	7.9	7.3
TOTAL ARMY CONTRACT	1.8	18.4	37.6	56.2	99.3	99.9
TOTAL WORKLOAD	94.1	274.3	625.7	698.9	781.5	759.5

* INCLUDES ENGINEERING SUPPORT WORKLOAD
** ORGANIC CAPABILITY ACHIEVED AT LEAD
*** STANDARD M-HRS REMAIN ON CHART UNTIL FINAL RESOLUTION WITH NAVSEA

Document Separator

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS OGDEN AIR LOGISTICS CENTER (AFMC)
HILL AIR FORCE BASE, UTAH

28 December 1994

MEMORANDUM FOR HQ AFMC/LG
ATTENTION: Mr Don Lucht

FROM: OO-ALC/ CC
7981 Georgia Street
Hill AFB UT 84056-5824

SUBJECT: Evaluation of Potential Interservice and Intraservice Depot Maintenance Workload Consolidations (HQ AFMC/XP Ltr, 23 Dec 94)

1. Ogden ALC was requested to provide a two part analysis for the workload consolidation study. Both options include the relocation of instrument, hydraulic, and bearing workloads from Ogden ALC to other depots and the addition of landing gear, exchangeable weapons, missile electronic, and tactical missile workloads from other depots to Ogden. The difference in the two options is the amount of tactical missile workload to be transferred to Ogden ALC; Option 1 includes Air Launched Tactical Missiles, and Option 2 includes all Tactical Missile workload, including missiles, launchers, tracking systems, and associated vehicles.

2. The data necessary for a complete analysis was not available either through AF/LGM or other data sources. The assumptions used in the analysis are provided in Attachment 1. Our primary concerns with the analysis are the specific requirements to support the ground launchers, tracking systems, and associated vehicles that are not workload additives to Letterkenny (LEAD) under the 93 BRAC decision. Ogden ALC has over 100K sq ft of general purpose high bay shop, in Buildings 847 and 238, with low shop relocation costs, that can be made available by shifting other workload to facilitate the vehicle and associated workload. However, before the analysis can be completed additional workload specific data is required.

3. Our response is provided on the requested evaluation sheets as two separate and complete options. Ogden ALC can easily accommodate the workload defined in Option 1 with low cost to the Government, evaluation sheets are provided, Attachment 2. Based on the available information and the assumption criteria, the workload associated with Option 2 can also be easily accommodated at the Hill AFB facility, evaluation worksheets are provided, Attachment 3.

4. Our ability to support this workload at a low cost, $1,142K for Option 1 and $2,945K for Option 2, is enhanced by our depot and community infrastructure. The Ogden ALC depot has extensive capability including, advanced machining, state of the art plating, optical repair and

manufacture, repair and overhaul of strategic missile ground transportation vehicles, sheet metal bonding manufacture and repair, and munitions storage, to mention a few. Our community infrastructure provides direct access to trained electronic technicians, Army trained vehicle mechanics, and other skills that would be required to support this workload. The additional skilled personnel required to support this mission are readily available within a 70 mile radius of our depot.

5. Prior to this data submission, we have provided cost avoidance data derived by not transferring the Air Force Maverick and Sidewinder workload and manpower authorization data defining the authorization required to accept this new core workload.

6. The Ogden ALC point of contact is Philip Paskett, OO-ALC/FMPB, DSN 924-2159, FAX 458-8320.

STEPHEN P. CONDON, Major General, USAF
Commander

Attachments:
1. Assumptions
2. Option 1
3. Option 2

cc:
HQ AFMC/XP

Evaluation of Potential Interservice and Intraservice Depot Maintenance Workload Consolidations

Assumptions

1. The hours provided include only organic core workload for each of the respective depots, therefore, the additive workload will increase the level of core at the gaining depot and the authorizations to support the core will be transferred to that depot. Facilities to support contractor or GO-CO operations are not included in our analysis and are expected to continue in operation unless workload data is provided to allow for complete analysis.

2. The hours are accurate for each weapon system except for the ground launch tactical missile workload where neither, a system breakout or a description of work was provided.

3. Our analysis is based on the direct labor hours provided by AF/LGM and the Letterkenny (LEAD) Workload Transfer Plan, 13 Oct 94, that identified the square footage requirements for workload being transferred into LEAD as a result of the 93 BRAC decision. Data was not provided, and to our knowledge is not available, on the workload presently assigned to LEAD that is part of this exercise, i.e., ground vehicle repair. The inability to obtain weapon system breakdown of the work requirements made it necessary to project available square footage of general purpose workspace rather than provide detailed projected cost data.

4. The manpower requirements were computed using the project hours based on the DoD capacity standard of 1615 hour yield for direct labor, 17 percent for indirect, and 8 percent for base operating support as recommended in the worksheet instructions.

5. Sixty percent of the personnel presently assigned to the workload will transfer to the gaining depot.

6. Equipment will transfer with the workloads and gaining depot will have an opportunity to review equipment being purchased for the LEAD transfer to determine if it would be required at the Hill AFB depot.

EVALUATION OF
(Option 1)
INTERSERVICING (or INTRASERVICING) ALTERNATIVE

Tactical Missiles transferring from LEAD to OO-ALC
(Commodity group) (Losing depot) (Gaining depot)

DPAH/year: 140,000
(from atch 2 or 3).

Transfer start: 96-3 (Fiscal quarter) Transfer end: 97-4 (Fiscal quarter)

Required MILCON: (Specify each individually citing: $M, sq ft, CE facility category code of construction, and brief description)

No MILCON required.

Shop Floor Rearrangement Costs: (Specify each individually citing: $K, sq ft involved, brief description)

$603K for equipment installation and minor construction.

Manpower Authorizations Required: (Consider only authorizations being eliminated by other consolidations as available from within the existing ALC's resources)

- Direct production authorizations: 87
- Production overhead: 15
- Base Operating Support (BOS): 7

Total: 109

Estimated Training Costs: (Assuming 60% of the current workforce will transfer with the workload from the losing depot, indicate the estimated cost to train the new workforce associated with this gained workload.)

- First-year training costs for workers transferring from other workloads at this ALC: Number: -0- $K: -0-
- First-year training costs for new-employees hired for this workload or to replace others transferred to this workload: Number: 35 $K: 162.4

Comments/Concerns associated with this potential consolidation alternative:

Our assumption was based on the following workloads transferring to OO-ALC: Sidewinder (Navy), Sparrow, AMRAAM, HARM, Phoenix and Hellfire.

PHILIP A. PASKETT (Actg) OO-ALC/FMP
(Name/Office Symbol) of Principal Reviewer or Functional Area Expert)

Philip A Paskett
(Signature)

27 Dec 94
(Date)

Atch 2

EVALUATION OF INTERSERVICING (or INTRASERVICING) ALTERNATIVE

Tactical Missiles transferring from Crane to OO-ALC
(Commodity group) (Losing depot) (Gaining depot)

DPAH/year: 37.8K
(from atch 2 or 3)

Transfer start: 96-3 (Fiscal quarter) Transfer end: 97-4 (Fiscal quarter)

Required MILCON: (Specify each individually citing: $M, sq ft, CE facility category code of construction, and brief description)

No MILCON required. Current explosive work area for 1.4 explosives exist in 509. Explosive storage also exists in 509 and 268. Clean room facilities exist in Bldg 100, Bay A.

Shop Floor Rearrangement Costs: (Specify each individually citing: $K, sq ft involved, brief description)

Humidifier required in the clean room, $5,000.

Manpower Authorizations Required: (Consider only authorizations being eliminated by other consolidations as available from within the existing ALC's resources)

- Direct production authorizations: 23
- Production overhead: 4
- Base Operating Support (BOS): 2
- Total: 29

Estimated Training Costs: (Assuming 60% of the current workforce will transfer with the workload from the losing depot, indicate the estimated cost to train the new workforce associated with this gained workload.)

- First-year training costs for workers transferring from other workloads at this ALC: Number: -0- $K: -0-
- First-year training costs for new-employees hired for this workload or to replace others transferred to this workload: Number: 9 $K: 41.8

Comments/Concerns associated with this potential consolidation alternative:

An assumption is made that there is 37.8K DPAH at Crane. The document, Crane, Tactical missile workload proposed transfer identifies the Navy has 11 billets or people doing this work which equates to 14.5K DPAH.

PHILIP A. PASKETT, (Actg) OO-ALC/FMP — Philip A. Paskett — 27 Dec 94
(Name/Office Symbol) of Principal Reviewer or Functional Area Expert) (Signature) (Date)

EVALUATION OF
INTERSERVICING (or INTRASERVICING) ALTERNATIVE

Missile Electronics transferring from SA-ALC to OO-ALC
(Commodity group) (Losing depot) (Gaining depot)

DPAH/year: 58,000
(from atch 2 or 3)

Transfer start: 96-3 (Fiscal quarter) Transfer end: 97-4 (Fiscal quarter)

Required MILCON: (Specify each individually citing: $M, sq ft, CE facility category code of construction, and brief description)

N/A Utilize existing facilities.

Shop Floor Rearrangement Costs: (Specify each individually citing: $K, sq ft involved, brief description)

Building 1265 none.
Building 1208 none.

Manpower Authorizations Required: (Consider only authorizations being eliminated by other consolidations as available from within the existing ALC's resources)

- Direct production authorizations: 37
- Production overhead: 6
- Base Operating Support (BOS): 3

Total: 46

Estimated Training Costs: (Assuming 60% of the current workforce will transfer with the workload from the losing depot, indicate the estimated cost to train the new workforce associated with this gained workload.)

- First-year training costs for workers transferring from other workloads at this ALC: Number: 0 $K: 0
- First-year training costs for new-employees hired for this workload or to replace others transferred to this workload: Number: 14 $K: 64.9

Comments/Concerns associated with this potential consolidation alternative:

Cable workload from SA-ALC, 5E and 1208 consolidated in Bldg 1208.
Nuclear related consolidated in Bldgs 1265 and 1266 (if clean room required.

PHILIP A. PASKETT, (Actg) OO-ALC/FMP
(Name/Office Symbol) of Principal Reviewer or Functional Area Expert)

Philip A Paskett
(Signature)

27 Dec 94
(Date)

EVALUATION OF INTERSERVICING (or INTRASERVICING) ALTERNATIVE

Ordnance transferring from Corpus Christi to OO-ALC-LIT
(Commodity group) (Losing depot) (Gaining depot)

DPAH/year: 1K
(from atch 2 or 3)

Transfer start: 96-3 (Fiscal quarter)

Transfer end: 97-4 (Fiscal quarter)

Required MILCON: (Specify each individually citing: $M, sq ft, CE facility category code of construction, and brief description)

No MILCON required. Current Air Force ordnance workload is accomplished in bldg 509. Excess facility floor space is available to support the workload.

Shop Floor Rearrangement Costs: (Specify each individually citing: $K, sq ft involved, brief description)

No costs will be incurred.

Manpower Authorizations Required: (Consider only authorizations being eliminated by other consolidations as available from within the existing ALC's resources)

- Direct production authorizations: .62
- Production overhead: 0
- Base Operating Support (BOS): 0

Total: .62

Estimated Training Costs: (Assuming 60% of the current workforce will transfer with the workload from the losing depot, indicate the estimated cost to train the new workforce associated with this gained workload.)

- First-year training costs for workers transferring from other workloads at this ALC: Number: -0- $K: -0-
- First-year training costs for new-employees hired for this workload or to replace others transferred to this workload: Number: -0- $K: -0-

Comments/Concerns associated with this potential consolidation alternative:

The ordnance workload project for transfer will be easily integrated into our existing workload processes.

Ejection seat workload presently accomplished in 509 include F4, F18 & Aces II. If the workload is in these systems additional training will be significantly reduced.

PHILIP A. PASKETT, (Actg) OO-ALC/FMP
(Name/Office Symbol) of Principal Reviewer or Functional Area Expert)

Philip A Paskett
(Signature)

27 Dec 94
(Date)

EVALUATION OF INTERSERVICING (or INTRASERVICING) ALTERNATIVE

Ordnance transferring from Cherry Point to OO-ALC-LIT
(Commodity group) (Losing depot) (Gaining depot)

DPAH/year: 1K
(from atch 2 or 3)

Transfer start: 96-3 (Fiscal quarter) Transfer end: 97-4 (Fiscal quarter)

Required MILCON: (Specify each individually citing: $M, sq ft, CE facility category code of construction, and brief description)

No MILCON required. Current Air Force ordnance workload is accomplished in bldg 509. Excess facility floor space is available to support the workload.

Shop Floor Rearrangement Costs: (Specify each individually citing: $K, sq ft involved, brief description)

No costs will be incurred.

Manpower Authorizations Required: (Consider only authorizations being eliminated by other consolidations as available from within the existing ALC's resources)

- Direct production authorizations: .62
- Production overhead: 0
- Base Operating Support (BOS): 0

Total: .62

Estimated Training Costs: (Assuming 60% of the current workforce will transfer with the workload from the losing depot, indicate the estimated cost to train the new workforce associated with this gained workload.)

- First-year training costs for workers transferring from other workloads at this ALC: Number: -0- $K: -0-
- First-year training costs for new-employees hired for this workload or to replace others transferred to this workload: Number: -0- $K: -0-

Comments/Concerns associated with this potential consolidation alternative:

The ordnance workload project for transfer will be easily integrated into our existing workload processes.

Ejection seat workload presently accomplished in 509 include F4, F18 & Aces II. If the workload is in these systems additional training will be significantly reduced.

PHILIP A. PASKETT, (Actg) OO-ALC/FMP — Philip A Paskett (Signature) — 27 Dec 94 (Date)
(Name/Office Symbol) of Principal Reviewer or Functional Area Expert)

EVALUATION OF
INTERSERVICING (or INTRASERVICING) ALTERNATIVE

Ordnance transferring from Jacksonville to OO-ALC
(Commodity group) (Losing depot) (Gaining depot)

DPAH/year: 21K
(from atch 2 or 3)

Transfer start: 96-3 (Fiscal quarter) Transfer end: 97-4 (Fiscal quarter)

Required MILCON: (Specify each individually citing: $M, sq ft, CE facility category code of construction, and brief description)

No MILCON required. Current Air Force ordnance workload is accomplished in bldg 509. Excess facility floor space is available to support the workload.

Shop Floor Rearrangement Costs: (Specify each individually citing: $K, sq ft involved, brief description)

No costs will be incurred.

Manpower Authorizations Required: (Consider only authorizations being eliminated by other consolidations as available from within the existing ALC's resources)

- Direct production authorizations: 13
- Production overhead: 2
- Base Operating Support (BOS): 1

Total: 16

Estimated Training Costs: (Assuming 60% of the current workforce will transfer with the workload from the losing depot, indicate the estimated cost to train the new workforce associated with this gained workload.)

- First-year training costs for workers transferring from other workloads at this ALC: Number: -0- $K: -0-
- First-year training costs for new-employees hired for this workload or to replace others transferred to this workload: Number: 5 $K: 3

Comments/Concerns associated with this potential consolidation alternative:

The ordnance workload project for transfer will be easily integrated into our existing workload processes.

Ejection seat workload presently accomplished in 509 include F4, F18 & Aces II. If the workload is in these systems additional training will be significantly reduced.

PHILIP A. PASKETT, (Actg) OO-ALC/FMP — Philip A Paskett — 27 Dec 94
(Name/Office Symbol) of Principal Reviewer or Functional Area Expert) (Signature) (Date)

EVALUATION OF
INTERSERVICING (or INTRASERVICING) ALTERNATIVE

Ordnance transferring from North Island to OO-ALC-LIT
(Commodity group) (Losing depot) (Gaining depot)

DPAH/year: 3K
(from atch 2 or 3)

Transfer start: 96-3 (Fiscal quarter) Transfer end: 97-4 (Fiscal quarter)

Required MILCON: (Specify each individually citing: $M, sq ft, CE facility category code of construction, and brief description)
No MILCON required. Current Air Force ordnance workload is accomplished in bldg 509. Excess facility floor space is available to support the workload.

Shop Floor Rearrangement Costs: (Specify each individually citing: $K, sq ft involved, brief description)
No costs will be incurred.

Manpower Authorizations Required: (Consider only authorizations being eliminated by other consolidations as available from within the existing ALC's resources)

- Direct production authorizations: 1.9
- Production overhead: 0
- Base Operating Support (BOS): 0
- Total: 1.9

Estimated Training Costs: (Assuming 60% of the current workforce will transfer with the workload from the losing depot, indicate the estimated cost to train the new workforce associated with this gained workload.)

- First-year training costs for workers transferring from other workloads at this ALC: Number: -0- $K: -0-
- First-year training costs for new-employees hired for this workload or to replace others transferred to this workload: Number: -0- $K: -0-

Comments/Concerns associated with this potential consolidation alternative:

The ordnance workload project for transfer will be easily integrated into our existing workload processes.

Ejection seat workload presently accomplished in 509 include F4, F18 & Aces II. If the workload is in these systems additional training will be significantly reduced.

PHILIP A. PASKETT, (Actg) OO-ALC/FMP — Philip A Paskett — 27 Dec 94
(Name/Office Symbol) of Principal Reviewer or Functional Area Expert) (Signature) (Date)

EVALUATION OF
INTERSERVICING (or INTRASERVICING) ALTERNATIVE

Landing Gear (Commodity group) transferring from Corpus Christi (Losing depot) to OO-ALC (Gaining depot)

DPAH/year: 11,000 (from atch 2 or 3)

Transfer start: FY96-3 (Fiscal quarter) Transfer end: FY97-4 (Fiscal quarter)

Required MILCON: (Specify each individually citing: $M, sq ft, CE facility category code of construction, and brief description)

No MILCON requirements.

Shop Floor Rearrangement Costs: (Specify each individually citing: $K, sq ft involved, brief description)

No costs/expenditures required.

Manpower Authorizations Required: (Consider only authorizations being eliminated by other consolidations as available from within the existing ALC's resources)

- Direct production authorizations: 7
- Production overhead: 1
- Base Operating Support (BOS): 1

Total: 9

Estimated Training Costs: (Assuming 60% of the current workforce will transfer with the workload from the losing depot, indicate the estimated cost to train the new workforce associated with this gained workload.)

- First-year training costs for workers transferring from other workloads at this ALC: Number: 0 $K: 0
- First-year training costs for new-employees hired for this workload or to replace others transferred to this workload: Number: 3 $K: 39.9

Comments/Concerns associated with this potential consolidation alternative:

Additional costs not to exceed $70,000. May be required for specialized fixtures.
We question the validity/accuracy of Navy PE requirements. They do not appear to be using required calculation formula.
If recently released Ogden ALC employees are re-hired for this workload, no training would be required, therefore no training costs.

PHILIP A. PASKETT, (Actg) OO-ALC/FMP (Name/Office Symbol) of Principal Reviewer or Functional Area Expert)

Philip A Paskett (Signature)

27Dec 94 (Date)

EVALUATION OF INTERSERVICING (or INTRASERVICING) ALTERNATIVE

Landing Gear transferring from Cherry Point to OO-ALC
(Commodity group) (Losing depot) (Gaining depot)

DPAH/year: 9,000
(from atch 2 or 3)

Transfer start: FY96-3 (Fiscal quarter) Transfer end: FY97-4 (Fiscal quarter)

Required MILCON: (Specify each individually citing: $M, sq ft, CE facility category code of construction, and brief description)

No MILCON requirements.

Shop Floor Rearrangement Costs: (Specify each individually citing: $K, sq ft involved, brief description)

No costs/expenditures required.

Manpower Authorizations Required: (Consider only authorizations being eliminated by other consolidations as available from within the existing ALC's resources)

- Direct production authorizations: 6
- Production overhead: 1
- Base Operating Support (BOS): 1

Total: 8

Estimated Training Costs: (Assuming 60% of the current workforce will transfer with the workload from the losing depot, indicate the estimated cost to train the new workforce associated with this gained workload.)

- First-year training costs for workers transferring from other workloads at this ALC: Number: 0 $K: 0
- First-year training costs for new-employees hired for this workload or to replace others transferred to this workload: Number: 2 $K: 26.6K

Comments/Concerns associated with this potential consolidation alternative:

We question the validity/accuracy of stated Navy PE requirements. They do not appear to be using required calculation formula.

If recently released Ogden ALC employees are re-hired for this workload, no training would be required, therefore no training costs

PHILIP A. PASKETT, (Actg) OO-ALC/FMP — Philip A Paskett — 27 Dec 94
(Name/Office Symbol) of Principal Reviewer or Functional Area Expert) (Signature) (Date)

EVALUATION OF
INTERSERVICING (or INTRASERVICING) ALTERNATIVE

Landing Gear transferring from Jacksonville to OO-ALC
(Commodity group) (Losing depot) (Gaining depot)

DPAH/year: 36,000
(from atch 2 or 3)

Transfer start: FY96-3 (Fiscal quarter) Transfer end: FY97-4 (Fiscal quarter)

Required MILCON: (Specify each individually citing: $M, sq ft, CE facility category code of construction, and brief description)

No MILCON requirements

Shop Floor Rearrangement Costs: (Specify each individually citing: $K, sq ft involved, brief description)

$5K (Max); 500 sq ft installation of test stands to be transferred from the Navy

Manpower Authorizations Required: (Consider only authorizations being eliminated by other consolidations as available from within the existing ALC's resources)

- Direct production authorizations: 22
- Production overhead: 4
- Base Operating Support (BOS): 2

Total: 28

Estimated Training Costs: (Assuming 60% of the current workforce will transfer with the workload from the losing depot, indicate the estimated cost to train the new workforce associated with this gained workload.)

- First-year training costs for workers transferring from other workloads at this ALC: Number: 0 $K: 0
- First-year training costs for new-employees hired for this workload or to replace others transferred to this workload: Number: 9- $K: 119.8

Comments/Concerns associated with this potential consolidation alternative:

Additional costs not to exceed $70,000, may be required for specialized fixtures to adapt new workload to our in-place equipment

*We question the validity/accuracy of stated Navy PE requirements. They do not appear to be using required calculation formula.

If recently released Ogden ALC employees are re-hired for this workload, no training would be required, therefore no training costs.

PHILIP A. PASKETT, (Actg) OO-ALC/FMP — Philip A Paskett — 27 Dec 94
(Name/Office Symbol) of Principal Reviewer or Functional Area Expert) (Signature) (Date)

EVALUATION OF INTERSERVICING (or INTRASERVICING) ALTERNATIVE

Landing Gear transferring from North Island to OO-ALC
(Commodity group) (Losing depot) (Gaining depot)

DPAH/year: 25,253
(from atch 2 or 3)

Transfer start: FY96-3 (Fiscal quarter) Transfer end: FY97-4 (Fiscal quarter)

Required MILCON: (Specify each individually citing: $M, sq ft, CE facility category code of construction, and brief description)

No MILCON requirements

Shop Floor Rearrangement Costs: (Specify each individually citing: $K, sq ft involved, brief description)

$5K; 500 sq ft; Installation of test stands to be transferred from the Navy

Manpower Authorizations Required: (Consider only authorizations being eliminated by other consolidations as available from within the existing ALC's resources)

- Direct production authorizations: 16
- Production overhead: 3
- Base Operating Support (BOS): 2

Total: 21

Estimated Training Costs: (Assuming 60% of the current workforce will transfer with the workload from the losing depot, indicate the estimated cost to train the new workforce associated with this gained workload.)

- First-year training costs for workers transferring from other workloads at this ALC: Number: 0 $K: 0
- First-year training costs for new-employees hired for this workload or to replace others transferred to this workload: Number: 6 $K: 70.9

Comments/Concerns associated with this potential consolidation alternative:

Additional costs not to exceed $70,000, may be required for specialized fixtures to adapt new workload to our equipment.

*We question the validity/accuracy of stated Navy PE requirements. They do not appear to be using required calculation formula.

If recently released Ogden ALC employees are re-hired for this workload, no training would be required, therefore no training costs.

PHILIP A. PASKETT, (Actg) OO-ALC/FMP — Philip A Paskett — 27 Dec 94
(Name/Office Symbol) of Principal Reviewer or Functional Area Expert) (Signature) (Date)

EVALUATION OF
(OPTION 2)
INTERSERVICING (or INTRASERVICING) ALTERNATIVE

Tactical Missiles transferring from LEAD to OO-ALC
(Commodity group) (Losing depot) (Gaining depot)

DPAH/year: 623,000
(from atch 2 or 3)

Transfer start: 96-3 (Fiscal quarter) Transfer end: 97-4 (Fiscal quarter)

Required MILCON: (Specify each individually citing: $M, sq ft, CE facility category code of construction, and brief description)

No MILCON required.

Shop Floor Rearrangement Costs: (Specify each individually citing: $K, sq ft involved, brief description)

$1,573K for installation and minor construction.
Bldg 2026 will be $290K Cat Code 212-212 to modify, to except new AUR workloads. This will allow assembly/disassembly and test of AURs. This money will add 1,800 sq ft to bldg. Plus service driveway.

Manpower Authorizations Required: (Consider only authorizations being eliminated by other consolidations as available from within the existing ALC's resources)

- Direct production authorizations: 386
- Production overhead: 66
- Base Operating Support (BOS): 31

Total: 483

Estimated Training Costs: (Assuming 60% of the current workforce will transfer with the workload from the losing depot, indicate the estimated cost to train the new workforce associated with this gained workload.)

- First-year training costs for workers transferring from other workloads at this ALC: Number: -0- $K: -0-
- First-year training costs for new-employees hired for this workload or to replace others transferred to this workload: Number: 154 $K: 714.6

Comments/Concerns associated with this potential consolidation alternative:
The above computations do not include facility modifications or adjustments to accommodate Army tactical missile transport workload that was not visible in the data provided. Workload presently completed at LEAD the associated square feet is not visible in any of the LEAD tactical missile transfer plans available to us or made available during our visits to LEAD. Ogden ALC has 100K square feet of general purpose high bay facility available. The workload will easily integrate in our Minuteman and Peacekeeper transport vehicle repair and overhaul processes.

PHILIP A. PASKETT, (Actg) OO-ALC/FMP — Philip A Paskett — 27 Dec 94
(Name/Office Symbol) of Principal Reviewer or Functional Area Expert) (Signature) (Date)

EVALUATION OF INTERSERVICING (or INTRASERVICING) ALTERNATIVE

Tactical Missiles transferring from Crane to OO-ALC
(Commodity group) (Losing depot) (Gaining depot)

DPAH/year: 37.8K
(from atch 2 or 3)

Transfer start: 96-3 (Fiscal quarter) Transfer end: 97-4 (Fiscal quarter)

Required MILCON: (Specify each individually citing: $M, sq ft, CE facility category code of construction, and brief description)

No MILCON required. Current explosive work area for 1.4 explosives exist in 509. Explosive storage also exists in 509 and 268. Clean room facilities exist in Bldg 100, Bay A.

Shop Floor Rearrangement Costs: (Specify each individually citing: $K, sq ft involved, brief description)

Humidifier required in the clean room, $5,000.

Manpower Authorizations Required: (Consider only authorizations being eliminated by other consolidations as available from within the existing ALC's resources)

- Direct production authorizations: 23
- Production overhead: 4
- Base Operating Support (BOS): 2

Total: 29

Estimated Training Costs: (Assuming 60% of the current workforce will transfer with the workload from the losing depot, indicate the estimated cost to train the new workforce associated with this gained workload.)

- First-year training costs for workers transferring from other workloads at this ALC: Number: -0- $K: -0-
- First-year training costs for new-employees hired for this workload or to replace others transferred to this workload: Number: 9 $K: 41.8

Comments/Concerns associated with this potential consolidation alternative:

An assumption is made that there is 37.8K DPAH at Crane. The document, Crane, Tactical missile workload proposed transfer identifies the Navy has 11 billets or people doing this work which equates to 14.5K DPAH.

PHILIP A. PASKETT, (Actg) OO-ALC/FMP — Philip A Paskett — 27 Dec 94
(Name/Office Symbol) of Principal Reviewer or Functional Area Expert) (Signature) (Date)

EVALUATION OF
INTERSERVICING (or INTRASERVICING) ALTERNATIVE

Missile Electronics transferring from SA-ALC to OO-ALC
(Commodity group) (Losing depot) (Gaining depot)

DPAH/year: 58,000
(from atch 2 or 3)

Transfer start: 96-3 (Fiscal quarter)

Transfer end: 97-4 (Fiscal quarter)

Required MILCON: (Specify each individually citing: $M, sq ft, CE facility category code of construction, and brief description)

N/A Utilize existing facilities.

Shop Floor Rearrangement Costs: (Specify each individually citing: $K, sq ft involved, brief description)

Building 1265 none.
Building 1208 none.

Manpower Authorizations Required: (Consider only authorizations being eliminated by other consolidations as available from within the existing ALC's resources)

- Direct production authorizations: 37
- Production overhead: 6
- Base Operating Support (BOS): 3

Total: 46

Estimated Training Costs: (Assuming 60% of the current workforce will transfer with the workload from the losing depot, indicate the estimated cost to train the new workforce associated with this gained workload.)

- First-year training costs for workers transferring from other workloads at this ALC: Number: 0 $K: 0
- First-year training costs for new-employees hired for this workload or to replace others transferred to this workload: Number: 14 $K: 64.9

Comments/Concerns associated with this potential consolidation alternative:

Cable workload from SA-ALC, 5E and 1208 consolidated in Bldg 1208.
Nuclear related consolidated in Bldgs 1265 and 1266 (if clean room required.

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(Date)

EVALUATION OF INTERSERVICING (or INTRASERVICING) ALTERNATIVE

Ordnance transferring from Corpus Christi to OO-ALC-LIT
(Commodity group) (Losing depot) (Gaining depot)

DPAH/year: 1K
(from atch 2 or 3)

Transfer start: 96-3 (Fiscal quarter)

Transfer end: 97-4 (Fiscal quarter)

Required MILCON: (Specify each individually citing: $M, sq ft, CE facility category code of construction, and brief description)

No MILCON required. Current Air Force ordnance workload is accomplished in bldg 509. Excess facility floor space is available to support the workload.

Shop Floor Rearrangement Costs: (Specify each individually citing: $K, sq ft involved, brief description)

No costs will be incurred.

Manpower Authorizations Required: (Consider only authorizations being eliminated by other consolidations as available from within the existing ALC's resources)

- Direct production authorizations: .62
- Production overhead: 0
- Base Operating Support (BOS): 0

Total: .62

Estimated Training Costs: (Assuming 60% of the current workforce will transfer with the workload from the losing depot, indicate the estimated cost to train the new workforce associated with this gained workload.)

- First-year training costs for workers transferring from other workloads at this ALC: Number: -0- $K: -0-
- First-year training costs for new-employees hired for this workload or to replace others transferred to this workload: Number: -0- $K: -0-

Comments/Concerns associated with this potential consolidation alternative:

The ordnance workload project for transfer will be easily integrated into our existing workload processes.

Ejection seat workload presently accomplished in 509 include F4, F18 & Aces II. If the workload is in those systems additional training will be significantly reduced.

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EVALUATION OF INTERSERVICING (or INTRASERVICING) ALTERNATIVE

Ordnance transferring from Cherry Point to OO-ALC-LIT
(Commodity group) (Losing depot) (Gaining depot)

DPAH/year: 1K
(from atch 2 or 3)

Transfer start: 96-3 (Fiscal quarter) Transfer end: 97-4 (Fiscal quarter)

Required MILCON: (Specify each individually citing: $M, sq ft, CE facility category code of construction, and brief description)

No MILCON required. Current Air Force ordnance workload is accomplished in bldg 509. Excess facility floor space is available to support the workload.

Shop Floor Rearrangement Costs: (Specify each individually citing: $K, sq ft involved, brief description)

No costs will be incurred.

Manpower Authorizations Required: (Consider only authorizations being eliminated by other consolidations as available from within the existing ALC's resources)

- Direct production authorizations: .62
- Production overhead: 0
- Base Operating Support (BOS): 0

Total: .62

Estimated Training Costs: (Assuming 60% of the current workforce will transfer with the workload from the losing depot, indicate the estimated cost to train the new workforce associated with this gained workload.)

- First-year training costs for workers transferring from other workloads at this ALC: Number: -0- $K: -0-
- First-year training costs for new-employees hired for this workload or to replace others transferred to this workload: Number: -0- $K: -0-

Comments/Concerns associated with this potential consolidation alternative:

The ordnance workload project for transfer will be easily integrated into our existing workload processes.

Ejection seat workload presently accomplished in 509 include F4, F18 & Aces II. If the workload is in these systems additional training will be significantly reduced.

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EVALUATION OF INTERSERVICING (or INTRASERVICING) ALTERNATIVE

Ordnance transferring from Jacksonville to OO-ALC
(Commodity group) (Losing depot) (Gaining depot)

DPAH/year: 21K
(from atch 2 or 3)

Transfer start: 96-3 (Fiscal quarter)

Transfer end: 97-4 (Fiscal quarter)

Required MILCON: (Specify each individually citing: $M, sq ft, CE facility category code of construction, and brief description)

No MILCON required. Current Air Force ordnance workload is accomplished in bldg 509. Excess facility floor space is available to support the workload.

Shop Floor Rearrangement Costs: (Specify each individually citing: $K, sq ft involved, brief description)

No costs will be incurred.

Manpower Authorizations Required: (Consider only authorizations being eliminated by other consolidations as available from within the existing ALC's resources)

- Direct production authorizations: 13
- Production overhead: 2
- Base Operating Support (BOS): 1

Total: 16

Estimated Training Costs: (Assuming 60% of the current workforce will transfer with the workload from the losing depot, indicate the estimated cost to train the new workforce associated with this gained workload.)

- First-year training costs for workers transferring from other workloads at this ALC: Number: -0- $K: -0-
- First-year training costs for new-employees hired for this workload or to replace others transferred to this workload: Number: 5 $K: 3

Comments/Concerns associated with this potential consolidation alternative:

The ordnance workload project for transfer will be easily integrated into our existing workload processes.

Ejection seat workload presently accomplished in 509 include F4, F18 & Aces II. If the workload is in these systems additional training will be significantly reduced.

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EVALUATION OF
INTERSERVICING (or INTRASERVICING) ALTERNATIVE

Ordnance transferring from North Island to OO-ALC-LIT
(Commodity group) (Losing depot) (Gaining depot)

DPAH/year: 3K
(from atch 2 or 3)

Transfer start: 96-3 (Fiscal quarter) Transfer end: 97-4 (Fiscal quarter)

Required MILCON: (Specify each individually citing: $M, sq ft, CE facility category code of construction, and brief description)
No MILCON required. Current Air Force ordnance workload is accomplished in bldg 509. Excess facility floor space is available to support the workload.

Shop Floor Rearrangement Costs: (Specify each individually citing: $K, sq ft involved, brief description)
No costs will be incurred.

Manpower Authorizations Required: (Consider only authorizations being eliminated by other consolidations as available from within the existing ALC's resources)

- Direct production authorizations: 1.9
- Production overhead: 0
- Base Operating Support (BOS): 0

Total: 1.9

Estimated Training Costs: (Assuming 60% of the current workforce will transfer with the workload from the losing depot, indicate the estimated cost to train the new workforce associated with this gained workload.)

- First-year training costs for workers transferring from other workloads at this ALC: Number: -0- $K: -0-
- First-year training costs for new-employees hired for this workload or to replace others transferred to this workload: Number: -0- $K: -0-

Comments/Concerns associated with this potential consolidation alternative:

The ordnance workload project for transfer will be easily integrated into our existing workload processes.

Ejection seat workload presently accomplished in 509 include F4, F18 & Aces II. If the workload is in these systems additional training will be significantly reduced.

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EVALUATION OF INTERSERVICING (or INTRASERVICING) ALTERNATIVE

Landing Gear transferring from Corpus Christi to OO-ALC
(Commodity group) (Losing depot) (Gaining depot)

DPAH/year: 11,000
(from atch 2 or 3)

Transfer start: FY96-3 (Fiscal quarter) Transfer end: FY97-4 (Fiscal quarter)

Required MILCON: (Specify each individually citing: $M, sq ft, CE facility category code of construction, and brief description)

No MILCON requirements.

Shop Floor Rearrangement Costs: (Specify each individually citing: $K, sq ft involved, brief description)

No costs/expenditures required.

Manpower Authorizations Required: (Consider only authorizations being eliminated by other consolidations as available from within the existing ALC's resources)

- Direct production authorizations: 7
- Production overhead: 1
- Base Operating Support (BOS): 1

Total: 9

Estimated Training Costs: (Assuming 60% of the current workforce will transfer with the workload from the losing depot, indicate the estimated cost to train the new workforce associated with this gained workload.)

- First-year training costs for workers transferring from other workloads at this ALC: Number: 0 $K: 0
- First-year training costs for new-employees hired for this workload or to replace others transferred to this workload: Number: 3 $K: 39.9

Comments/Concerns associated with this potential consolidation alternative:
Additional costs not to exceed $70,000. May be required for specialized fixtures.
We question the validity/accuracy of Navy PE requirements. They do not appear to be using required calculation formula.
If recently released Ogden ALC employees are re-hired for this workload, no training would be required, therefore no training costs.

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EVALUATION OF
INTERSERVICING (or INTRASERVICING) ALTERNATIVE

Landing Gear transferring from Cherry Point to OO-ALC
(Commodity group) (Losing depot) (Gaining depot)

DPAH/year: 9,000
(from atch 2 or 3)

Transfer start: FY96-3 (Fiscal quarter) Transfer end: FY97-4 (Fiscal quarter)

Required MILCON: (Specify each individually citing: $M, sq ft, CE facility category code of construction, and brief description)

No MILCON requirements.

Shop Floor Rearrangement Costs: (Specify each individually citing: $K, sq ft involved, brief description)

No costs/expenditures required.

Manpower Authorizations Required: (Consider only authorizations being eliminated by other consolidations as available from within the existing ALC's resources)

- Direct production authorizations: 6
- Production overhead: 1
- Base Operating Support (BOS): 1

Total: 8

Estimated Training Costs: (Assuming 60% of the current workforce will transfer with the workload from the losing depot, indicate the estimated cost to train the new workforce associated with this gained workload.)

- First-year training costs for workers transferring from other workloads at this ALC: Number: 0 $K: 0
- First-year training costs for new-employees hired for this workload or to replace others transferred to this workload: Number: 2 $K: 26.6K

Comments/Concerns associated with this potential consolidation alternative:
We question the validity/accuracy of stated Navy PE requirements. They do not appear to be using required calculation formula.
If recently released Ogden ALC employees are re-hired for this workload, no training would be required, therefore no training costs

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EVALUATION OF
INTERSERVICING (or INTRASERVICING) ALTERNATIVE

Landing Gear transferring from Jacksonville to OO-ALC
(Commodity group) (Losing depot) (Gaining depot)

DPAH/year: 36,000
(from atch 2 or 3)

Transfer start: FY96-3 (Fiscal quarter) Transfer end: FY97-4 (Fiscal quarter)

Required MILCON: (Specify each individually citing: $M, sq ft, CE facility category code of construction, and brief description)
No MILCON requirements

Shop Floor Rearrangement Costs: (Specify each individually citing: $K, sq ft involved, brief description)
$5K (Max); 500 sq ft installation of test stands to be transferred from the Navy

Manpower Authorizations Required: (Consider only authorizations being eliminated by other consolidations as available from within the existing ALC's resources)
- Direct production authorizations: 22
- Production overhead: 4
- Base Operating Support (BOS): 2
- Total: 28

Estimated Training Costs: (Assuming 60% of the current workforce will transfer with the workload from the losing depot, indicate the estimated cost to train the new workforce associated with this gained workload.)
- *First-year training costs for workers transferring from other workloads at this ALC:* Number: 0 $K: 0
- First-year training costs for new-employees hired for this workload or to replace others transferred to this workload: Number: 9- $K: 119.8

Comments/Concerns associated with this potential consolidation alternative:
Additional costs not to exceed $70,000, may be required for specialized fixtures to adapt new workload to our in-place equipment
*We question the validity/accuracy of stated Navy PE requirements. They do not appear to be using required calculation formula.
If recently released Ogden ALC employees are re-hired for this workload, no training would be required, therefore no training costs.

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EVALUATION OF
INTERSERVICING (or INTRASERVICING) ALTERNATIVE

Landing Gear transferring from North Island to OO-ALC
(Commodity group) (Losing depot) (Gaining depot)

DPAH/year: 25,253
(from atch 2 or 3)

Transfer start: FY96-3 (Fiscal quarter) Transfer end: FY97-4 (Fiscal quarter)

Required MILCON: (Specify each individually citing: $M, sq ft, CE facility category code of construction, and brief description)
No MILCON requirements

Shop Floor Rearrangement Costs: (Specify each individually citing: $K, sq ft involved, brief description)
$5K; 500 sq ft; Installation of test stands to be transferred from the Navy

Manpower Authorizations Required: (Consider only authorizations being eliminated by other consolidations as available from within the existing ALC's resources)

- Direct production authorizations: 16
- Production overhead: 3
- Base Operating Support (BOS): 2

Total: 21

Estimated Training Costs: (Assuming 60% of the current workforce will transfer with the workload from the losing depot, indicate the estimated cost to train the new workforce associated with this gained workload.)

- First-year training costs for workers transferring from other workloads at this ALC: Number: 0 $K: 0
- First-year training costs for new-employees hired for this workload or to replace others transferred to this workload: Number: 6 $K: 70.9

Comments/Concerns associated with this potential consolidation alternative:
Additional costs not to exceed $70,000, may be required for specialized fixtures to adapt new workload to our equipment.
*We question the validity/accuracy of stated Navy PE requirements. They do not appear to be using required calculation formula.
If recently released Ogden ALC employees are re-hired for this workload, no training would be required, therefore no training costs.

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