MOODY AFB DRAFT DATA SHEET

30-Jan-95

MAJOR COMMAND:	ACC
BRAC CATEGORY:	Composite
JOINT CROSS-SERVICE GROUP:	
STATE:	GA
NEAREST CITY:	Valdosta
INSTALLATION TYPE:	Air/ Land Composite Wing
RESOURCES:	36-F16C, 36-A10, 24-A/OA10, 8-C130
MAJOR UNITS ASSIGNED:	347th Wing, 71st Air Control SQ
INSTALLATION MISSION:	Air/ Land Composite Wing
AUTHORIZED MILITARY:	4,000
AUTHORIZED CIVILIAN:	700
AVERAGE NUMBER OF STUDENTS:	
FY 93 OPERATING COSTS:	
NATIONAL PRIORITY LIST SITE:	No
TOTAL ACRES:	
TOTAL BUILDING SQUARE FOOTAGE:	
FAMILY HOUSING UNITS:	304
UNACCOMPANIED OFFICER HOUSING UNITS:	
UNACCOMPANIED ENLISTED HOUSING SPACES:	
AREA COST FACTOR:	
RUNWAY LENGTH:	
HOSPITAL BEDS:	15
IMPACT OF PREVIOUS BRAC:	
GOVERNOR:	Zell Miller
SENATORS:	Sam Nunn Paul Coverdell
REPRESENTATIVE:	Saxby Chambliss

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: February 6, 1995

TIME: 12:00

MEETING WITH: Rep. Saxby Chambliss, R-GA

SUBJECT: Robins AFB, Moody AFB, Marine Corps Logistics Base

PARTICIPANTS:

Name/Title/Phone Number:

Rep. Saxby Chambliss
Rob Leebern; Chief of Staff, Rep. Chambliss' Office
Chris Cox; Legislative Director, Rep. Chambliss' Office

Commission Staff:

David Lyles, Staff Director
Charles Smith, Executive Director/Special Assistant
Madelyn Creedon, General Counsel
Cece Carman, Director of Congressional and Intergovernmental Affairs
Chip Walgren, Manager, State and Local Liaison
Jim Schufreider; Manager, House Liaison
Ben Borden, Director, Review & Analysis
Ed Brown, Army Team Leader
Frank Cirillo, Air Force Team Leader
Bob Cook, Interagency Issues Team Leader
Jim Owsley, Cross-Service Team Leader
Alex Yellin, Navy Team Leader
Ann Reese; Cross-Service Team
Dick Helmer; Cross-Service Team

MEETING PURPOSE:

MOODY AFB DRAFT DATA SHEET

30-Jan-95

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UNACCOMPANIED ENLISTED HOUSING SPACES:	
AREA COST FACTOR:	
RUNWAY LENGTH:	
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IMPACT OF PREVIOUS BRAC:	
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REPRESENTATIVE:	Saxby Chambliss

Document Separator

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: November 8, 1994

TIME: 3:00

MEETING WITH: Moody Support Committee

SUBJECT: Moody AFB

PARTICIPANTS:

Name/Title/Phone Number:

Parker Greene; Executive Director, Moody Support Committee
A.D. Holt; Moody Support Committee

Commission Staff:

David Lyles; Staff Director
Charles Smith; Exec. Director and Special Asst. to the Chrmn
Cece Carman; Congressional & Intergovernmental Affairs
***Frank Cirillo; Air Force Team Leader**
Bob Cook; Interagency Issues Team Leader
Alex Yellin; Navy Team Leader
Ben Borden; Director of R&A

MEETING PURPOSE:

MOODY AFB DRAFT DATA SHEET

30-Jan-95

MAJOR COMMAND:	ACC
BRAC CATEGORY:	Composite
JOINT CROSS-SERVICE GROUP:	
STATE:	GA
NEAREST CITY:	Valdosta
INSTALLATION TYPE:	Air/ Land Composite Wing
RESOURCES:	36-F16C, 36-A10, 24-A/OA10, 8-C130
MAJOR UNITS ASSIGNED:	347th Wing, 71st Air Control SQ
INSTALLATION MISSION:	Air/ Land Composite Wing
AUTHORIZED MILITARY:	4,000
AUTHORIZED CIVILIAN:	700
AVERAGE NUMBER OF STUDENTS:	
FY 93 OPERATING COSTS:	
NATIONAL PRIORITY LIST SITE:	No
TOTAL ACRES:	
TOTAL BUILDING SQUARE FOOTAGE:	
FAMILY HOUSING UNITS:	304
UNACCOMPANIED OFFICER HOUSING UNITS:	
UNACCOMPANIED ENLISTED HOUSING SPACES:	
AREA COST FACTOR:	
RUNWAY LENGTH:	
HOSPITAL BEDS:	15
IMPACT OF PREVIOUS BRAC:	
GOVERNOR:	Zell Miller
SENATORS:	Sam Nunn Paul Coverdell
REPRESENTATIVE:	Saxby Chambliss

1995 AIR FORCE BASE QUESTIONNAIRE

Moody AFB - ACC

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	-	-	149	149
I.1.A.2	AAFES Concessionaires	-	-	25	25
I.1.A.3	American Red Cross	-	-	1	1
I.1.A.4	DAO-DE Moody/F	1	11	18	30
I.1.A.5	DECA	-	11	46	57
I.1.A.6	DIS	-	-	1	1
I.1.A.7	DRMO Valdosta	-	-	2	2
I.1.A.8	Embry-Riddle Aeronautical Univ	-	-	2	2
I.1.A.9	First State Bank	-	-	4	4
I.1.A.10	Four Winds, Inc	-	-	3	3
I.1.A.11	Georgia Military College	-	-	4	4
I.1.A.12	IMDP, Inc/The Travel Co	-	-	2	2
I.1.A.13	Park College	-	-	2	2
I.1.A.14	Southeastern Federal Credit Union	-	-	9	9
I.1.A.15	Svs Sq NAF Employees	-	-	179	179
I.1.A.16	US Post Office	-	-	1	1
I.1.A.17	Valdosta State University	-	-	2	2
	TOTAL:				473

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

I.1.B.1 **Supported Unit:** 125TH FIG GSU
Location: JACKSONVILLE,FL
Support provided: SEE INSTALLATION WKSHEET

I.1.B.2 **Supported Unit:** ANDREW JACKSON HIGH(GSU
Location: JACKSONVILLE,FL
Support provided: SEE INSTALLATION WKSHEET

GSU - Geographically Separated Unit
REM - Remote Unit

1995 AIR FORCE BASE QUESTIONNAIRE

Moody AFB - ACC

I.1.B.3	**Supported Unit:** APPLING COUNTY HIGH(J **Location:** BAXLEY GA **Support provided:** SEE INSTALLATION WKSHEET	GSU	**GSU - Geographically Separated Unit** **REM - Remote Unit**
I.1.B.4	**Supported Unit:** BAINBRIDGE HIGH(JROTC **Location:** **Support provided:** SEE INSTALLATION WKSHEET	GSU	**GSU - Geographically Separated Unit** **REM - Remote Unit**
I.1.B.5	**Supported Unit:** BUCHOLZ HIGH(JROTC) **Location:** GAINESVILLE FL **Support provided:** SEE INSTALLATION WKSHEET	GSU	**GSU - Geographically Separated Unit** **REM - Remote Unit**
I.1.B.6	**Supported Unit:** HQ AFROTC **Location:** MAXWELL AFB **Support provided:** SEE INSTALLATION WKSHEET	GSU	**GSU - Geographically Separated Unit** **REM - Remote Unit**
I.1.B.7	**Supported Unit:** HQ AFRTOC **Location:** MAXWELL AFB,AL **Support provided:** SEE INSTALLATION WKSHEET	GSU	**GSU - Geographically Separated Unit** **REM - Remote Unit**
I.1.B.8	**Supported Unit:** LOWNDES COUNTY HIGH(**Location:** VALDOSTA **Support provided:** SEE INSTALLATION WKSHEET	GSU	**GSU - Geographically Separated Unit** **REM - Remote Unit**
I.1.B.9	**Supported Unit:** MADISON COUNTY HIGH(**Location:** MADISON FL **Support provided:** SEE INSTALLATION WKSHEET	GSU	**GSU - Geographically Separated Unit** **REM - Remote Unit**
I.1.B.10	**Supported Unit:** MITCHELL BAKER HIGH(J **Location:** CAMILLA FL **Support provided:** SEE INSTALLATION WKSHEET	GSU	**GSU - Geographically Separated Unit** **REM - Remote Unit**
I.1.B.11	**Supported Unit:** MONROE COMPREHENSIV **Location:** ALBANY GA **Support provided:** SEE INSTALLATION WKSHEET	GSU	**GSU - Geographically Separated Unit** **REM - Remote Unit**
I.1.B.12	**Supported Unit:** NB FOREST HIGH(JROTC) **Location:** OAKLAND PARK **Support provided:** SEE INSTALLATION WKSHEET	GSU	**GSU - Geographically Separated Unit** **REM - Remote Unit**
I.1.B.13	**Supported Unit:** SANDALWOOD HIGH(JRO **Location:** JACKSONVILLE,FL **Support provided:** SEE INSTALLATION WKSHEET	GSU	**GSU - Geographically Separated Unit** **REM - Remote Unit**

1995 AIR FORCE BASE QUESTIONNAIRE

Moody AFB - ACC

I.1.B.14	**Supported Unit:**	THOMAS COUNTY CENTR	GSU	**GSU - Geographically Separated Unit**
	Location:	THOMASVILLE GA		**REM - Remote Unit**
	Support provided:	SEE INSTALLATION WKSHEET		
I.1.B.15	**Supported Unit:**	THOMASVILLE HIGH(JRO	GSU	**GSU - Geographically Separated Unit**
	Location:	THOMASVILLE GA		**REM - Remote Unit**
	Support provided:	SEE INSTALLATION WKSHEET		
I.1.B.16	**Supported Unit:**	TIFT COUNTY HIGH (JROT	GSU	**GSU - Geographically Separated Unit**
	Location:	TIFTON GA		**REM - Remote Unit**
	Support provided:	SEE INSTALLATION WKSHEET		
I.1.B.17	**Supported Unit:**	UNIVERSITY OF FLORIDA	GSU	**GSU - Geographically Separated Unit**
	Location:	GAINESVILLE FL		**REM - Remote Unit**
	Support provided:	SEE INSTALLATION WKSHEET		
I.1.B.18	**Supported Unit:**	VALDOSTA STATE UNIVE	GSU	**GSU - Geographically Separated Unit**
	Location:	VALDOSTA,GA		**REM - Remote Unit**
	Support provided:	SEE INSTALLATION WKSHEET		

1995 AIR FORCE BASE QUESTIONNAIRE

Moody AFB - ACC

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
RAPCON	1	79396	48884	30512	4153	2244	187
Tower	2	53044	792	52252	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 36R

41486 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 STEWART distance 100 NM

Nearest major primary airdrop customer: FORT STEWART distance 100 NM

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

Lajes AB: 2795 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Moody AFB - ACC

Rota AB:	3842 NM
Hickam AFB:	4052 NM
RAF Mildenhall:	3882 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	WHITEHOUSE NOLF	78
I.2.B.4	Military airfield, runway >= 8,000ft	WHITEHOUSE NOLF	78
I.2.B.5	Military airfield, runway >= 10,000ft	CECIL FLD NAS	82
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Valdosta Regional	13
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Tallahassee Regional	69
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Cecil Field, Fl	80
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Jacksonville Int'l	105
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Orlando Int'l	195

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 **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-470 A,B,C,D,E	131 NM	W-157A	167 NM	W-151 A,B,C,D	170 NM
W-158A	177 NM	W-132A,B/W-134/W-157A	197 NM	W-132 A,B	225 NM
W-155 A,B	236 NM	W-168 A,B,C	254 NM	W-168A	255 NM
W-161A,B/W-177A,B	272 NM	W-497 A,B	287 NM	W-497B	295 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-470 A,B,C,D,E	131 NM	W-151B	149 NM	W-157A	167 NM
W-151 A,B,C,D	170 NM	W-158A	177 NM	W-151A	178 NM
W-151D	180 NM	W-132A,B/W-134/W-157A	197 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:**

1995 AIR FORCE BASE QUESTIONNAIRE

Moody AFB - ACC

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-470 A,B,C,D,E	131 NM	W-151B	149 NM	W-157A	167 NM
W-151 A,B,C,D	170 NM	W-158A	177 NM	W-151A	178 NM
W-151D	180 NM	W-132A,B/W-134/W-157A	197 NM	W-132 A,B	225 NM
W-497A	225 NM	W-158B	227 NM	W-157B	235 NM
W-155 A,B	236 NM	W-155B	244 NM	W-168 A,B,C	254 NM
W-168A	255 NM	W-177A	266 NM	W-161A,B/W-177A,B	272 NM
W-157C	279 NM	W-497 A,B	287 NM	W-497B	295 NM
W-174A	330 NM	W-122J	344 NM	W-122I	353 NM
W-174 A,B,C,D,F,G	363 NM	W-174B	378 NM	W-122 D	400 NM
W-122 E	400 NM	W-122 A,B,C,D,E,F,G,H,I,	403 NM	W-122F	405 NM
W-122G	413 NM	W-465 A,B,C,	433 NM	W-174D	437 NM
W-92	441 NM	W-122 A,B,C,F,G,H,I,J	452 NM	W-122C	469 NM
W-72A	519 NM	W-72 A,B	549 NM	W-72B	559 NM
W-386 A,B,C,D,E	593 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	3 NM	TOWNSEND	89 NM	PINECASTLE	134 NM
EGLIN C62	158 NM	EGLIN C52	164 NM	AVON PARK BRAVO/FO	219 NM
POINSETT	219 NM	AVON PARK CHARLIE/E	227 NM	SHELBY EAST	297 NM
SHELBY WEST	302 NM	CHERRY POINT BT-11	416 NM	USAF DARE COUNTY	463 NM
NAVY DARE COUNTY	466 NM	JEFFERSON PROVING G	494 NM	CLAIBORNE	501 NM
ATTERBURY	518 NM	CANNON	600 NM	RAZORBACK	605 NM
INDIANTOWN GAP	650 NM	WARREN GROVE	678 NM		

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

TOWNSEND	89 NM

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

TYNDALL ACMI	114 NM

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

TOWNSEND	89 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	4	8	19	55	75	94

1995 AIR FORCE BASE QUESTIONNAIRE

Moody AFB - ACC

SR	0	2	15	21	75	108
VR	10	17	26	70	103	148
Total Routes:	**14**	**27**	**60**	**146**	**253**	**350**

Identify Routes:

VR-1066 15 NM	VR-094 34 NM	VR-1065 35 NM	IR-016 40 NM	IR-015 48 NM	VR-1002 58 NM
IR-019 60 NM	VR-1008 63 NM	VR-1001 68 NM	VR-1004 75 NM	VR-1006 81 NM	VR-1007 81 NM
VR-1010 90 NM	IR-032 98 NM				
VR-1005 103 NM	IR-023 108 NM	VR-1011 113 NM	VR-1003 119 NM	VR-1039 124 NM	IR-033 125 NM
VR-1009 127 NM	VR-1049 131 NM	SR-038 136 NM	SR-039 140 NM	IR-017 141 NM	VR-1017 141 NM
IR-018 141 NM					
IR-030 164 NM	IR-031 164 NM	VR-1041 167 NM	VR-1097 167 NM	VR-1070 168 NM	IR-046 169 NM
VR-1056 171 NM	VR-1082 176 NM	VR-1084 176 NM	VR-1085 176 NM	SR-166 179 NM	IR-057 180 NM
IR-059 180 NM	SR-069 180 NM	SR-071 180 NM	SR-101 180 NM	SR-104 180 NM	SR-103 180 NM
SR-106 180 NM	SR-072 180 NM	SR-070 180 NM	IR-041 186 NM	VR-1067 186 NM	IR-063 186 NM
IR-047 187 NM	IR-036 191 NM	IR-020 194 NM	SR-040 194 NM	SR-037 194 NM	SR-036 194 NM
SR-035 194 NM	IR-021 198 NM	VR-1059 200 NM			
IR-090 204 NM	VR-060 209 NM	IR-049 213 NM	VR-1098 213 NM	IR-050 213 NM	IR-051 213 NM
VR-1054 219 NM	IR-048 221 NM	IR-083 223 NM	SR-102 224 NM	VR-095 224 NM	IR-042 233 NM
VR-1068 233 NM	IR-077 236 NM	VR-058 236 NM	VR-1052 237 NM	IR-089 241 NM	VR-097 242 NM
IR-055 244 NM	VR-088 244 NM	IR-069 245 NM	VR-1020 247 NM	VR-1013 248 NM	IR-074 252 NM
IR-066 258 NM	VR-1051 258 NM	VR-1050 258 NM	IR-067 258 NM	VR-1030 258 NM	IR-038 263 NM
IR-037 264 NM	SR-105 266 NM	IR-040 267 NM	VR-1023 267 NM	VR-1024 267 NM	VR-1021 267 NM
VR-092 268 NM	VR-087 272 NM	IR-079 274 NM	IR-080 274 NM	SR-029 281 NM	VR-1083 284 NM
VR-1089 284 NM	VR-1022 287 NM	VR-1031 291 NM	VR-1055 291 NM	IR-082 292 NM	VR-1014 292 NM
SR-031 294 NM	IR-081 295 NM	VR-1060 297 NM	IR-075 298 NM	VR-1033 301 NM	VR-1040 301 NM
VR-1087 303 NM	VR-1088 303 NM	IR-035 304 NM	VR-1069 304 NM	IR-022 313 NM	IR-002 314 NM
VR-1074 317 NM	IR-044 319 NM	IR-012 320 NM	VR-179 325 NM	SR-137 329 NM	SR-030 331 NM
IR-091 333 NM	VR-093 347 NM	VR-1016 355 NM	VR-1072 361 NM	IR-034 368 NM	IR-056 368 NM
VR-085 369 NM	VR-086 369 NM	IR-743 371 NM	VR-1743 371 NM	IR-726 375 NM	VR-1726 375 NM
IR-053 378 NM	VR-1046 380 NM	IR-078 384 NM	VR-1043 387 NM	IR-070 394 NM	VR-1032 394 NM
IR-068 396 NM	VR-1721 397 NM				
SR-075 402 NM	IR-721 413 NM	VR-096 416 NM	SR-059 419 NM	SR-061 419 NM	SR-062 419 NM
SR-060 419 NM	VR-073 419 NM	SR-225 420 NM	IR-062 426 NM	SR-073 431 NM	SR-074 431 NM
SR-238 436 NM	VR-1061 436 NM	SR-871 444 NM	SR-872 444 NM	SR-873 444 NM	SR-874 444 NM
IR-762 445 NM	VR-1756 445 NM	VR-1058 448 NM	IR-761 454 NM	VR-1751 454 NM	VR-1752 455 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Moody AFB - ACC

IR-157	457 NM	IR-174	457 NM	VR-1722	459 NM	VR-1196	460 NM	IR-715	464 NM	IR-718	464 NM
VR-1057	472 NM	IR-160	478 NM	IR-161	478 NM	IR-719	480 NM	IR-723	482 NM	IR-720	488 NM
SR-867	494 NM	VR-1668	494 NM	IR-608	505 NM	VR-1759	506 NM	VR-1631	514 NM	VR-1667	516 NM
VR-1632	519 NM	VR-1633	519 NM	IR-714	523 NM	IR-760	523 NM	VR-1754	523 NM	SR-732	526 NM
SR-734	526 NM	SR-735	526 NM	IR-121	527 NM	VR-1103	527 NM	SR-218	528 NM	SR-221	528 NM
SR-226	528 NM	SR-229	528 NM	SR-231	528 NM	SR-230	528 NM	SR-237	528 NM	SR-232	528 NM
SR-227	528 NM	SR-222	528 NM	SR-220	528 NM	SR-219	528 NM	VR-1753	529 NM	VR-1755	529 NM
SR-733	530 NM	VR-1758	530 NM	IR-592	533 NM	IR-618	534 NM	VR-619	534 NM	SR-738	536 NM
SR-737	538 NM	VR-1679	541 NM	SR-820	544 NM	SR-821	544 NM	SR-835	544 NM	IR-120	565 NM
VR-1102	565 NM	VR-106	569 NM	SR-707	570 NM	SR-708	570 NM	SR-710	570 NM	SR-714	570 NM
SR-713	570 NM	SR-711	570 NM	SR-802	571 NM	SR-803	571 NM	SR-806	571 NM	SR-807	571 NM
SR-808	571 NM	SR-804	571 NM	VR-1711	574 NM	VR-1713	574 NM	VR-1712	574 NM	VR-1709	576 NM
SR-239	579 NM	SR-815	580 NM	SR-822	580 NM	VR-1641	580 NM	VR-1642	580 NM	SR-816	580 NM
VR-615	582 NM	SR-709	583 NM	SR-715	583 NM	SR-712	583 NM	VR-708	600 NM		
VR-1640	608 NM	SR-817	609 NM	SR-223	611 NM	SR-224	611 NM	VR-1757	613 NM	IR-164	615 NM
VR-1104	615 NM	IR-614	617 NM	VR-1635	617 NM	VR-704	617 NM	VR-705	617 NM	VR-1638	617 NM
VR-1617	617 NM	VR-1182	617 NM	SR-818	618 NM	IR-716	620 NM	VR-189	630 NM	IR-127	634 NM
VR-187	634 NM	SR-844	636 NM	SR-845	636 NM	SR-846	636 NM	SR-800	637 NM	SR-801	637 NM
SR-805	637 NM	VR-1546	655 NM	VR-188	659 NM	VR-1130	664 NM	IR-129	668 NM	SR-228	670 NM
SR-847	681 NM	IR-502	698 NM	IR-504	698 NM	IR-527	701 NM	VR-151	701 NM	SR-823	704 NM
VR-707	705 NM	SR-290	711 NM	SR-701	711 NM	SR-292	711 NM	SR-703	711 NM	VR-1525	713 NM
SR-702	715 NM	SR-774	716 NM	IR-142	724 NM	SR-270	726 NM	VR-1624	737 NM	VR-1625	737 NM
VR-1120	742 NM	VR-1124	744 NM	IR-136	745 NM	SR-773	747 NM	IR-117	749 NM	SR-261	749 NM
VR-1137	749 NM	VR-1128	749 NM	VR-1113	749 NM	VR-104	754 NM	VR-152	759 NM	VR-1110	763 NM
SR-296	766 NM	SR-616	766 NM	SR-617	766 NM	IR-105	769 NM	IR-103	770 NM	VR-1146	771 NM
IR-166	778 NM	SR-286	778 NM	SR-825	778 NM	VR-1122	778 NM	SR-771	778 NM	VR-1145	779 NM
VR-1139	783 NM	IR-139	784 NM	VR-533	784 NM	SR-293	785 NM	IR-167	786 NM	VR-664	786 NM
VR-158	786 NM	VR-1626	787 NM	VR-535	787 NM	VR-534	787 NM	VR-162	789 NM	SR-618	790 NM
SR-619	790 NM	VR-119	790 NM	VR-143	791 NM	IR-123	792 NM	VR-168	792 NM	VR-163	792 NM
SR-294	795 NM	VR-1143	795 NM	SR-295	795 NM	IR-148	798 NM	IR-147	799 NM	VR-118	800 NM
VR-138	800 NM										

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 1151 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:**

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200 NM	300 NM	500 NM
3	16	38

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-627	6 NM	AR-200	96 NM	AR-207NE NORTHEA	178 NM		
AR-216 NORTHEAST	215 NM	Racoon MOA	216 NM	AR-655	219 NM	AR-716	233 NM
AR-620	234 NM	AR-601	236 NM	AR-600	253 NM	AR-202AN ALTERNA	275 NM
AR-202N NORTH	285 NM	AR-216 SOUTHWEST	289 NM	AR-202S SOUTH	290 NM	AR-618	292 NM
AR-207SW SOUTHW	298 NM						
AR-633A	314 NM	AR-633B	324 NM	AR-328	351 NM	AR-302 WEST	364 NM
AR-103	365 NM	AR-315 WEST	367 NM	AR-646	375 NM	AR-203 NORTHEAST	379 NM
AR-302 EAST	380 NM	AR-638	380 NM	AR-203 SOUTHWEST	383 NM	AR-617	388 NM
AR-455 WEST	398 NM	AR-101 NORTH	403 NM	AR-615	407 NM	AR-108 WEST	411 NM
AR-101 SOUTH	418 NM	AR-455 EAST	419 NM	AR-315 EAST	420 NM	AR-111 WEST	447 NM
AR-108 EAST	474 NM	AR-111 EAST	495 NM				

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

500 NM	700 NM
3593	5065

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-216	215 NM	64	Racoon	216 NM	1829	AR-302	364 NM	445	AR-203	379 NM	223
AR-455	398 NM	372	AR-101	403 NM	217	AR-108	411 NM	140	AR-111	447 NM	303

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 216NM from the base."**

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

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
BIFF	158 NM	✔	✔		0	0
BILL BAG	138 NM	✔	✔		0	0
BRAVO	219 NM	✔	✔	✔	6	0
BURMA SPECIAL N	185 NM				3	4

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BURMA SPECIAL S	185 NM				3	4
CANE	306 NM	✔	✔		0	0
CARENTAN (A)	347 NM		✔	✔	0	1
CASWELL BEACH (WATER	311 NM	✔	✔		0	0
CAVALIER NORTH	184 NM	✔	✔	✔	3	4
CAVALIER SOUTH	184 NM	✔	✔		3	4
CLERKIN	145 NM	✔	✔		0	0
CORINTH	323 NM	✔			0	0
COTENTIN	322 NM	✔	✔	✔	0	0
DARLINGTON	267 NM	✔	✔	✔	0	0
DEEP CREEK	323 NM		✔		0	0
ECHO CHARLIE	228 NM	✔	✔	✔	10	0
ELIZABETH WEST	183 NM	✔	✔	✔	3	4
FLYING DUTCHMAN	319 NM	✔			0	0
FRYAR	119 NM	✔	✔	✔	4	6
GALLAHAD #1	107 NM				0	1
GELA	323 NM	✔	✔	✔	0	0
GRAHAM	215 NM	✔	✔	✔	4	6
HARD	323 NM	✔			0	0
HARD LUCK	221 NM	✔	✔		8	0
HAT TRICK	307 NM	✔			0	1
HOLLAND	319 NM	✔	✔	✔	0	0
HUNTER	122 NM		✔		0	0
JONES	118 NM	✔	✔	✔	6	0
KAREN	222 NM	✔	✔	✔	8	0
LAURNBERG MAXTN	299 NM	✔	✔	✔	0	0
LOWRY LAKE	91 NM	✔	✔		2	0
LUZON	307 NM	✔	✔	✔	0	1
LUZON REVERSE	307 NM	✔			0	1
MACE	305 NM	✔	✔		1	0
MALLON	144 NM	✔	✔		0	0
MCKENNA	118 NM	✔	✔	✔	4	6
MITCHELL	159 NM	✔	✔	✔	0	0
MYITKYINA TREE	328 NM	✔	✔		0	0
NETHERLANDS	319 NM	✔	✔	✔	0	0
NETHERLANDS ORI	318 NM	✔	✔	✔	0	0

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NIJMEGEN	315 NM	✔	✔	✔	0	0
NORMANDY	322 NM	✔	✔	✔	0	0
NORTHFIELD E-W	191 NM	✔	✔	✔	2	1
NORTHFIELD S-N	191 NM	✔	✔	✔	0	0
OSCAR NOVEMBER	228 NM	✔	✔	✔	8	0
OSCAR QUEBEC	223 NM	✔	✔	✔	8	0
OSCAR QUEBEC REV	223 NM	✔	✔	✔	6	0
PRESTON	151 NM		✔	✔	0	0
QUICK	90 NM	✔			0	0
REMAGEN	98 NM	✔	✔	✔	1	1
REMAGEN REVERSE	98 NM	✔	✔		1	1
RIM	222 NM	✔	✔	✔	8	0
SALERNO	321 NM	✔	✔	✔	0	0
SANDY DOG	185 NM	✔	✔	✔	3	4
SHELBY	304 NM	✔	✔	✔	0	3
SICILY	323 NM	✔	✔	✔	0	0
SICILY DEMO	323 NM	✔	✔	✔	0	0
TAYLORS CREEK	96 NM	✔	✔	✔	1	1
THUNDERBOLT	122 NM	✔	✔		0	0
VOLTURNO	321 NM	✔	✔	✔	0	0
WHITE FALCON	196 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
[redacted]	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
[redacted]	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
[redacted]	SR-072								

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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								
MACE	IR-034								
MCKENNA	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
[redacted]	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			
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:

ANDERSON-BARTLETT 82 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
LOWRY LAKE	91 NM	✔	✔		0	0
TAYLORS CREEK	96 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 100 NM

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

I.2.D.1 **Ranges controlled or managed by the base:**

Grand Bay Range

Information relative to each range:

RANGE: Grand Bay Range

I.2.D.2 **Type of any associated airspace:** R3008A - D, MOA 1, 2N, 2S, & 3

I.2.D.3 **Distance from the base to the range:** 4 NM

I.2.D.4 **Overall size of the range:** 5,874 Acres

I.2.D.4.a **Size of the impact area(s):** 450 Acres

I.2.D.4.b **Size of the restricted area in which the range lies:** 114 Sq Mi

I.2.D.4.c **Altitude ceilingof this restricted area:** 23,000 ft

I.2.D.5 **The range shape or location prohibits efficient training**

I.2.D.6 **Other types of restrictions that exist (i.e. limited hours, exercise only, etc):**

Size, location, and restricted run-ins do hamper tactical weapons delivery. See I.2.D.5 wksht.

I.2.D.7 **Regular users (20 or more times /year) of the range:**

307 FS
68 FS
69 FS
VMFA -122

I.2.D.8 **Published availability of the range:**

0700 to 1900 hours Monday through Friday - Contracted hours mirror the 347th flying schedule.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.D.8.a **Hours scheduled:** 1,406 hrs

I.2.D.8.b **Hours used:** 732 hrs

I.2.D.8.c **Percent utilized:** 52.1

I.2.D.8.d **Reasons for non-use:**

Limited number of sorties requiring use of a basic weapons training range. Down sized F-16 operations to become a composite wing.

I.2.D.9 **The range does Not have a full-scale weapons delivery capability.**

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I.2.D.10 **The range has a special weapons delivery capability as follows:**

A few targets are heated allowing LANTIRN targeting pod acquisition and simulated Maverick delivery.

I.2.D.10.a **Associated restrictions:**

I.2.D.11 **The range does Not have a electronic warfare capability.**

I.2.D.12 **List of Noise Sensitive Areas (NSAs) associated with the range:**

I.2.D.12.a **Lakeland, Georgia** **Affects or threatens quality of training as follows:**

Limits use to north run-ins.

I.2.D.12.a **Naylor, Georgia** **Affects or threatens quality of training as follows:**

Limits use to north run-ins.

I.2.D.12.a **Privately Owned Resident** **Affects or threatens quality of training as follows:**

Restricted the certified pop-up pattern.

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:**

MOU with Dept of Interior **Current status:** hold over tenant status

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 **There are No planned range real property expansions.**

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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 scheduling restrictions/limitations as follows:**

I.2.D.20.a	Eglin Bombing Ranges	Subject to short notice cancellation by the Weapons Test Center & were not used by 347th FW in 1993.

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.**

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E. Airspace Used by Base

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

AR627	Air Refueling Track / Anc
IR015	Other
IR016	Other
Moody 1 MOA/ATCAA	MOA
Moody 2 North MOA	MOA
Moody 2 South MOA	MOA
Moody 3 MOA/ATCAA	MOA
R-3008-Grand Bay Range	Restricted Area
VR1065	Other
VR1066	Other

Details for airspace scheduled or managed by the base:

Airspace: AR627

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:**

All airspaces listed in item (I.2.E.1) were included in the environmental impact statement (E1S)/record of decision dated, Jan 94, for the beddown of the Composite Wing at Moody AFB. AR627 has CATEX.

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 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.**

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I.2.E.6 **There are No restrictions currently acting on this airspace**

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

Continuous by Schedule

Range scheduling statistics (yearly average from 1990 to 93.

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

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

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:**

Located overhead Moody AFB, from FL200 to FL230 - standard anchor pattern with 50 NM legs.

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

Airspace: IR015

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:**

All airspaces listed in item (I.2.E.1) were included in the environmental impact statement (EIS)/record of decision dated, Jan 94, for the beddown of the Composite Wing at Moody AFB.

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 **Miccosukee, FL**

I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

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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:**

Continuous

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 19 hrs

I.2.E.7.b **Hours used:** 18 hrs

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

Weather

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:**

185 NM long/ 500' to 7,000'

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

Airspace: IR016

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:**

All airspaces listed in item (I.2.E.1) were included in the environmental impact statement (E1S)/record of decision dated, Jan 94, for the beddown of the Composite Wing at Moody AFB.

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:

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None.

I.2.E.3 **List of Noise Sensitive Areas (NSAs) associated with the airspace:**

I.2.E.3.a **Alapaha, GA**

I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.3.a **Dupont, GA**

I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.3.a **Haylow, GA**

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**

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

Continuous.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 11 hrs

I.2.E.7.b **Hours used:** 10 hrs

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

Weather

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:**

170 NM long/300' to 6,000'

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

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Airspace: Moody 1 MOA/ATCAA

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:**
All airspaces listed in item (I.2.E.1) were included in the environmental impact statement (E1S)/record of decision dated, Jan 94, for the beddown of the Composite Wing at Moody AFB.

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:**
Mon - Fri 0700L to 2300L
Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 1,766 hrs

I.2.E.7.b **Hours used:** 1,607 hrs

I.2.E.7.c **Reasons for non-use:**
70% Weather, 20% Maintenance delays, 5% Higher Headquarters Cancel, 5% Unknown

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.**

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

5118 Sq miles

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

Airspace: Moody 2 North 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:**

All airspaces listed in intem (I.2.E.1) were included in the environmental impact statement (EIS)/record of decision dated, Jan 94, for the beddown of the Composite Wing at Moody AFB.

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 **Dupont, GA** Not Listed

I.2.E.3.b **Affect on or threat to the quality of training or the mission:**

Reduces availability of low altitude (below 3,000' AGL) training airspace.

I.2.E.3.a **Homerville, GA** Not Listed

I.2.E.3.b **Affect on or threat to the quality of training or the mission:**

Reduces availability of low altitude (below 3,000' AGL) training airspace.

I.2.E.3.a **Pearson, GA** Not Listed

I.2.E.3.b **Affect on or threat to the quality of training or the mission:**

Reduces availability of low altitude (below 3,000' AGL) training 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**

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

Mon - Fri 0700L to 2300L

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 371 hrs

I.2.E.7.b **Hours used:** 350 hrs

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

70% Weather, 20% Maintenance Problems, 5% Higher Headquarters cancel, 5% Unknown

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:**

473 sq miles/ 500' up to but not including 8,000'

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

Airspace: Moody 2 South 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:**

All airspaces listed in item (I.2.E.1) were included in the environmental impact statement (E1S)/record of decision dated, Jan 94, for the beddown of the Composite Wing at Moody AFB.

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 **Haylow, GA** 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.**

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I.2.E.6 **There are No restrictions currently acting on this airspace**

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

Mon - Fri 0700L to 2300L

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 366 hrs

I.2.E.7.b **Hours used:** 339 hrs

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

70% Weather, 20% Maintenance Problems, 5% Higher Headquarters Cancel, 5% Unknown

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:**

473 Sq miles/100' up to but not including 8,000'

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

Airspace: Moody 3 MOA/ATCAA

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:**

All airspaces listed in item (I.2.E.1) were included in the environmental impact statement (E1S)/record of decision dated, Jan 94, for the beddown of the Composite Wing at Moody AFB.

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:**

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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:**

Mon - Fri 0700L to 2300L -- Other times by NOTAM 3 hrs in advance

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 740 hrs

I.2.E.7.b **Hours used:** 711 hrs

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

70% Weather, 20% Maintenance Problems, 5% Higher Headquarters Cancel, 5% Unknown

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:**

1,372 Sq miles/ 8,000' to FL 230

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

Airspace: R-3008-Grand Bay 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:**

All airspaces listed in item (I.2.E.1) were included in the environmental impact statement (E1S)/record of decision dated, Jan 94, for the beddown of the Composite Wing at Moody AFB.

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.

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I.2.E.3 **List of Noise Sensitive Areas (NSAs) associated with the airspace:**

I.2.E.3.a **Housing Community, Lakeland** Not Listed

I.2.E.3.b **Affect on or threat to the quality of training or the mission:**

Restricts the certified pop-up pattern.

I.2.E.3.a **Lakeland. GA** Not Listed

I.2.E.3.b **Affect on or threat to the quality of training or the mission:**

Excludes south run-in to target.

I.2.E.3.a **Naylor, GA** Not Listed

I.2.E.3.b **Affect on or threat to the quality of training or the mission:**

Excludes south run-in to target.

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 **There are No restrictions currently acting on this airspace**

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

Mon - Fri 0700L to 1900L

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 744 hrs

I.2.E.7.b **Hours used:** 531 hrs

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

70% Weather, 20% Maintenance Problems, 5% Higher Headquarters Cancel, 5% Unknown

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:**

114 Sq miles/ Surface to 23,000'

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

Airspace: VR1065

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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:**

All airspaces listed in item (I.2.E.1) were included in the environmental impact statement (E1S)/record of decision dated, Jan 94, for the beddown of the Composite Wing at Moody AFB.

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 **Miccosukee, FL** 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**

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

0700L to 2400L

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 23 hrs

I.2.E.7.b **Hours used:** 21 hrs

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

70% WEATHER, 20% MAINTENANCE, 5%HHQ CANCEL, 5% UNKNOWN

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.**

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

180 NM long/100' to 1,500'

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

Airspace: VR1066

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:**

All airspaces listed in item (I.2.E.1) were included in the environmental impact statement (E1S)/record of decision dated, Jan 94, for the beddown of the Composite Wing at Moody AFB.

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 **Alapapha, GA**
I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.3.a **Dupont, GA**
I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.3.a **Hatch Power Plant**
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**

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

0700L to 2300L

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 105 hrs

I.2.E.7.b **Hours used:** 98 hrs

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

70% Weather, 20% MAINTENACE, 5% HHQ CANCEL, 5% UNKNOWN

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:**

220 NM long/ 100' to 1,500'

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:
Berrian Co Airport	Civilian
Cook County Airport	Uncontrolled
Douglas, GA	Uncontrolled
Fitzgerald Airport	Uncontrolled
Homerville Airport	Uncontrolled
Live Oak, FL	Uncontrolled
Moultrie Airport	Uncontrolled
Thomasville Airport	Uncontrolled
Titfton Airport	Uncontrolled
Valdosta Airport	Civilian
Waycross Airport	Uncontrolled

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

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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 0.0 percent. Rationale for estimate:**

SEE INSTALLATION WORKSHEET.MOA 1 could be expanded 25%, MOA 3 has been approved for 25% increase by FAA, R3008 increase of 120% has been approved and is awaiting publication.

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 BLANDING

83 NM from the base.

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

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

Fleetwing, Cecil NAS

80 mi from the base.

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

116th Dobbins AFB

120 mi from the base.

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

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

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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:
98.4	97.1	87.2	83.1	79.9

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

I.2.J.2.a **Is at or below 15 knots 98.8 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 **1 Days have freezing partcipitation (mean per year).**

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Grand Bay	Wpns Range	5,874	2	1,000
II.1.A.2	Grassy Pond	Recreation Area	489	22	10
II.1.A.3	Moody	Easements	403	403	
II.1.A.4	Moody AFB	Main Base	5,039	1,979	673
		TOTALS:	11,805	2,406	1,683

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	5	5	0.0	0.0	100.0	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	14,302	100.0	0.0	0.0	0
II.1.B.1.c	141	Operations-Buildings	SF	N/A	69,250	70.0	30.0	0.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	24,000	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	62,000	42,308	100.0	0.0	0.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	8,280	3,777	100.0	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	68,519	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	8,119	8,119	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	28,900	25,167	100.0	0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	319,285	100.0	0.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	80,914	80,914	100.0	0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	60,300	43,186	100.0	0.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0

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II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	4,000	2,544	100.0	0.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	40,000	47,343	100.0	0.0	0.0	7,343
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	22,186	54,490	100.0	0.0	0.0	32,304
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	51,069	18,969	81.0	19.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	32,100	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	27,750	57,520	100.0	0.0	0.0	29,770
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	40,208	13,908	100.0	0.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	4,072	100.0	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	46,052	100.0	0.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	29,505	27,156	100.0	0.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	2,700	4,024	100.0	0.0	0.0	1,324
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	17,500	32,150	100.0	0.0	0.0	14,650
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	14,000	10,312	100.0	0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	44,155	100.0	0.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	17,200	28,419	100.0	0.0	0.0	11,219
II.1.B.1.j.ii	217-712a	LANTIRN	SF	9,680	9,680	100.0	0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	17,940	10,080	100.0	0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	37,750	16,937	100.0	0.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	7,135	6,885	100.0	0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	4,480	6,066	100.0	0.0	0.0	1,586
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	77,702	100.0	0.0	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	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	26,151	31,921	100.0	0.0	0.0	5,770
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	179,313	100.0	0.0	0.0	N/A

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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	16,000	16,000	100.0	0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	6,200	5,892	100.0	0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	9,000	9,360	100.0	0.0	0.0	360
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	4	4	100.0	0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	179,313	100.0	0.0	0.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	4,977	4,977	100.0	0.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	14,000	14,000	100.0	0.0	0.0	14,000
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	120,590	147,714	99.0	0.0	1.0	27,124
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	16,500	9,096	100.0	0.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	13,000	13,000	100.0	0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	77,035	100.0	0.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	5,122	100.0	0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	219,221	100.0	0.0	0.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	11,610	10,423	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	928	0.0	0.0	100.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	1,111	897	84.0	16.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	14,449	100.0	0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	16,000	14,449	0.0	0.0	100.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	35	0.0	0.0	100.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	63,011	0.0	0.0	100.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	280,169	99.0	0.0	1.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	2,750	1,303	0.0	0.0	100.0	0

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	333,333	88.0	12.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	228,956	86.0	14.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	337,576	70.0	20.0	10.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	32,778	100.0	0.0	0.0

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II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	481,071	100.0	0.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	3,174	100.0	0.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	114,788	90.0	10.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	156,632	100.0	0.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	20,699	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	795,453	99.0	1.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	228,133	83.0	17.0	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:** 377

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:** -73 **(includes E-1 - E3 requirements)**

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:** -87 **(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:** 73 **(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:** 304 **(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 **13.0 percent of officer families live on base.**

II.1.C.3.b **14.4 percent of enlisted families live on base.**

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II.1.C.3.a 14.2 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
36L	Secondary	8000 ft	150 ft	No	2	BAK-12 and MA1A
36R	Primary	8003 ft	150 ft	No	2	BAK-12 and MA1A

II.2.A There are 2 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 (36R).

II.2.C.1 Length: 8,003 ft

II.2.C.2 Width: 150 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	Upgrade Needed	Upgrade Needed	Upgrade Needed
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	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed

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

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Taxiway	B-1B	SY	79,584	10.6" partial bond concrete overlay
Runway	B-1B	SY	100,000	9" asphalt overlay of RW interior
Aprons	B-1B	SY	122,778	9.1" partial bond concrete overlay of RW interior
Taxiway	B-52	SY	79,584	13.3" partial bond concrete overlay
Runway	B-52	SY	100,000	10" asphalt overlay of RW interior
Aprons	B-52	SY	122,778	12.1" partial bond concrete overlay of RW interior
Runway	C-141	SY	100,000	7" asphalt overlay
Taxiway	C-141	SY	79,584	8.2" partial bond concrete overlay
Aprons	C-141	SY	93,889	6.4" partial bond concrete overlay
Aprons	C-5B	SY	93,889	6" partial bond concrete overlay
Runway	C-5B	SY	100,000	6" asphalt overlay
Taxiway	C-5B	SY	67,084	6.5" partial bond concrete overlay
Taxiway	F-15	SY	67,084	7" partial Bond Concrete Overlay
Runway	F-15	SY	100,000	6" asphalt overlay of rw interior
Aprons	F-15	SY	93,889	6" partial Bond Concrete Overlay
Taxiway	KC-10	SY	67,084	6.9" partial bond concrete overlay
Runway	KC-10	SY	100,000	7" asphalt Overlay
Aprons	KC-10	SY	93,889	6" partial bond concrete overlay
Aprons	KC-135R	SY	93,889	6" partial Bond Concrete Overlay for Apron
Taxiway	KC-135R	SY	67,084	7.7" partial Bond Concrete Overlay
Runway	KC-135R	SY	100,000	7" asphalt overlay of RW interior

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

II.2.G.1 **The total usable apron space for aircraft parking is 248,824 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.)	
C-130 Apron	2,732 ft	215 ft	Primary Aircraft	C-130
Fighter Apron	3,177 ft	520 ft	Primary Aircraft	F-16
Transient Ramp	215 ft	370 ft	Transient Aircraft	Transient

II.2.G.2 **Permanently assigned aircraft currrently require 115,857 Sq Yds of parking space.**

II.2.G.3 **133,006 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

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II.2.H	The dimensions of the (largest) transient parking area:	215 Ft	370 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:

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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:	1.63 MG/D	MG/D - million gallons per day	44 %
II.3.A.2	Sewage:	0.75 MG/D		79 %
II.3.A.3	Electrical distribution:	21.95 MW	MW - million watts	41 %
II.3.A.4	Natural Gas:	8.28 MCF/D	MCF/D - million cubic feet per day	3 %
II.3.A.5	High temperature water/steam generation/distribution:	10.044 MBTUH	MBTUH - million British thermal units per hour	70 %

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

No.

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:** 609 Hanger

Current Use: Cat Code 211-111/Mobility Storage

II.4.A.2 **Size (SF):** 14,664 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:	183 ft	20 ft	
II.4.A.6	Largest unobstructed space inside the facility:	183 ft	20 ft	98 ft

II.4.A.1 **Facility number:** 658 Hanger

Current Use: CatCode 211-111/Aircraft Maintenance

II.4.A.2 **Size (SF):** 21,667 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:	100 ft	20 ft	
II.4.A.6	Largest unobstructed space inside the facility:	100 ft	20 ft	150 ft

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II.4.A.1 **Facility number:** 701 Hanger

Current Use: Cat Code 211-111/Aircraft Maintenance

II.4.A.2 **Size (SF):** 40,300 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:	122 ft	32 ft	
II.4.A.6	Largest unobstructed space inside the facility:	122 ft	28 ft	202 ft

II.4.A.1 **Facility number:** 717 Hanger

Current Use: Cat Code 211-159/Corrosion Control

II.4.A.2 **Size (SF):** 6,073 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:	60 ft	18 ft	
II.4.A.6	Largest unobstructed space inside the facility:	60 ft	18 ft	58 ft

II.4.A.1 **Facility number:** 718 Hanger

Current Use: Cat Code 211-111/Aircraft Maintenance Training

II.4.A.2 **Size (SF):** 40,300 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:	122 ft	32 ft	
II.4.A.6	Largest unobstructed space inside the facility:	100 ft	28 ft	150 ft

II.4.A.1 **Facility number:** 741 Hanger

Current Use: Cat Code 211-159/Corrosion Control

II.4.A.2 **Size (SF):** 8,000 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:	96 ft	24 ft	
II.4.A.6	Largest unobstructed space inside the facility:	78 ft	24 ft	96 ft

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II.4.A.1 **Facility number:** 744 Hanger

Current Use: Cat Code 211-159/Aircraft Washrack

II.4.A.2 **Size (SF):** 10,000 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:	96 ft	24 ft	
II.4.A.6	Largest unobstructed space inside the facility:	24 ft	24 ft	96 ft

II.4.A.1 **Facility number:** 774 Hanger

Current Use: Cat Code 211-177 (2 Bay)/Aircraft Maintenance

II.4.A.2 **Size (SF):** 26,465 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:	90 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	94 ft	22 ft	95 ft

II.4.A.1 **Facility number:** 775 Hanger

Current Use: Cat Code 211-177 (3 Bay)/Aircraft Maintenance

II.4.A.2 **Size (SF):** 34,256 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:	89 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	90 ft	30 ft	94 ft

II.4.A.1 **Facility number:** 788 Hanger

Current Use: Cat Code 211-179/Fuel Cell Repair

II.4.A.2 **Size (SF):** 13,908 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:	81 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	86 ft	23 ft	85 ft

5. Unique Facilities

II.5.A **There are No unique (one-of-a-kind) Air Force facilitaties which must be replaced if the base is closed.**

6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures

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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	18L	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	95.0	0.0	5.0
	18R	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	84.0	0.0	16.0
	36L	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	70.0	0.0	30.0
	36R	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	16.0
II.6.A.2	18L	APZ 1	10	344	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	18R	APZ 1	118	344	16.0	Sig Incompat	15.0	1.0	0.0	0.0	0.0	84.0
	36L	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	7.0	60.0	33.0
	36R	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	0.0	100.0	0.0
II.6.A.3	18L	APZ 2	13	482	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	18R	APZ 2	168	482	9.0	Incompat	9.0	0.0	0.0	0.0	0.0	91.0
	36L	APZ 2	3	482	0.0	Gen Compat	0.0	0.0	0.0	0.0	81.0	19.0
	36R	APZ 2	8	482	0.0	Gen Compat	0.0	0.0	0.0	0.0	69.0	31.0

	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	477	2,770	0	Gen Compat	1.0	0.0	0.0	0.0	13.0	86.0
II.6.A.5	70-75	215	1,575	1	Gen Compat	1.0	0.0	0.0	0.0	33.0	66.0
II.6.A.6	75-80	411	569	2	Gen Compat	2.0	1.0	0.0	0.0	45.0	52.0
II.6.A.7	80+	63	709	1	Gen Compat	1.0	0.0	0.0	0.0	51.0	48.0

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	18L	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	95.0	0.0	5.0
	18R	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	84.0	0.0	16.0
	36L	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	70.0	0.0	30.0
	36R	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.B.2	18L	APZ 1	10	344	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	18R	APZ 1	118	344	16	Sig Incompat	15.0	1.0	0.0	0.0	0.0	84.0
	36L	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	7.0	60.0	33.0

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	36R	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	0.0	100.0	0.0
II.6.B.3	18L	APZ 2	13	482	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	18R	APZ 2	168	482	9	Incompat	9.0	0.0	0.0	0.0	0.0	91.0
	36L	APZ 2	3	482	0	Gen Compat	0.0	0.0	0.0	0.0	81.0	19.0
	36R	APZ 2	8	482	0	Gen Compat	0.0	0.0	0.0	0.0	69.0	31.0

	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	477	2,770	0	Gen Compat	1.0	0.0	0.0	0.0	13.0	86.0
II.6.B.5	70-75	215	1,575	1	Gen Compat	0.0	0.0	0.0	0.0	33.0	66.0
II.6.B.6	75-80	411	569	2	Gen Compat	2.0	1.0	0.0	0.0	45.0	52.0
II.6.B.7	80+	63	709	1	Gen Compat	1.0	0.0	0.0	0.0	51.0	48.0

II.6.C **The most recent, publicly released AICUZ study is dated Aug 94**

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 Mar 94**

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

II.6.E.1 Data verification complete 25 Mar 94, Public release date of 4 Aug 94.

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:
Lowndes County	zoning	All proposed construction must be requested through the Lowndes County Plannning Commission.

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

Government name:	Types of controls in place	Types of encroachment limited:
Lowndes County	zoning	All proposed construction must be requested through the Lowndes County Plannning Commission.

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

Government name:	Types of controls in place	Types of encroachment limited:
Lowndes County	zoning	All proposed construction must be requested through the Lowndes County Plannning Commission.

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:
Lowndes County	zoning	All proposed construction must be requested through the Lowndes County Plannning Commission.

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:
Lowndes County	zoning	All proposed construction must be requested through the Lowndes County Plannning Commission.

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:
Lowndes County	zoning	All proposed construction must be requested through the Lowndes County Plannning Commission.

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:
Lowndes County	zoning	All proposed construction must be requested through the Lowndes County Plannning Commission.

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.3 **County (ies) encompassing the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop

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	Lowndes	49270	55112	67972	75981	75981

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 7.0 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 Operating hours and en0700-2300L, Mon - Fri and 0900-1700L Sat-Sun. Hush houses for engine run-ups. Reduced power settings for approach and landings. Engine test conducted before 2300L. Straight Departure to 7000' AGL before turning after takeoff.

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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	18L	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	95.0	0.0	5.0
	18R	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	84.0	0.0	16.0
	36L	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	70.0	0.0	30.0
	36R	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	16.0
II.6.A.2	18L	APZ 1	10	344	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	18R	APZ 1	118	344	16.0	Sig Incompat	15.0	1.0	0.0	0.0	0.0	84.0
	36L	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	7.0	60.0	33.0
	36R	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	0.0	100.0	0.0
II.6.A.3	18L	APZ 2	13	482	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	18R	APZ 2	168	482	9.0	Incompat	9.0	0.0	0.0	0.0	0.0	91.0
	36L	APZ 2	3	482	0.0	Gen Compat	0.0	0.0	0.0	0.0	81.0	19.0
	36R	APZ 2	8	482	0.0	Gen Compat	0.0	0.0	0.0	0.0	69.0	31.0

	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	477	2,770	0	Gen Compat	1.0	0.0	0.0	0.0	13.0	86.0
II.6.A.5	70-75	215	1,575	1	Gen Compat	1.0	0.0	0.0	0.0	33.0	66.0
II.6.A.6	75-80	411	569	2	Gen Compat	2.0	1.0	0.0	0.0	45.0	52.0
II.6.A.7	80+	63	709	1	Gen Compat	1.0	0.0	0.0	0.0	51.0	48.0

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	18L	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	95.0	0.0	5.0
	18R	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	84.0	0.0	16.0
	36L	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	70.0	0.0	30.0
	36R	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.B.2	18L	APZ 1	10	344	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	18R	APZ 1	118	344	16	Sig Incompat	15.0	1.0	0.0	0.0	0.0	84.0

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	36L	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	7.0	60.0	33.0
	36R	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	0.0	100.0	0.0
II.6.B.3	18L	APZ 2	13	482	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	18R	APZ 2	168	482	9	Incompat	9.0	0.0	0.0	0.0	0.0	91.0
	36L	APZ 2	3	482	0	Gen Compat	0.0	0.0	0.0	0.0	81.0	19.0
	36R	APZ 2	8	482	0	Gen Compat	0.0	0.0	0.0	0.0	69.0	31.0

	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	477	2,770	0	Gen Compat	1.0	0.0	0.0	0.0	13.0	86.0
II.6.B.5	70-75	215	1,575	1	Gen Compat	0.0	0.0	0.0	0.0	33.0	66.0
II.6.B.6	75-80	411	569	2	Gen Compat	2.0	1.0	0.0	0.0	45.0	52.0
II.6.B.7	80+	63	709	1	Gen Compat	1.0	0.0	0.0	0.0	51.0	48.0

II.6.C **The most recent, publicly released AICUZ study is dated Aug 94**

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 Mar 94**

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

II.6.E.1 Data verification complete 25 Mar 94, Public release date of 4 Aug 94.

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:
Lowndes County	zoning	All proposed construction must be requested through the Lowndes County Plannning Commission.

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

Government name:	Types of controls in place	Types of encroachment limited:
Lowndes County	zoning	All proposed construction must be requested through the Lowndes County Plannning Commission.

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

Government name:	Types of controls in place	Types of encroachment limited:
Lowndes County	zoning	All proposed construction must be requested through the Lowndes County Plannning Commission.

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:
Lowndes County	zoning	All proposed construction must be requested through the Lowndes County Plannning Commission.

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:
Lowndes County	zoning	All proposed construction must be requested through the Lowndes County Plannning Commission.

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:
Lowndes County	zoning	All proposed construction must be requested through the Lowndes County Plannning Commission.

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:
Lowndes County	zoning	All proposed construction must be requested through the Lowndes County Plannning Commission.

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.3 **County (ies) encompassing the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop

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	Lowndes	49270	55112	67972	75981	75981

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 No noise complaints are received from off base residents.

II.6.K.1 0.0 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 Operating hours and engine tests 0700-2300L, Mon-Fri and 0900-1700L Sat-Sun. Base has 2 hush houses for engine run-ups. Reduced power settings for landings. Straight Departure to 7000' AGL before turning after takeoff.

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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 MHE**

III.1.A.1.b **Current MHE:** 38; TRK, LIFT PLTFM 25K 463L- 3; LODR, ELEV HILIFT 25K-1; TRK, CGO HILIFT 41,000 GVW-1; TRACK WHLD WHS GAS- 2; TRK FL ELEC- 5; TRK F/L 10K 463L HY- 12; TRK F/L GAS- 3; TRK F/L DED- 9; TRK F/L LGE CAP A/T- 1; TRK F/L 4K BOOM- 1; YTK G/L 33K- 2

III.1.A.2 **9 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	There are weight restrictions published in IFR supplement dated 3 Mar 95
C-5	Can land	Can taxi	Can park	Can refuel	There are weight restrictions published in IFR supplement dated 3 Mar 95
KC-10	Can land	Can taxi	Can park	Can refuel	There are weight restrictions published in IFR supplement dated 3 Mar 95

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

III.1.C.1 **The fuel hydrant system is Not available to transient aircraft.**

III.1.C.2 **5 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
IV	400	5	5	4	0

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

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25312	2

III.1.C.4 **The hydrant system is 0.7 miles from the bulk storage area.**

III.1.C.5 **5 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 **242340 gallons (if storage for other bases is not considered part of normal requirements).**

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 is our primary source, we can also receive by tank cars.

Number of offload headers: 5

5 tank trucks can be simultaneously offloaded

5 tank cars can be simultaneously 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:** 1210000
maximum: 2229000

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

III.1.D.7.a **Supporting DFSP:** DFSP, Macon

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:**	247200	27504
Square footage available (including physical capacity limit):	27504	27504
III.1.E.2 **Normal installation mission storage requirement:**	100000	3000

Physical Limits for Cat 1.2 Munitions:

All storage locations for 1.2 munitions are limited by physical capacity, not explosive weight.

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

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III.1.F.1 Hot cargo pad access limitations:

One entrance taxiway (T/W F) and then have to turn around on the pad to exit.

III.1.F.2 The size of the hot cargo pad is 280,000 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 turn around.

III.1.F.5 The taxiway servicing the hot pad is 75 ft wide and has a pavement classification number (PCN) of 93.

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

C-5, C-141, KC-10, C-130, F-16, and F-15.

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:

CAMP BLANDING	83 NM
FORT BENNING	123 NM
FORT RUCKER	131 NM
FORT STEWART	100 NM

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

Railheads within 150 NM:

Albany - Acree	54 NM
Columbus - Fort Benning	123 NM
Hinesville - Walthourville	94 NM
Jacksonville	102 NM
Panama City - Lynn Haven	135 NM
St Marys - Kings Bay	88 NM
Valdosta - Moody Field	9 NM
Warner Robins	98 NM
Waterford - Daleville	131 NM

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

Deep water ports within 150 NM:

Jacksonville	102 NM
Savannah	128 NM

III.1.H The base does Not have a dedicated passenger terminal.

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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:**

Wartime tasking: 51% of medical personnel are assigned to deployable positions. Five equipment packages (FFGK2, FFGK4, FFGK5, FF

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:**

MCP project: CMF/DC Add/Alter. O&M projects for FY94 are approved: PROJECTS: Replace carpet, Install AC Return, Install Canop

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 **No major MCP has been completed since 1989.**

III.1.N **Base facilities have a total excess storage capacity of 56,894 sq ft.**

III.1.N.1 **Base facilities have a total covered storage capacity of 147,714 sq ft.**

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	122,654 sq ft
Mobility storage:	15,964 sq ft
War Readiness Support Kits (WRSK) storage:	9,096 sq ft

III.1.O **169 light military vehicles are on base.**

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III.1.P **300 heavy military and special vehicles are on base.**

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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	366.90 $sK	0.00 $sK	366.90 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	892.00 $sK	0.00 $sK		892.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	386.10 $sK	0.00 $sK			386.10 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	868.10 $sK	0.00 $sK				868.10 $sK
				xxx56 TOTALS:	366.90 $sK	892.00 $sK	386.10 $sK	868.10 $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	10,621.10 $sK	429.90 $sK	11,051.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	10,073.30 $sK	512.90 $sK		10,586.20 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	537.70 $sK	0.80 $sK			538.50 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	120.00 $sK	0.00 $sK				120.00 $sK
				xxx76 TOTALS:	11,051.00 $sK	10,586.20 $sK	538.50 $sK	120.00 $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	0.00 $sK	0.00 $sK		0.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	3,526.40 $sK	703.90 $sK			4,230.30 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	2,481.10 $sK	296.80 $sK				2,777.90 $sK
				xxx78 TOTALS:		0.00 $sK	4,230.30 $sK	2,777.90 $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	117.50 $sK					
	FY-92	Appropriation	Direct	Reimbursable				

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		3400	95.70 $sK	0.00 $sK		95.70 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	151.00 $sK	0.00 $sK			151.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	19.00 $sK	0.00 $sK				19.00 $sK
				xxx90 TOTALS:		95.70 $sK	151.00 $sK	19.00 $sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	1,235.70 $sK	0.00 $sK	1,235.70 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	1,313.90 $sK	0.00 $sK		1,313.90 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,078.50 $sK	0.00 $sK			1,078.50 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	1,007.00 $sK	0.00 $sK				1,007.00 $sK
				xxx95 TOTALS:	1,235.70 $sK	1,313.90 $sK	1,078.50 $sK	1,007.00 $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	4,426.00 $sK	18.40 $sK	4,444.40 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	-381.50 $sK	92.80 $sK		-288.70 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	6,871.00 $sK	410.60 $sK			7,281.60 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	5,660.60 $sK	-307.70 $sK				5,352.90 $sK
				xxx96 TOTALS:	4,444.40 $sK	-288.70 $sK	7,281.60 $sK	5,352.90 $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	1,691.00 $sK	59.80 $sK	1,750.80 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	1,566.10 $sK	69.90 $sK		1,636.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	2,031.40 $sK	64.50 $sK			2,095.90 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	2,303.40 $sK	40.00 $sK				2,343.40 $sK
				MFH TOTALS:	1,750.80 $sK	1,636.00 $sK	2,095.90 $sK	2,343.40 $sK

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Section IV/V Level Playingfield COBRA Data

One time closure costs: 98$sM

Twenty year Net Present Value (438)$sM

Steady state savings 37$sM per year

Manpower savings associated with closure 839

Return on Investment (years): 2

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Section VI Economic Impact

Economic Area Statistics:

Lowndes County, GA

Total population: 78,000 (FY 92)

Total employment: 44,056 (FY 93)

Unemployment Rates (FY93/3 Year Average/10 Year Average)

5.7% / 5.3% / 5.7%

Average annual job growth: 526

Average annual per capita income: $15,510

Average annual increase in per capita income: $6.3%

Projected economic impact:

Direct Job Loss:	**4,245**	
Indirect Job Loss:	**1,319**	
Closure Impact:	**5,564**	**(12.6% of employment total)**
Other BRAC Losses:	**(144)**	
Cumulative Impact:	**5,420**	**(12.3% of employment total)**

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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 **15.1 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:** $652

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:** 19 miles

VII.1.B.2 **Airport name:** Valdosta Municipal 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:** 32 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	YMCA	12		Hrs.	20	Min.
VII.1.C.2	Movie theater	ASHLEY CINEMA	10		Hrs.	15	Min.
VII.1.C.3	Public golf course	NORTHLAKE GC	15		Hrs.	20	Min.
VII.1.C.4	Bowling lane	JAC'S LANES	10		Hrs.	12	Min.
VII.1.C.5	Boating	BANK'S LAKE	8		Hrs.	10	Min.
VII.1.C.6	Fishing	BANK'S LAKE	8		Hrs.	10	Min.
VII.1.C.7	Zoo	JACKSONVILLE ZOO	130	2	Hrs.	30	Min.
VII.1.C.8	Aquarium	ST AUGUSTINE AQUARIUM, FL	120	2	Hrs.	30	Min.
VII.1.C.9	Family theme park	SIX FLAGS OVER GEORGIA	220	4	Hrs.	00	Min.
VII.1.C.10	Professional sports	The Atlanta Richfield Stadium	220	4	Hrs.	00	Min.
VII.1.C.11	Collegiate sports	VALDOSTA STATE UNIVERSITY	15		Hrs.	25	Min.

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VII.1.C.12	Camping facilities	HAHIRA CAMPGROUNDS	16		Hrs.	25	Min.
VII.1.C.13	Beaches (lake or ocean)	CRYSTAL LAKE	55	1	Hrs.		Min.
VII.1.C.14	Outdoor winter sports	SKY VALLEY Resort	345	6	Hrs.	00	Min.

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

VALDOSTA MALL 20 min (13 Miles)

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

JACKSONVILLE, FL 2 hrs 15 min (130 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.) 1405

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.) 7755

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 62.0 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:

Valdosta Technical Institute, 14 Miles

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

Valdosta State University, 10 Miles

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

Valdosta State University, 10 Miles

3. Spousal Employment

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VII.3.A **55.7 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **52.0 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **5.7 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **5.0 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:**	2.4 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	7.3 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:** Southwest Georgia 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

Moody AFB - ACC

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:

Principal Artesian, Mio-Pliocene Aquifer, and Floridian 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 Not known to be contaminated.**

VIII.3.B **The base is Not actively involved in groundwater remediation activities.**

VIII.3.C **15 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
Mission Lake south side of base.	30.00 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 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**

1995 AIR FORCE BASE QUESTIONNAIRE
Moody AFB - ACC

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:**

Wastewater 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:**

One permit is for the effluent from the Waste Water Treatment plant. The other permit is a General NPDES permit for storm water.

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

Effluent runs into Beatty Creek within base boundary.

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 **24.9 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
Moody AFB - ACC

8. Biological - Habitat

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

Grand Bay Range is part of the Grand Bay Wildlife Management Area.

Ecological or wildlife management areas ADJACENT TO the base:

Moody AFB adjoins the Grand Bay Wildlife Management Area, and Banks Lake National Wildlife Refuge.

VIII.8.A.1 **Natural areas on or adjacent to the base are generally recognized as important ecological sites.**

Dudley's Hammock, (Inst Code JFHC)

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 constrains CURRENT construction activities/operations:**

The presence of these resources constrains FUTURE construction activities/operations:

Limited areas on the east side of runways have endagered species. Approximately 40 acreas are given the same protection as for the species itself, and will be avoided for construction.

9. Biological - Threatened and Endangered Species

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

Species	Kingdom				Remarks
Bachman's Sparrow	Animal	Federa	Candidate	Threatened	Rare
Eastern Indigo Snake	Animal	Federa	Listed	Threatened	
Gopher Tortoise	Animal	Federa	Candidate	Threatened	
Round-Tailed Muskrat	Animal	Federa	Candidate	Threatened	
Southern Bald Eagle	Animal	Federa	Listed	Endangered	Special Concern
Wood Stork	Animal	Federa	Listed	Endangered	

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

Species	Kingdom				Remarks
American Bittern	Animal	Federa		Special Concern	
Climbing Heath	Plant	Federa		Special Concern	
Dwarf Siren	Animal	Federa		Special Concern	
Florida Sandhill Crane	Animal	Federa		Special Concern	
Mud Sunfish	Animal	Federa		Special Concern	
Needle Palm	Plant	Federa		Special Concern	
Osprey	Animal	Federa		Special Concern	

Yellow-Crowned Night Heron	Animal	Federa		Special Concern

VIII.9.C **The presence of these species constrains current or future construction activities or operations as follows:**

Habitats (approximately 40 acres) on the east side of the runways must be avoided.

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:
Palustrine Wetland Grand Bay Range	4200
Palustrine Wetlands on Moody	800

VIII.10.A.2 **The base is 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 Mar 94**

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

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:
Grand Bay Range (Inst Code JFHC)	transient Indian campground

VIII.12.B **7 percent of the buildings on base are over 50 years old.**

1995 AIR FORCE BASE QUESTIONNAIRE

Moody AFB - ACC

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 10 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

Moody AFB - ACC

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 21 IRP sites have been identified

VIII.13.A.2 No IRP sites extend off base.

VIII.13.A.3 3All on-site remediation is estimated to be in place in 5796

VIII.13.B The installation is Not a National Priority List (NPL) site nor 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 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 13 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
Hazard Supplies	$15.000 K				
Hazard Waste Disp 2	$32.000 K	$0.000 K	$0.000 K	$0.000 K	$0.000 K
Hazardous Waste Analysis	$40.000 K				
Hazardous Waste Disposal/Remediation	$155.000 K	$103.000 K	$123.000 K	$103.000 K	$123.000 K
Install Manhole/Piping	$7.700 K				
IRP	$0.000 K	$450.000 K	$500.000 K	$2,000.000 K	$500.000 K
Natural Resources	$0.000 K	$0.000 K	$0.000 K	$0.000 K	$40.000 K
Other(s) Specify:	$640.000 K				
Permits	$5.000 K	$5.000 K	$5.000 K	$5.000 K	$5.000 K
Repair Parshall Flume	$14.700 K				
Repair Sanitary Sewer Lines	$617.600 K				
TDY	$20.000 K				

1995 AIR FORCE BASE QUESTIONNAIRE

Moody AFB - ACC

Waste Oil Disposal	$48.000 K				

15. Other Issues

VIII.15.A **There are no additional activities which may constrain or enhance base operations.**

16. Air Quality - Clean Air Act

VIII.16.A **Air Quality Control Area (AQCA) geographic region in which the base is located:**
Southwest Georgia Intrastate A.Q.C.R. Agency

VIII.16.B **Air quality regulatory agency responsible for the AQCA:.** Southwest Georgia Intrastate A.Q.C.R. Agency

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

Mr. James Capp (404) 363-7115

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

Moody AFB - ACC

1995 AIR FORCE BASE QUESTIONNAIRE

Moody AFB - ACC

Section IX

1995 AIR FORCE BASE QUESTIONNAIRE

Moody AFB - ACC

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

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TDY	$20.000 K				

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950324-16

FROM: DIXON	TO: DEUTCH, JOHN M.
TITLE: CHAIRMAN	TITLE: DEP. SECDEF
ORGANIZATION: DBCRC	ORGANIZATION: DEPT OF DEFENSE
INSTALLATION (s) DISCUSSED:	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL				COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON	✓			COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
CUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

REQUESTING SECDEF TO COMPLETE THE INTERAGENCY REVIEW OF THE ISSUES SURROUNDING THE PROPOSED DEACTIVATION OF THE 321st MISSILE GROUP BY EARLY JUNE.

Copy to Dave And Grand Forks / Minot Books

Due Date:	Routing Date:	Date Originated:	Mail Date:

LD Steve Also Log in and Suspense for us 6

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

March 24, 1995

Please refer to this number when responding 950324-16

The Honorable John M. Deutch
Deputy Secretary of Defense
1010 Defense Pentagon
Washington, D.C. 20301-1010

Dear Secretary Deutch:

During your recent testimony before the Defense Base Closure and Realignment Commission on March 1, 1995, you indicated that interagency coordination would be required to determine whether the proposed inactivation of the missile field at Grand Forks Air Force Base would jeopardize future deployment options under the ABM Treaty.

As you know, the Commission must make its recommendations to the President on the Defense Department's base closure and realignment recommendations by July 1. I hope you will make every effort to complete the interagency review of the issues surrounding the proposed deactivation of the 321st Missile Group at Grand Forks Air Force Base by early June in order that the results of this review will be available to the Commission before we make our recommendation to the President on this proposal.

Thank you for your assistance in this important matter.

Sincerely,

Alan J. Dixon
Chairman

Document Separator

All-America Report

Volume 5 ★ Number 1 ★ January 1995

Did you know...?

★ *The first 1995 baby in the Minot area was born to SSgt Steve Bailey and SrA Ericka Bailey at 9:25 a.m. at the base hospital.*

★ *LeRoy Schoffstal, a management analyst from the 5th Bomb Wing manpower office, received the Air Combat Command Manpower Management Junior Civilian of the Year Award.*

★ *TSgt Tony Bennett of the 91st Maintenance Squadron earned the 12 gauge shotgun Class AA world championship title Oct. 8–15 in San Antonio, TX.*

Published by the Minot Area Chamber of Commerce P.O. Box 940 Minot, ND 58702.

72nd Bomb Squadron activated

The 72nd Bomb Squadron joined the 23rd Bomb Squadron and the 5th Operations Support Squadron as part of the 5th Operations Group during an activation ceremony Friday, Jan. 6.

The announcement from U.S. Air Force Headquarters brought with it the authority to operate 10 more B-52Hs. In addition, over 500 military personnel and their families will relocate to the Minot area over the course of the next few months.

The squadron, commanded by Lt. Col. Ed Dixon, has been inactive for 31 years.

Col. Klotz takes over command of 91st Missile Group

Col. Frank Klotz assumed command of the 91st Missile Group Thursday, Jan. 5.

Klotz formerly worked as the director of the U.S. Air Force Chief of Staff's Operations Group in Washington, D. C.

His previous missile operations were at Grand Forks AFB, N.D. While assigned to the then 321st Strategic Missile Wing, Klotz served as a missile combat crew commander, missile squadron operations officer, chief of the wing's standardization and evaluation division, squadron commander and operations group commander.

Klotz replaces Col. Gerald F. Perryman, who has taken over the job of 21st Space Wing commander at Peterson AFB, CO, where he will command over 10,000 military and civilian people.

Military Ball set for Feb. 25

The seventh Annual International Military Ball scheduled for Saturday, Feb. 25 at the Sheraton Inn once again promises an evening of fine dining, entertainment and social interaction between members of TEAM MINOT, and military dignitaries from both far and near.

Please call the Minot Area Chamber of Commerce at 852-6000 to reserve your spot. Tickets are $30 per person.

Prairie Warrior Competition Association supports TEAM MINOT

The annual TEAM MINOT Competition Auction encourages and supports the efforts of Minot Air Force Base personnel to improve the state of readiness and competence in securing our nation's defense.

Funds raised during the auction help defray the expenses of missile and bomb wing group competitions. Competitions are very expensive, and monies raised through the auction help lessen the financial burden and enhance the motivation and morale of all military members involved in competition.

The Prairie Warrior Competition Association, created in 1994, is the formal organization sponsoring the Competition Fund Auction. The 1994 auction witnessed the contributions of over 100 businesses and individuals, the results of which earned more than $18,000 for the Competition Fund. During its previous seven years, the Auction raised more than $75,000.

The association is composed of members of the Military Affairs Council of the Chamber, and two members each from the military and the civilian communities compose the executive committee.

In the fall of 1994, Doug Rued, one of the coordinators of the Air Expo, presented the association with $3,000 to help with expenses.

Minot vies for ACC award

Minot is in the running for the ACC Commander's Community Support Award, the focus of which gets communities to talk about their relationships with their military base. The purpose is to recognize the community which provides outstanding support to their area air force base, and to insure good relations between the military and civilian communities.

The nomination package contained information on the following criteria:

- Support of the base by community organizations
- New support programs implemented by the community
- Ongoing programs that have had positive impacts on the base
- Programs which encourage the base population's participation in local activities
- Description of the community

"I think Minot has a very good chance because of the relationship that was established when Minot Air Force Base first located here," said Ed Steckler, a member of the Military Affairs Committee and chair of the task force which pulled together the nomination package. The award recipient will be announced during the first quarter of 1995.

Did you know...?

★ *The 5th Comptroller Squadron commander, Major Stephen C. Tye, was recognized as the 1994 ACC Comptroller of the Year.*

★ *A $4.5 million parking ramp repair project is scheduled to begin this spring at Minot AFB.*

International magazine features MAFB bomber

"World Air Power Journal," a glossy page, quarterly publication out of London, displayed a B-52H from Minot Air Force Base's 23rd Bomb Squadron as it lifted off as part of Red Flag exercise. The squadron regularly participates in Red Flag.

Another photo showed a B-52H in flight, which, the magazine said, "is a major force when provided with sufficient fighter cover."

An early recommendation in the Clinton budget suggested cutting the bomber force from 180 to 107.

A major hurdle in the future of the nation's bombers was decided when a House-Senate Conference Committee decided not to retire any B-52 bombers.

Document Separator

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: September 12, 1994

TIME: 2:00 p.m.

MEETING WITH: North Dakota Delegation

SUBJECT: Minot AFB

PARTICIPANTS:

Name/Title/Phone Number: 703/549-8960

Honorable Orlin Backes; Mayor of Minot
John MacMartin; President, Chamber of Commerce
Buzz Syria; Co-Chairman, Task Force '96
Bruce Christianson; Co-Chairman, Task Force '96
Mark Larson; Member, Task Force '96
Mark Janzer; Member, Task Force '96
Doug Norell; Legislative Director to Senator Byron Dorgan
Craig May; Legislative Assistant to Senator Kent Conrad
Mike Smart; Legislative Assistant to Representative Earl Pomeroy
Brig. Gen. John Allen (USAF, Ret.); Washington Consultant
Don Massey; Washington Consultant

Commission Staff:

Tom Houston; Staff Director
Ben Borden; Director of R&A
Cece Carman; Congressional Liaison
Frank Cirillo; Air Force Team Leader
Bob Cook; Interagency Issues Team Leader
Mary Woodward; Director, Congressional & Governmental Affairs

MEETING PURPOSE: Main purpose was to plan the military value defense of Minot AFB. Cirillo gave process presentation and Cook gave a COBRA pitch. Extensive interchange to include prospect of analysis for ICBMs and bombers as related to Force Structure vs Nuclear Posture Review vs Congressional direction. Timing of "Adds" also adressed. fc

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

FOR IMMEDIATE RELEASE

Contact: Wade Nelson
Chuck Pizer
John Earnhardt

MINOT AFB, NORTH DAKOTA ADDED TO LIST FOR REALIGNMENT

Washington, DC, March 7 -- The Defense Base Closure and Realignment Commission formally added Minot AFB, North Dakota to the list of military bases being considered for realignment.

The commission voted 7-0 to add Minot AFB to the list for consideration to clarify its status and officially notify interested parties.

Minot AFB did not appear separately on the list released by the Secretary of Defense on February 28. Instead, it was mentioned as a recommendation to replace Grand Forks, AFB, North Dakota on the realignment list should the Secretary of Defense determine that Grand Forks ballistic missile defense (BMD) options (321st Missile Group) need to be retained because of treaty considerations.

The Air Force's recommendation is that if the Secretary of Defense makes this determination then realignment at Grand Forks AFB would effectively be precluded and, "Minot AFB, North Dakota, will be realigned and the 91st Missile Group will inactivate."

The commissioners added Minot to the realignment list to clarify its status.

30

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 941213-1

FROM: EMERSON, GLORIA	TO: LYLES
TITLE: CHAIR	TITLE: STAFF DIRECTOR
ORGANIZATION: MINOT CH. OF COMMERCE	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED:	

OFFICE OF THE CHAIRMAN	INFO COPY	ACTION COPY	INIT	COMMISSION MEMBERS	INFO COPY	ACTION COPY	INIT
SENATOR DIXON	✓			COMMISSIONER			
STAFF DIRECTOR	✓			COMMISSIONER			
EXECUTIVE DIRECTOR	✓			COMMISSIONER			
GENERAL COUNSEL				COMMISSIONER			
MILITARY EXECUTIVE				COMMISSIONER			
				COMMISSIONER			
DIR./CONGRESSIONAL LIAISON	X			COMMISSIONER			
DIR./COMMUNICATIONS	✓			REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARY				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				ISSUES TEAM LEADER	✓		
DIRECTOR OF TRAVEL							
				COBRA MODEL ANALYST			
DIR./INFO SERVICES DIVISION				DATABASE ANALYST (GIS)			

TYPE OF ACTION REQUIRED

	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response (coordinate w/ Exec.Sec.)
	Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

ALL-AMERICAN REPORT, Vol 4, No. 5, DEC 1994. IN SUPPORT OF MINOT

Due Date: NONE REQ	Routing Date: 941213	Date Received: 941213	Mail Date: N/A

All-America Report

Volume 4 ★ Number 5 ★ December 1994

Did you know...?

★ *Minot native Bryan G. Hawley, son of Opal and the late George Hawley, now holds the rank of Brigadier General. He is staff judge advocate at Headquarters Air Combat Command, Langley AFB, VA.*

★ *During the five months of construction, runway refurbishment, contractors removed 65,000 tons of asphalt and concrete.*

★ *Missile groups commemorated 35 years of continuous ICBM alert status in November.*

Published by the Minot Area Chamber of Commerce P.O. Box 940 Minot, ND 58702.

MAFB refurbished runway complete

Minot Air Force Base's refurbished runway was inaugurated Friday, Sept. 23 when Col. Robert Elder, Jr., 5th Operations Group commander, took off in a T-38 aircraft.

Representatives from pavement contractors, the U.S. Army Corps of Engineers, and base and Minot community leaders gathered for the ceremony. The ceremony marked the finish of the 154-day, $7 million project.

The project replaced and expanded Minot AFB's two parallel taxi ways and repaired every inch of the 13,200 foot runway. Materials included the use of 34,000 tons of asphalt and 23,500 cubic yards of concrete.

Project workers also replaced the two asphalt overruns, adding 2,000 feet to the work. The taxi ways are 150 feet wide and 1,000 feet long.

"We believe the runway refurbishment will be a key to the future of Minot Air Force Base," said Sen. Kent Conrad, who looked over the project the week before it was completed.

"What shape the runway is in is important to mission capability," said Conrad.

Members from TEAM MINOT celebrated during the ribbon cutting ceremony of the completed base refurbishment project by displaying pieces of ribbon which had been stretched across the runway.

Roughrider crews enable successful ICBM test

A Minuteman Follow-On Test and Evaluation mission Oct. 5 signified two milestones, not only for Minot Air Force Base, but for the country, as well.

Minot Air Force Base crews monitored and launched the missile from a capsule with updated equipment, better known as Rapid Execution and Combat Targeting system, or REACT.

Secondly, the missile carried only one reentry vehicle instead of three, which tested the Minuteman III's ability to fly under terms of START.

The missile was launched over a central California launch site headed for a target in the south Pacific, about 4,200 nautical miles away. Reports from the range said the reentry vehicle fell within the planned target area.

The successful mission, which began last May, demonstrated the teamwork of 91st Missile Group operators, maintainers and security people.

SecAF offers support for MAFB retention

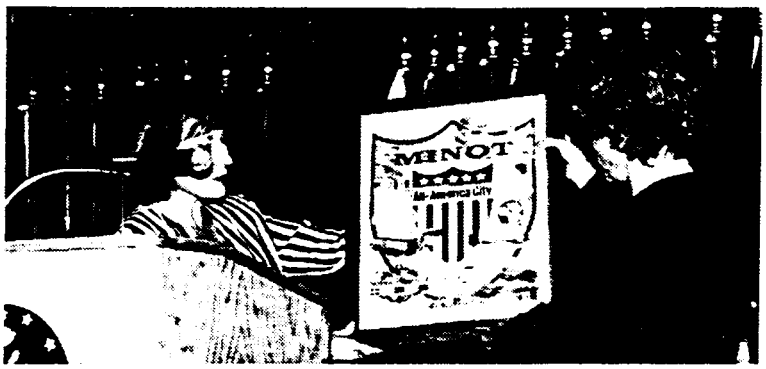
Although the Air Force needs to cut overhead, which includes military base cuts, Minot Air Force Base may be less expendable than some, according to Secretary of the Air Force Sheila Widnall.

Widnall spoke at the Minot Area Chamber of Commerce Annual Banquet to a group of more than 400.

Widnall said base closures have mainly involved aircraft bases. "We may be pretty well finished with war-fighting bases. We are, in this round, paying a lot more attention to infrastructure bases."

She said the Air Force's budget has decreased by nearly 40% since 1986. Forces have been cut by 30%, and the fighter and bomber force has been cut almost in half. Infrastructure, however, has only been cut by 15%.

Although Widnall couldn't predict what 1995 will bring in base closures, she did say that the strong community support and the base's dual mission will work in it's favor.



Gloria Emerson, outgoing chair of the Minot Chamber of Commerce Board of Directors, presented Sheila Widnall with the print commemorating Minot's All America City status.

Bomb Wing participates in disaster drill

TEAM MINOT members participated in an annual exercise which tests their accident skills through a major accident response scenario.

This year's scenario included dozens of "victims" somehow involved in a two-car collision and a train leaking anhydrous ammonia.

Members from both downtown and base hospitals, the fire departments, the police department, clergy members and helicopter rescue crews participated.

Dozens of volunteers participated as accident victims, with simulated injuries which included head and spinal injuries and severe lacerations.

This annual exercise is just one more example of the spirit of cooperation that exists between TEAM MINOT members.

Did you know...?

★ *Minot attracted over 20 new physicians in the past year in more than 15 specialty areas.*

★ *Minot's cost of living is 2.4% lower than the national average during the second quarter of 1994, according to the American Chamber of Commerce Researchers Association.*

★ *Minot's newest 18-hole golf course, Wildwood, opened in September, bringing the number of 18-hole courses in the area to four.*

MAFB bombers practice near Iraq

Two B-52H bombers from Minot Air Force Base, along with two B-1B bombers from Ellsworth AFB, SD, participated in a Global Power exercise that included a 25-hour bombing run to the Kuwaiti desert.

This was the first Global Power mission flying two different aircraft on the same "strike."

All four aircraft reported successful releases of their 500-pound conventional live bombs over the range, located approximately 25 miles northwest of Kuwait City. The crews emptied 56 bombs on the target — Iraqi tanks.

Despite being tracked by ground radar, the bomber crews encountered no enemy fighters. Other than 90-minute catnaps on the floor mat, crew members worked for 32 hours straight,

B-52 crews refueled three times, onloading well over 60 tons of fuel each time and captured their targets within two seconds of the scheduled time.

All-America Report

Volume 4 ★ Number 4 ★ September 1994

Did you know...?

★ *The new base tour program allows visitors to tour the base every Tuesday, Thursday and Saturday at 10 a.m. and 2 p.m. barring base training or actual military operations.*

★ *Sheila E. Widnall, Secretary of the Air Force, will be the guest speaker at the Minot Area Chamber of Commerce Annual Meeting Saturday, Oct. 29 at the Minot Municipal Auditorium. A social hour will begin at 6 p.m. Watch the mail for your invitation.*

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MAFB apron repairs approved

A House and Senate Conference Committee has approved $4.5 million to make repairs to the parking apron at Minot Air Force Base.

Funding was included only in the House version of the Military Construction Appropriations bill initially, but the conference committee agreed to fund the repair through Air Force operation and maintenance funds instead of military construction funds.

"Not only will this mean infrastructure improvement for the base, it will also offer an economic opportunity for the region," said ND Rep. Earl Pomeroy. "The parking apron repairs are a very necessary component of continuing to support B-52s in Minot."

TEAM MINOT participates in humanitarian assistance

Cuban migrants fleeing their native land will find shelter and food in four safe havens located at a U.S. controlled military area near the Panama Canal.

Over 120 medical staff and others from TEAM MINOT boarded two C-5 aircrafts the first week in September in support of Operation Safe Haven. The air transportable hospital from the 5th Medical Group will be located among the safe havens, which will house 10,000 Cubans.

In addition, linguists, personnel managers, civil engineers, and firemen will also make the trip to the Caribbean.

The U.S. Southern Command oversees the operation, while Joint Task Force Panama conducts the operation.

91st Missile Group security police team earns silver

The 91st Missile Group's security police team recently earned a silver medal in the Air Force Space Command's Peacekeeper Challenge.

The six-person team competed in events that required firing an M-16 rifle, an M-9 pistol, an M-203 grenade launcher and an M-60 machine gun. The team received a silver medal in a grueling obstacle course, missing the gold by only a few seconds, according to MSgt. Larry Morser, 91st Operations Support Squadron.

Minot's David C. Jones Chapter receives awards

Minot's David C. Jones Chapter of the Air Force Association was selected as the AFA's national Outstanding Large Chapter of the Year, as well as receiving four other awards.

The Outstanding Chapter of the Year award goes to the chapter based on accomplishments in six fields: new member recruitment, community relations, aerospace education, overall programming, best single program, and communications.

The Chapter received the traveling trophy for the Outstanding Chapter in the AFA's North Central Region, which is now on display in the David C. Jones Room in Minot State University's Student Union.

Individual awards went to Ken Robertson, Vice President for Communications, who received the Jack B. Flaig Communications Award from AFA's national headquarters, and to Chapter President Charlotte Robinson, who received the Medal of Merit for her efforts in leading the Chapter to its achievements. Finally, the Chapter received the Community Partner Achievement Award, a demonstration of the TEAM MINOT effort.

NEXRAD operational

A $1.6 million weather radar system began full operations this month at Minot Air Force Base.

The Next Generation Weather Radar System (NEXRAD) detects information about rain or other atmospheric conditions 248 miles away, detecting the weather systems' speed of movement up to 124 miles away.

Phone links from the new radar dome, installed by Unisys Corporation 20 miles east of the base, run to the base and the National Weather Service.

The system proved itself weeks before it was fully operational when a potential tornado was spotted in the Velva area. Base personnel at missile sites and the National Weather Service were alerted. A tornado touched down 26 minutes later, damaging only crops and trees.

MAFB Employer of the Year

Minot Air Force Base received the Employer of the Year award for large-scale public employers at the ND Annual Conference of the Governor and Mayor's Committees for the Employment of People with Disabilities.

The base competed across the state in the large category, employers with 200 or more employees. Earlier this year, it won local employer of the year honors, which qualified it for state competition.

The Employer of the Year award is given to organizations that provide employment opportunities to disabled people. In 1993, the base employed 88 disabled people, or more than 15% of its total civilian work force. The Air Force goal is 11%.

Special accommodations for disabled employees were made at the commissary, child development center, community center, base chapels, transient living quarters, billeting, officers and enlisted clubs, housing office, theater, fitness center and some housing units. Curb cuts for base and housing sidewalks also allow easy access. Phone lines for the hearing impaired have also been installed on base.

The award was given to MAFB at the conference's annual meeting in Dickinson, ND.

Did you know...?

★ *The final inspection of the $8.5 million runway renovation project is scheduled for Sept. 22. MAFB will now have one of the best, if not the best, runways in the continental United States.*

★ *Minot State University enrollment again topped 4,000 this fall.*

★ *The Quentin Burdick Job Corps Center held a ribbon cutting ceremony and grand opening celebration Sept. 9. Up to 250 students are expected by next spring.*

All-America Report

Volume 5 ★ Number 2 ★ March 1995

Did you know...?

★ *Minot is the host city for the 1995 National Motor Coach convention, at which nearly 4,500 units are expected. The estimated economic impact is over $7 million during this event.*

★ *Minot now offers two air ambulance services for medical emergencies: a fixed wing aircraft and a helicopter.*

★ *The Magic City Figure Skating Club has again qualified a skating precision team for the national championship in San Diego in early April.*

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Minot AFB retains dual mission

The Department of Defense released its recommendations for base realignment and closures Feb. 28, which if accepted as is, would total $18 billion in annual cuts. Supporters of retaining Minot Air Force Base heard good news and bad news.

"Today, TEAM MINOT is strong, and we're keeping our missile and bomber missions — and our friends — at Minot Air Force Base," said Bruce Christianson, Task Force "96 co-chair.

Minot AFB was not named on the primary list, but the Grand Forks Air Force Base missiles have been recommended for transfer to Malmstrom AFB in Montana. If, however, this recommendation does not comply with peace treaties currently in place, then the missiles at Minot AFB have been earmarked for transfer to Malmstrom.

"The Base Realignment and Closure (BRAC) commission's purpose now is to reduce bases, and cut costs," said M.E. "Buzz" Syria, Task Force '96 co-chair. "The list could change drastically during their review period."

Task Force '96 co-chairs Bruce Christianson (left) and M.E. "Buzz" Syria held a news conference the day the list was released. They stressed the value of TEAM MINOT, and the importance of supporting MAFB in a non-competitive atmosphere

Justifications for the Department of Defense's recommendations will begin March 6 before the BRAC commission.

By statute, the final date for adding comparison bases is May 17.

The Cost of Base Realignment Actions (COBRA), a cost analysis of the recommendations, will be available in mid-March.

"We will continue to monitor the activities of BRAC," said Christianson. "Although the uncertainty is a downside to this, we'll continue to provide the facts and reasons why we think it's effective to retain Minot Air Force Base."

Professional baseball heads for home base: Minot

The Minot Mallards, a minor league baseball team owned by Don Ziegler of St. Cloud, MN, will become the city's official bird, as supporters begin the process of headquartering the team in Minot.

Minot will be one of six or eight teams in the Prairie League. The Saskatoon Riot and Regina Cyclones, who played in the North Central League last year, as well as a team from Brandon, are already official members of the league.

Teams will play a 72-game schedule, which begins in June.

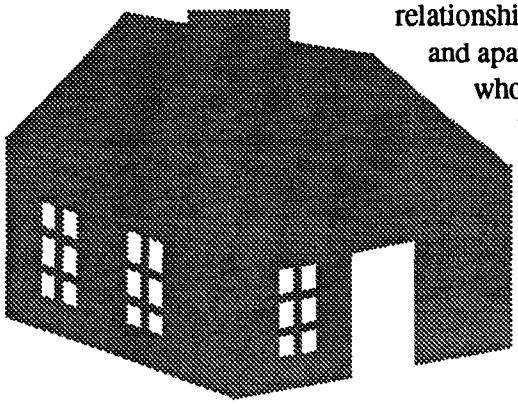
Each team will feature a 20-man roster, and will be allowed one former player each from the major league and Class AAA, with the remainder of the roster being filled out by AA, A and college graduate players.

One plus to the system is that a salary cap of $45,000 would probably inhibit any potential players' strikes.

Minot area housing availability sufficient

The Minot area offers enough housing to go around, and will continue to do so in the upcoming months, according to statistics gathered by a Chamber of Commerce Housing Task Force. Despite earlier concerns that Minot may suffer a housing shortage with the arrival of personnel from the 72nd Bomb Squadron, the housing situation should sufficiently accommodate the influx.

According to statistics provided by Lt. Col. Jeff Boulware, 5th Support Group Deputy Commander, military family housing occupancy rates remain at 99%, with approximately 50 units vacant due to major renovations and routine maintenance. Over the next five months, 493 military personnel will be arriving at MAFB, most of them during the months of April, May and June. About 173 personnel will be leaving during the same time period. Base officials and realty association representatives are not concerned about the situation.



"Due to an excellent relationship with the realtors and apartment associations, who are doing their utmost to help with the situation, we don't feel there will be any problems," said Boulware.

A large number of military personnel will begin arriving in April, a time when many may choose to leave their family behind until school lets out for the summer. Boulware said this allows them to take advantage of lower occupancy rates in temporary housing, and gives extra time toward local construction projects.

According to the task force, 158 single family homes and condominiums are listed for sale in the Minot area. In addition, 51 apartments are vacant.

In addition, 168 single family homes and apartments are under construction, with 200 – 240 units, single family homes, townhouses and condos projected to be built over the summer months, according to the Builders' Association.

Did you know...?

★ *Minot is one of 16 American cities under consideration to have a North American Basketball League franchise. The NABL would rival the Continental Basketball Association, with a 40-game season starting in December 1995.*

★ *The 5th Civil Engineering Squadron at Minot AFB won the Brigadier General Archi S. Mayes Award for the best Air Force Civil Engineering Flight.*

★ *The 7th Annual International Military Ball held Feb. 25 featured over 300 attendees, including many foreign military personnel.*

MAFB leaders receive promotions

Col. Ralph Pasini, commander of the Minot Air Force Base's 5th Bomb Wing, Col. Gerald Perryman and Col. Howard DeWolf, both former commanders of MAFB's 91st Missile Group, have all been selected for the rank of brigadier general.

Pasini has commanded the Bomb Wing since August 1993. During his tenure, the number of B-52s housed at MAFB increased from 16 to 37. A second squadron, the 72nd Bomb Squadron, was also added, bringing over 500 more military personnel and their families to the Minot area.

Col. Perryman led the Minot missile group from July 1993 until January 1995. He is now in charge of the 21st Space Wing at Peterson AFB, CO.

Col. DeWolf was the missile group commander at Minot from May 1992 to May 1993. He commands the 90th Missile Wing at F.E. Warren AFB, WY.

TEAM MINOT is proud to claim friendship with these outstanding officers, and congratulates all three on their promotions.

1995 AIR FORCE BASE QUESTIONNAIRE

Mt Home AFB - ACC

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	1st Security Bank	-	-	6	6
I.1.A.2	AAFES	-	-	161	161
I.1.A.3	AAFES Concessions	-	-	30	30
I.1.A.4	Boise State Univ	-	-	23	23
I.1.A.5	Corp of Engineers	-	-	1	1
I.1.A.6	DECA	-	-	65	65
I.1.A.7	DFAS	-	15	-	15
I.1.A.8	DIS	-	-	1	1
I.1.A.9	DRMO	-	-	5	5
I.1.A.10	Embry Riddle	-	-	1	1
I.1.A.11	NAF Personnel	-	-	225	225
I.1.A.12	Park College	-	-	3	3
I.1.A.13	Pioneer Fed Credit Union	-	-	6	6
I.1.A.14	Red Cross	-	-	3	3
I.1.A.15	SATO	-	-	4	4
I.1.A.16	US Postal Service	-	-	7	7
I.1.A.17	Veterinary Service	2	1	1	4
	TOTAL:				560

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

I.1.B.1 **Supported Unit:** 124 TRW GSU **GSU - Geographically Separated Unit**
Location: Boise ID **REM - Remote Unit**
Support provided: Command, JA, Accounting and Funance, Budget, Data Automation Maintenance, Off-Equip Maint, PMEL, EOD, Ground Comm/Computer, Supply, Transportation, CE, SErvices, Records and Forms, DP, Mortuary, Medical

I.1.B.2 **Supported Unit:** 4th Tank Battalion GSU **GSU - Geographically Separated Unit**
Location: Boise ID **REM - Remote Unit**
Support provided: Transportation, PMEL, Equipment, Housing and Office Appliances, Medical

1995 AIR FORCE BASE QUESTIONNAIRE

Mt Home AFB - ACC

I.1.B.3 **Supported Unit:** 96 ARCOM GSU
Location: Fort Douglas UT
Support provided: Expendable and General Supplies

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.4 **Supported Unit:** Boise MEPS GSU
Location: Boise ID
Support provided: Computer & Data Processing, Acctg and Fin, CPO, SP, CE, Medical, Transportation, Mortuary, Education, Admin Services, Chaplain, MWR, CBPO, Socail Actions, Supplies, Audiovisual

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.5 **Supported Unit:** Bureau of Land Management GSU
Location: Boise ID
Support provided: Transportation, PMEL, Aircraft Engines, Clothing and Textiles, Housing and Office Supplies, Equipment, Furniture

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.6 **Supported Unit:** DIS GSU
Location: San Francisco CA
Support provided: Accounting and Finance, JA, Custodial Services, Contracting, Housing and Lodging, Laundry and Dry Cleaning, Medical, Transportation, Admin Office Space, Education Services, A, Safety, Communications, MWR, CBPO, Office Supplies

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.7 **Supported Unit:** Det 5 GSU
Location: Wilder AFS ID
Support provided: Cmd, JA, PA, Chaplain Sfty, Admin Cmd Post, Acctg & Fin, Mgmt & Analysis, Budget, Ed Svs, Sugg Pgm, On-Equip Maint, AGE Maint, EOD, Grd C-C Equip, AV, Weather, Gnd Comm/Computer SP, CE, Svs, Rcrds & Frms, Flt Mgmt, Gnd Trng, DP, CONS, Mortuary, Med

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.8 **Supported Unit:** FAA GSU
Location: Seattle WA
Support provided: Sp, Medical, Utilities, Comm

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.9 **Supported Unit:** HQ I Corps GSU
Location: Fort Lewis WA
Support provided: Subsistence, Expendable and General Supplies

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.10 **Supported Unit:** Kingsley GSU
Location: Klamath Falls OR
Support provided: MWR

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.11 **Supported Unit:** Madigan Army Medical Cente GSU
Location: Tacoma WA
Support provided: Finance and Accounting, JA, Services, CE, SP, Food Services, Transportation, Utilities, Real Propoerty Maintenance, CBPO, Entomology, Supplies, Fuels

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.12 **Supported Unit:** Marine Corps Recruiting GSU
Location: Boise ID
Support provided: Housing, Office Supplies, Medical

GSU - Geographically Separated Unit
REM - Remote Unit

1995 AIR FORCE BASE QUESTIONNAIRE

Mt Home AFB - ACC

I.1.B.13 **Supported Unit:** Navy and Marine Corp Reserv GSU **GSU - Geographically Separated Unit**
Location: Boise ID **REM - Remote Unit**
Support provided: Housing and Lodging, Medical, Transportatation, PMEL

I.1.B.14 **Supported Unit:** Soil Conservation Service GSU **GSU - Geographically Separated Unit**
Location: Boise ID **REM - Remote Unit**
Support provided: SP, Utilities, Real Property Maintenance, PA, Entomoloty, Specialized Information and Services Acquisition

I.1.B.15 **Supported Unit:** USPFO GSU **GSU - Geographically Separated Unit**
Location: Boise ID **REM - Remote Unit**
Support provided: Transportation, PMEL, Medical, Supplies

I.1.B.16 **Supported Unit:** White Sands GSU **GSU - Geographically Separated Unit**
Location: White Sands NM **REM - Remote Unit**
Support provided: Fin & Acctg, JA, SP, Med, Stor & Warehousing, Trans, Utilities, Disposal Svs, Admin Svs, Chaplain, Comm, MWR, Weather, Ariel Photography, Ice/Snow Removal, Supplies, Vehicles, Vehicle Components, Constr Equip, Electronic Equip Components

1995 AIR FORCE BASE QUESTIONNAIRE

Mt Home AFB - ACC

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
RAPCON	1	23001	4002	18999	3204	2405	3466
Tower	2	40249	0	0	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 30

43957 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 258 NM

Nearest major primary airdrop customer: CAMP W.G. WILLIAMS distance 236 NM

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

Lajes AB: 4031 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Mt Home AFB - ACC

Rota AB:	5052 NM
Hickam AFB:	2469 NM
RAF Mildenhall:	4697 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	BOISE AIR TERM	35
I.2.B.4	Military airfield, runway >= 8,000ft	BOISE AIR TERM	35
I.2.B.5	Military airfield, runway >= 10,000ft	HILL AFB	208
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Mountain Home Muni	8
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Boise Ap	34
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Hill AFB	209
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Boise AP	34
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Salt Lake City IAP	218

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

Boise Airport, Idaho 34 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	209 NM	AUSTIN/GABBS N/C	209 NM	Austin1/GABBS N&C	209 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
OWYHEE/ PARADISE	51 NM	AUSTIN 1	198 NM	UTTR	203 NM
AUSTIN/GABBS CN	209 NM	AUSTIN/GABBS N/C	209 NM	Austin1/GABBS N&C	209 NM
GABBS NORTH	224 NM	DESERT	336 NM	W-570	411 NM
W-93	411 NM	HAYS	418 NM	PANAMINT	426 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Mt Home AFB - ACC

ISABELLA	460 NM	W-260	468 NM	W-237 A,B	472 NM
POWDER RIVER A	501 NM	W-460B	501 NM	W-285A	513 NM
W-460	519 NM	W-289 N/W-60-61	527 NM	W-283/W-285A,B	528 NM
W-283	536 NM	W-460A	555 NM	W-532	570 NM
WILLISTON	575 NM	W-532/537	582 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
SAYLOR CREEK	22 NM	EAGLE/UTTR	172 NM	KITTYCAT/UTTR	191 NM
HAG/UTTR	223 NM	FALLON B-17	253 NM	FALLON B-19	266 NM
NELLIS R65	382 NM	NELLIS R63	387 NM	CHINA LAKE	436 NM
AIRBURST	571 NM	EL CENTRO	583 NM	GOLDWATER RANGE 4	629 NM
GOLDWATER RANGE 3	635 NM	GOLDWATER RANGE 2	638 NM	GOLDWATER RANGE 1	646 NM
OSCURA	741 NM	MELROSE	770 NM		

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

SAYLOR CREEK	22 NM

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

UTTR/ACMI	193 NM

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

SAYLOR CREEK	22 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	4	9	16	37	72	104
SR	0	0	0	17	23	28
VR	5	6	12	25	59	83
Total Routes:	**9**	**15**	**28**	**79**	**154**	**215**

Identify Routes:

VR-1300 21 NM VR-1301 82 NM	IR-302 46 NM IR-307 99 NM	VR-1304 46 NM IR-304 100 NM	VR-316 61 NM	VR-319 62 NM	IR-301 76 NM
VR-1302 109 NM	IR-303 119 NM	IR-281 141 NM	IR-280 144 NM	IR-282 144 NM	IR-275 149 NM
IR-290 151 NM VR-1446 178 NM IR-420 196 NM	IR-290A 151 NM VR-1445 184 NM	IR-293 151 NM IR-235 191 NM	VR-1353 166 NM IR-342 192 NM	VR-1422 172 NM VR-1352 193 NM	VR-1423 172 NM IR-418 196 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Mt Home AFB - ACC

IR-300	207 NM	IR-498	213 NM	VR-1354	229 NM	VR-1355	243 NM	IR-425	244 NM	VR-1254	255 NM
SR-473	261 NM	SR-477	261 NM	SR-478	261 NM	IR-279	263 NM	IR-310	268 NM	SR-311	273 NM
SR-475	275 NM	IR-340	281 NM	SR-471	281 NM	SR-470	281 NM	IR-341	288 NM	IR-343	288 NM
IR-264	291 NM	SR-472	292 NM	SR-474	293 NM	IR-234	297 NM	IR-238	297 NM	SR-476	300 NM
VR-1259	302 NM	VR-209	302 NM	VR-1260	303 NM	IR-237	312 NM	IR-285	314 NM	IR-206	322 NM
VR-1205	322 NM	SR-381	327 NM	IR-271	332 NM	VR-201	334 NM	IR-266	339 NM	VR-1406	344 NM
VR-1264	346 NM	SR-488	354 NM	VR-1252	355 NM	IR-400	360 NM	VR-208	360 NM	SR-489	363 NM
IR-346	366 NM	SR-301	366 NM	SR-359	368 NM	SR-353	370 NM	SR-300	379 NM	VR-1253	379 NM
IR-286	393 NM	IR-313	400 NM	IR-314	400 NM						
VR-1250	404 NM	SR-398	407 NM	IR-348	415 NM	VR-1351	415 NM	VR-1350	415 NM	IR-320	416 NM
VR-1255	419 NM	IR-344	422 NM	VR-1251	433 NM	IR-478	435 NM	IR-479A	435 NM	IR-479	435 NM
IR-478A	435 NM	IR-276	437 NM	VR-202	438 NM	VR-1261	439 NM	IR-484	458 NM	IR-207	480 NM
IR-203	482 NM	IR-250	484 NM	VR-289	489 NM	VR-296	489 NM	IR-416	490 NM	IR-485	490 NM
VR-249	491 NM	VR-1257	496 NM	SR-390	499 NM	VR-1225	504 NM	VR-299	504 NM	SR-540	506 NM
SR-541	506 NM	SR-542	506 NM	VR-1293	509 NM	IR-252	511 NM	VR-1206	512 NM	VR-1256	512 NM
VR-1262	514 NM	VR-1214	518 NM	VR-1215	518 NM	IR-431	522 NM	IR-482	522 NM	IR-212	527 NM
VR-1265	527 NM	IR-213	527 NM	IR-217	527 NM	VR-1217	528 NM	VR-1218	528 NM	IR-216	534 NM
SR-397	538 NM	VR-412	548 NM	VR-413	548 NM	IR-214	549 NM	IR-254	552 NM	IR-255	558 NM
IR-126	559 NM	IR-644	559 NM	IR-649	559 NM	IR-415	565 NM	IR-200	566 NM	IR-211	567 NM
IR-480	568 NM	VR-1219	568 NM	VR-242	568 NM	VR-246	568 NM	VR-244	568 NM	IR-481	568 NM
VR-1220	568 NM	IR-218	569 NM	VR-239	574 NM	VR-245	574 NM	VR-1267	577 NM	IR-109	580 NM
VR-231	587 NM	IR-112	590 NM	VR-1211	598 NM						
SR-212	604 NM	IR-429	607 NM	IR-473	607 NM	IR-476A	607 NM	VR-1267	607 NM	VR-1268	607 NM
VR-1266	607 NM	IR-499	607 NM	IR-476	607 NM	VR-288	613 NM	IR-678	619 NM	IR-414	621 NM
VR-223	624 NM	VR-176	625 NM	IR-500	645 NM	IR-501	645 NM	IR-613	649 NM	IR-110	651 NM
SR-214	665 NM	IR-409	667 NM	VR-1195	667 NM	IR-177	680 NM	VR-1233	685 NM	VR-259	685 NM
VR-267	685 NM	VR-269	685 NM	VR-268	685 NM	VR-260	685 NM	VR-263	686 NM	SR-213	688 NM
VR-108	689 NM	IR-514	690 NM	SR-210	692 NM	SR-211	692 NM	VR-1107	693 NM	IR-111	695 NM
IR-150	723 NM	IR-925	724 NM	VR-1174	731 NM	IR-430	733 NM	IR-490	733 NM	IR-492	733 NM
IR-113	734 NM	IR-107	743 NM	VR-125	758 NM	IR-507	761 NM	IR-133	764 NM	VR-1574	775 NM
VR-100	776 NM	IR-115	778 NM	VR-1523	780 NM	IR-132	782 NM	IR-518	785 NM	VR-114	787 NM
VR-1521	788 NM	IR-134	793 NM	VR-536	794 NM	IR-503	796 NM	IR-102	799 NM	IR-131	799 NM
IR-141	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 213 NM from the base.**

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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
11	27	54

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-452 SOUTHWEST	64 NM	AR-4B NORTH	73 NM	AR-4A NORTH	105 NM	AR-648A	113 NM
AR-648B	114 NM	AR-452 NORTHEAST	116 NM	AR-001 EAST	118 NM	AR-611B	136 NM
AR-611A	150 NM	AR-010 SOUTHEAST	186 NM	AR-610	195 NM		
AR-4B SOUTH	203 NM	AR-654	205 NM	AR-4A SOUTH	208 NM	AR-645	211 NM
AR-642W WEST	224 NM	AR-010 NORTHWEST	228 NM	AR-642E EAST	231 NM	AR-002 WEST	250 NM
AR-214	256 NM	AR-7B	260 NM	AR-7A	262 NM	AR-635	285 NM
AR-462	289 NM	AR-641B	294 NM	AR-625H	300 NM	AR-625L	300 NM
AR-009 EAST	318 NM	AR-9A EAST	318 NM	AR-641A	324 NM	AR-717A	336 NM
AR-208	343 NM	AR-9A WEST	344 NM	AR-8B	367 NM	AR-221	371 NM
AR-224	373 NM	AR-717B	377 NM	AR-8A	379 NM	AR-630	395 NM
AR-222	403 NM	AR-009 WEST	404 NM	AR-628	410 NM	AR-011 EAST	413 NM
AR-014 EAST	413 NM	AR-201 EAST	427 NM	AR-223	434 NM	AR-012H EAST	448 NM
AR-012L EAST	448 NM	AR-201 WEST	449 NM	AR-624	452 NM	AR-604	468 NM
AR-3H EAST	484 NM	AR-621	488 NM	AR-006	500 NM		

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

500 NM	700 NM
2452	3526

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-004B	73 NM	86	AR-004A	105 NM	372	AR-010	186 NM	525	AR-002	250 NM	9
AR-011	413 NM	87	AR-014	413 NM	635	AR-201	427 NM	490	AR-012H	448 NM	141
AR-012L	448 NM	107			0			0			0

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 186NM from the base."**

I.2.C.10d **Percentage of tanker demand in region:** 6.0
Percentage of tankers based in region: 19.0

Tanker saturation within the region has been classified as tanker Rich

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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	234 NM	✔	✔	✔	8	0
BELLER	291 NM	✔	✔	✔	0	0
BIG	256 NM	✔	✔		0	0
BORDEN SPRINGS	284 NM	✔	✔	✔	0	0
BRANDON	289 NM	✔	✔	✔	0	0
COIN (CIR)	316 NM				1	0
DIXIE VALLEY	223 NM	✔	✔	✔	0	0
ELK PARK	238 NM	✔	✔		0	0
GRANT	290 NM	✔	✔		0	9
LARSON CIRCULAR	290 NM	✔	✔	✔	0	9
MICHAEL (A)	289 NM	✔	✔	✔	0	0
MICHAEL (B)	290 NM	✔	✔	✔	0	0
MOSES	290 NM	✔	✔		0	9
RANGER WEST	211 NM	✔	✔	✔	8	0
REBEL (AREA DZ)	314 NM				1	0
SELAH CREEK	290 NM	✔	✔	✔	0	0
SHOCKLEE	210 NM	✔	✔	✔	8	0
SILICA	294 NM	✔	✔	✔	0	0
SILICA WEST	294 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								
GRANT	SR-470	SR-471	SR-472	SR-473	SR-474	SR-475	SR-476	SR-477	SR-478
LARSON CIRCULAR	SR-470	SR-471	SR-472	SR-473	SR-474	SR-475	SR-476	SR-477	SR-478
MOSES	SR-470	SR-471	SR-472	SR-473	SR-474	SR-475	SR-476	SR-477	SR-478
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	

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:**

SELAH CREEK 290 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:**

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Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	SR
SHOCKLEE	210 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>**

ORCHARD RNGE TRNING SITE 38 NM

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

I.2.D.1 **Ranges controlled or managed by the base:**

Saylor Creek Range

Information relative to each range:

RANGE: Saylor Creek Range

I.2.D.2 **Type of any associated airspace:** R-3202A/B/C and MOAs

I.2.D.3 **Distance from the base to the range:** 24 NM

I.2.D.4 **Overall size of the range:** 109,466 Acres

I.2.D.4.a **Size of the impact area(s):** 12,745 Acres

I.2.D.4.b **Size of the restricted area in which the range lies:** 316 Sq Mi

I.2.D.4.c **Altitude ceilingof this restricted area:** 18,000 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):**

Range ceiling no HADB deliveries. Limited laser operations--range safety.Summer fire restrictions+

I.2.D.7 **Regular users (20 or more times /year) of the range:**

183 AV BTN
189FS
190FS
325BS
34BS
354FS
37BS
389FS
390FS
391FS
46BS
4FS
77BS
NAS Fallon
NASWhidbe

I.2.D.8 **Published availability of the range:**

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1500-0700Z (0800-2400L) Mon-Fri, other times available with 2 days notice

Range scheduling statistics (yearly average from 1990 to 93.

I.2.D.8.a **Hours scheduled:** 1,694 hrs

I.2.D.8.b **Hours used:** 1,464 hrs

I.2.D.8.c **Percent utilized:** 86.4

I.2.D.8.d **Reasons for non-use:**

Weather - 21%; Range Maintenance (EOD) - 36%; Unknown (short notice cancellations) - 43%

I.2.D.9 **The range has a full-scale weapons delivery capability as follows:**

Heavy-weight inerts

I.2.D.9.a **Associated restrictions:**

I.2.D.10 **The range has a special weapons delivery capability as follows:**

BDU-38s, GBU-10/12 authorized on 7 APC convoy, GCI site, and all northwest targets--SAM, AAA, bridge

I.2.D.10.a **Associated restrictions:**

I.2.D.11 **The range has an electronic warfare capability as follows:**

The Saylor Creek EC Range provides a full range of simulated AAA, SAM, and acquisition signals.

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:**

LOA/Range Airspace **Current status:** current

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

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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 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.

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E. Airspace Used by Base

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

AR-610	Air Refueling Track / Anc
AR-611A	Air Refueling Track / Anc
AR-611B	Air Refueling Track / Anc
Bruneau 1 MOA	MOA
Bruneau 2 MOA	MOA
IR-280	Other
IR-281	Other
IR-282	Other
IR-303	Other
IR-304	Other
Linden MOA	Other
Owyhee MOA	Other
Paradise MOA	MOA
R-3202A	Restricted Area
R-3202B	Restricted Area
R-3202C	Restricted Area
Saylor MOA	MOA
Sheep Creek 1 MOA	MOA
Sheep Creek 2 MOA	MOA
Sheep Creek 3 MOA	MOA

Details for airspace scheduled or managed by the base:

Airspace: AR-610

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

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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:**
subsonic; FL190-260

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

Range scheduling statistics (yearly average from 1990 to 93.

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

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

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:**
FL190-260 2520 SQNM

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

Airspace: AR-611A

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

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Mt Home AFB - ACC

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:**
subsonic; FL190-260

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

Range scheduling statistics (yearly average from 1990 to 93.

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

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

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:**
FL190-260 2465 SQ NM

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

Airspace: AR-611B

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

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Mt Home AFB - ACC

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:**

subsonic; FL190-260

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

unlimited

Range scheduling statistics (yearly average from 1990 to 93.

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

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

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:**

FL190-260 2465 SQ NM

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

Airspace: Bruneau 1 MOA

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

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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.4.a Grindstone Agriculture Airport

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:**

ALT 100'-14,500' MSL
SPEED-SUBSONIC

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

0500-0200 Daily

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 1,694 hrs

I.2.E.7.b **Hours used:** 1,464 hrs

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

21% - weather; 36% - maintenance; 43% unknown

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:**

719 sq NM

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

Airspace: Bruneau 2 MOA

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

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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.**

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

ALT 2,000'-14,500' MSL
SPEED SUBSONIC

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

0600-0200 Daily

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 1,694 hrs

I.2.E.7.b **Hours used:** 1,464 hrs

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

21% - weather; 36% - maintenance; 43% - unknown

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:**

86 sq NM

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

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Airspace: IR-280

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

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:**

subsonic

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

by NOTAM

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 79 hrs

I.2.E.7.b **Hours used:** 79 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:**

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267 NM

I.2.E.11 **90.00 percent of the airspace is usable.**

Airspace: IR-281

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

I.2.E.3 **List of Noise Sensitive Areas (NSAs) associated with the airspace:**

I.2.E.3.a **Dean Ranch NSA**

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 **Restrictions currently acting on this airspace:**

subsonic

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

by NOTAM

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 34 hrs

I.2.E.7.b **Hours used:** 34 hrs

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Mt Home AFB - ACC

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:**

281 NM

I.2.E.11 **90.00 percent of the airspace is usable.**

Airspace: IR-282

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

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:**

subsonic

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

by NOTAM

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 10 hrs

I.2.E.7.b **Hours used:** 10 hrs

1995 AIR FORCE BASE QUESTIONNAIRE
Mt Home AFB - ACC

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:**

193 NM

I.2.E.11 **90.00 percent of the airspace is usable.**

Airspace: IR-303

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

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:**

subsonic; per leg

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

continuous

Range scheduling statistics (yearly average from 1990 to 93.

1995 AIR FORCE BASE QUESTIONNAIRE

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I.2.E.7.a **Hours scheduled:** 83 hrs

I.2.E.7.b **Hours used:** 83 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:**

210 NM

I.2.E.11 **90.00 percent of the airspace is usable.**

Airspace: IR-304

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

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:**

subsonic

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

continuous

1995 AIR FORCE BASE QUESTIONNAIRE

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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:** 66 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:**

234 NM

I.2.E.11 **90.00 percent of the airspace is usable.**

Airspace: Linden MOA

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

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:**

subsonic; 12,000'-FL180

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

0500-2000 M-F

Range scheduling statistics (yearly average from 1990 to 93.

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

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

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:**

235 sq NM

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

Airspace: Owyhee MOA

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

I.2.E.3 **List of Noise Sensitive Areas (NSAs) associated with the airspace:**

I.2.E.3.a **Duck Valley Reservation**

I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.3.a **Riddle Ranch NSA**

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.4.a Grasmere Airport

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I.2.E.4.a	VFR Flyway along Highway 51

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:**

100'-14,500' MSL
SUBSONIC BELOW 10K'

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

0600-0200 Daily

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 1,741 hrs

I.2.E.7.b **Hours used:** 1,563 hrs

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

100% unknown

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:**

1,776 sq NM

I.2.E.11 **96.00 percent of the airspace is usable.**

Airspace: Paradise MOA

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

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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.4.a FAA making jet route in west

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:**

14,500'-FL180
SUPER SONIC ABOVE 10 K'

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

0600-0200 Daily

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 1,319 hrs

I.2.E.7.b **Hours used:** 1,176 hrs

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

100% unknown

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:**

5,095 sq NM

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

Airspace: R-3202A

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

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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:**

SFC-FL180
SUBSONIC BELOW 10K'

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

0800-2400 M-F

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 1,694 hrs

I.2.E.7.b **Hours used:** 1,464 hrs

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

21% - weather; 36% - maintenance; 43% - unknown

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:**

221 SQ NM

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

Airspace: R-3202B

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

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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:**

SFC-14,000' MSL
SUBSONIC BELOW 10K'

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

0800-2400 M-F

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 1,694 hrs

I.2.E.7.b **Hours used:** 1,464 hrs

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

21% - weather; 36% - maintenance; 43% - unknown

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:**

15 sq NM

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

Airspace: R-3202C

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

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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:**

SFC-11,000' MSL
SUBSONIC

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

0800-2400 M-F

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 1,694 hrs

I.2.E.7.b **Hours used:** 1,464 hrs

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

21% - weather; 36% - maintenance; 43% - unknown

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:**

80 sq NM

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

Airspace: Saylor MOA

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

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.**

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

100'-14,500' MSL
SUBSONIC

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

0600-0200 Daily

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 1,694 hrs

I.2.E.7.b **Hours used:** 1,464 hrs

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

21% - weather; 36% - maintenance; 43% - unknown

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:**

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35 sq NM

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

Airspace: Sheep Creek 1 MOA

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

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.**

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

100'-11,000' MSL
SUBSONIC

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

0600-0200 Daily

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 1,694 hrs

I.2.E.7.b **Hours used:** 1,464 hrs

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

21% - weather; 36% - maintenance; 43% - unknown

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

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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:**

203 sq NM

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

Airspace: Sheep Creek 2 MOA

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

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.**

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

100'-8,500' MSL
SUBSONIC

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

0600-0200 Daily

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 1,694 hrs

I.2.E.7.b **Hours used:** 1,464 hrs

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

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21% - weather; 36% - maintenance; 43% unknown

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:**

81 sq NM

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

Airspace: Sheep Creek 3 MOA

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

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.**

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

100'-7,000' MSL
SUBSONIC

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

SR-SS

Range scheduling statistics (yearly average from 1990 to 93.

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I.2.E.7.a **Hours scheduled:** 1,694 hrs

I.2.E.7.b **Hours used:** 1,464 hrs

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

21% - weather; 36% - maintenance; 43% - unknown

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:**

318 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:
Boise	Civilian
Caldwell	General Aviation
Camas County	Civilian
Gooding	General Aviation
Grasmere	Civilian
Grindstone	Commercial
Idaho City	Civilian
Mt Home Municipal Airport	General Aviation
Murphy	General Aviation
Nampa	General Aviation
Owen	Civilian
Pine	Civilian
Smiths Prairie	Commercial
Sunrise Skypark	Civilian
Tracy	Civilian

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

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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 88.0 percent. Rationale for estimate:**

ADD ATCC AND PARADISE MOA AIRSPACE

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 do Not meet all training requirements.**

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

I.2.F.4.b **Degradation experienced:** NO ACMI, NO LIVE ORDANCE 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:**

GOWEN FIELD

35 NM from the base.

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

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

NAS Fallon

252 mi from the base.

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

Gowen Field

34 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)

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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	98.6	96.2	95.0	94.3

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 40 Days have freezing partcipitation (mean per year).

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Christmas Valley	radar (OTH-B) site	2,622		
II.1.A.2	Grasmere	radar site	7	6	
II.1.A.3	Mountain Home	main base	6,721	3,223	1,300
II.1.A.4	Saylor Creek	bombing range	103,386	5	6,929
II.1.A.5	Saylor Creek Range	leased land	6,080		6,080
II.1.A.6	Seneca, Oregon	GWEN site (leased)	11	5	
II.1.A.7	Small Arms Range	small arms range	1,622	4	22
II.1.A.8	Strike Dam	marina	3	1	
II.1.A.9	Tulelake	OTH-B site (leased)	967		
II.1.A.10	Wilder	remote site	10	5	2
		TOTALS:	121,429	3,249	14,333

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	18	12	0.0	100.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	2	2	100.0	0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	15,428	90.0	0.0	10.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	126,179	60.0	26.0	14.0	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	68,000	69,893	100.0	0.0	0.0	1,893
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	4,318	4,318	0.0	100.0	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	69,178	41.9	12.6	45.5	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	14,102	100.0	0.0	0.0	14,102

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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	8,900	12,486	71.0	0.0	29.0	3,586
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	379,776	35.9	64.1	0.0	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	99,000	54,739	94.0	6.0	0.0	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	4,600	3,990	100.0	0.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	44,800	52,431	58.0	42.0	0.0	7,631
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	24,780	21,802	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	13,823	13,823	0.0	100.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	25,000	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	74,400	204,292	0.0	100.0	0.0	129,892
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	27,316	27,316	0.0	100.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	1,095	1,095	100.0	0.0	0.0	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	39,591	96.0	4.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	28,305	36,668	96.0	4.0	0.0	8,363
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	3,600	2,523	100.0	0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	17,500	18,622	100.0	0.0	0.0	1,122
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	9,425	12,078	100.0	0.0	0.0	2,653
ii.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	76,421	96.0	0.0	4.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	45,500	27,570	100.0	0.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	5,000	4,895	100.0	0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	7,650	15,460	100.0	0.0	0.0	7,810
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	31,514	32,937	100.0	0.0	0.0	1,423
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	11,510	11,021	0.0	100.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	7,200	7,150	0.0	100.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	82,250	42.0	58.0	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

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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	114,114	109,256	100.0	0.0	0.0	0
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	57,781	100.0	0.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	3,398	4,110	100.0	0.0	0.0	712
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	21,036	25,344	100.0	0.0	0.0	4,308
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	16,310	19,490	100.0	0.0	0.0	3,180
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	6,801	8,304	100.0	0.0	0.0	1,503
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	13,500	13,500	100.0	0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	180,900	91.0	0.0	9.0	3,180
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	7,122	7,539	33.0	0.0	67.0	417
II.1.B.1.v.ii	442-258	LOX Storage	GA	17,000	17,000	100.0	0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	107,748	112,714	100.0	0.0	0.0	4,966
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	13,000	12,000	100.0	0.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	17,214	14,997	100.0	0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	131,244	100.0	0.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	12,224	100.0	0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	296,135	88.0	3.0	9.0	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	1,240	0.0	0.0	100.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	1,176	1,062	70.0	13.0	17.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	17,776	89.0	0.0	11.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	16,999	16,999	88.0	0.0	12.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	45	0.0	0.0	100.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	83,330	33.0	0.0	67.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	394,792	68.0	7.0	25.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	14,286	14,286	0.0		0.0	0

Notes for specific Cat Codes:

II.1.B.1.v.i 442-257a Title should read "hazardous"

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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	322,459	86.0	14.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	654,904	71.0	29.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	13,112	100.0	0.0	0.0
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	755,220	100.0	0.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	109,479	100.0	0.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	256,850	100.0	0.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	568,881	100.0	0.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	4,325	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	1,047,779	78.7	21.3	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	596,476	98.8	1.2	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:** 1514

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:** 107 **(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:** -220 **(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:** 324 **(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)**

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II.1.C.2.a Number of adequate units requiring whole-house renovation or replacement: 1190 (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 55.4 percent of officer families live on base.

II.1.C.3.b 68.9 percent of enlisted families live on base.

II.1.C.3.a 67.3 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	Primary	13500 ft	200 ft	No	2	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 (12).

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.

	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	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed

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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	Upgrade Needed	Upgrade Needed	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	307,000	replace with 18" PCC
Taxiway	B-1B	SY	136,000	replace with 18" PCC
Runway	B-1B	sy	46,000	replace with 18" PCC on ends
Aprons	B-52	SY	307,000	replace with 18" PCC
Taxiway	B-52	SY	136,000	replace with 18" PCC
Runway	B-52	SY	46,000	replace with 18" PCC on ends
Taxiway	C-141	SY	115,000	replace with 18" PCC
Runway	C-141	SY	23,000	replace with 18" PCC one end

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

II.2.G.1 **The total usable apron space for aircraft parking is 534,750 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.)	
A	1,481 ft	690 ft	Primary Aircraft	F-15
B	1,694 ft	690 ft	Primary Aircraft	KC-135
C	1,650 ft	690 ft	Primary Aircraft	KC-135
D	800 ft	690 ft	Primary Aircraft	F-16
E	1,350 ft	690 ft	Neither	none
trans ramp	690 ft	1,080 ft	Transient Aircraft	TRANS

II.2.G.2 **Permanently assigned aircraft currrently require 182,773 Sq Yds of parking space.**

II.2.G.3 **351,977 Sq Yds of parking space is available for parking additional non-transient aircraft.**

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

Expanded taxi lines to accommodate large aricraft into maintenance hangars and around parking areas; reduce the overall parking area size. Parking limitations otherwise are limited due to pavement condition, load strength, and material make-up.

II.2.H **The dimensions of the (largest) transient parking area:** **690 Ft** **1,080 Ft**

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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:**

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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:	5.2 MG/D	MG/D - million gallons per day	65 %
II.3.A.2	Sewage:	0.898 MG/D		64 %
II.3.A.3	Electrical distribution:	31.9 MW	MW - million watts	41 %
II.3.A.4	Natural Gas:	0.616 MCF/D	MCF/D - million cubic feet per day	37 %
II.3.A.5	High temperature water/steam generation/distribution:	135.0 MBTUH	MBTUH - million British thermal units per hour	60 %

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

"Take or pay" natural gas clause due to connection charge or demand side management initiative. No natural gas bought through central office. No electric power bought from Fed Power Marketing Admin. No cathodic protection on water or gas 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:** 201 Hanger

Current Use: Maintenance dock

II.4.A.2 **Size (SF):** 25,200 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:	158 ft	32 ft	
II.4.A.6	Largest unobstructed space inside the facility:	121 ft	32 ft	99 ft

II.4.A.1 **Facility number:** 204 Hanger

Current Use: Maintenance dock

II.4.A.2 **Size (SF):** 27,000 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:	158 ft	32 ft	
II.4.A.6	Largest unobstructed space inside the facility:	121 ft	32 ft	153 ft

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II.4.A.1 **Facility number:** 205 Hanger

Current Use: Maintenance dock

II.4.A.2 **Size (SF):** 22,600 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:	159 ft	32 ft	
II.4.A.6	Largest unobstructed space inside the facility:	121 ft	32 ft	153 ft

II.4.A.1 **Facility number:** 208 Hanger

Current Use: Maintenance Dock

II.4.A.2 **Size (SF):** 18,827 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:	157 ft	32 ft	
II.4.A.6	Largest unobstructed space inside the facility:	121 ft	32 ft	153 ft

II.4.A.1 **Facility number:** 211 Hanger

Current Use: Maintenance training

II.4.A.2 **Size (SF):** 31,400 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:	157 ft	36 ft	
II.4.A.6	Largest unobstructed space inside the facility:	157 ft	32 ft	200 ft

II.4.A.1 **Facility number:** 1329 Nose Dock

Current Use: Maintenance dock

II.4.A.2 **Size (SF):** 23,299 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:	240 ft	30 ft	
II.4.A.6	Largest unobstructed space inside the facility:	240 ft	30 ft	98 ft

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II.4.A.1 **Facility number:** 1330 Nose Dock
Current Use: Maintenance dock
II.4.A.2 **Size (SF):** 24,900 SF
II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-15

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	248 ft	30 ft	
II.4.A.6	Largest unobstructed space inside the facility:	248 ft	30 ft	86 ft

II.4.A.1 **Facility number:** 1331 Nose Dock
Current Use: Maintenance dock
II.4.A.2 **Size (SF):** 24,015 SF
II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-15

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	240 ft	30 ft	
II.4.A.6	Largest unobstructed space inside the facility:	240 ft	30 ft	84 ft

II.4.A.1 **Facility number:** 1332 Nose Dock
Current Use: Fuel dock
II.4.A.2 **Size (SF):** 24,015 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:	240 ft	30 ft	
II.4.A.6	Largest unobstructed space inside the facility:	240 ft	30 ft	84 ft

II.4.A.1 **Facility number:** 1335 Hanger
Current Use:
II.4.A.2 **Size (SF):** 8,645 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:	90 ft	18 ft	
II.4.A.6	Largest unobstructed space inside the facility:	95 ft	18 ft	91 ft

5. Unique Facilities

II.5.A **There are No unique (one-of-a-kind) Air Force facilitaties which must be replaced if the base is closed.**

6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures

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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	0.0	100.0	0.0	0.0
	30	CZ	0	138	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.A.2	12	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	16.0	0.0	84.0
	30	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.A.3	12	APZ 2	0	482	0.0	Gen Compat	0.0	0.0	0.0	96.0	0.0	4.0
	30	APZ 2	0	482	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	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.A.4	65-70	0	13,064	0	Gen Compat	0.0	0.0	0.0	92.0	0.0	8.0
II.6.A.5	70-75	0	5,669	0	Gen Compat	0.0	0.0	0.0	96.0	0.0	4.0
II.6.A.6	75-80	0	2,367	0	Gen Compat	0.0	0.0	0.0	83.0	0.0	17.0
II.6.A.7	80+	0	485	0	Gen Compat	0.0	0.0	0.0	83.0	0.0	17.0

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	0.0	100.0	0.0	0.0
	30	CZ	0	138	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.B.2	12	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	16.0	0.0	84.0
	30	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.B.3	12	APZ 2	0	482	0	Gen Compat	0.0	0.0	0.0	96.0	0.0	4.0
	30	APZ 2	0	482	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	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	0	13,064	0	Gen Compat	1.0	0.0	0.0	92.0	0.0	7.0
II.6.B.5	70-75	0	5,669	0	Gen Compat	0.0	0.0	0.0	96.0	0.0	4.0
II.6.B.6	75-80	0	2,367	0	Gen Compat	0.0	0.0	0.0	83.0	0.0	17.0
II.6.B.7	80+	0	485	0	Gen Compat	0.0	0.0	0.0	83.0	0.0	17.0

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II.6.C **The most recent, publicly released AICUZ study is dated Jul 82**

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:

Data has been gathered; report needs to be compiled and publicly released.

II.6.E **The AICUZ study was last updated on Aug 93**

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

II.6.E.1 Projected 9/94 AICUZ Release

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

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

Government name:	Types of controls in place	Types of encroachment limited:
Elmore County	Airport Hazard Zone	

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

Government name:	Types of controls in place	Types of encroachment limited:
Elmore County	Airport Hazard Zone	

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:
Elmore County	Airport Hazard Zone	low density residential development

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:
Elmore County	Airport Hazard Zone	

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:

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Elmore County	Airport Hazard Zone	

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:
Elmore County	Airport Hazard Zone	

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
Elmore County	0	17287	20205	21205	23530

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
120' high flood light towers	0	80+	exempt by AFM 86.5
AGE ground support equipment	0	80+	no other alternative
AGE maintenance shop A	15	80+	cost to relocate > $2M
AGE maintenance shop B	35	80+	cost to relocate > $2M
AGS parts store	40	80+	cost to relocate > $2M

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Aircraft maintenance hanger	3	80+	cost to relocate > $150,000
Hanger	400	80+	cost to relocate > $1.5M
Mobile office	0	80+	cost to relocate > $5,000
POV parking	0	80+	needed for squadron operations support
Vehicle canopy	0	80+	no other alternative
canopy and landscaping	0	80+	shields visiting dignitaries
organizational parking	0	80+	no other alternative
steel storage building	0	80+	needs to be close to generators of hazardous waste
three warming trailers	0	80+	needed for air crew relief

Planned on base facilities not 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 **Procedures implemented in accordance with AFR 55-48, Atch 1, by establishing quiet hours between 2200 and 0600.**

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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 MHE

III.1.A.1.b Current MHE: 45

III.1.A.2 14 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
Panero	600	11	11	8	8

III.1.C.3 6 fuel storage tanks support the operational fuel hydrant system:

III.1.C.3.a

Storage tank Capacity:	Tanks with this capacity
50000	3

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1400000	3

III.1.C.4 **The hydrant system is 0.3 miles from the bulk storage area.**

III.1.C.5 **5 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 **48,942 barrels excess**

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: 14

7 tank trucks can be simultaneously offloaded

Tank cars can Not be offloaded.

III.1.D.5 **3 refueling unit fillstands are available.**

III.1.D.5.a **3 refuelers can be filled simultaneously.**

III.1.D.6 **Current despensing capabilities as defined in AFR 144-1** **sustained:** 23143
maximum: 77524

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

III.1.D.7.a **Supporting DFSP:** UY7053 Mountain Home Station, Mountain Home AFB ID 83648

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:**	2241240	5000000
Square footage available (including physical capacity limit):	24853	11080
III.1.E.2 **Normal installation mission storage requirement:**	150000	20000

Physical Limits for Cat 1.1 Munitions:

AFR 127-100 standards

Physical Limits for Cat 1.2 Munitions:

See AFR 127-100, Chap 5

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

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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 30,000 sq feet.**

III.1.F.3 **The sited explosive capacity of the hot cargo pad is 20,000**

III.1.F.4 **The hot pad access is turn around.**

III.1.F.5 **The taxiway servicing the hot pad is 100 ft wide and has a pavement classification number (PCN) of 152.**

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

F-16, F-15, A-10, C-141, C-9, C-5, F-111, L-188, B-727

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:

GOWEN FIELD	35 NM

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

Railheads within 150 NM:

Boise - Gowen Field	37 NM
Mt. Home - Mt. Home	9 NM

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

III.1.H **The base does Not have a dedicated passenger terminal.**

III.1.I **The base does not have 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.**

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

The 366th Medical Group staffs and maintains a 50-bed air transportable hospital and 5 air transportable clinics for worldwide deployment

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

III.1.M **Base medical facilities have No facilities projects planned to begin before to 1999.**

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

III.1.N **Base facilities have a total excess storage capacity of 131,315 sq ft.**

III.1.N.1 **Base facilities have a total covered storage capacity of 144,029 sq ft.**

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	127,714 sq ft
Mobility storage:	0 sq ft
War Readiness Support Kits (WRSK) storage:	12,000 sq ft

III.1.O **197 light military vehicles are on base.**

III.1.P **409 heavy military and special vehicles are on base.**

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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	765.00 $sK	0.00 $sK	765.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	976.00 $sK	2.00 $sK		978.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	542.00 $sK	8.00 $sK			550.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	296.00 $sK	2.00 $sK				298.00 $sK
				xxx56 TOTALS:	765.00 $sK	978.00 $sK	550.00 $sK	298.00 $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	11,686.00 $sK	652.00 $sK	12,338.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	15,118.00 $sK	1,194.00 $sK		16,312.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	322.00 $sK	33.00 $sK			355.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	165.00 $sK	0.00 $sK				165.00 $sK
				xxx76 TOTALS:	12,338.00 $sK	16,312.00 $sK	355.00 $sK	165.00 $sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-93	Appropriation	Direct	Reimbursable				
		3400	4,352.00 $sK	358.00 $sK			4,710.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	2,290.00 $sK	0.00 $sK				2,290.00 $sK
				xxx78 TOTALS:			4,710.00 $sK	2,290.00 $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	61.00 $sK	0.00 $sK	61.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	171.00 $sK	0.00 $sK		171.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				

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		3400	381.00 $sK	2.00 $sK			383.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	26.00 $sK	0.00 $sK				26.00 $sK
				xxx90 TOTALS:	61.00 $sK	171.00 $sK	383.00 $sK	26.00 $sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	1,272.00 $sK	0.00 $sK	1,272.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	1,215.00 $sK	3.00 $sK		1,218.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,293.00 $sK	7.00 $sK			1,300.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	949.00 $sK	0.00 $sK				949.00 $sK
				xxx95 TOTALS:	1,272.00 $sK	1,218.00 $sK	1,300.00 $sK	949.00 $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	5,619.00 $sK	5.00 $sK	5,624.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	4,478.00 $sK	25.00 $sK		4,503.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	9,184.00 $sK	302.00 $sK			9,486.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	6,392.00 $sK	0.00 $sK				6,392.00 $sK
				xxx96 TOTALS:	5,624.00 $sK	4,503.00 $sK	9,486.00 $sK	6,392.00 $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	4,338.00 $sK	13.00 $sK	4,351.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		7045	5,825.00 $sK	4.00 $sK		5,829.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		7045	8,296.00 $sK	1.00 $sK			8,297.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		7045	5,944.00 $sK	7.00 $sK				5,951.00 $sK
				MFH TOTALS:	4,351.00 $sK	5,829.00 $sK	8,297.00 $sK	5,951.00 $sK

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Section IV/V Level Playingfield COBRA Data

One time closure costs: 245$sM

Twenty year Net Present Value (414)$sM

Steady state savings 45$sM per year

Manpower savings associated with closure 1,005

Return on Investment (years): 5

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Section VI Economic Impact

Economic Area Statistics:

Elmore County, ID
Total population: 20,000 (FY 92)
Total employment: 10,696 (FY 93)
Unemployment Rates (FY93/3 Year Average/10 Year Average)

6.6% / 6.6% / 6.0%

Average annual job growth: 57

Average annual per capita income: $17,390

Average annual increase in per capita income: $8.1%

Projected economic impact:

Direct Job Loss:	**3,993**	
Indirect Job Loss:	**1,259**	
Closure Impact:	**5,252**	**(49.1% of employment total)**
Other BRAC Losses:	**0**	
Cumulative Impact:	**5,252**	**(49.1% of employment total)**

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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 **20.2 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:** $578

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:** 55 miles

VII.1.B.2 **Airport name:** Boise Municipal Airport

VII.1.B.3 **Number of commercial air carriers available at the airport:** 4

VII.1.B.4 **Average round trip commuting time to work:** 54 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	Mtn Home Municipal Swimming Pool	11		Hrs.	17	Min.
VII.1.C.2	Movie theater	Canyon Theater	10		Hrs.	15	Min.
VII.1.C.3	Public golf course	Desert Canyon Golf Course	12		Hrs.	20	Min.
VII.1.C.4	Bowling lane	Strato Lanes Bowling Center	11		Hrs.	17	Min.
VII.1.C.5	Boating	CJ Strike Reservoir	26		Hrs.	39	Min.
VII.1.C.6	Fishing	CJ Strike Reservoir	26		Hrs.	39	Min.
VII.1.C.7	Zoo	Boise Zoo	58		Hrs.	70	Min.
VII.1.C.8	Aquarium	Seattle Aquarium	600	11	Hrs.	00	Min.
VII.1.C.9	Family theme park	Wild Waters Theme Park	60		Hrs.	75	Min.
VII.1.C.10	Professional sports	Memorial Stadium	67		Hrs.	88	Min.
VII.1.C.11	Collegiate sports	Boise State University	55		Hrs.	65	Min.

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VII.1.C.12	Camping facilities	KOA Campground	11		Hrs.	17	Min.
VII.1.C.13	Beaches (lake or ocean)	CJ Strike Reservoir	26		Hrs.	39	Min.
VII.1.C.14	Outdoor winter sports	Bogus Basin Ski Area	72		Hrs.	108	Min.

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

Boise Towne Square Mall 75 min (62 Miles)

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

Boise, Idaho 65 min (55 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.)** 400

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.)** 5330

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 DO NOT offer an Honors program.**

VII.2.D **42.0 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:**

Mountain Home Institute of Learning

VII.2.E.2 **No opportunities for off-base UNDERGRADUATE COLLEGE.**

VII.2.E.3 **No opportunities for off-base GRADUATE COLLEGE.**

3. Spousal Employment

VII.3.A **64.6 percent of spouses are able to find employment (within 3 months) in the local community.**

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VII.3.B **57.8 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **6.6 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **4.1 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:**	0.8 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	2.6 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:** State of Idaho Air Quality District

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

VIII.1.C **There are 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 The 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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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 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:

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aquifer

VIII.2.B **There are constraints to the base water supply. Type constraints include:**

Quality constraints

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 Not known to be contaminated.**

VIII.3.B **The base is Not actively involved in groundwater remediation activities.**

VIII.3.C **9 water wells exist at the base.**

VIII.3.D **4 wells have been abandoned for the following reasons:**

wells abandoned because two of them failed to develop properly, one developed a broken casing, and one went dry

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
west side of base T.4.S, R.5.E, map Sec 2q W 1/2	72.00 Acres

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

VIII.4.A.3 **The base is 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)

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

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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:**

Mountain Home AFB, Idaho

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

6. Discharge Points / Impoundments

VIII.6.A **There any No National Pollutant Elimination System permits in effect.**

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

lagoons

VIII.6.C **The base has discharge impoundments.**

VIII.6.C.1 **There are 1 water/wastewater treatment impoundments.**

VIII.6.C.2 **There are 1 industrial wastewater treatment impoundments.**

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

7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A **80.0 percent of facilities have been surveyed for asbestos.**

VIII.7.A.1 **100.0 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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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 **The U.S. Fish and Wildlife Service has identified critical/sensitive habitats on base.**

Davis's Peppergrass (three)

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
Davis' Peppergrass	Plant	State	Candidate	Endangered	
Ferruginous Hawks	Animal	State	Candidate	Endangered	

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

Species	Kingdom				Remarks
thistle milkvetch	Plant	Private		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:
survey classifies SEWAGE PONDS as "wetland"	1

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

VIII.10.B **The base has Not been surveyed for wetlands in accordance with established federally approved guidelines.**

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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:
MHAFB-H1	not eligible for register
MHAFB-H10	not eligible for register
MHAFB-H2	not eligible for register
MHAFB-H3	not eligible for register
MHAFB-H8	not eligible for register
SAR-103	not eligible for register
SAR-107	not eligible for register
SAR-108	not eligible for register
SAR-3	not eligible for register

VIII.12.B 2 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 53 percent of the base has been surveyed.

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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.

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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 32 IRP sites have been identified

VIII.13.A.2 6 IRP sites extend off base.

VIII.13.A.3 3All on-site remediation is estimated to be in place in 6161

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 6 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
environmental O&M	$1,095.000 K	$452.000 K	$320.000 K	$320.000 K	$320.000 K
Hazardous Waste Disposal/Remediation	$574.000 K	$574.000 K	$574.000 K	$574.000 K	$574.000 K
IRP	$464.000 K	$1,789.000 K	$10,000.000 K	$10.000 K	$10,000.000 K
Natural Resources		$60.000 K	$60.000 K	$60.000 K	$60.000 K
Other(s) Specify:civ pay	$340.000 K	$340.000 K	$340.000 K	$340.000 K	$340.000 K
Other(s) Specify:milcon	$600.000 K	$0.000 K	$11,300.000 K	$1,900.000 K	$0.000 K
Other(s) Specify:oil filter contract	$6.000 K	$6.000 K	$6.000 K	$6.000 K	$6.000 K
Other(s) Specify:regulation subscriber	$6.000 K	$6.000 K	$6.000 K	$6.000 K	$6.000 K
Other(s) Specify:total others	$2,047.000 K	$804.000 K	$11,972.000 K	$2,572.000 K	$672.000 K
Permits	$40.000 K	$40.000 K	$40.000 K	$40.000 K	$40.000 K

15. Other Issues

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VIII.15.A **There are no additional activities which may constrain or enhance base operations.**

16. Air Quality - Clean Air Act

VIII.16.A **Air Quality Control Area (AQCA) geographic region in which the base is located:**
State of Idaho Air Quality District

VIII.16.B **Air quality regulatory agency responsible for the AQCA:.** Idaho Division of Environmental Quality

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

Mr Tim Trumball (208) 384-5840

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.

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Section IX

Document Separator

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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	554 Services Sq	-	-	400	400
I.1.A.2	AAFES	-	-	360	360
I.1.A.3	Army Corp of Engineers	1	-	-	1
I.1.A.4	DECA	-	12	92	104
I.1.A.5	DFAS	-	21	20	41
I.1.A.6	DRMO	-	-	11	11
I.1.A.7	Defense Nuclear Agency	5	6	-	11
I.1.A.8	Dept of Energy Liaison Office	2	-	-	2
I.1.A.9	Fed Prison Camp	-	-	74	74
I.1.A.10	First Interstate Bank	-	-	11	11
I.1.A.11	Nevada Fed Credit Union	-	-	16	16
I.1.A.12	Red Cross(123 Volunteers)	-	-	125	125
I.1.A.13	SATO	-	-	9	9
I.1.A.14	US Post Office	-	-	4	4
	TOTAL:				1169

I.1.B **No Remote/Geographically Separated Units receive more then 50% of Base Operational Support from the base.**

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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
RAPCON	3	237445	29113	208332	3004	938	157
Tower	3	65368	2806	62562	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 21

40000 operations were conducted this runway during calander year 1993

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

Reveille MOA/ATCAA is a known airspace problem in the WTC Range Complex. FL 260 is the highest altitude released by Salt Lake City ARTCC in the Reveille airspace. The Desert ATCAA extends to infinity. This creates spillout problems.

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): 0

The total number of sorties per month: 22457

The average length of the delays: 0:00

I.2.A.6.b There is No common rationale for the delays.

B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: EL TORO MCAS distance 203 NM

Nearest major primary airdrop customer: YUMA PROVING GROUNDS distance 205 NM

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

Lajes AB: 4188 NM

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Rota AB:	5246 NM
Hickam AFB:	2409 NM
RAF Mildenhall:	4986 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	INDIAN SPRINGS AUX	37
I.2.B.4	Military airfield, runway >= 8,000ft	INDIAN SPRINGS AUX	37
I.2.B.5	Military airfield, runway >= 10,000ft	EDWARDS AFB	160
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	McCarran Int'l	11
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	McCarron Int'l	11
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	McCarron Int'l	11
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	McCarron Int'l	11
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Sky Harbor Int'l	286

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 **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
DESERT	77 NM	AUSTIN/GABBS CN	226 NM	AUSTIN/GABBS N/C	226 NM
Austin1/GABBS N&C	226 NM	W-289 N/W-60-61	282 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
R-2508	127 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
DESERT	77 NM	PANAMINT	100 NM	ISABELLA	156 NM
AUSTIN/GABBS CN	226 NM	AUSTIN/GABBS N/C	226 NM	Austin1/GABBS N&C	226 NM

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AUSTIN 1	237 NM	GABBS NORTH	245 NM	UTTR	247 NM
W-289 N/W-60-61	282 NM	W-289	320 NM	W-532	345 NM
W-532/537	345 NM	W-537	356 NM	W-285A	358 NM
OWYHEE/ PARADISE	368 NM	W-283/W-285A,B	383 NM	W-283	387 NM
W-291	402 NM	R-5107B	457 NM	W-260	460 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
NELLIS R63	32 NM	NELLIS R65	40 NM	CHINA LAKE	133 NM
EL CENTRO	175 NM	GOLDWATER RANGE 4	228 NM	FALLON B-17	236 NM
GOLDWATER RANGE 2	238 NM	GOLDWATER RANGE 3	238 NM	GOLDWATER RANGE 1	245 NM
FALLON B-19	246 NM	HAG/UTTR	253 NM	KITTYCAT/UTTR	268 NM
EAGLE/UTTR	303 NM	SAYLOR CREEK	392 NM	OSCURA	468 NM
AIRBURST	502 NM	MELROSE	562 NM		

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

RFMDS	70 NM

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

NELLIS R63	32 NM

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

NELLIS R63	32 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	3	15	21	41	70	106
SR	0	1	2	11	17	49
VR	6	13	33	54	74	89
Total Routes:	**9**	**29**	**56**	**106**	**161**	**244**

Identify Routes:

VR-1253 34 NM	IR-286 42 NM	VR-289 79 NM	VR-296 79 NM	VR-1225 94 NM	VR-1406 95 NM
VR-299 96 NM	IR-285 98 NM	IR-266 99 NM			
IR-252 107 NM	VR-1252 116 NM	IR-250 119 NM	IR-234 122 NM	IR-238 122 NM	VR-1259 124 NM
VR-209 124 NM	VR-1260 126 NM	SR-397 128 NM	IR-216 129 NM	IR-237 132 NM	IR-212 137 NM
IR-213 137 NM	IR-217 137 NM	IR-214 141 NM	VR-1214 144 NM	VR-1215 144 NM	VR-1255 144 NM
IR-206 147 NM	IR-255 148 NM				

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IR-400	157 NM	VR-1264	157 NM	VR-208	158 NM	VR-1217	161 NM	VR-1218	161 NM	IR-279	162 NM
IR-310	163 NM	IR-218	164 NM	IR-254	165 NM	VR-1267	168 NM	VR-1205	172 NM	SR-390	177 NM
VR-1219	186 NM	VR-1220	186 NM	VR-244	186 NM	VR-246	186 NM	VR-242	186 NM	VR-1293	190 NM
VR-1211	193 NM	VR-239	195 NM	VR-245	195 NM	VR-231	196 NM	VR-1266	197 NM	VR-1267	197 NM
VR-1268	197 NM	VR-1206	198 NM	IR-276	200 NM						
IR-264	204 NM	IR-425	204 NM	VR-288	208 NM	VR-201	218 NM	IR-235	231 NM	VR-1265	231 NM
VR-223	234 NM	IR-203	242 NM	IR-211	257 NM	IR-290	264 NM	IR-290A	264 NM	IR-293	264 NM
IR-280	268 NM	IR-282	268 NM	IR-281	271 NM	VR-1445	279 NM	IR-200	282 NM	SR-381	283 NM
VR-1446	289 NM	VR-1256	292 NM	IR-275	298 NM	SR-300	306 NM	IR-320	313 NM	IR-418	314 NM
IR-420	314 NM	VR-1262	316 NM	VR-1257	317 NM	SR-311	319 NM	VR-1233	320 NM	VR-269	320 NM
VR-259	320 NM	VR-267	320 NM	VR-260	320 NM	VR-268	320 NM	VR-263	321 NM	SR-359	322 NM
VR-1422	331 NM	VR-1423	331 NM	VR-249	333 NM	IR-207	334 NM	VR-1353	352 NM	IR-112	361 NM
VR-176	370 NM	SR-210	373 NM	SR-301	373 NM	SR-211	373 NM	SR-353	379 NM	IR-109	381 NM
IR-126	385 NM	SR-212	388 NM								
IR-303	407 NM	SR-398	409 NM	VR-1300	423 NM	VR-316	432 NM	VR-1254	436 NM	IR-271	439 NM
IR-302	441 NM	VR-1304	441 NM	VR-319	447 NM	SR-214	449 NM	IR-498	450 NM	IR-300	453 NM
VR-1195	453 NM	VR-1107	460 NM	SR-213	462 NM	VR-1261	474 NM	IR-110	476 NM	VR-202	476 NM
IR-111	479 NM	IR-301	485 NM	IR-304	490 NM	VR-1301	490 NM	IR-115	491 NM	IR-132	493 NM
VR-1251	497 NM	VR-1302	504 NM	IR-307	505 NM	IR-133	506 NM	VR-412	510 NM	VR-413	510 NM
IR-102	521 NM	IR-141	521 NM	IR-134	521 NM	IR-131	521 NM	VR-1250	528 NM	IR-416	531 NM
IR-113	543 NM	IR-116	545 NM	IR-177	547 NM	IR-150	548 NM	IR-342	548 NM	VR-108	549 NM
IR-414	552 NM	IR-415	552 NM	VR-1352	553 NM	IR-144	559 NM	IR-165	559 NM	IR-178	559 NM
SR-540	562 NM	SR-542	562 NM	SR-541	562 NM	VR-125	563 NM	VR-100	564 NM	IR-107	574 NM
VR-1174	592 NM										
IR-409	601 NM	VR-114	601 NM	VR-1354	607 NM	IR-122	612 NM	VR-1355	616 NM	IR-130	625 NM
IR-346	648 NM	SR-473	661 NM	SR-477	661 NM	SR-478	661 NM	IR-341	666 NM	IR-343	666 NM
SR-475	671 NM	IR-172	677 NM	IR-173	677 NM	SR-470	679 NM	SR-471	679 NM	VR-196	685 NM
IR-340	689 NM	SR-472	691 NM	SR-474	693 NM	SR-476	698 NM	IR-155	700 NM	IR-154	701 NM
VR-1108	703 NM	VR-1109	703 NM	SR-488	704 NM	SR-216	708 NM	SR-489	711 NM	VR-1116	713 NM
IR-128	714 NM	IR-503	716 NM	IR-500	730 NM	IR-501	730 NM	IR-478	732 NM	IR-479	732 NM
IR-479A	732 NM	IR-478A	732 NM	IR-313	733 NM	IR-314	733 NM	SR-206	734 NM	IR-429	737 NM
IR-473	737 NM	IR-476	737 NM	IR-476A	737 NM	IR-499	737 NM	IR-484	744 NM	IR-180	745 NM
VR-1574	745 NM	IR-514	746 NM	SR-280	749 NM	SR-208	757 NM	SR-217	757 NM	VR-1141	759 NM
IR-344	761 NM	VR-536	761 NM	SR-205	772 NM	SR-242	772 NM	SR-244	772 NM	SR-243	772 NM
SR-273	772 NM	SR-267	772 NM	SR-258	772 NM	SR-255	772 NM	SR-251	772 NM	SR-250	772 NM
SR-249	772 NM	SR-245	772 NM	SR-240	772 NM	SR-233	772 NM	SR-234	772 NM	SR-236	772 NM

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IR-507	774 NM	VR-1117	775 NM	IR-485	778 NM	IR-170	789 NM	VR-1523	789 NM	IR-613	790 NM
VR-1140	793 NM	IR-348	795 NM	VR-1351	795 NM	VR-1350	795 NM	IR-175	798 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 450 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	18	52

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-641A	90 NM	AR-624	119 NM	AR-649	119 NM	AR-641B	121 NM
AR-603	130 NM	AR-635	138 NM	AR-625H	190 NM	AR-625L	190 NM
AR-642W WEST	203 NM	AR-642E EAST	208 NM	AR-3H EAST	210 NM	AR-658	231 NM
AR-647	242 NM	AR-214	250 NM	AR-674	275 NM	AR-201 EAST	282 NM
AR-221	289 NM	AR-648A	300 NM				
AR-222	302 NM	AR-3H WEST	303 NM	AR-611A	303 NM	AR-648B	303 NM
AR-201 WEST	307 NM	AR-001 EAST	315 NM	AR-006	326 NM	AR-208	326 NM
AR-462	329 NM	AR-3L	340 NM	AR-651	353 NM	AR-452 NORTHEAST	357 NM
AR-611B	357 NM	AR-7B	382 NM	AR-657	386 NM	AR-224	388 NM
AR-310 EAST	394 NM	AR-310 WEST	394 NM	AR-613	395 NM	AR-223	407 NM
AR-115	408 NM	AR-209 WEST	423 NM	AR-639	431 NM	AR-639A	431 NM
AR-634	433 NM	AR-7A	443 NM	AR-4B NORTH	447 NM	AR-452 SOUTHWEST	451 NM
AR-002 WEST	453 NM	AR-4A NORTH	457 NM	AR-643	457 NM	AR-644 SOUTH	490 NM
AR-314 EAST	491 NM	AR-621	493 NM				

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

500 NM	700 NM
1213	2789

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-201	282 NM	490	AR-004B	447 NM	86	AR-002	453 NM	9	AR-004A	457 NM	372
AR-314	491 NM	256			0			0			0

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 528NM from the base."**

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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	285 NM	✔	✔	✔	8	0
APRIL	88 NM	✔	✔	✔	0	0
BASILONE NUEVO	209 NM	✔	✔	✔	0	0
BLACK TOP (CIR)	112 NM		✔	✔	0	0
BOULDER	129 NM	✔	✔	✔	0	0
BULL	86 NM	✔	✔	✔	0	0
BULLHEAD CIRCUL	205 NM	✔	✔	✔	0	0
CALVIN	96 NM		✔	✔	0	0
CAMELOT CIRCULA	205 NM		✔	✔	0	0
CINTHIA	327 NM	✔			2	0
COIN (CIR)	111 NM				1	0
COOLIDGE (CIR))	267 NM		✔		0	0
COWBOY (CIR)	228 NM		✔		0	0
DESERT ROCK(CR)	53 NM	✔	✔		0	0
DIXIE VALLEY	251 NM	✔	✔	✔	0	0
ELOY (CIRCULAR)	267 NM		✔		0	0
ENAD EAST	171 NM	✔	✔	✔	0	1
ENAD WEST	171 NM	✔	✔	✔	0	1
FARM	167 NM	✔	✔	✔	0	1
GRETCHEN (CIR)	326 NM	✔	✔	✔	2	0
JOSHUA	130 NM	✔	✔	✔	0	0
KEITHA	301 NM	✔	✔	✔	0	0
KNOTS	260 NM		✔		0	0
LA POSA	175 NM	✔	✔	✔	0	0
LAVIC	114 NM		✔	✔	0	0
LEON (H2O)	246 NM		✔		0	0
LILLY ANN	238 NM	✔	✔		0	0
MACHINEGUNFLATS	325 NM	✔	✔	✔	2	0
NELSON - FT IRWIN	96 NM		✔	✔	0	0

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NOAH	91 NM	✔	✔	✔	0	0
OFFICE	167 NM	✔	✔	✔	0	1
PALMER	305 NM	✔	✔	✔	0	0
PATRICIA CIRCUL	303 NM	✔	✔	✔	0	0
PENDLETON AREA	214 NM	✔	✔		0	0
RAKISHLITTER	222 NM		✔	✔	0	0
RANGER WEST	260 NM	✔	✔	✔	8	0
REBEL (AREA DZ)	112 NM				1	0
ROADRUNNER	202 NM	✔	✔	✔	0	0
ROBBY	175 NM	✔	✔		0	0
ROCK (A)	85 NM	✔	✔	✔	0	0
ROCK (B)	85 NM	✔	✔	✔	0	0
ROGERS LAKE (C)	160 NM	✔	✔	✔	0	1
SAINT-WATER	257 NM				0	0
SANDHILL	131 NM	✔	✔	✔	0	0
SANDTRAP	206 NM		✔	✔	0	0
SHOCKLEE	261 NM	✔	✔	✔	8	0
SIDEWINDER	202 NM	✔	✔	✔	0	0
SPEER CIRCULAR	167 NM	✔	✔	✔	0	1
TONTO	304 NM	✔	✔	✔	0	0
XM	71 NM	✔	✔	✔	0	0
YUCCA	127 NM	✔	✔	✔	0	0
YUMA AUX 2	223 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	
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								
RANGER WEST	IR-235	IR-290	IR-290A	IR-293	IR-310	IR-418	IR-420	IR-425	
REBEL (AREA DZ)	IR-237								
ROGERS LAKE (C)	SR-390								

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SHOCKLEE	IR-235	IR-290	IR-290A	IR-293	IR-310	IR-418	IR-420	IR-425	
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:**

TEXAS LAKE 65 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
XM	71 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 IRWIN 97 NM

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D. Ranges

Ranges (Controlled/managed by the base)

I.2.D.1 **Ranges controlled or managed by the base:**

Nellis Range Complex

Information relative to each range:

RANGE: Nellis Range Complex

I.2.D.2 **Type of any associated airspace:** Restricted/MOA/ATCAA

I.2.D.3 **Distance from the base to the range:** 77 NM

I.2.D.4 **Overall size of the range:** 3,500,800 Acres

I.2.D.4.a **Size of the impact area(s):** 1,036,000 Acres

I.2.D.4.b **Size of the restricted area in which the range lies:** 5,470 Sq Mi

I.2.D.4.c **Altitude ceilingof this restricted area:** 55,000 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):**

AFR 50-46 HAZARD methodology, cultural/environmental findings, man sites.

I.2.D.7 **Regular users (20 or more times /year) of the range:**

414 TS
422 TES
561 FS
66 RS
DOE
USAF ADS
USAF WS

I.2.D.8 **Published availability of the range:**

Desert/Reveille MOA: daylight hours M-Sa; R4806E: 1300Z to 0400Z M-Sa; R4806W/07/08/09:Continuous

Range scheduling statistics (yearly average from 1990 to 93.

I.2.D.8.a **Hours scheduled:** 3,964 hrs

I.2.D.8.b **Hours used:** 3,420 hrs

I.2.D.8.c **Percent utilized:** 86.3

I.2.D.8.d **Reasons for non-use:**

66% Weather; 5% Maint/Acft; 29% Unknown

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I.2.D.9 **The range has a full-scale weapons delivery capability as follows:**

All authorized targets were cleared using AFR 50-46 HAZARD methodology.

I.2.D.9.a **Associated restrictions:**

I.2.D.10 **The range has a special weapons delivery capability as follows:**

Any weapons not specifically approved in AFR 50-46, Nellis Sup 1, require a Range Safety Approval.

I.2.D.10.a **Associated restrictions:**

I.2.D.11 **The range has an electronic warfare capability as follows:**

2 EC ranges provide SAM, AAA, ACQ, and visual cues. 52 threat simulators are avail. M-F, 10hrs/ day

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 **AFR 50-46, Nellis Sup 1** **Does not affect or threaten quality of training.)**

I.2.D.13

Encroachment Problem: 41 airspace violations by civilian pilots in 1993

I.2.D.13.a **Encroachment threatens or affects quality of training as follows:**

I.2.D.14 **Problems with hazardous material / waste/ ordinance disposal:**

Munition residues and target debris mandated for removal by Environmental but prohibited from being sold by law without DRMO prior acceptance which they will not do. We have no existing capability to recycle this scrap metal at this time.

I.2.D.15 **MOUs, MOAs or LOAs associated with the range:**

554TRNS/TRR **Current status:** Current

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

I.2.D.16 **It is Not possible to expand either hours or volume to increase the range utilization.**

I.2.D.17 **There are No planned range real property expansions.**

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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

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E. Airspace Used by Base

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

Nellis Range Complex Other

Details for airspace scheduled or managed by the base:

Airspace: Nellis Range Complex

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

I.2.E.3 **List of Noise Sensitive Areas (NSAs) associated with the airspace:**

I.2.E.3.a **38 NSAs (50-46,Sup1)** Not Listed

I.2.E.3.b **Affect on or threat to the quality of training or the mission:**

Caliente and Rachel NSA's impact large force exercises and weapons/tactics tests

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

I.2.E.4.a 41 A/S violations by Civilians

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

I.2.E.5.a

Buffer zone expansion around R4808; community reaction is mixed/negative.

I.2.E.5.b **Primary Rationale:** Controlled access to military sensitive area/national security

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

Chaff/flare/speed/altitude

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

Desert/Reveille daylight hours, M-SA; R-4806E 1300Z-0400Z, M-SA; R-4806W/07/08/09, Continuous 24hrs.

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Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 3,964 hrs

I.2.E.7.b **Hours used:** 3,420 hrs

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

66% Weather, 5% Acft Maint, 29% Unknown

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:**

12,000 plus square nautical miles.

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:
Boulder City	Uncontrolled
Desert Rock	Civilian
Echo Bay	Uncontrolled
Henderson Sky Harbor	Uncontrolled
Indian Springs AF Auxiliary Airfield	Military
McCarran International	Commercial
North Las Vegas	General Aviation
Perkins Field	Uncontrolled
Searchlight	Uncontrolled
Sky Ranch Estates	Uncontrolled
Temple Bar	Uncontrolled

I.2.E.14 **Civilian/commercial operators or other airspace users constrain or limit operations:**

I.2.E.14.a **Description of impacts:**

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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:**

Advanced Tactical Fighter, increases in Red Flags, Green Flags, and Air Warrior will most likely force additional expansion of the present Nellis Range Complex

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 do Not meet all training requirements.**

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

I.2.F.4.b **Degradation experienced:** The lateral and vertical limits are not adequate to conduct realistic AMRAAM training. Tactics, adversary tactics, and adversary numbers are often adjusted to accomodate airspace. See worksheet for additional information.

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 IRWIN

97 NM from the base.

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

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

China Lake Naval Weapons Ctr

251 mi from the base.

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

Luke AFB AZ

287 mi from the base.

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

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H. Missile Bases (AF Space Command)

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:
100.0	100.0	99.8	99.4	99.4

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

I.2.J.2.a **Is at or below 15 knots 97.6 percent of the time**

I.2.J.2.b **Is at or below 25 knots 99.5 percent of the time**

I.2.J.3 **1 Days have freezing partcipitation (mean per year).**

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Apex Comm Annex	Communications Site	1	1	
II.1.A.2	Cuddeback Lake Range	Range Ops	7,584		
II.1.A.3	Indian Springs AFAF	Auxiliary Air Field	2,300	1,366	213
II.1.A.4	Mt Sunrise	Obstruction Lights A	111	1	
II.1.A.5	Nellis AFB	Main Base	11,273	4,510	288
II.1.A.6	Nellis Comm Annex	Communications Site	2	2	
II.1.A.7	Nellis Range Complex	Range Ops	3,090,562	2,962	
II.1.A.8	Small Arms Range	Small Arms Trng Rang	10,623		
II.1.A.9	Tonopah AFS	Air Force Station	43	40	
II.1.A.10	Tonopah Service Anne	Service Annex	1		
II.1.A.11	Warms Springs RRL	Radar Relay Site	265	65	
II.1.A.12	Warms Stg	Staging Area	336	112	215
II.1.A.13	Water Systems Annex	Water Wells	107	1	70
		TOTALS:	3,123,208	9,060	786

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	27,222	100.0	0.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	273,340	92.0	2.0	6.0	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	268,150	158,106	92.0	0.0	8.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	1,800	1,800	100.0	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	208,581	88.0	0.0	12.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	50,350	50,350	100.0	0.0	0.0	0

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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	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	32,295	32,295	100.0	0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	726,605	99.0	0.0	1.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	211,169	119,546	100.0	0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	114,000	74,498	100.0	0.0	0.0	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	4,000	3,989	100.0	0.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	188,000	202,296	100.0	0.0	0.0	14,296
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	118,730	70,855	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	44,300	30,471	100.0	0.0	0.0	0
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	499,720	204,460	100.0	0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	44,300	20,275	100.0	0.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	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	87,947	91.0	4.0	5.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	60,425	60,425	95.0	5.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	4,500	4,000	100.0	0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	23,000	21,414	100.0	0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	37,500	33,313	66.0	0.0	34.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	87,733	95.0	0.0	5.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	51,570	48,350	100.0	0.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	2,016	2,016	100.0	0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	31,448	31,448	100.0	0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	62,500	30,740	100.0	0.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	11,038	11,038	100.0	0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	10,850	10,850	100.0	0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	152,606	98.0	0.0	2.0	N/A

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II.1.B.1.m	310	Science Labs	SF	N/A	112,688	100.0	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	165,000	55,000	100.0	0.0	0.0	0
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	265,979	98.0	0.0	2.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	2,690	2,690	100.0	0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	7,794	7,794	100.0	0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	213,377	213,377	100.0	0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	14,448	14,448	71.0	0.0	29.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	21	21	100.0	0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	178	100.0	0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	278,104	91.0	0.0	9.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	8,901	8,901	99.0	0.0	1.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	15,000	15,000	100.0	0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	278,289	222,382	91.0	0.0	9.0	0
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	21,250	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	396,677	99.0	0.0	1.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	2,990	100.0	0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	400,358	95.0	0.0	5.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	13,500	23,435	100.0	0.0	0.0	9,935
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	1,517	86.0	14.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	2,562	1,213	88.0	12.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	39,543	67.0	0.0	33.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	25,274	39,543	67.0	0.0	33.0	14,269
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	153	100.0	0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	127,060	96.0	0.0	4.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	539,678	89.0	7.0	4.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	50,000	44,441	100.0	0.0	0.0	0

Notes for specific Cat Codes:

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II.1.B.1.t.v 422-275 Real Property Records Unit of Measure is EACH

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	470,227	100.0	0.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	397,014	100.0	0.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	819,503	100.0	0.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	40,452	59.0	41.0	0.0
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	941,576	100.0	0.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	9,558	100.0	0.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	350,123	100.0	0.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	948,714	100.0	0.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	3,076	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	2,703,800	92.0	8.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	968,306	100.0	0.0	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: 1413

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: -115 **(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: -73 **(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: 239 **(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)**

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II.1.C.2.a **Number of adequate units requiring whole-house renovation or replacement:** 1174 **(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 **12.0 percent of officer families live on base.**

II.1.C.3.b **27.3 percent of enlisted families live on base.**

II.1.C.3.a **25.2 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
21R	Secondary	10119 ft	200 ft	No	6	2EA-BAK14/9;2EA-MA1A
26	Secondary	9000 ft	150 ft	No	2	2EA-BAK12
21L	Primary	10051 ft	150 ft	No	6	2EA-BAK12/9;2EA-MA1A

II.2.A **There are 3 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 (21).**

II.2.C.1 **Length: 10,051 ft**

II.2.C.2 **Width: 150 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

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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	Upgrade Needed
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Supports Now	Supports Now	Upgrade Needed

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	750,000	18" PCC
Taxiway	B-1B	SY	100,000	18" PCC
Runway	B-1B	SY	170,000	18"PCC
Aprons	B-52	SY	750,000	18" PCC
Taxiway	B-52	SY	100,000	18" PCC
Runway	B-52	SY	170,000	18" PCC
Aprons	C-141	SY	50,000	14" PCC
Aprons	C-5B	SY	50,000	14" PCC

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

II.2.G.1 The total usable apron space for aircraft parking is 565,767 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.)	
"B-52"	520 ft	320 ft	Primary Aircraft	Heavy Acft Parking
ATA Ramp	420 ft	575 ft	Primary Aircraft	Heavy Acft Parking
Main Apron	9,000 ft	480 ft	Primary Aircraft	Fighter Acft Parking
West Apron	700 ft	520 ft	Primary Aircraft	Fighter Acft Parking

II.2.G.2 Permanently assigned aircraft currrently require 580,988 Sq Yds of parking space.

II.2.G.3 -15,221 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 overlapping of Air Warrior, Weapons School, and Red Flag exercises ensures a continuous presence of a large number of TDY aircraft at Nellis. Many times the parking aprons are filled to capacity and abandoned runways and LOLA pads must be used.

II.2.H The dimensions of the (largest) transient parking area: N/A

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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:**

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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:	5.357 MG/D	MG/D - million gallons per day	100 %
II.3.A.2	Sewage:	0.744 MG/D		89 %
II.3.A.3	Electrical distribution:	47.0 MW	MW - million watts	51 %
II.3.A.4	Natural Gas:	209.00 MCF/D	MCF/D - million cubic feet per day	29 %
II.3.A.5	High temperature water/steam generation/distribution:	-	MBTUH - million British thermal units per hour	0 %

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

Sewage treatment is purchased from the Clark County Sanitation District which concurrently can treat the maximum sewage Nellis AFB can generate. Nellis AFB does not generate high temperature steam/water at this time.

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:** 220 Hanger

Current Use: Maintenance Dock

II.4.A.2 **Size (SF):** 25,592 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:	90 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	90 ft	22 ft	90 ft

II.4.A.1 **Facility number:** 222 Hanger

Current Use: Maintenance Dock

II.4.A.2 **Size (SF):** 25,592 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:	90 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	90 ft	22 ft	90 ft

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II.4.A.1 **Facility number:** 224 Hanger

Current Use: Maintenance Dock

II.4.A.2 **Size (SF):** 25,592 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:	90 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	90 ft	22 ft	90 ft

II.4.A.1 **Facility number:** 226 Hanger

Current Use: Maintenance Dock

II.4.A.2 **Size (SF):** 26,132 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:	90 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	90 ft	22 ft	90 ft

II.4.A.1 **Facility number:** 237 Hanger

Current Use: Maintenance Dock

II.4.A.2 **Size (SF):** 18,770 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:	90 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	90 ft	22 ft	90 ft

II.4.A.1 **Facility number:** 245 Hanger

Current Use: Maintenance hangar

II.4.A.2 **Size (SF):** 40,338 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:	157 ft	25 ft	
II.4.A.6	Largest unobstructed space inside the facility:	160 ft	25 ft	157 ft

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II.4.A.1 **Facility number:** 256 Hanger

Current Use: Aircraft Corrosion Control

II.4.A.2 **Size (SF):** 25,611 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:	90 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	90 ft	22 ft	90 ft

II.4.A.1 **Facility number:** 270 Hanger

Current Use: Maintenance hangar

II.4.A.2 **Size (SF):** 83,554 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:	155 ft	25 ft	
II.4.A.6	Largest unobstructed space inside the facility:	530 ft	250 ft	155 ft

II.4.A.1 **Facility number:** 283 Hanger

Current Use: Maintenance hangar

II.4.A.2 **Size (SF):** 67,632 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:	90 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	90 ft	22 ft	90 ft

II.4.A.1 **Facility number:** 287 Hanger

Current Use: High Bay Tech Training

II.4.A.2 **Size (SF):** 25,122 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:	120 ft	25 ft	
II.4.A.6	Largest unobstructed space inside the facility:	157 ft	25 ft	120 ft

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II.4.A.1 **Facility number:** 290 Hanger

Current Use: Maintenance Dock

II.4.A.2 **Size (SF):** 50,405 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:	88 ft	23 ft	
II.4.A.6	Largest unobstructed space inside the facility:	85 ft	23 ft	88 ft

II.4.A.1 **Facility number:** 292 Hanger

Current Use: Maintenance hangar

II.4.A.2 **Size (SF):** 45,021 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:	112 ft	28 ft	
II.4.A.6	Largest unobstructed space inside the facility:	200 ft	28 ft	112 ft

5. Unique Facilities

II.5.A **There are No unique (one-of-a-kind) Air Force facilitaties which must be replaced if the base is closed.**

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	21	CZ		279						97.0		269.0
	3	CZ	0	276	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.A.2	21	APZ 1	0	459	0.0	Gen Compat	0.0	0.0	0.0	25.0	0.0	75.0
	3	APZ 1	837	567	12.0	Sig Incompat	12.0	2.0	18.0	26.0	0.0	42.0
II.6.A.3	21	APZ 2		643	0.0	Gen Compat	0.0	0.0	0.0	35.0	2.0	64.0
	3	APZ 2	4,218	1,243	15.0	Sig Incompat	20.0	6.0	17.0	1.0	1.0	56.0

	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	13,634	9,026	7	Incompat	12.0	1.0	8.0	1.0	1.0	77.0

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II.6.A.5	70-75	9,462	4,656	11	Sig Incompat	12.0	2.0	9.0	1.0	5.0	72.0
II.6.A.6	75-80	5,096	1,545	22	Sig Incompat	20.0	5.0	6.0	0.0	4.0	65.0
II.6.A.7	80+	395	440	24	Sig Incompat	2.0	1.0	31.0	3.0	0.0	63.0

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	21	CZ		279						97.0		3.0
	3	CZ	0	276	0	Gen Compat	0.0	0.0	0.0	100.0		0.0
	3L	CZ	0	276	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.B.2	21	APZ 1	459	0	0	Gen Compat	0.0	0.0	0.0	25.0	0.0	75.0
	3	APZ 1	1,037	567	12	Sig Incompat	12.0	2.0	52.0	28.0	0.0	6.0
II.6.B.3	21	APZ 2	643	0	0	Gen Compat	0.0	0.0	0.0	35.0	2.0	64.0
	3	APZ 2	4,418	1,243	15	Sig Incompat	20.0	9.0	33.0	1.0	1.0	36.0

	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	19,392	9,026	7	Incompat	28.0	6.0	11.0	1.0	1.0	54.0
II.6.B.5	70-75	13,458	4,656	11	Sig Incompat	22.0	8.0	13.0	1.0	5.0	51.0
II.6.B.6	75-80	7,248	1,545	22	Sig Incompat	20.0	9.0	10.0	0.0	4.0	57.0
II.6.B.7	80+	562	440	24	Sig Incompat	2.0	1.0	33.0	4.0	0.0	61.0

II.6.C **The most recent, publicly released AICUZ study is dated Dec 92**

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 92**

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.**

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Government name:	Types of controls in place	Types of encroachment limited:
Clark County	Local Planning Officials defer to recommendation of Base Planner per AFR 86.14.	Construction is not permitted to penetrate the imaginary transitional clearance slopes from the airfield.

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

Government name:	Types of controls in place	Types of encroachment limited:
Clark County	Developmental controls correspond to AICUZ guidelines regarding land uses and densities.	High density residential, commercial, and industrial development is controlled.

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

Government name:	Types of controls in place	Types of encroachment limited:
Clark County	Developmental controls correspond to AICUZ guidelines regarding land uses and densities.	High density residential, commercial, and industrial development is controlled.

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:
Clark County	Local zoning restrictions and building codes conform to AICUZ guidelines.	Noise attenuation is strongly encouraged for residential construction.

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:
Clark County	Local zoning restrictions and building codes conform to AICUZ guidelines.	Noise attenuation for residential and some commercial construction.

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:
Clark County	Local zoning restrictions and building codes conform to AICUZ guidelines.	Residential construction prohibited. Significant attenuation for commercial and public areas.

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:
Clark County	Local zoning restrictions and building codes conform to AICUZ guidelines.	Uses restricted to limited manufacturing and agricultural. Public spaces are restricted.

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.

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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 1	Residential	Existing	TBD	Clark County	Mobile Home Park, 150 residents
75-80	Residential	Existing	TBD	Clark County	Mobile Home Park, 150 residents

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
Sunrise Manor		10886	44155	95362	220251

II.6.H.2 Metropolitan area encompassing the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
City of Las Vegas/North Las Vegas	82827	162003	207463	306002	463899

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Clark County	127016	273288	463087	741459	1548770

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
21R	8 acres	Jul 1995	Unknown
21	0 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
Industrial	30	CZ	All of the subject structures were constructed prior to the expansion of the CZ from 3,000 ft to 4,000 ft. They are optimally sited in relation to the apron. Relocation of these facilities would exceed $7M. There is no adequate alternate space.

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Military Family Housing	1980	70-75	These homes were constructed from 1948-54 prior to AICUZ. Upcoming PAIP projects will incorporate noise attenuating features into these structures.

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 **10.0 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 **To the maximum extent possible, Nellis AFB will adhere to noise abatement policy in the morning, at night, on weekends, and holidays by conducting takeoffs on runway 03 and landing on runway 21.**

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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:** 3-24K Loaders, 1-40K loader-scheduled for depot, 21-10K forklifts, 12-10K AT forklifts, 1-9 Ton highlift, 1-Wilson Loader, 1-Commercial Loader, 1-KC-10 Onboard Loader, 14 Warehouse tugs. 107 "E" MHE vehicles

III.1.A.2 **14 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 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 **Limitations to continious service from the primary source:**

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We are at the end of a multi service pipeline. It is shared with Clark County. The pipeline carries all petroleum products for Clark County and we receive POL during certain designated times of the day.

III.1.D.3 **Nellis has no 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:** 43 % of fuel can be received by trucks only.

Number of offload headers: 9

4 tank trucks can be simultaneously offloaded

Tank cars can Not be offloaded.

III.1.D.5 **13 refueling unit fillstands are available.**

III.1.D.5.a **9 refuelers can be filled simultaneously.**

III.1.D.6 **Current despensing capabilities as defined in AFR 144-1** **sustained:** 864000
maximum: 912000

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

III.1.D.7.a **Supporting DFSP:** CALNEV Pipeline Co, 1901 Slover Ave, Bloomington CA 92316

		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:	10559000	4483000
	Square footage available (including physical capacity limit):	111845	28437
III.1.E.2	Normal installation mission storage requirement:	7728	456

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 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 0.**

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

C-5, C-141, KC-10, VC-10, C-130, C-9

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 IRWIN	97 NM

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

Railheads within 150 NM:

Barstow	126 NM
Barstow - Nebo, Yermo	118 NM
Las Vegas	6 NM
Ludlow - Bagdad	108 NM
Searles - Spangler	125 NM

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

III.1.H **The base does Not have 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:
Tonopah	Detached operating unit and/or TDY personnel
Dept of Veterans Affairs	Inpatient orthopaedic
Ft Irwin, CA	Not tracked by Patient Affairs Division

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:**

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Medical Support Element; Patient Decontamination Team; Patient Retrieval Team; Air Transportable Hospital Augmentation Team; Air Tr

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:

Nellis Federal Hospital has a follow on contract. Follow on contract cost is $1.3 Million.

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 Major MCP completed since 1989:

Nellis Federal Hospital, contract number DACA05-91-B-0025. Cost: $66 Million. Completed: 25 March 1994

III.1.N Base facilities have No excess storage capacity.

III.1.N.1 Base facilities have a total covered storage capacity of 222,382 sq ft.

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	206,382 sq ft
Mobility storage:	12,000 sq ft
War Readiness Support Kits (WRSK) storage:	4,000 sq ft

III.1.O 514 light military vehicles are on base.

III.1.P 1250 heavy military and special vehicles are on base.

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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	3,167.50 $sK	5.20 $sK	3,172.70 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	4,196.60 $sK	3.90 $sK		4,200.50 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	4,061.90 $sK	10.90 $sK			4,072.80 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	2,144.30 $sK	0.00 $sK				2,144.30 $sK
				xxx56 TOTALS:	3,172.70 $sK	4,200.50 $sK	4,072.80 $sK	2,144.30 $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	25,014.00 $sK	2,448.10 $sK	27,462.10 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	18,714.80 $sK	2,057.60 $sK		20,772.40 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1.10 $sK	9.70 $sK			10.80 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	800.00 $sK	4.40 $sK				804.40 $sK
				xxx76 TOTALS:	27,462.10 $sK	20,772.40 $sK	10.80 $sK	804.40 $sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-93	Appropriation	Direct	Reimbursable				
		3400	5,584.10 $sK	522.40 $sK			6,106.50 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	2,989.30 $sK	102.30 $sK				3,091.60 $sK
				xxx78 TOTALS:			6,106.50 $sK	3,091.60 $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	86.30 $sK	0.00 $sK	86.30 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	128.80 $sK	0.00 $sK		128.80 $sK		
	FY-93	Appropriation	Direct	Reimbursable				

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		3400	191.00 $sK	0.00 $sK			191.00 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		3400	126.00 $sK	0.00 $sK				126.00 $sK
				xxx90 TOTALS:	86.30 $sK	128.80 $sK	191.00 $sK	126.00 $sK
IV.1.E	**xxx95**	Communications			**FY 91 Total**	**FY 92 Total**	**FY 93 Total**	**FY 94 Total**
	FY-91	**Appropriation**	**Direct**	**Reimbursable**				
		3400	2,255.70 $sK	5.10 $sK	2,260.80 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		3400	1,699.50 $sK	24.80 $sK		1,724.30 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		3400	1,835.20 $sK	37.80 $sK			1,873.00 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		3400	1,370.40 $sK	7.70 $sK				1,378.10 $sK
				xxx95 TOTALS:	2,260.80 $sK	1,724.30 $sK	1,873.00 $sK	1,378.10 $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	8,920.10 $sK	12.90 $sK	8,933.00 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		3400	7,737.20 $sK	325.10 $sK		8,062.30 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		3400	17,373.60 $sK	1,300.10 $sK			18,673.70 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		3400	13,056.70 $sK	462.50 $sK				13,519.20 $sK
				xxx96 TOTALS:	8,933.00 $sK	8,062.30 $sK	18,673.70 $sK	13,519.20 $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	7,383.30 $sK	144.00 $sK	7,527.30 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		7045	5,286.70 $sK	129.30 $sK		5,416.00 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		7045	8,304.80 $sK	156.40 $sK			8,461.20 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		7045	6,968.40 $sK	117.00 $sK				7,085.40 $sK
				MFH TOTALS:	7,527.30 $sK	5,416.00 $sK	8,461.20 $sK	7,085.40 $sK

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Section IV/V Level Playingfield COBRA Data

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Section VI Economic Impact

Economic Area Statistics:

Clark County, NV
Total population: 845,000 (FY 92)
Total employment: 477,991 (FY 93)
Unemployment Rates (FY93/3 Year Average/10 Year Average)

7.2% / 6.6% / 6.5%

Average annual job growth: 20,000

Average annual per capita income: $20,769

Average annual increase in per capita income: $5.6%

Projected economic impact:

Direct Job Loss:	**8,252**	
Indirect Job Loss:	**3,670**	
Closure Impact:	**11,922**	**(2.5% of employment total)**
Other BRAC Losses:	**0**	
Cumulative Impact:	**11,922**	**(2.5% of employment total)**

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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 **10.1 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:** $846

Describe the transportation systems.

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

Citizens Area Transit (CAT) bus system

VII.1.B.2 **Distance to the nearest municipal airport with scheduled, commercial air traffic:** 14 miles

VII.1.B.2 **Airport name:** McCarran International 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:** 35 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	Las Vegas Municipal	10		Hrs.	15	Min.
VII.1.C.2	Movie theater	Sunrise 7	7		Hrs.	10	Min.
VII.1.C.3	Public golf course	Craig Ranch	6		Hrs.	10	Min.
VII.1.C.4	Bowling lane	Showboat	11		Hrs.	16	Min.
VII.1.C.5	Boating	Lake Mead	25		Hrs.	30	Min.
VII.1.C.6	Fishing	Lake Mead	25		Hrs.	30	Min.
VII.1.C.7	Zoo	"For the Birds"	20		Hrs.	25	Min.
VII.1.C.8	Aquarium	Sea World	330	6	Hrs.		Min.
VII.1.C.9	Family theme park	MGM Grand	13		Hrs.	20	Min.
VII.1.C.10	Professional sports	Thomas and Mack	15		Hrs.	20	Min.
VII.1.C.11	Collegiate sports	Thomas and Mack	15		Hrs.	20	Min.

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VII.1.C.12	Camping facilities	Sam's Town	8		Hrs.	15	Min.
VII.1.C.13	Beaches (lake or ocean)	Boulder Beach	40		Hrs.	30	Min.
VII.1.C.14	Outdoor winter sports	Mt Charleston	47	1	Hrs.		Min.

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

Meadows Mall 20 min (11 Miles)

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

Las Vegas 20 min (13 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.)** 889

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.)** 6524

2. Education

VII.2.A **The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios:** 30 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 **41.5 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:**

Community College of Southern Nevada

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

University of Nevada, Las Vegas

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

University of Nevada, Las Vegas

3. Spousal Employment

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VII.3.A **72.0 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **76.6 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **7.3 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **6.7 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:**	1.2 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	2.4 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:** Las Vegas Valley

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
PM-10	Severe

VIII.1.C **There are 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 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 been required to impliment emissions reduction through special actions**

(i.e. carpooling or emissions credit transfer)

VIII.1.D.2 **The following actions have been implemented:**

Operating Permit Conditions and Emission Reduction Offsets

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.

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 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 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 The 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

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VIII.2.A **The base potable water supply is Local Community and the source is:**

Lake Mead

VIII.2.B **There are constraints to the base water supply. Type constraints include:**

Quality constraints

Quantity constraints

Seasonal Shortages

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.** Arsenic

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 **14 water wells exist at the base.**

VIII.3.D **2 wells have been abandoned for the following reasons:**

One of the wells was abandoned because of high arsenic levels. The other well 's pump broke and it was determined to be not required and too costly.

4. Water - Surface Water

VIII.4.A **There No perennial bodies of water located on base.**

VIII.4.A.2 **These bodies do Not 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)

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

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5. Wastewater

VIII.5.A **Base wastewater is treated by Local Community facilities.**

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:**

One for the wastewater Treatment Facility at Area II and one for our wastewater discharge to the county POTW.

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

Clark County Sanitation District

VIII.6.C **The base has discharge impoundments.**

VIII.6.C.1 **There are 1 water/wastewater treatment impoundments.**

VIII.6.C.2 **There are No industrial wastewater treatment 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 **23.0 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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8. Biological - Habitat

VIII.8.A **There are No ecological or wildlife management areas ON the base.**

Ecological or wildlife management areas ADJACENT TO the base:

Southern Ranges of Nellis Range Complex are part of Desert National Wildlife Range (Fish and Wildlife Service)

VIII.8.A.1 **Natural areas on or adjacent to the base are generally recognized as important ecological sites.**

Southern Ranges of Nellis Range Complex are part of Desert National Wildlife Range (Fish and Wildlife Service)

VIII.8.B **The U.S. Fish and Wildlife Service has identified critical/sensitive habitats on base.**

Southern Ranges of Nellis Range Complex are part of the recovery area for desert tortoise

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 constrains CURRENT construction activities/operations:**

The presence of these resources constrains FUTURE construction activities/operations:

Air/ground operations on South Ranges are constrained by Fish and Wildlife Service requirements. Nellis AFB, Area II is constrained due to desert tortoise presence.

9. Biological - Threatened and Endangered Species

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

Species	Kingdom				Remarks
Ackerman Milkvetch	Plant	Federa	Candidate	Threatened	
Beatley Milkvetch	Plant	Federa	Candidate	Threatened	
Blaine Pincushion	Plant	Federa	Candidate	Threatened	
California Bear Poppy	Plant	Federa	Candidate	Threatened	
Desert Tortoise	Animal	Federa	Listed	Threatened	
Gilia Heterostylus	Plant	Federa	Candidate	Threatened	
Gilman Milkvetch	Plant	Federa	Candidate	Threatened	
Miriam's Bear Poppy	Plant	Federa	Candidate	Threatened	Strictly speaking this is not "threatened" only a "candidate"
Pahute Beardtongue	Plant	Federa	Candidate	Threatened	
Pahute Mesa Elkweed	Plant	Federa	Candidate	Threatened	
Pigmy Poreleaf	Plant	Federa	Candidate	Threatened	
Remote Rabbitbrush	Plant	Federa	Candidate	Threatened	
Sheep Fleabane	Plant	Federa	Candidate	Threatened	

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VIII.9.B **There are No Special Concern species identified on the base.**

VIII.9.C **The presence of these species constrains current or future construction activities or operations as follows:**

Air/ground operations on South Ranges and operations in Area II, Nellis Air Force Base are constrained by desert tortoise presence.

10. Biological - Wetlands

VIII.10.A **There are No wetlands, estuaries, or other special aquatic features present on the base.**

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 91**

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

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 constrains 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:
#26CK4856	Late Archaic, residential base and short-term occupation site
#26CK4864	Late Archaic, residential base and short-term occupation site
#26CK4865	Late Archaic, residential base and short-term occupation site
#26CK4867	Late Archaic, residential base and short-term occupation site

VIII.12.B **1 percent of the buildings on base are over 50 years old.**

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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 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.

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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 44 IRP sites have been identified

VIII.13.A.2 No IRP sites extend off base.

VIII.13.A.3 3All on-site remediation is estimated to be in place in 5796

VIII.13.B The installation is Not a National Priority List (NPL) site nor 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 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 3 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	$500.000 K	$400.000 K	$300.000 K	$375.000 K	$375.000 K
IRP	$3,222.000 K	$3,061.000 K	$3,691.000 K	$3,999.000 K	$1,245.000 K
Natural Resources	$501.000 K	$200.000 K	$200.000 K	$200.000 K	$200.000 K
Permits	$31.000 K	$35.000 K	$35.000 K	$35.000 K	$31.000 K

15. Other Issues

VIII.15.A There are no additional activities which may constrain or enhance base operations.

16. Air Quality - Clean Air Act

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VIII.16.A **Air Quality Control Area (AQCA) geographic region in which the base is located:**
Las Vegas Valley

VIII.16.B **Air quality regulatory agency responsible for the AQCA:.** Clark County Air Pollution Control District

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

Michael Naylor (702) 383-1276

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 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:** 0.00 ppm

VIII.16.D.2 **Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:** 14.4 ppm

VIII.16.D.3 **Ozone Design value is 0.0% of NAAQS**

VIII.16.D.4 **Carbon monoxide Design value is 160.0% of NAAQS**

VIII.16.E.2 **Las Vegas Valley**

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.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.**

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The allowable increase is 3386 miles.

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Section IX

1995 AIR FORCE BASE QUESTIONNAIRE

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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 44 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 1998

VIII.13.B The installation is Not a National Priority List (NPL) site nor 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 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 3 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	$500.000 K	$400.000 K	$300.000 K	$375.000 K	$375.000 K
IRP	$3,222.000 K	$3,061.000 K	$3,691.000 K	$3,999.000 K	$1,245.000 K
Natural Resources	$501.000 K	$200.000 K	$200.000 K	$200.000 K	$200.000 K
Permits	$31.000 K	$35.000 K	$35.000 K	$35.000 K	$31.000 K

15. Other Issues

VIII.15.A There are no additional activities which may constrain or enhance base operations.

16. Air Quality - Clean Air Act

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: May 3, 1995

TIME: 2:00PM

MEETING WITH: Air Force Officials

SUBJECT: Newark AFB

PARTICIPANTS:
Ron Orr
Curt Newill
Bill Kohler
Eileen Oliver
Tom Girz
Sharon Dunbar
Chuck Fox
Frank Cirillo
Madelyn Creedon
Bob Cook
Frank Cantwell

MEETING PURPOSE: 1993 Base Closure Commission validated the DoD recommendation to close Newark AFB. December 1994 GAO Report on closing Newark states the closure costs have increased significantly. Senator Glenn forwarded the GAO Report requesting that we consider reopening Newark AFB. This meeting was an opportunity for the Air Force to present its current position on Newark AFB.

The Air Force remains firm in its commitment to the Newark AFB closure. The Air Force and an independent contractor (Coppers & Lybrand) have studied the two primary options to close Newark AFB. Both the Air Force and the independent contractor came to the conclusion that it will probably cost significantly more to close Newark AFB than previously calculated. May 3, 1995, the Air Force submitted a request for proposal (RFP) to perform most of the Newark AFB workload in the private sector. The RFPs are due to the Air Force on June 17, 1995. The timing was set to allow the Air Force to request Commission assistance if necessary.

Frank Cantwell

Document Separator

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

Please refer to this number when responding 940615-2R1

Please refer to this number when responding 941003-4R1

December 30, 1994

The Honorable Henry J. Hyde
United States House of Representatives
Washington, D.C. 20515

Dear Henry:

This is in reponse to your letters to former Chairman Jim Courter regarding Commissioner Charles Hansen's letters to you. Henry, I apologize for the delay in responding.

As you may know, the 1993 Defense Base Closure and Realignment Commission allowed the Navy to keep certain family housing units at Glenview Naval Air Station. Should the Navy require additional units at Glenview NAS, the Secretary of Defense must submit a new recommendation to the 1995 Commission. As to the Air Force facilities at O'Hare, the Air Force would also be required to make an additional recommendation to the Commission in 1995. Should the Navy or Air Force make such recommendations, I will certainly keep Commissioner Hansen's comments in mind. If you or your staff have any further questions, please do not hesitate to give me or David Lyles, my Staff Director, or Charles Smith, my Special Assistant and Executive Director, a call.

Henry, congratulations on your new chairmanship and I look forward to seeing you in the new year.

Kindest personal regards.

Your friend,

Alan J. Dixon
Chairman

FRIDAY, March 3, 1995

CHICAGO TRIBUNE Mar. 1, 1995 Pg. II-2

To Daley's chagrin, O'Hare base is safe

Pentagon kills city's free shot at land

By Patricia Tennison
TRIBUNE STAFF WRITER

Hopes that Chicago might escape paying up to $300 million to move two military units from O'Hare International Airport were dashed Tuesday when the units were not included on a new federal base closing list.

Two Illinois bases were targeted in the federal cost-cutting move, as the Pentagon recommended closing the Savanna Army Depot near Galena and reducing forces at the Charles Melvin Price Support Center in Granite City.

Passed over in Illinois were the larger Scott Air Force Base and the Rock Island Arsenal and the two units at O'Hare: the 928th Airlift Group of the Air Force Reserves and the 126th Air Refueling Wing of the Illinois National Guard.

The list now goes to an independent base closing commission headed by Alan Dixon, the former U.S. senator from Illinois. The recommendations must be approved by the commission by July and then accepted or rejected in their entirety by Congress and President Clinton.

Mayor Richard Daley said Tuesday that he wants to close the O'Hare facilities because "we'd be able to build huge economic development areas, put people to work. Jobs and taxes, that's what people want, are jobs."

Daley noted that he was the only mayor in the country who actually wanted a base closing in his city, yet "they never discussed it with me at all."

Chicago cut a deal in 1993 with the Defense Department's Base Closure and Realignment Commission in which the city would pay to move the base by 1998 in return for being able to make the 356 acres of prime land available for commercial development. The city has until July 1 to come up with a site and financial plan.

City officials were not surprised by the Pentagon move.

"We didn't expect that we would be on the list," said Chicago Aviation Department spokeswoman Lisa Howard.

Chicago is negotiating with eight Illinois communities, including Springfield, Peoria, Rockford and the Quad Cities, that are eager to take the base and its estimated $40 million in annual economic impact.

"We're looking for what would be the most cost-effective," Howard said, adding that the estimates are $150 million to $300 million to move the base.

If the two O'Hare units had been targeted to be eliminated instead of moved, the city could place the freed airport land back on the city tax rolls.

Some critics would like to see Chicago drop its plans to move the base.

"The recent Pentagon decision confirms what we've known for some time: The Air Force wants to remain at O'Hare," said Sam Stratman, a spokesman for U.S. Rep. Henry Hyde (R-Ill.).

"The recruiting base is excellent, and the facilities are first-rate. There is a great deal of support from the Air Force to keep this open," Stratman said.

Stratman noted that Chicago has until July to come up with a deal to move the military base. "The clock is ticking," he said.

Those who applauded the Pentagon move include Peoria Mayor James Maloof.

"We've been trying very hard to reach an agreement with Daley and the Pentagon to move [the 928th Air Force] to Springfield and [the 126th National Guard] to Peoria. This makes everyone in Peoria and Springfield very, very pleased," he said.

Clinton's latest budget plans call for the trimming of 38,000 reservists and National Guard positions nationally.

The Pentagon recommendation for Illinois would eliminate four military and 383 civilian jobs and 53 students at the Savanna base, and 25 military and 200 civilian jobs over the next five years at the Price Center.

Some military members are pleased that the proposed cuts are not even deeper for Illinois. The O'Hare military base includes 3,000 reservists and 750 civilians.

"We're very happy. We need those assets [at O'Hare] to support the state of Illinois," said Lt. Col. Robert Arnett, spokesman for the Illinois National Guard. "If we do move, we want to stay in Illinois."

CHIEF...from Pg. 11

struction business, frightening him enough to leave the country, he said. Romain refused to say where he was when he spoke in telephone interview. A spokesman for the US-led multinational force said military patrols were stepped up for last weekend's Carnival festivities but added, "I don't think those areas were necessarily surrounded." (AP)

DAYTON DAILY NEWS Mar. 1, 1995 Pg. 1

Air Force base looking like big winner

By Tom Price
WASHINGTON BUREAU

WASHINGTON -- After suffering major loses in recent moves to downsize America's military, the Dayton area was a big winner in the Pentagon's 1995 plan to close and shrink military installations. Wright-Patterson Air Force Base would gain 3,730 full- and part-time jobs - including many high-tech researchers - under proposals unveiled Tuesday by Defense Secretary William Perry. The net increase for the region would be smaller, however, because 1,189 of the jobs - 318 full-time positions and 871 part-time guardsman - would move to Wright-Pat from the Springfield Air National Guard installation, which would be closed. The rest of the new jobs would come from Brooks Air Force Base near San Antonio, Texas, which also would be closed. Workers from Brooks' Human Systems Center, including the School of Aerospace Medicine and Armstrong Laboratory, would move to Wright-Pat.

Brooks is tentatively planned to close by 2001; Springfield by 1997. The numbers of affected jobs are estimates and subject to revision, officials said.

The Dayton area would lose about 50 jobs from the proposed move of the Defense Contract Management Command International office from Gentile Air Force Station in Kettering to Fort Belvoir, Va. That loss had been anticipated since plans to close Gentile were approved during the 1993 round of base closings.

The Pentagon's 1995 plan - to close and realign 146 military installations in the aftermath of the Cold War - now goes to the independent Defense Base Closure and Realignment Commission, which holds its first hearing today.

The commission will make recommendations to the president and Congress by July 1. The president can request the commission to reconsider its recommendations once. But, in the end, the commission's plan will become law unless the president or Congress rejects the entire package.

Congress established that process to make it easier for bases to be closed. The commission followed most Pentagon recommendations in the first three rounds.

This year's Pentagon plan would close 33 major bases - including the Springfield Air Guard installation - and would shrink 26 others. Closures or realignments also would occur at 87 smaller installations, such as Dayton's Contract Management Command office.

The changes would eliminate 34,200 civilian jobs, the Pentagon said. The size of the military forces was set before the base-closure proposals were made.

Perry said it would cost $3.8 billion to close the bases and move activities. Within six years, the changes would save a net of $4 billion, he said. Annual savings of $1.8 billion would occur after that.

All four base-closing rounds - 1988, '91, '93 and '95 - will generate annual savings of about $6 billion by the end of this decade, Perry said.

Those savings are "absolutely crucial" to Defense Department plans to increase spending on weapons modernization late in the decade, he said.

This is the last round of closings authorized in the current law, but Perry said he probably will ask Congress to OK another round in three or four years.

Military forces have shrunk by a third since their peak in the mid-1980s, but physical capacity at domestic bases has dropped by just 21 percent, Perry said. This year's recommendations still will leave too much infrastructure, he said.

The biggest loser in this round would be Texas, which would suffer a net loss of 6,981 civilian and military jobs, according to Pentagon estimates. New Mexico would lose 5,138, Alabama 4,946, Pennsylvania 3,600 and California 3,386.

Ohio would have a net gain of 1,825, the Pentagon said.

WRIGHT-PAT...Pg. 13

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: May 5, 1994

TIME: 2:00

MEETING WITH: Chicago Dept. of Aviation

SUBJECT: O'Hare International AF Reserve Station

PARTICIPANTS:

Name/Title/Phone Number:

John Harris; Chief of Staff Department of Aviation
Robert J. Repel; Deputy Commissioner Dept. of Aviation
David Yudin; Director of Washington, DC Office of the Mayor
John Rogers; Broydrick, Broydrick and Dacey
George Schlossberg; Kutak Rock

***Commission Staff*:**

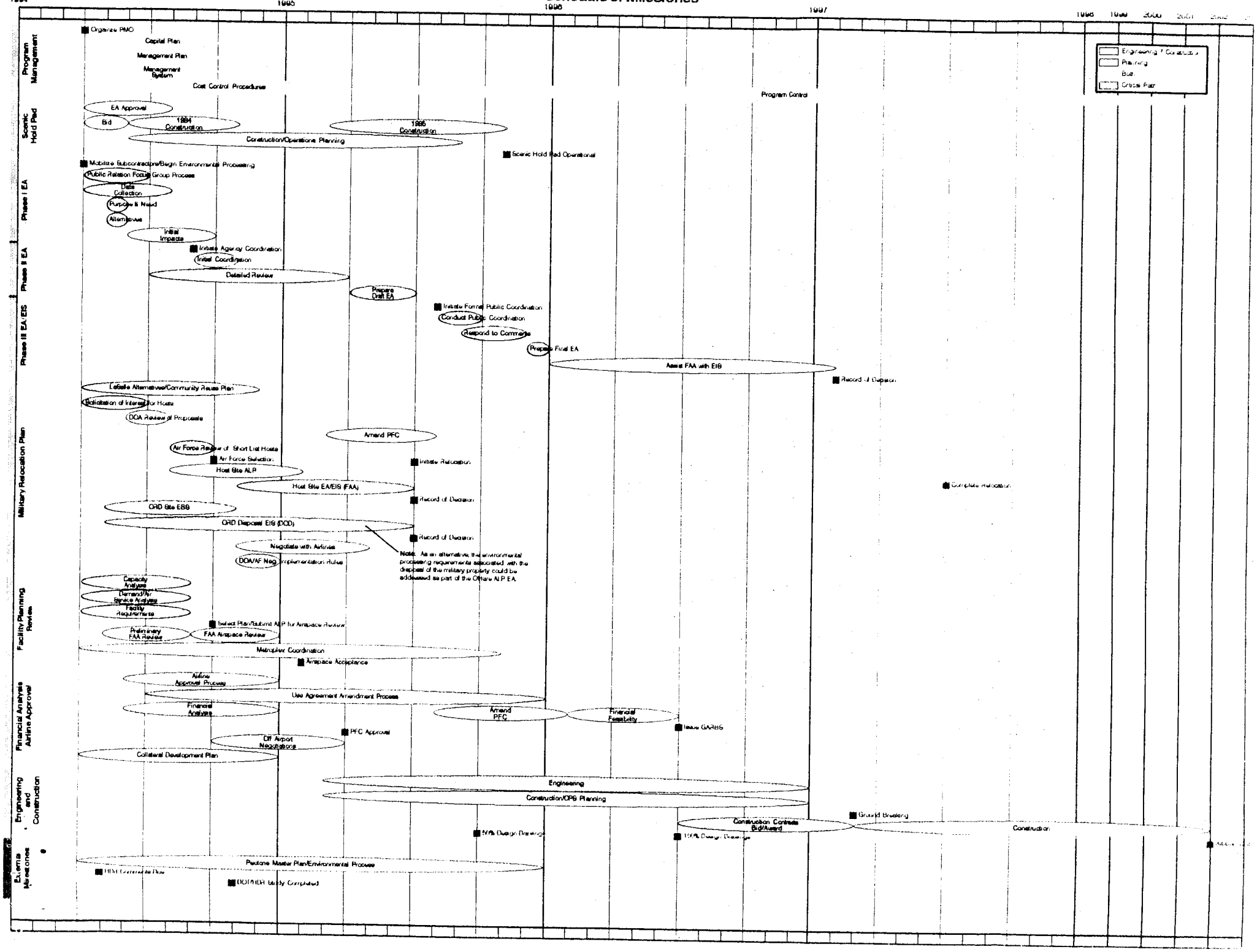
Ben Borden; Director of R&A
***Frank Cirillo; Air Force Team Leader**
Bob Cook; Issues Team Leader
Mary Woodward; Congressional Liaison

MEETING PURPOSE: Meeting was set up by John Rogers to give Commission an update on the 1993 Recommendation to Close the Reserve base at O'Hare Field, IL and relocate the units to Rockford or another location acceptable to the SECAF. Mssrs. Repel and Harris ([redacted]) briefed staff on the status of proposal solicitations just issued to ten interested communities. Attached to this memo are the milestone chart for the entire O'Hare renovation effort as well as the list of communities and the actual proposal. The milestone shows Chicago meeting the move completion date of July 1998. Discussion ensued on some of the wording in the proposal and apparent Commission intentions in drafting the Report wording. The group was to follow up with a meeting with the Air Force Base Transition Office. fc 3 File Atchmts as discussed.

Prepared April 20, 1994

Draft O'Hare Development Program

Schedule of Milestones



POTENTIAL HOST SITE
O'HARE INTERNATIONAL AIRPORT MILITARY UNITS

- Aurora Municipal Airport
  Aurora, Illinois
- Bloomington-Normal Airport
  Bloomington, Illinois
- Capital Airport
  Springfield, Illinois
- Chanute/Rantoul Air Force Base
  Rantoul, Illinois
- Coles County Airport
  Mattoon, Illinois
- Decatur Airport
  Decatur, Illinois
- Greater Peoria Airport
  Peoria, Illinois
- Greater Rockford Airport
  Rockford, Illinois
- Quad City Airport
  Moline, Illinois
- Scott Air Force Base
  Belleville, Illinois

CITY OF CHICAGO
DEPARTMENT OF AVIATION
CHICAGO O'HARE INTERNATIONAL AIRPORT
MILITARY INSTALLATION RELOCATION
SOLICITATION FOR PROPOSALS
April 15, 1994

I. Invitation

The City of Chicago ("City"), acting through its Department of Aviation ("DOA"), solicits detailed proposals from municipalities or other units of local government which have expressed an interest to be considered by the City as a site for a new military installation ("Installation") to host the military units currently based at Chicago O'Hare International Airport ("O'Hare").

The City requires the proposed relocation of the units to be accomplished on an accelerated basis to comply with milestone dates set by the Commission on Base Closure and Realignment ("Commission"). The Commission requires that the base relocation begin by July 1995 and be completed by July 1998. See Commission Report attached hereto as Attachment 1.

As stated in the Commission's Report the costs of relocation and replacement of the facilities are to be borne by the City. The City is interested in minimizing these costs and therefore encourages respondents to consider, for example, in-kind contributions of property, bonding of infrastructure improvements, or other financial participation to lower the costs to the City. This information will be important in light of the Commission findings and recommendation that the City have a financing plan in place to relocate the military.

The City may recommend one or more sites to the United States Air Force for their review and acceptance. This document shall in no way bind the City, contractually or otherwise, to accept any proposal submitted. The resulting agreement(s) between the City and any selected party(ies) shall be an Intergovernmental Agreement(s). This agreement shall be subject to the approval of the City Council for the City of Chicago and such other approvals as may be necessary from Federal agencies.

II. Background

The City has actively sought the closure of the Installation. The City made a presentation to the Commission requesting the closure of the Installation and the relocation of the military units located at such Installation. The Commission, in its report to the President, concurred with the City's request and recommended that the Installation be closed and the units relocated. Both the President and the United States Congress have approved the recommendation made by the Commission.

The principal units currently located at O'Hare include the Air Force Reserve 928th Airlift Group and the Air National Guard 126th Air Refueling Wing ("Units"). Although both Units are currently located at the Installation, there is no requirement that they must be relocated together. See Attachment 2 for more information regarding the present Installation and the Units.

III. Contents of Response

The response to this (Solicitation for Proposals) must demonstrate that the respondent has the ability to provide replacement Installation(s) for the Unit(s). Respondents to this (Solicitation for Proposals) will be responsible for furnishing the required information, performing any technical analyses or investigations, developing site specific plans to meet the requirements of the military, and certifying that, with a reasonable degree of confidence, the order of magnitude construction cost estimates of replacement facilities are reasonable.

It is important that the material requested by this Section III be to the level of detail described by this (Solicitation for Proposals.) Although additional relevant information may be included, omitting any of the material requested by this Section III may be the basis for rejection of the response by the City.

All proposals shall become the property of the City and may be used as deemed appropriate by the City. The respondent may designate those portions of the proposal which contain trade secrets or other proprietary data which must remain confidential.

The proposal must be organized into two categories: technical and financial.

A. **Technical** - Perform the level and type of analyses necessary to ensure that the physical, technical, and operational requirements of the Units in performing their currently assigned missions, can be accommodated at the airport with the development of a replacement Installation. At a minimum, the proposal must address the following:

1. Identification and assessment of suitability of existing services, buildings, facilities and infrastructure, if any, that can be utilized (jointly or solely) and integrated into the Installation plan.

2. Description of airfield improvements, including navigational aids, necessary to meet the operational requirements of the Units.

3. Summary of existing airfield capacity, forecasts of activity growth, planned capacity enhancements, including the anticipated increase in capacity and schedule for implementation.

4. Demonstration of the ability of the airport to meet the aviation support needs of increased activity levels (e.g., air traffic control tower, airfield snow removal, aircraft rescue and firefighting).

5. Demonstration of ability to integrate the proposed Installation with the airport's future development plans, both physically and operationally.

6. Description of land acquisition necessary to support development of the proposed Installation (or required to relocate existing facilities to facilitate the proposed Installation).

7. Identification and assessment of any known or potential physical or environmental constraints, or known or existing conditions, that can limit or restrict development of the Installation, attendant infrastructure, relocated facilities, etc.

8. Estimation of a schedule for all pertinent activities for the development of the proposed Installation, including but not limited to all milestone dates for governmental

approvals, financial activities, environmental assessments and remediation, infrastructure improvements, land acquisition, facility construction, etc.

B. **Financial** - Perform the level and types of financial analyses to ensure that the respondent has defined a reasonable and viable plan for accomplishing the development of the proposed Installation. At a minimum, the proposal must address the following:

1. Estimation of costs to develop the proposed Installation, including a clear discussion of key assumptions made and the basis for them. Indication of who has responsibility for the costs (i.e., Respondent or City). Respondents may, at their option, also submit any additional information that may reduce the cost exposure of the City or the United States Air Force.

2. Demonstration of financial ability, including a discussion of any key assumptions made and the basis for them. All financials shall have been prepared and certified by a certified public accountant.

3. Identification of anticipated sources of funds and method to be used to obtain such funds.

4. Identification of available resources, including personnel and other technical representatives.

5. Baseline socio-economic data for the area around the airport (local and regional, as appropriate) and projection of impact on the area as a result of the proposed Installation and relocation of the Units.

6. Bond rating for 1992, 1993, and 1994, and current bonding capacity.

C. **Other Information** - At a minimum, the following additional information must be provided to the City:

1. Brief narrative, graphic, and tabular summary of analyses performed.

2. Description of the airport organizational chart, approval procedures, and underlying basis of authority.

3. Current FAA-approved Airport Layout Plan ("ALP").

4. Provision of airport grant history, federal land acquisition, budgets, rates and charges.

5. Submittal of capital improvement program, budget and source of funds for 1993, 1994, and (if available) 1995, and narrative explaining the completion of work which is not on time or within budget.

6. Land-use map of the airport vicinity, including identification of potential noise sensitive or otherwise "constraining" land uses.

7. Conceptual plan for the Units based on a replacement-in-kind approach.

8. Conceptual plan superimposed upon the ALP.

9. Certification that the respondent has the necessary capability to participate, or contract to participate, in the detailed planning, design, coordination, etc. which may begin immediately upon selection of the proposed Installation.

10. Certification that the respondent has the necessary capability to perform, or contract to perform, the analyses required for FAA processing. This may include an ALP update and an environmental impact statement.

11. Estimation of fees, user charges, rents, if any, the military will be assessed if relocated to the airport. The amount of operating and maintenance costs to the Air Force will be a critical factor in the City/Air Force evaluation.

12. Indication of whether the land required for the military Installation will be transferred to the military or whether the airport will enter into a long term lease at a nominal amount.

13. Certification that the respondent has notified its governing body of its intent to pursue the development of the proposed Installation to support the Units and the respondent has the authority to submit the proposal.

14. Certification that respondent has complied with all state and local laws or regulation regarding the submission of the proposal.

IV. Evaluation Criteria

The City will review and evaluate the proposals according to the following criteria. In reaching its decision, the City may consult with other parties, including the U.S. Air Force Reserve and the Illinois National Guard. The City reserves the right to accept or reject any, some, or all proposals, to take exception to parts of proposals, and to request written and oral clarification or modification of proposals and supporting materials. The City further reserves the right to shortlist respondents prior to making a final decision.

Discussions may be conducted with respondents to assure full understanding of and responsiveness to the solicitation requirements. Any revisions necessary after such clarification may be permitted in the sole discretion of the City. During these discussions, if any, respondents are prohibited from disclosing the contents of such discussions and the City will not discuss any information regarding the responses submitted by other respondents.

The selection criteria are as follows:

1. General likeliness that the plan, as outlined, may succeed.

2. Financial capability.

3. Technical capability.

4. Ability to integrate the Installation with the airport, both physically and operationally, at the present and in the future.

5. Airfield capacity, at the present and in the future.

6. Socio-economic benefits respondent may derive from the Installation.

7. Costs to the City.

8. Operating and maintenance costs to the Air Force.

9. Acceptability of the plan to the United States Air Force and the Illinois National Guard including sufficient recruitment base for personnel in the vicinity of the site.

V. Format, Time, and Place of Response

In order to permit the City to efficiently and effectively evaluate and compare the proposals, all proposals must follow the same organization and format. The City reserves the right to reject any proposal which is not in the required format.

The proposal should be submitted in hard copy format, 8 1/2" x 11" paper, bound in a looseleaf notebook. Expensive papers and bindings are discouraged since no materials will be returned. All costs incurred in the preparation and submission of proposals shall be borne by the respondent.

An electronic format shall be used for the ALP and conceptual Installation plan (AutoCAD), and all tabular data (Lotus 123/Symphony). If a respondent does not currently use these software packages, it must notify DOA so that a determination of the ability to convert between the available and the required software can be made prior to the submission of the proposal.

Proposals must include the following information:

1. Title page, indicating the name, address, and telephone number of the respondent and any designated representative responsible for the coordination and content of the proposal.

2. Table of contents.

3. All items required in Section III herein.

The proposal must be signed by an official(s) authorized to bind the respondent and shall contain a statement that the proposal is a firm offer for 180 days from June 1, 1994. Ten copies of the proposal must be provided to the City no later than 4:00 P.M., June 1, 1994. Proposals are encouraged to be submitted as soon as possible. The City reserves the right to open proposals for review and evaluation upon receipt. The proposal should be addressed to:

Robert J. Repel
Deputy Commissioner
City of Chicago
Department of Aviation, Terminal 2
O'Hare International Airport
Chicago, Illinois 60666

VI. Inquiries

All inquiries concerning this (Solicitation for Proposals) must be in writing and address to:

Robert J. Repel
Deputy Commissioner
City of Chicago
Department of Aviation
Terminal 2
O'Hare International Airport
Chicago, Illinois 60666

Answers to inquiries regarding this solicitation will be in writing and distributed to all prospective respondents. Inquiries must be submitted at least 10 days prior to the final date of submission for proposals. The City is under no obligation to respond to inquiries received later that date.

No coordination or communication, direct or indirect, shall be undertaken by respondents with representatives of the Units without the prior written approval of DOA. Such action may be the basis for exclusion from this process.

Air Force Reserve

O'Hare International Airport Air Force Reserve Station, Illinois

Category: Large Aircraft
Mission: Airlift and Tanker
One-time Cost: N/A
Savings: 1994-99: N/A
Annual: N/A
Payback: N/A

SECRETARY OF DEFENSE RECOMMENDATION

Close O'Hare ARS as proposed by the City of Chicago and relocate the assigned Air Reserve Component (ARC) units to the Greater Rockford Airport, or another location acceptable to the Secretary of the Air Force, provided the City can demonstrate that it has the financing in place to cover the full cost of replacing facilities, moving, and environmental cleanup, without any cost whatsoever to the federal government and that the closure/realignment must begin by July 1995 and be completed by July 1997. Chicago would also have to fund the full cost of relocating the Army Reserve activity, or leave it in place. If these conditions are not met, the units should remain at O'Hare International Airport.

SECRETARY OF DEFENSE JUSTIFICATION

O'Hare Reserve Station is in the Northwest corner of O'Hare International Airport, enjoying immediate access to two runways. Two ARC units are based there: the 928th Airlift Group (Air Force Reserve), with C-130s; and the 126th Air Refueling Wing (Air National Guard), with KC-135s. An Army Reserve Center is located adjacent to the base. In addition, a large Defense Logistics Agency (DLA) activity currently occupies a government owned, recently renovated office building on the base; however, DLA is recommending disestablishment of this activity to other locations as part of the 1993 base closure process.

In a 1991 land exchange agreement, intended to resolve all real property issues between the Air Force and the City of Chicago at O'Hare International Airport, the City specifically agreed that it would seek no more land from the O'Hare ARS. The Air Force has advised the City that the ARC units are adequately housed at O'Hare, and there is no basis for moving them. There are no savings from moving; only costs. To justify this realignment under the DoD Base Closure Selection Criteria, all costs of closure/realignment would have to be funded entirely outside the federal government. (For example, no DoD or FAA funds). The relocation site would have to meet all operating requirements, such as runway length and freedom from noise-related operating limitations, and be close enough to Chicago that the units would not suffer major loss of personnel. The day-to-day operating costs at the relocation site would have to compare favorably with those at O'Hare International Airport.

The City proposes that the ARC units move to Greater Rockford Airport, 55 miles northwest of O'Hare International Airport. Virtually no facilities for the units exist at Rockford, so an entirely new base would have to be constructed. The airfield is constrained on two sides by the

Rock River and flood plain. At least one runway will have to be extended for KC-135 operations. There appear to be noise and other environmental problems to resolve before a final determination of siting feasibility can be made.

COMMUNITY CONCERNS

Some community groups supported the realignment of O'Hare ARS, while others opposed it; however, all involved wanted the units to stay in Illinois. The opposition groups claimed the unit combat effectiveness would be adversely impacted by loss of personnel and a diminished recruiting population base outside the Chicago metropolitan area. The opposition groups argued the City of Chicago had no financial plan and had not determined costs to rebuild replacement facilities for the reserve units. Furthermore, assurances were initially made to avoid costs to DoD, but not to the federal government. The opposition also argued costs to relocate were excessive because there were no other runways in Illinois long enough to handle the KC-135 aircraft and the proposed site at the Greater Rockford Airport currently had no unit facilities.

The groups supporting the O'Hare ARS realignment believed other sites would provide adequate populations for recruiting. The groups also claimed moving the units to a less-congested location would increase training opportunities and allow for future unit expansion. The current use of the airport land as a military installation is inefficient, and the realignment of the base would allow economic development, increase the number of jobs, and improve airport efficiency. The City of Chicago asserted the time constraints were unrealistic and the Secretary of Defense recommendation should be changed to allow completion of the move by 1999 as the statute allows. The supporting organizations claimed no Department of Defense funds would be spent for unit relocations, but federal funds could be spent for normal civil aviation improvements to facilitate the transfer. In addition, the groups claimed federal policy promoting conversion of military bases to civil aviation was relevant in this situation.

COMMISSION FINDINGS

The Commission found although the units were adequately housed at O'Hare Air Reserve Station, the community's desire to move the units undermines the typical community-base support relationship found at other bases, and could be detrimental to future mission accomplishments. The Commission agreed with the Secretary of Defense that the relocation must be at no cost to the federal government and that financial plans must include the receiving community's contributions toward this relocation. The Commission found flying operations were impeded during adverse weather due to basing on the world's busiest airport. Additionally, local visual flight training was conducted at remote fields due to traffic congestion at Chicago O'Hare. The Commission found all military construction was halted at O'Hare ARS in response to closure actions thus affecting maintenance of the base and potentially affecting flying operations, if the Air Force subsequently rejects relocation sites. The Commission found there would be a smaller population base from which to recruit, likely impacting unit manning. These additional costs to replace personnel would not be recoverable from the City of Chicago, but should not significantly impact unit combat capability.

The Commission found the City of Chicago did not plan for moving the Army Reserve activity adjacent to the base, but must include that unit in future expansion proposals.

COMMISSION RECOMMENDATION

The Commission finds the Secretary of Defense deviated substantially from final criteria 2 and 4. Therefore, the Commission recommends the following: close O'Hare ARS as proposed by the City of Chicago and relocate the assigned Air Reserve Component (ARC) units to the Greater Rockford Airport, or another location acceptable to the Secretary of the Air Force (in consultation and agreement with the receiving location), provided the City of Chicago can demonstrate that it has the financing in place to cover the full cost of replacing facilities (except for FAA grants for airport planning and

development that would otherwise be eligible for federal financial assistance to serve the needs of civil aviation at the receiving location), environmental impact analyses, moving, and any added costs of environmental cleanup resulting from higher standards or a faster schedule than DoD would be obliged to meet if the base did not close, without any cost whatsoever to the federal government, and further provided that the closure/realignment must begin by July 1995 and be completed by July 1998. Chicago would also have to fund the cost of relocating the Army Reserve activity, or leave it in place. If these conditions are not met, the units should remain at O'Hare International Airport. The Commission finds this recommendation is consistent with the force-structure plan and final criteria.

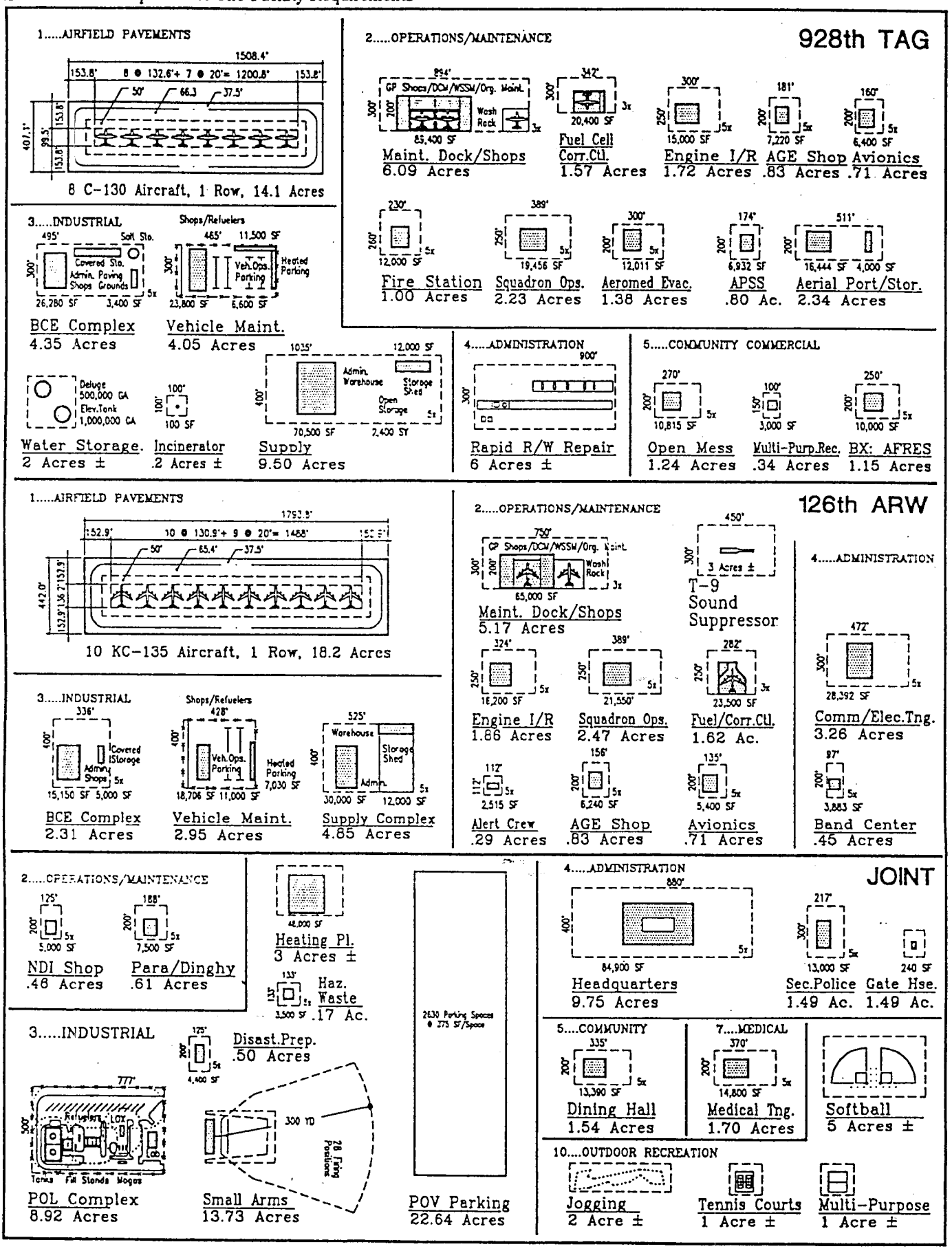
ATTACHMENT 2

O'HARE REPLACEMENT INSTALLATION
RELEVANT BACKGROUND INFORMATION

1.	Exhibit 3.16T:	Footprints for the Facility Requirements
2.	Exhibit 4.1t:	O'Hare ARFF Land Use Acreage
3.	Exhibit 4.4m:	Location of Existing Facility Number at O'Hare ARFF
4.	Exhibit 4.10m:	Generalized Apron Layouts for 18 KC-135, C-130 and C-17 Aircraft
5.	Exhibit 4.20m:	Location of Alternative #15 Proposals (included as a representative Installation land use layout)
6.	Pages 11-1, 11-2:	Discussion of Airfield Facilities Plan
7.	Page 14-2:	Discussion of Related Cost Elements
8.	Exhibit A.1m:	O'Hare ARFF Facilities as of March 17, 1992
9.	Exhibit A.4t:	O'Hare ARFF Real Property Inventory Report as of August 5. 1991

Note: Exhibit numbers pertain to the originally published Rockford study and are maintained for ease of reference.

Exhibit 3.16t: Footprints For The Facility Requirements



Chapter IV

ALTERNATIVE GENERALIZED PLANS

Exhibit 4.1t: O'Hare ARFF Land Use Acreage

O'Hare ARFF Land Use Categories	Existing		Future	
	Ac.	%	Ac.	%
0..Airfield Clearance	48	14	24	7
1..Airfield Pavement	57	16	102	29
2..Aircraft O&M	27	8	47	13
3..Industrial	58	16	63	18
4..Administrative	34	10	44	13
5..Commun. Commer.	6	2	7	2
7..Medical	2	1	2	1
10..Outdoor Recreation	8	2	9	3
11..Open Space	112	32	54	14
TOTAL	352	100	352	100
Street Lineal Ft.	26,900±		29,600±	

INTRODUCTION

This chapter will develop several alternatives to accommodate the O'Hare ARFF at the Greater Rockford Airport. The sections in this chapter will include the following:

..Interrelation of Buildings/Land Use/Circulation
..Needs to be Met at the Rockford Site
..O'Hare ARFF Existing Facilities and Location
..Comparison of O'Hare ARFF/Rockford Acreage
..Apron Layout Alternatives
..Land Use/Street Alternatives
..Full Facility Layout Alternatives

INTERRELATION OF BUILDINGS, LAND USE & CIRCULATION

Although all of the AFRES/ANG physical components are important to its function and design, there are three of prime importance, and all three will be studied simultaneously in developing alternatives:

... Circulation denotes the linear ribbons of movement used by people and vehicles.
... Land Use denotes the grouping of compatible buildings and facilities, in relation to the circulation corridors.
... Building sites denote individual building and facility locations/distribution within each land use grouping.

Once locational patterns are determined for these three elements, the remaining physical features (utilities, signs, landscaping) generally can be located in a service-type relationship.

Unfortunately, there is no one best solution immediately apparent for the form of this future layout. Each of the facility needs or changes can be met generally by more than one location....and as the alternatives multiply to meet each needs, the number of potential layout schemes that must be considered also multiply. Choosing between alternatives, and depicting the alternatives in a coherent fashion to enable the viewer to evaluate and quickly comprehend their strong and weak points, is a considerable challenge.

And, the purpose of this chapter is to meet that challenge. It will develop a series of alternative layouts to assist the decision makers in determining the preferred layout.

NEEDS TO BE MET AT THE ROCKFORD SITE

The needsto be met at the Rockford site are listed on the next page. As described in the previous chapter, these needs and their square footage have been developed in conjunction with AFRES/ANG representatives.

The existing land use acreage and street lineal footage at the O'Hare ARFF are tabulated by the exhibit to the left. The exhibit also illustrates future potential changes as reflected in the O'Hare ARFF Master Plan. It should be noted that the total land area of 352 acres is the same for both existing and future situations.

The land use figures also illustrate that a 350-acre site at Rockford not only could accommodate the existing ARFF needs, but also could provide for the same potential as the O'Hare site.

Exhibit 4.4m: Location Of Existing Facilities By Facility Number At O'Hare ARFF

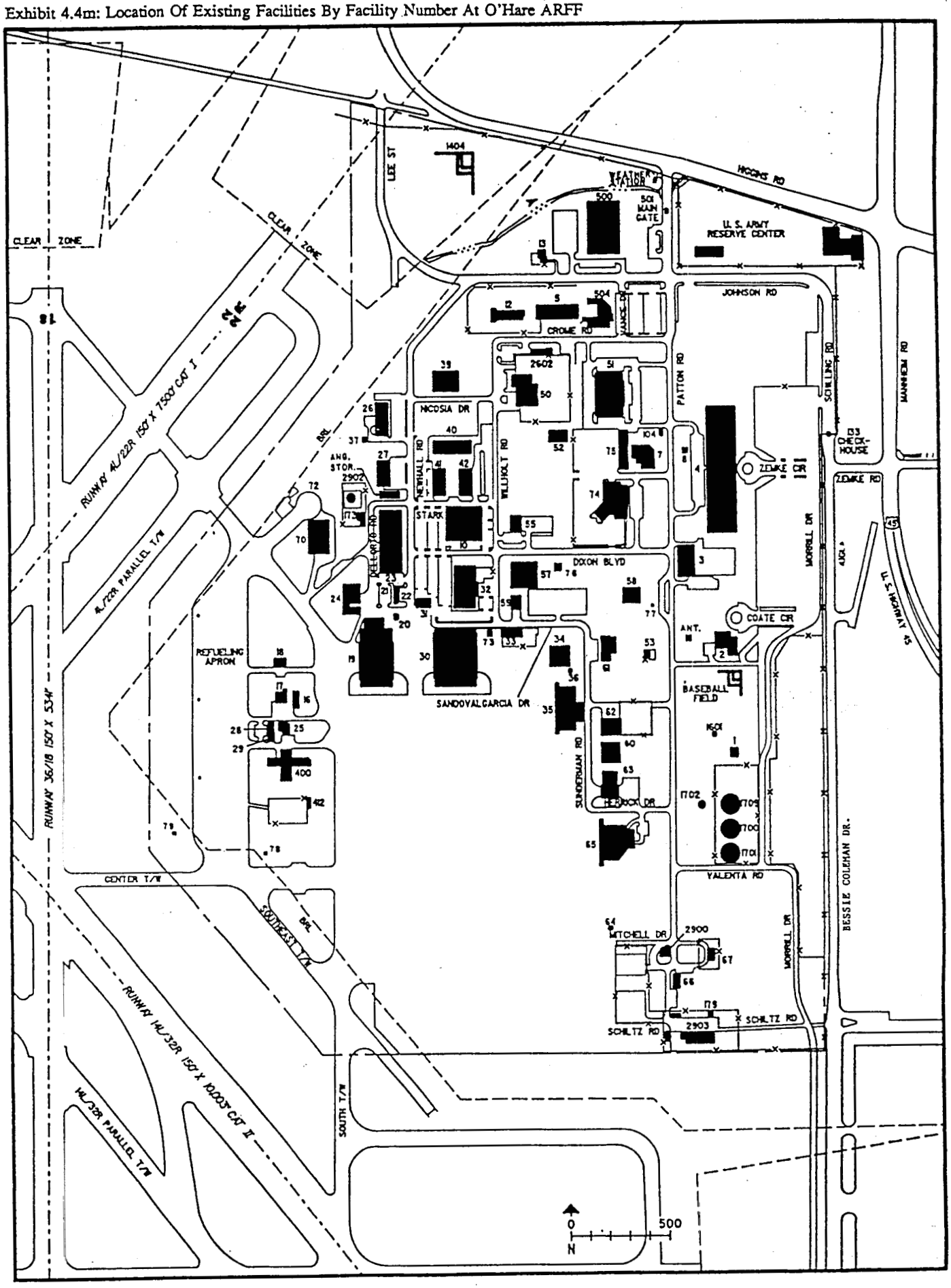
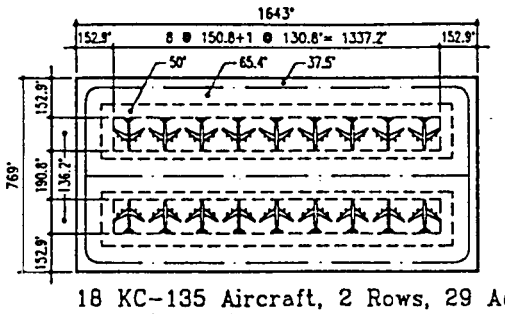
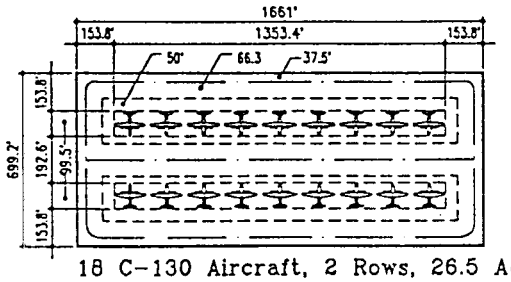


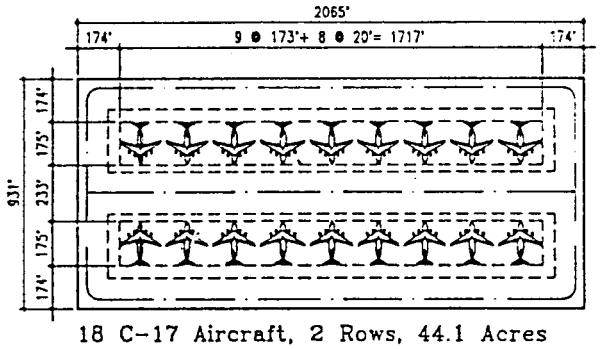
Exhibit 4.10m: Generalized Apron Layouts For 18 KC-135, C-130 and C-17 Aircraft



18 KC-135 Aircraft, 2 Rows, 29 Acres



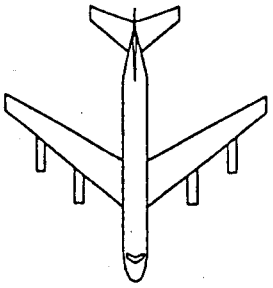
18 C-130 Aircraft, 2 Rows, 26.5 Acres



18 C-17 Aircraft, 2 Rows, 44.1 Acres

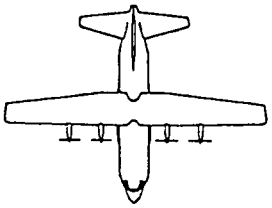
KC-135 Dimensions

Wingspan ..... 130.8'
Length ..... 136.2'
Height ..... 41.7'



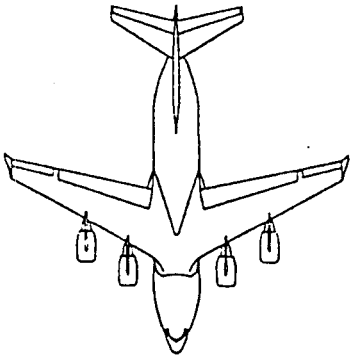
C-130 Dimensions

Wingspan ..... 132.6'
Length ..... 99.5'
Height ..... 38.5'

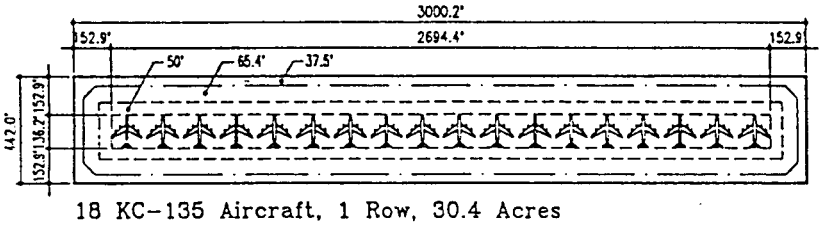


C-17 Dimensions

Wingspan ..... 173'
Length ..... 175'
Height ..... 62'

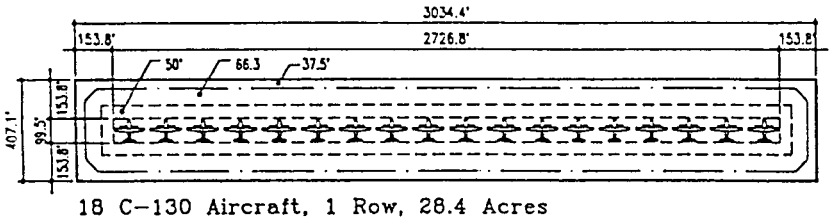


0 50' 100'
Scale

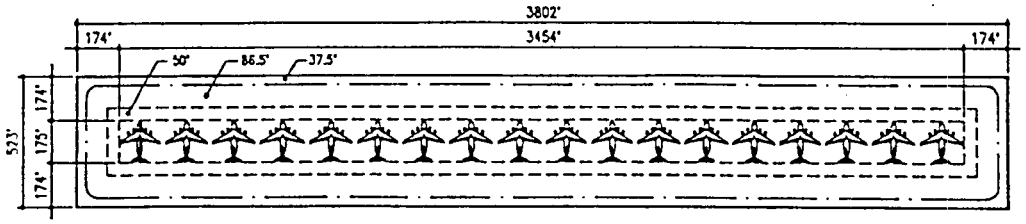


18 KC-135 Aircraft, 1 Row, 30.4 Acres

0 600' 1200'
Scale



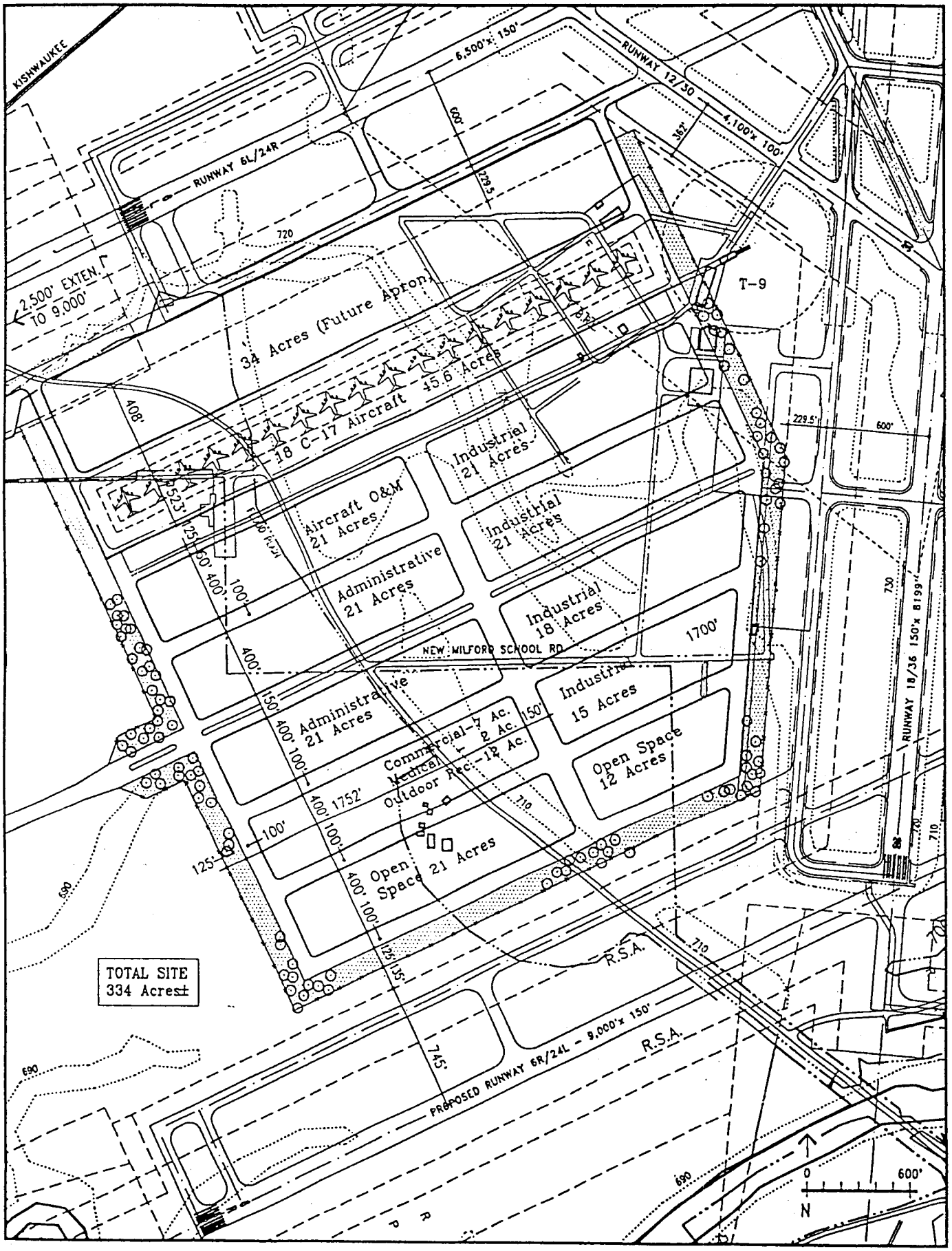
18 C-130 Aircraft, 1 Row, 28.4 Acres



18 C-17 Aircraft, 1 Row, 45.6 Acres

ATTACHMENT 2

Exhibit 4.20m: Location Of Alternative #15 Proposals



Chapter XI.

AIRFIELD FACILITIES PLAN

INTRODUCTION

Airfield facility constraints were described in Chapter III. In this chapter, more detailed plan information will be provided to describe those airfield facility proposals necessary to support the ANG and AFRES missions. The information will be presented under the following headings:

...Military Operational Considerations
...Proposed Airfield Facility Needs
...Runway Alternatives
...Airfield Facilities Plan Proposal
...Estimated Cost for Airfield Facilities

MILITARY OPERATIONAL CONSIDERATIONS

Current air operations of the AFRES 928th Tactical Airlift Groups (TAG) are conducted with C-130H Model Aircraft. Air operations of the ANG 126th Air Refueling Wing (ARW) are currently conducted with KC-135E Model Aircraft. The KC 135E's within the ANG inventory are being retrofitted with new, more powerful engines. Retrofitted aircraft (KC-135R's) are not presently assigned to the 126th ARW. However, airfield facility requirements for both models were considered in the Airfield Facilities Plan Alternatives.

Aircraft operations conducted by the ANG and AFRES Units are as follows:

...928th TAG 3,000 operations/year
...126th ARW 3,000 operations/year

The controlling aircraft for evaluating pavement strength is the KC-135E. Operating weights for this aircraft are as follows:

...Average Operating Weight	200,000 lb.
...Takeoff Weight	297,000 lb.

PROPOSED AIRFIELD FACILITY NEEDS

Airfield facility needs for military operations were provided by representatives of the O'Hare ARFF at the 24 August 1992 meeting at the Greater Rockford Airport and the 18 September 1992 meeting at O'Hare. They are described in the following sections.

RUNWAY LENGTH

The controlling aircraft for runway length is the ANG KC-135. Runway length requirements for the E Model and R Model are as follows:

...KC-135E (Full Weight)	10,000' (Takeoff)
...KC-135E (Crosswind Runway)	7,000' (Landing)
...KC-135R (Full Weight)	9,000' (Takeoff)[1]

[1] At the 8 October Final Draft Review meeting, ANG and AFRES representatives indicated that both the KC-135E and the KC-135R need a 10,000' runway during inclement weather conditions. Thus, for this study, a 10,000' runway is considered a necessary airfield requirement.

It was noted that the existing 8,199' main runway at Rockford is adequate for normal daily operations. Since no commitment has been made to assign R model aircraft to the 126th ARW, the facilities plan should be developed to provide a 10,000' runway. Should R Model aircraft be assigned to the 126th ARW before implementation of this plan at Rockford, a 9,000' runway would be adequate (See footnote on page 11-1).

The airfield requirements for the AFRES C-130's are the same as the Air National Guard's except that the minimum runway length is approximately 5,500' at maximum fuel capacity and full payload. Thus, the KC-135E is the controlling aircraft.

RUNWAY STRENGTH

Utilizing FAA pavement design criteria to analyze existing pavement strength, it was determined that the existing runway system can support the expected annual operations of the C130 and KC-135E aircraft.

Any extension of an existing runway should be designed to accommodate these aircraft in addition to the forecast future civilian aircraft. The Airport Layout Plan prepared for the Greater Rockford Airport Authority proposed the following pavement loadings for the runways:

...Runway 7L/25R	
Single Wheel Gear	75,000 lbs. +
Dual Wheel Gear	210,000 lbs. +
Dual Tandem Gear	290,000 lbs. +
...Runway 18/36	
Single Wheel Gear	75,000 lbs. +
Dual Wheel Gear	210,000 lbs. +
Dual Tandem Gear	350,000 lbs. +
...Runway 12/30	
Single Wheel Gear	75,000 lbs. +
Dual Wheel Gear	113,000 lbs. +
Dual Tandem Gear	180,000 lbs. +

These proposed pavement loadings would support the current aircraft operated by the ANG and ARFF except on Runway 12/30. Runway 12/30 would support operations by the C130, but not the KC135. However, due to its length, operations on Runway 12/30 by the KC-135 are not likely.

TAXIWAY SEPARATION

Airplane Design Group IV and V criteria require a 400 foot minimum runway centerline to parallel taxiway centerline separation.

The proposed design of parallel taxiways for Runways 18/36 and 7L/25R should provide a 600 foot runway centerline to taxiway centerline separation to take advantage of available land and to be able to accommodate Group VI aircraft in the future.

In addition, this greater separation provides the recommended separation for ILS Glide Slope critical areas.

TAXIWAY REQUIREMENTS

In order to provide for the safe and efficient flow of aircraft between airfield runways and military aircraft parking areas, additional taxiways will be necessary. A full length parallel taxiway will be required on the south side of Runway 7/25. The north side parallel taxiway to Runway 7/25 will require extension to meet the need for relocated air cargo facilities. A portion of the parallel taxiway west of Runway 18/36 will be necessary to provide direct and efficient movement of aircraft from the proposed military area to Runway 18. Connecting taxiways as depicted on the preliminary Airport Layout Plan dated April 23, 1992 will provide sufficient access and flow for the military needs.

All taxiway pavements should be constructed to a strength equal to that of the runways. All marking shall be in accordance with current FAA Airport Design standards for a commercial airport facility.

NAVIGATIONAL AIDS

The required navigational aids to support ANG/AFRES operations are listed as follows:

... Category I Instrument Landing System on Both Approaches to Main Runway

... Visual Approach Descent Indicators (VADIs)

... Very High Frequency Omni-Directional Range (VOR), Distance Measuring Equipment (DME)

... Approach Guidance to Precision Approaches

LIGHTING

The required airfield lighting requirements to support ANG/AFRES operations are listed as follows:

... Approach Lighting - No Requirement

... Airfield Lighting - Standard FAA Lighting on Runways and Taxiways

ARM/DEARM PADS/ARRESTING SYSTEM

None required.

AIR TRAFFIC CONTROL TOWER

The Rockford Air Traffic Control Tower (ATCT) currently operates 17 hours daily, being closed between the hours of 11:00 p.m. and 6:00 a.m. The ATCT is responsible for control of aircraft landing and departing from the airport.

The ANG/AFRES units require that the ATCT operate 24 hours per day. As discussed in Chapter 3, the 24-hour tower will eliminate the Runway Visibility Zone (RVZ) constraint between Runways 7/25 and 18/36.

The growth is west and northwest of O'Hare toward the city of Rockford.

Continued incentives offered by the military, such as free college tuition to Illinois students, will aid in recruitment in the Rockford Region much like it does at O'Hare today. A detailed recruitment analysis will likely be conducted by the military as a part of a future study.

EQUIPMENT AND PERSONNEL RELOCATION COSTS

Discussions with military personnel at the Pentagon on Thursday, September 17, revealed that two units recently were moved in Ohio.

The cost for the relocation of materials, equipment and personnel amounted to approximately $23 million and would be representative of the approximate cost to move the 928th Air Force Reserve Tactical Airlift Group, the Illinois Air National Guard 126th Air Refueling Wing and the respective supporting units from O'Hare to Rockford.

MASTER PLANNING

The purpose of this study was to develop a conceptual plan that would allow preparation of a reasonable cost estimate for replacement facilities. Prior to implementation of relocation, a full Base Master Plan should be prepared to ensure that all future needs of the units have been adequately addressed. An additional $750,000 needs to be included in the cost estimate for this item. Should the relocation of the military facilities be realized at the Greater Rockford Airport, an Airport Layout Plan Update will be required.

ENVIRONMENTAL IMPACT STATEMENT

Two separate Environmental Impact Statements (E.I.S.) will need to be prepared for the following work elements:

O'HARE ARFF CLOSURE

Element #1: Closure E.I.S.. An EIS will need to be prepared as a prerequisite for the military moving from O'Hare to Rockford. Estimated cost, $350,000 to $450,000.

RELOCATION TO ROCKFORD

Element #2: E.I.S. for Development at Rockford. Before the development of a new base can commence at Rockford, a full EIS will need to be completed to analyze the potential environmental aspects of the new base. Based upon the proposed development, this document is anticipated to cost between $750,000 and $1,250,000.

LEGAL/ADMINISTRATIVE

To carry out the planning and ultimately the implementation of the plan to relocate facilities from O'Hare to Rockford, certain legal and administrative actions will need to take place. It is estimated that the cost for these services would be approximately 0.2% of the total project cost.

MILITARY DESIGN/CONSTRUCTION OVERSIGHT

During a three-year period encompassing design and initial construction, it will be necessary for the military to ensure that plans are being prepared and constructed in conformance with their criteria. The ANG/AFRES representatives at the 8 October Review Meeting estimated that this effort will require five (5) military personnel for a period of three years for an estimated cost of $750,000.

ESTIMATED COST RANGE SUMMARY

Military Unit Relocation	
126th, 928th & Supporting Units	$23,000,000
Full Base Master Plan	750,000
Civilian ALP Update	150,000
E.I.S.	
Disposal	$350,000 - $450,000
New Development	$750,000 - $1,250,000
Military Design/Construction Oversight	750,000
	$25,750,000 - $26,350,000

Appendix "A"

COMPARISON OF EXISTING O'HARE ARFF SQUARE FOOTAGE AND ESTIMATED COSTS WITH THE GREATER ROCKFORD AIRPORT FACILITY PROPOSALS

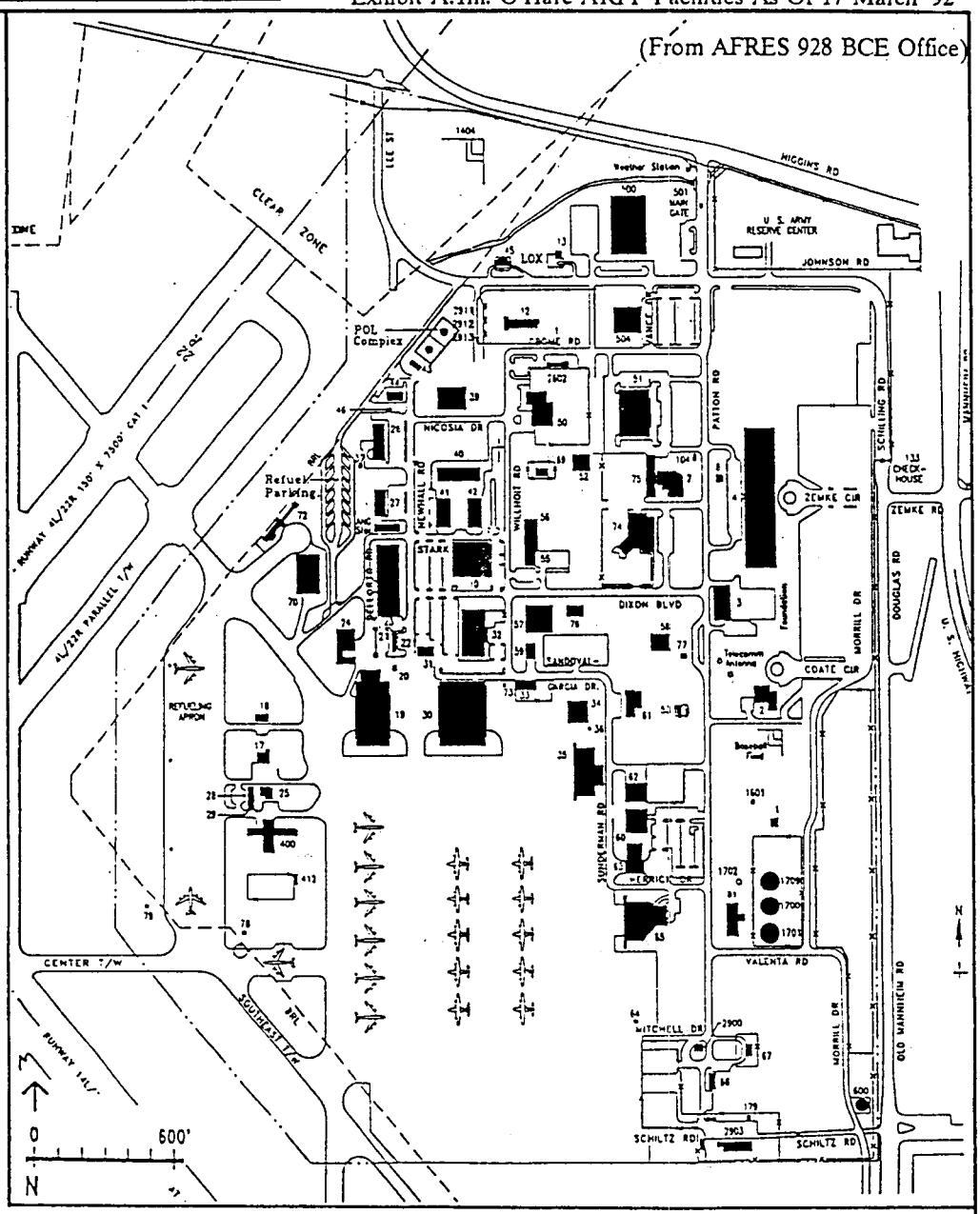
INTRODUCTION

This appendix contains information permitting the reader to compare certain features of the O'Hare ARFF with the Greater Rockford Airport proposals:

..Exhibits A.1 and A.2 compare the layout of facilities at each location.
..Exhibit A.3 compares the O'Hare ARFF square footages and estimated cost with the Rockford proposals.
..Exhibit A.4 is an exact copy of the existing O'Hare ARFF Real Property Inventory.

Exhibit A.1m: O'Hare ARFF Facilities As Of 17 March '92

(From AFRES 928 BCE Office)



1 WTR TR PMP STN
2 COM CLUB
3 36 MSES/MWR REC FAC/C.A.P.
4 DCMDC (DCASR)
7 COMM. ELECTRONICS - 928TH/ANG
8 ELEC PWR STN BLDG
10 928 AG/BCE/BX/BARBER SHOP
12 SHOP, A/SE STOR FCLT
13 WASTE DISPOSAL FAC.
17 BAND CENTER
18 FLIGHTLINE MAINT FACILITY - ANG
19 ANG HANGAR
20 ANG CORROSION CONTROL STORAGE
21 ANG HAZARDOUS STORAGE
22 BASE HAZARDOUS STORAGE
23 WAREHOUSE
24 ANG A/SE STOR FACILITY
25 SECURITY SQ. OPPS
26 126TH CES ILANG
27 SHOP AVIONICS
28 ALERT CREW FACILITY
29 ANG VEHICLE PARKING SHED
30 AIRCRAFT MAINT. HANGAR
31 CORROSION CONTROL
32 BASE WAREHOUSE SUPPLY
33 AGE SHOP
34 A/M I&R SHOP
35 FUEL SYS. MAINT. HANGAR
36 ELECTRICAL POWER STATION BLDG.
37 HAZARDOUS STORAGE SHED - ANG
39 DINING HALL
40 RES FORCES OPER/TRAIN.
41 DISASTER PREPARDNESS
42 928 CES AND 928 SPF
43 FUEL FARM PUMPHOUSE
44 FUEL FARM PET/OPER
45 FUEL FARM PET STOR
46 MO GAS DISPENSING ISLAND
47 FUEL FARM AUX POWER ELEC
50 VEHICLE MAINTENANCE SHOP
51 264TH & 217TH ILANG - TRAINING
52 MOBILITY STORAGE - ANG
53 BASE HAZARDOUS STORAGE
55 BE PAV GROUND FACILITY
56 COVERED STORAGE
57 BASE WAREHOUSE AND SUPPLY
58 BASE HEATING FACILITY
59 NDI SHOP
60 928TH BASE OPERATIONS
61 SHOP SURV EQUIP
62 AERIAL PORT TRAINING FAC
63 FIRE STATION
65 MAINT. FUEL DOCK
66 FUELS OPS BUILDING
67 LOX STORAGE
68 SHP A/SE STOR FACILITY
69 HAZARDOUS STOR
74 VEHICLE MAINTENANCE SHOP ANG
75 SHELTERED VEHICLE STORAGE-ANG
76 UNHEATED STORAGE
77 INCINERATOR EAST OF BLDG. 58
81 928TH STORAGE
104 HEATING FAC. BLDG.
133 TRAFFIC CHECK HOUSE-EAST GATE
179 SUPPLY EQUIPMENT SHED
400 COMM. FACILITY-ANG
412 HAZARD STOR
500 RES. FORCES OPS. TRNG.
501 TRAFFIC CHECK HOUSE-MAIN GATE
502T SECURITY POLICE FACILITY
504 928TH/ANG MEDICAL BLDG.
600 SALT DOME
1601 GAS METER FACILITY
2602 LOAD AND UNLOADING RAMP
2900 VEHICLE SERVICE STAND
2903 SOUTH TANK FARM
2902 JET FUEL STORAGE
2905 DIESEL FUEL TANK
2913 DEICING TANK

A-5

Exhibit A.4t: O'Hare ARFF Real Property Inventory Report as of 5 August 1991 (from AFRES BCE Office)

PREPARED: 5 AUG 92 8:41 USAF REAL PROPERTY INVENTORY CHANGE REPORT AS OF: 5 AUG 92 HAF-LEE(AR)7115

VERSION 4.01.000.000 90/06/30 ER7115 ERXXOBJ

INSTALLATION: O'HARE ARF DPNB CMD: AFR

FAC NR	I N	T C D	C C CD	CM A D	BH RD	CATEGORY CODE	CATEGORY DESCRIPTION	AREA VACANT	AREA OUT-NL	AREA OUT-LS	AREA TOTAL	UM	OTHER AMOUNT	OTHER UM	RENT PAID	RENT RECD	COST TO GOVT	EST VALUE	YR CM
00001	1	P	6	A	OM	843316	WTR FR PMP STN				1680	SF	6400	GM			4461.96		43
00002	1	P	3	A	2M	740618	OPEN MESS, OFF				10815	SF					277295.64		43
00002	1	P	4	X	OM	821113	HTG FR CEN PLT	10815			10815	SF					24268.00		78
00002	1	P	1	X	OM	826122	A/C PLT 25-100 TN						30	TN			38200.00		76
00002	1	P	1	X	OM	872841	SCTY ALARM SYS						1	EA			788.37		43
00002	1	P	1	X	OM	880221	AUTO FR DTECTN SYS				10815	SF	1	EA			7950.00		76
00002	1	P	1	X	OM	880222	MAN FR ALRM/I SYS						1	EA			6000.00		43
00003	1	P	3	B		171443	RES FORCES G/TNG S				12320	SF					182720.42		57
00003	1	P	3	D	OM	141753	SQ OPS				4079	SF							57
00003	1	P	3	D	OM	171443	RES FORCES G/TNG S				5317	SF							57
00003	1	P	3	D	OM	171445	RES FORCES OPL TNG				668	SF							57
00003	1	P	3	D	OM	740669	MULTIPURP REC BLDG				2256	SF							57
00003	1	P	3	X	OM	821113	HTG FR CEN PLT				12320	SF					29949.00		78
00003	1	P	3	X	OM	872841	SCTY ALARM SYS	1					1	EA			788.37		57
00003	1	P	3	X	OM	880221	AUTO FR DTECTN SYS				12320	SF	2	EA			5000.00		78
00003	1	P	3	X	OM	880222	MAN FR ALRM/I SYS						1	EA			6000.00		43
00003	1	P	3	X	OM	890126	A/C WINDOW UNITS				2500	SF	3	TN			3945.09		81
00004	1	P	1	B		610123	AF PLT ADMIN OFC		155438		162788	SF					2216226.39		43
00004	1	P	1	D	60	131111	COMM FCLTY		4373		4791	SF							43
00004	1	P	1	D	OM	171443	RES FORCES G/TNG S				6932	SF							43
00004	1	P	1	D	60	610123	AF PLT ADMIN OFC		151065		151065	SF							43
00004	1	P	1	X	OM	811147	ELEC E/PWR GEN PLT						15	KW			9216.68		82
00004	1	P	1	X	OM	821113	HTG FR CEN PLT				162788	SF					1000.00		44
00004	1	P	1	X	OM	872841	SCTY ALARM SYS						2	EA			2000.00		74
00004	1	P	1	X	OM	880211	CLSD HD A/SPRINK				162788	SF	2086	HD			67626.21		44
00004	1	P	1	X	OM	880221	AUTO FR DTECTN SYS				4373	SF	2	EA			5190.00		76
00004	1	P	1	X	OM	880222	MAN FR ALRM/I SYS						1	EA			3000.00		43
00004	1	P	1	X	OM	890126	A/C WINDOW UNITS				5934	SF	11	TN			1790.57		72
00007	1	P	1	A	54	131111	COMM FCLTY				10200	SF					243777.07		89
00007	1	P	1	X	54	880221	AUTO FR DTECTN SYS				10200	SF	1	EA			5974.73		89
00007	1	P	1	X	54	880222	MAN FR ALRM/I SYS						1	EA			700.00		89
00007	1	P	1	X	54	880233	OTHER FR SYS						1	EA			1087.50		89
00007	1	P	1	X	54	890121	A/C PLT 5 TO 25 TN						25	TN			132048.00		89
00008	1	P	1	A	OM	811149	ELEC PWR STN BLDG				806	SF					251638.32		89
00010	1	P	1	B		219944	BE MAINT SHP				26280	SF					574416.69		44
00010	1	P	1	D	OM	219944	BE MAINT SHP				7467	SF							44
00010	1	P	1	D	OM	219946	BE STOR CV FCLTY				9582	SF							44
00010	1	P	1	D	OM	610127	BSE ENGR ADMIN				5510	SF							44
00010	1	P	1	D	OM	740388	EXCH, SALES STORE				3721	SF							44
00010	1	P	1	X	OM	821113	HTG FR CEN PLT				26280	SF					58149.00		78
00010	1	P	1	X	OM	872841	SCTY ALARM SYS						1	EA			1000.00		76
00010	1	P	1	X	OM	880221	AUTO FR DTECTN SYS				26280	SF	1	EA			6480.00		74
00010	1	P	1	X	OM	880222	MAN FR ALRM/I SYS						1	EA			1176.15		76
00010	1	P	3	X	OM	890121	A/C PLT 5 TO 25 TN						15	TN			52627.47		83
00012	1	P	1	B		218712	SHP A/SE STOR FCLT				5557	SF					190200.00		68
00012	1	P	1	D	54	214467	SHP, REFL VEH				1000	SF							68
00012	1	P	1	D	54	218712	SHP A/SE STOR FCLT				2528	SF							68
00012	1	P	1	D	54	610121	VEH OPS ADMIN				2029	SF							68
00012	1	P	1	X	54	821115	HTG PLT 750/3500MB						1800	MB			4800.00		68
00012	1	P	1	X	OM	880221	AUTO FR DTECTN SYS				5557	SF	1	EA			5000.00		78
00012	1	P	1	X	OM	880222	MAN FR ALRM/I SYS						1	EA			3000.00		78
00013	1	P	3	A	OM	610913	DISASTER PREP				1152	SF					2812.54		43
00017	1	P	1	A	54	171158	BAND CENTER				3883	SF					111133.78		61
00018	1	P	1	A	54	211154	SHP A/M ORGL				2064	SF					246942.67		87
00018	1	P	1	X	OM	880221	AUTO FR DTECTN SYS				2064	SF	1	EA			4024.80		87
00018	1	P	1	X	OM	880233	OTHER FR SYS						2	EA			750.00		87
00019	1	P	1	B		211111	MG MAINT				65178	SF					1991782.01		61
00019	1	P	1	D	54	141753	SQ OPS				15246	SF							80
00019	1	P	1	D	54	211111	MG MAINT				24618	SF							61
00019	1	P	1	D	54	211152	SHP ACFT GEN PURP				14856	SF							61
00019	1	P	1	D	54	218852	SHP SURV EQUIP				3136	SF							61
00019	1	P	1	D	54	610129	WPN SYS/M MGT FCLT				7322	SF							61
00019	1	P	1	X	54	821113	HTG FR CEN PLT				65178	SF					54338.00		78
00019	1	P	1	X	OM	880211	CLSD HD A/SPRINK				37858	SF	168	HD			29448.89		43
00019	1	P	1	X	OM	880212	OPN HD DELUGE SYS				40996	SF	433	HD			19000.00		43
00019	1	P	1	X	OM	880221	AUTO FR DTECTN SYS				55206	SF	1	EA			5000.00		43
00019	1	P	1	X	OM	880222	MAN FR ALRM/I SYS						1	EA			5537.12		43
00019	1	P	1	X	54	890121	A/C PLT 5 TO 25 TN						63	TN			31685.00		61
00019	1	P	1	X	54	890144	CMPRS AIR DISTR						90	LF			31909.17		80
00020	1	P	1	A	54	211161	COR CON UTIL STOR				240	SF					21737.50		62
00021	1	P	1	A	54	442257	HAZARD STOR, BSE				600	SF					14935.30		61
00022	1	P	1	A	OM	442257	HAZARD STOR, BSE				590	SF					19831.30		62
00023	1	P	1	B		442758	WHSE SUP&EQUIP BSE				30872	SF					444893.66		62

p.1
p.2

(Continuation of Exhibit A.4t)

FAC NR	I N	T C	D C	C CD	CM D	A RD	BH	CATEGORY CODE	DESCRIPTION	VACANT	OUT-NL	OUT-LS	AREA TOTAL	UM	OTHER AMOUNT	UM	RENT PAID	RECD	COST TO GOVT	EST VALUE	YR CM	
00023	1	P	1	D	54			171445	RES FORCES OPL TNG				1000	SF							62	
00023	1	P	1	D	54			442758	WHSE SUP&EQUIP BSE				25369	SF							62	
00023	1	P	1	D	54			610122	BSE SUP ADMIN				4503	SF							62	
00023	1	P	1	X	54			821113	HTG FR CEN PLT				30272	SF					14891.00		78	
00023	1	P	1	X	54			872841	SCTY ALARM SYS						1	EA			1000.00		74	
00023	1	P	1	X	OM			880221	AUTO FR DTECTN SYS				30272	SF	1	EA			4900.00		76	
00023	1	P	1	X	OM			880222	MAN FR ALRM/I SYS						1	EA			1000.00		76	
00023	1	P	1	X	54			890121	A/C PLT 5 TO 25 TN						12	TN			9000.00		62	
00024	1	P	1	B				218712	SHP A/SE STOR FCLT				9480	SF					142646.69		63	
00024	1	P	1	D	54			217712	SHP, AVIONICS				5000	SF							63	
00024	1	P	1	D	54			218712	SHP A/SE STOR FCLT				4480	SF							63	
00024	1	P	1	X	54			821113	HTG FR CEN PLT				9480	SF					26144.00		78	
00024	1	P	1	X	OM			880221	AUTO FR DTECTN SYS				9480	SF	1	EA			5000.00		78	
00024	1	P	1	X	OM			880222	MAN FR ALRM/I SYS						1	EA			3000.00		78	
00025	1	P	1	A	54			171443	RES FORCES G/TNG S				4072	SF					284184.16		63	
00025	1	P	1	X	54			872841	SCTY ALARM SYS						1	EA			1000.00		84	
00025	1	P	1	X	OM			880221	AUTO FR DTECTN SYS				4072	SF	1	EA			5000.00		78	
00025	1	P	1	X	OM			880222	MAN FR ALRM/I SYS						1	EA			3000.00		78	
00025	1	P	1	X	54			890121	A/C PLT 5 TO 25 TN						15	TN			3100.00		63	
00026	1	P	1	B				219944	BE MAINT SHP				9180	SF					397668.11		77	
00026	1	P	1	D	54			219944	BE MAINT SHP				4585	SF							77	
00026	1	P	1	D	54			219946	BE STOR CV FCLTY				1800	SF							77	
00026	1	P	1	D	54			610127	BSE ENGR ADMIN				2795	SF							77	
00026	1	P	1	X	OM			880211	CLSD HD A/SPRINK				213	SF	3	HD			1299.00		77	
00026	1	P	1	X	OM			880221	AUTO FR DTECTN SYS				7280	SF	9	EA			3270.00		77	
00026	1	P	1	X	OM			880222	MAN FR ALRM/I SYS						1	EA			1988.00		77	
00026	1	P	1	X	54			890121	A/C PLT 5 TO 25 TN						10	TN			2000.00		77	
00026	1	P	1	X	54			890144	CMPRS AIR DISTR						102	LF			9318.00		77	
00027	1	P	1	A	54			217712	SHP, AVIONICS				5376	SF					480928.01		82	
00027	1	P	1	X	54			821113	HTG FR CEN PLT				5376	SF					7425.00		82	
00027	1	P	1	X	OM			880221	AUTO FR DTECTN SYS				5376	SF	1	EA			3110.00		82	
00027	1	P	1	X	OM			880222	MAN FR ALRM/I SYS						1	EA			50.00		82	
00027	1	P	1	X	54			890121	A/C PLT 5 TO 25 TN						8	TN			14186.00		82	
00027	1	P	1	X	54			890134	CMPRS AIR PLT						8	HP			1875.00		82	
00028	1	P	1	A	54			141459	READINESS, CRW				2415	SF	5	PW			257390.00		82	
00028	1	P	1	X	54			821115	HTG PLT 750/3500MB						1370	MB			3635.00		82	
00028	1	P	1	X	OM			880221	AUTO FR DTECTN SYS				2415	SF	1	EA			875.00		82	
00028	1	P	1	X	OM			880222	MAN FR ALRM/I SYS						1	EA			630.00		82	
00028	1	P	1	X	54			890121	A/C PLT 5 TO 25 TN						5	TN			2400.00		82	
00029	1	P	1	A	54			214428	VEH OPS PKNG SHED				676	SF					17850.00		85	p.3 p.4
00030	1	P	1	B				211111	HG MAINT				76262	SF					2311090.00		61	
00030	1	P	2	D	OM			171443	RES FORCES G/TNG S				11797	SF							61	
00030	1	P	1	D	OM			171873	A/PORT TNG FCLTY				4128	SF							61	
00030	1	P	1	D	OM			211111	HG MAINT				37253	SF							61	
00030	1	P	1	D	OM			211152	SHP ACFT GEN PURP				11684	SF							61	
00030	1	P	1	D	OM			211154	SHP A/M ORGL				1704	SF							61	
00030	1	P	1	D	OM			217712	SHP, AVIONICS				4224	SF							61	
00030	1	P	1	D	OM			610129	WPN SYS/M MGT FCLT				5472	SF							61	
00030	1	P	1	X	OM			811147	ELEC E/PWR GEN PLT						15	KW			8258.00		72	
00030	1	P	1	X	OM			821113	HTG FR CEN PLT				76262	SF					63864.00		78	
00030	1	P	1	X	OM			872841	SCTY ALARM SYS						1	EA			883.39		83	
00030	1	P	1	X	OM			880211	CLSD HD A/SPRINK				32752	SF	580	HD			24092.41		61	
00030	1	P	1	X	OM			880212	OPN HD DELUGE SYS				43340	SF	394	HD			25000.00		61	
00030	1	P	1	X	OM			880222	MAN FR ALRM/I SYS						1	EA			1870.50		43	
00030	1	P	1	X	OM			890121	A/C PLT 5 TO 25 TN						93	TN			43920.13		61	
00030	1	P	1	X	OM			890126	A/C WINDOW UNITS				442	SF	2	TN			1275.91		80	
00031	1	P	1	A	OM			211159	ACFT COR CON				2361	SF					144658.19		61	
00031	1	P	1	X	OM			821115	HTG PLT 750/3500MB						1460	MB			3200.00		84	
00031	1	P	1	X	OM			880211	CLSD HD A/SPRINK				365	SF	6	HD			600.00		84	
00031	1	P	1	X	OM			880221	AUTO FR DTECTN SYS				2361	SF	1	EA			10442.00		89	
00032	1	P	1	A	OM			442758	WHSE SUP&EQUIP BSE				20000	SF					311331.10		63	
00032	1	P	1	X	OM			821113	HTG FR CEN PLT				20000	SF					12410.00		78	
00032	1	P	1	X	OM			880211	CLSD HD A/SPRINK				20000	SF	201	HD			10013.72		63	
00032	1	P	1	X	OM			880221	AUTO FR DTECTN SYS				252	SF	1	EA			5000.00		78	
00032	1	P	1	X	OM			880222	MAN FR ALRM/I SYS						1	EA			2461.58		43	
00032	1	P	1	X	OM			890121	A/C PLT 5 TO 25 TN						13	TN			10068.00		63	
00033	1	P	5	A	OM			218712	SHP A/SE STOR FCLT				4000	SF					120953.99		65	
00033	1	P	1	X	OM			821113	HTG FR CEN PLT				4000	SF					24544.00		78	
00033	1	P	1	X	OM			880221	AUTO FR DTECTN SYS				4000	SF	1	EA			2410.00		74	
00033	1	P	1	X	OM			880222	MAN FR ALRM/I SYS						1	EA			1000.00		76	
00034	1	P	1	A	OM			211157	SHP JET ENG I/MNT				10000	SF					402235.04		77	
00034	1	P	1	X	OM			821113	HTG FR CEN PLT				10000	SF					32928.00		78	
00034	1	P	1	X	OM			831157	IND WST FL-SP COLL						1	KG			6000.00		77	
00034	1	P	1	X	OM			880221	AUTO FR DTECTN SYS				10000	SF	1	EA			5000.00		78	
00034	1	P	1	X	OM			880222	MAN FR ALRM/I SYS						1	EA			8400.00		77	
00034	1	P	1	X	OM			890126	A/C WINDOW UNITS				220	SF	1	TN			2000.00		77	
00035	1	P	1	A	2M			211179	MAINT DOCK, FL SYS				20400	SF	1	EA			1527235.56		75	

(Continuation of Exhibit A.4t)

FAC NR	I N	T C	C D	C C	CM CD	A D	BH RD	CATEGORY CODE	CATEGORY DESCRIPTION	AREA VACANT	AREA OUT-NL	AREA OUT-LS	AREA TOTAL	UM	OTHER AMOUNT	OTHER UM	RENT PAID	RENT RECD	COST TO GOVT	EST VALUE	YR CM	
00058	1	P	1	X	OM			890126	A/C WINDOW UNITS				304	SF	1	TN			443.11		78	
00059	1	P	1	A	OM			211153	SHP NON-DESTR INSP				2700	SF					218008.63		77	
00059	1	P	1	X	OM			821113	HTG FR CEN PLT				2700	SF					27137.00		78	
00059	1	P	1	X	OM			880221	AUTO FR DTECTN SYS				2700	SF	1	EA			6506.00		77	
00059	1	P	1	X	OM			880222	MAN FR ALRM/I SYS						1	EA			800.00		77	
00059	1	P	1	X	OM			890121	A/C PLT 5 TO 25 TN						5	TN			2400.00		77	
00060	1	P	1	A	OM			141753	SQ OPS				19456	SF					1901886.00		89	
00060	1	P	1	X	OM			826122	A/C PLT 25-100 TN						25	TN			12144.00		89	
00061	1	P	1	A	OM			218852	SHP SURV EQUIP				6810	SF					628444.35		86	
00061	1	P	1	X	OM			821113	HTG FR CEN PLT				4410	SF					19815.00		82	
00061	1	P	1	X	OM			880211	CLSD HD A/SPRINK				500	SF	6	HD			15535.83		82	
00061	1	P	1	X	OM			880221	AUTO FR DTECTN SYS				4410	SF	1	EA			1692.00		82	
00061	1	P	1	X	OM			880222	MAN FR ALRM/I SYS						1	EA			100.00		82	
00061	1	P	1	X	OM			880233	OTHER FR SYS						2	EA			700.00		86	
00061	1	P	1	X	54			890121	A/C PLT 5 TO 25 TN						14	TN			29560.00		86	
00061	1	P	1	X	54			890134	CMPRS AIR PLT						74	HP			5745.00		86	
00062	1	P	1	A	OM			171873	A/PORT TNG FCLTY				10040	SF					515869.14		80	
00062	1	P	1	X	OM			821113	HTG FR CEN PLT				10040	SF					3240.00		80	
00062	1	P	1	X	OM			880221	AUTO FR DTECTN SYS				10040	SF	1	EA			4592.00		80	
00062	1	P	1	X	OM			890121	A/C PLT 5 TO 25 TN						10	TN			1300.00		80	
00063	1	P	1	A	OM			730142	FR STN				11384	SF	6	ST			862691.99		80	
00063	1	P	1	X	OM			811147	ELEC E/PWR GEN PLT						30	KW			8009.81		80	
00063	1	P	1	X	OM			821113	HTG FR CEN PLT				9590	SF					3260.00		80	
00063	1	P	1	X	OM			831157	IND WST FL-SP COLL						1	KG			1000.00		80	
00063	1	P	1	X	OM			880221	AUTO FR DTECTN SYS				9590	SF	1	EA			36778.48		80	
00063	1	P	1	X	OM			880222	MAN FR ALRM/I SYS						1	EA			4333.08		80	
00063	1	P	1	X	OM			890121	A/C PLT 5 TO 25 TN						12	TN			3700.00		80	
00064	1	P	1	E	OM			211193	TST STD						1	EA			10274.00		75	
00065	1	P	1	A	54			211179	MAINT DOCK, FL SYS				23551	SF	1	EA			2763883.00		85	
00065	1	P	1	X	54			831157	IND WST FL-SP COLL						1	KG			45000.00		85	
00066	1	P	1	A	OM			121111	PETROL OPS BLDG				2056	SF					233900.40		76	
00066	1	P	1	X	OM			811147	ELEC E/PWR GEN PLT						60	KW			13562.70		82	
00066	1	P	1	X	OM			831157	IND WST FL-SP COLL						1	KG			1000.00		76	
00066	1	P	1	X	OM			880221	AUTO FR DTECTN SYS				1200	SF	1	EA			2000.00		76	
00066	1	P	1	X	OM			880222	MAN FR ALRM/I SYS						1	EA			1000.00		76	
00066	1	P	1	X	OM			890121	A/C PLT 5 TO 25 TN						7	TN			14000.00		76	p.7
00067	1	P	1	E	OM			442258	STOR LIQ OXYGEN				1404	SF					24749.83		78	p.8
00068	1	T	1	A	OM			218712	SHP A/SE STOR FCLT				192	SF					1976.00		92	
00070	1	P	1	A	54			211157	SHP JET ENG I/MNT				16200	SF					652905.70		76	
00070	1	P	1	X	OM			880221	AUTO FR DTECTN SYS				16200	SF	1	EA			5000.00		78	
00070	1	P	1	X	OM			880222	MAN FR ALRM/I SYS						1	EA			1800.00		76	
00070	1	P	1	X	54			890125	A/C PLT, LS 5 TN				513	SF	4	TN			450.00		76	
00072	1	P	1	E	54			211193	TST STD						1	EA			75732.00		83	
00073	1	P	1	A	OM			730839	TRAFFIC CHK HSE				100	SF					7070.00		89	
00074	1	P	1	B				214425	VEH MAINT SHP				18706	SF					1422545.40		87	
00074	1	P	1	D	54			214425	VEH MAINT SHP				13269	SF							87	
00074	1	P	1	D	54			214467	SHP, REFL VEH				1264	SF							87	
00074	1	P	1	D	54			610121	VEH OPS ADMIN				4173	SF							87	
00074	1	P	1	X	OM			880211	CLSD HD A/SPRINK				18490	SF	146	HD			16765.00		87	
00074	1	P	1	X	OM			880221	AUTO FR DTECTN SYS				5810	SF	1	EA			8150.00		87	
00074	1	P	1	X	OM			880222	MAN FR ALRM/I SYS						10	EA			750.00		87	
00074	1	P	1	X	54			890144	CMPRS AIR DISTR						10	LF			22800.00		87	
00075	1	P	1	A	54			214428	VEH OPS PKNG SHED				7030	SF					26470.80		87	
00076	1	P	1	A	OM			442758	WHSE SUP&EQUIP BSE				10000	SF					198534.00		92	
00077	1	P	1	A	OM			821117	HTG FCLTY BLDG				144	SF					35865.00		89	
00078	1	P	1	A	54			730839	TRAFFIC CHK HSE				100	SF					4670.00		89	
00079	1	P	1	A	54			730839	TRAFFIC CHK HSE				100	SF					1488.00		89	
00081	1	P	1	A	OM			442758	WHSE SUP&EQUIP BSE				10500	SF					702254.00		92	
00081	1	P	1	X	OM			880217	AFFF PA SPRINK SYS				10500	SF	10500	HD			28000.00		92	
00081	1	P	1	X	OM			890126	A/C WINDOW UNITS				2500	SF	5	TN			580.00		92	
00082	1	4	1	E	54			116665	PAD,PWR CHK W/SPR				3367	SY					451150.00		92	
00104	1	P	1	A	OM			821117	HTG FCLTY BLDG				400	SF					89335.80		78	
00133	1	P	3	A	OM			730839	TRAFFIC CHK HSE				69	SF					1137.20		52	
00173	1	P	1	A	OM			121124	HYDR FL,BLDG				1216	SF					61429.00		52	

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(Continuation of Exhibit A.4t)

FAC NR	I N	T C	D C	C CD	A D	BH RD	CATEGORY CODE	CATEGORY DESCRIPTION	AREA VACANT	AREA OUT-NL	AREA OUT-LS	AREA TOTAL	UM	OTHER AMOUNT	OTHER UM	RENT PAID	RENT RECD	COST TO GOVT	EST VALUE	YR CM
00179	1	P	1	A	OM		442628	SHED SUP&EQUIP BSE				192	SF					699.40		57
00400	1	P	3	B			131111	COMM FCLTY	15495			15495	SF					236515.54		52
00400	1	P	3	D	54		131111	COMM FCLTY	8519			8519	SF							52
00400	1	P	3	D	OM		171443	RES FORCES G/TNG S	4156			4156	SF							52
00400	1	P	3	D	54		610711	DPI	2820			2820	SF							52
00400	1	P	3	X	54		821115	HTG PLT 750/3500MB						1115	MB			1000.00		52
00400	1	P	3	X	OM		872841	SCTY ALARM SYS						1	EA			1000.00		74
00405	7	P	3	B			171873	A/PORT TNG FCLTY			752	21500	SF				10	348284.01		52
00405	7	P	3	D	OM		171873	A/PORT TNG FCLTY				4098	SF							52
00405	7	P	3	D	OM		214426	VEH OPS HEAT PKNG				11100	SF							52
00405	7	P	3	D	OM		442758	WHSE SUP&EQUIP BSE				5550	SF							52
00405	7	P	1	D	79		610123	AF PLT ADMIN OFC			752	752	SF				10			52
00405	7	P	3	X	OM		821115	HTG PLT 750/3500MB						3150	MB			3000.00		52
00412	1	P	1	A	54		442257	HAZARD STOR, BSE				400	SF					39366.00		87
00500	1	P	1	B			171445	RES FORCES OPL TNG				40160	SF					1185892.57		80
00500	1	P	1	D	54		171445	RES FORCES OPL TNG				19216	SF							80
00500	1	P	1	D	OM		610128	BASE PERSONNEL OFC				5956	SF							80
00500	1	P	1	D	OM		610243	HQ GROUP				11825	SF							80
00500	1	P	1	D	OM		730835	SP OPERATIONS				3163	SF							80
00500	1	P	1	X	OM		811147	ELEC E/PWR GEN PLT						150	KW			4679.68		85
00500	1	P	1	X	OM		821113	HTG FR CEN PLT				40160	SF					56000.00		80
00500	1	P	1	X	OM		826122	A/C PLT 25-100 TN						76	TN			15501.24		80
00500	1	P	1	X	OM		872841	SCTY ALARM SYS						2	EA			8022.00		80
00500	1	P	1	X	OM		880221	AUTO FR DTECTN SYS				40160	SF	1	EA			18000.00		80
00500	1	P	1	X	OM		880222	MAN FR ALRM/I SYS						1	EA			1120.00		80
00500	1	P	1	X	OM		890121	A/C PLT 5 TO 25 TN						14	TN			5001.23		80
00501	1	P	1	A	OM		730839	TRAFFIC CHK HSE				85	SF					23246.75		80
00502	1	T	1	A	OM		171443	RES FORCES G/TNG S				1056	SF					9882.00		91
00504	1	P	1	A	54		171450	RES COMP MED TNG				14800	SF					1605255.00		89
00504	1	P	1	X	54		826122	A/C PLT 25-100 TN						1	TN			56100.00		89
00504	1	P	1	X	54		880221	AUTO FR DTECTN SYS				14800	SF	1	EA			9145.00		89
00504	1	P	1	X	54		880222	MAN FR ALRM/I SYS						4	EA			350.00		89
00504	1	P	1	X	54		890121	A/C PLT 5 TO 25 TN						1	TN			42000.00		89
01404	1	P	1	E	OM		750178	ATHLT FLD SOFTBALL				6	AC	2	EA			28737.44		82
01501	1	P	1	E	OM		690432	FLAG POLE, BSE						2	EA			2243.68		55
01507	1	P	1	E	OM		690252	BILLBOARD						1	EA			2221.30		60
01509	1	S	1	E	OM		452252	OPEN STOR, BSE SUP				600	SY					3000.00		61
01515	1	P	1	E	54		872247	FENCE, SCTY						4729	LF			146993.00		78
01516	1	P	1	E	OM		760512	MONUMENTS/MEMORL						1	EA			8019.84		83
01517	1	P	1	E	OM		135583	TEL DUCT FCLTY						6941	LF			106268.21		43
01518	1	P	1	E	OM		872247	FENCE, SCTY						13135	LF			62180.00		57
01519	1	P	1	E	OM		890181	UTIL LNE DUCTS						12946	LF			465198.41		43
01523	1	P	1	E	OM		872248	FENCE, INTERIOR						2829	LF			31440.97		74
01524	1	P	1	E	OM		872245	FENCE, BOUNDARY						6408	LF			48896.49		54
01550	1	P	1	E	OM		890161	SPT STRU						2	EA			18055.61		64
01551	1	P	1	E	OM		132134	ANT SPT STRU						2	EA			2000.00		78
01552	1	P	1	E	54		132134	ANT SPT STRU						2	EA			40036.00		80
01554	1	P	1	E	54		134473	TWR, NAVAID						1	EA			8240.00		82
01560	1	P	1	E	OM		890171	MISC STOR TANK						157	BL			3217.18		62
01563	1	P	1	E	54		890171	MISC STOR TANK						6	BL			1000.00		76
01570	1	P	1	E	OM		811147	ELEC E/PWR GEN PLT						100	KW			12703.50		80
01610	1	P	1	E	OM		831157	IND WST FL-SP COLL						12	KG			14080.00		75
01700	1	P	1	E	OM		843319	FR PROTEC WTR STOR						1360	KG			77066.00		43
01702	1	P	1	E	OM		841427	WTR TANK STOR						730	KG			45600.00		43
01702	1	P	1	X	OM		890269	CATHOD PROTEC SYS						1	EA			1000.00		45
01704	1	P	3	E	OM		842245	WTR DISTR MAINS						50144	LF			368750.82		43
01706	1	P	3	E	OM		843314	FR PROTEC WTR MAIN						14019	LF			196066.08		43
01707	1	P	1	E	OM		843315	FR HYDR						55	EA			37852.33		43

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(Continuation of Exhibit A.4t)

FAC NR	I N	T C	D C	C CD	CM D	A RD	BM	CATEGORY CODE	DESCRIPTION	AREA VACANT	OUT-NL	OUT-LS	TOTAL	UM	OTHER AMOUNT	UM	RENT PAID	RECD	COST TO GOVT	EST VALUE	YR CM
01708	1	P	1	E	OM			841161	WTR SUP MAINS						1780	LF			22599.75		80
01801	1	P	1	E	OM			832267	SAN SEWAGE PMP STN				348	SF					74709.93		43
01802	1	P	3	E	OM			832266	SAN SEWAGE MAIN						30471	LF			353997.54		43
01804	1	P	1	E	54			832267	SAN SEWAGE PMP STN				39	SF					19000.00		77
01900	1	P	1	E	OM			822245	HOT WTR MAINS						14839	LF			1257574.16		78
01900	1	P	1	X	OM			890269	CATHOD PROTEC SYS						1	EA			1000.00		80
01901	1	P	4	E	OM			822265	STEAM HT MAINS	35053					35053	LF			250877.01		43
01902	1	P	1	E	OM			821112	HTG FL OIL STOR	15000					219000	GA			142000.00		61
01903	1	P	1	E	54			821112	HTG FL OIL STOR						11000	GA			26000.00		77
02001	1	P	1	E	OM			871183	STRM DRN DSPL						96864	LF			978528.27		43
02101	1	P	1	E	OM			812223	PRIM DISTR LNE OH						27337	LF			403837.47		43
02102	1	P	1	E	OM			812225	PRIM DISTR LNE UG						18477	LF			772978.70		43
02103	1	P	1	E	OM			812926	EXTERIOR AREA LTG						187	EA			238647.73		43
02104	1	P	1	E	OM			812226	SEC DISTR LNE UG						1856	LF			95322.04		63
02105	1	P	1	E	OM			812224	SEC DISTR LNE OH						1553	LF			30160.03		74
02106	1	P	1	E	54			812926	EXTERIOR AREA LTG						81	EA			73855.83		78
02107	1	P	1	E	54			812226	SEC DISTR LNE UG						1282	LF			55436.00		78
02108	1	P	1	E	54			890187	UTIL VAULT				4	SF					112.95		87
02201	1	4	1	E	54			852289	SIDEWALK				8041	SY					121592.01		43
02211	1	5	1	E	OM			851145	DRIVEWAY				4466	SY					76747.78		80
02250	1	P	1	E	54			851143	CURBS & GUTTERS						8269	LF			228734.76		80
02251	1	4	1	E	54			852262	VEH PKNG, N/ORGN				4064	SY					65246.19		80
02301	1	5	1	E	OM			851147	ROAD				4488	SY	25108	LF			564118.33		43
02303	1	5	1	E	54			851147	ROAD				5976	SY	25113	LF			82499.53		61
02306	1	5	1	E	54			851145	DRIVEWAY				7442	SY					104488.58		61
02331	1	4	1	E	OM			852262	VEH PKNG, N/ORGN	145461			260068	SY					553391.59		80
02399	1	5	1	E	OM			852261	VEH PKNG, OPS				18335	SY					213014.00		80
02402	1	5	1	E	OM			852273	ACFT SPT/E STOR YD				1313	SY					3669.13		65
02403	1	5	1	E	54			852261	VEH PKNG, OPS				25602	SY					158567.26		43
02420	1	4	1	E	60			852262	VEH PKNG, N/ORGN		19000		19000	SY					17000.00		80
02429	1	4	1	E	OM			852269	VEH PKNG, REFL				5000	SY					34664.50		76
02501	1	5	1	E	OM			113321	APRON				335109	SY					1752.00		78
02504	1	5	1	E	54			113321	APRON				72010	SY					448000.00		76
02511	3	4	1	E	OM			112211	TAXIWAY				38900	SY						1	52
02512	1	4	1	E	OM			112211	TAXIWAY				17722	SY					59000.00	1	43
02521	1	4	1	E	54			116667	PAD,CALIBRATION				1474	SY					9934.00		43
02531	1	4	1	E	OM			116672	PAD, ACFT WASH RK				4884	SY	1	EA			183682.56		62
02533	1	4	1	E	54			112211	TAXIWAY				4669	SY					66000.00	1	64
02601	1	P	1	E	OM			890152	LOAD &UNLOAD AREA				4635	SF					41393.02		63
02602	1	P	1	E	OM			890152	LOAD &UNLOAD AREA				4875	SF					50284.00		89
02701	1	P	1	E	OM			125554	PIPELINE, LF						5570	LF			46681.66		52
02702	7	P	1	E	OM			121115	AVFUEL DISPEN						3600	GM			35895.98		52
02703	1	P	1	E	OM			126926	LF STD UNLOAD						7	OL			17444.55		52
02706	1	P	1	E	OM			126925	LF FIL STD, TRK						2	OL			7716.29		64
02707	1	P	1	E	OM			125977	PMP STN, LF				312	SF					15914.60		64

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(Continuation of Exhibit A.4t)

PREPARED: 5 AUG 92 8:41 USAF REAL PROPERTY INVENTORY CHANGE REPORT AS OF: 5 AUG 92 HAF-LEE(AR)7115

VERSION 4.01.000.000 90/06/30 ER7115 ERXXOBJ

INSTALLATION: O'HARE ARF DPNB CMD: AFR

FAC NR	I N	T C	D	C	CM CD	A D	BH RD	CATEGORY CODE	DESCRIPTION	AREA VACANT	OUT-NL	OUT-LS	TOTAL	UM	OTHER AMOUNT	UM	RENT PAID	RECD	COST TO GOVT	EST VALUE	YR CM
02900	1	P	1	E	OM			123335	VEH FL STN				60	SF	2	OL			180257.77		78
02902	1	P	1	E	OM			411135	STOR, JET FL						13332	BL			107755.00		52
02905	1	P	1	E	OM			411134	STOR, DIESEL						156	BL			8350.00		76
02906	1	P	1	E	OM			411137	STOR, MOGAS						476	BL			19500.00		78
09001	1			C				911142	LAND, FEE, CONDEMN				244	AC					147390.65		
09002	6			C				921168	LAND ESMT R-O-W/T				1	AC						1	
09003	6			C				921168	LAND ESMT R-O-W/T				24	AC						1	
09004	3			C				922274	LAND, LEASE, S&L				36	AC						1	
09005	1			C				911146	LAND, FEE, PUR				30	AC					36222.86		
09006	6			C				913384	LAND, LSN, GEN USE				3	AC						1	
09007	6			C				921168	LAND ESMT R-O-W/T				11	AC						1	

TOTAL = 349 Acres

TOTAL NUMBER OF RECORDS: 402
TOTAL NUMBER OF FACILITIES: 153
TOTAL NUMBER OF BUILDINGS: 70
TOTAL SQ FT OF BUILDINGS: 871276

TOTAL COST TO GOVERNMENT: 46266133.04
TOTAL COST ROUNDED (000): 46267
TOTAL ESTIMATED VALUE (000): 8

COMMAND TOTALS

TOTAL NUMBER OF RECORDS: 402
TOTAL NUMBER OF FACILITIES: 153
TOTAL NUMBER OF BUILDINGS: 70
TOTAL SQ FT OF BUILDINGS: 871276

TOTAL COST TO GOVERNMENT: 46266133.04
TOTAL COST ROUNDED (000): 46267
TOTAL ESTIMATED VALUE (000): 8

END PAGE 13 DPNB PAGE 13

Document Separator

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: February 14, 1995

TIME: 2:00

MEETING WITH: General Harold Keistler, USAF

SUBJECT: O'Hare International Air Force Reserve

PARTICIPANTS:

Name/Title/Phone Number:

Gen. Harold Keistler, USAF; Wing Commander 126 Air Refueling Gp (ANG)
Col. John Newman; USPNFO, State of Illinois
Col. John Hughes, 126 Air Refueling Group
Col. Frank Reyoe, 126 Air Refueling Group
Lt. Col. Gary Nolan, 126 Air Refueling Group
Lt. Col. Jay Sheedy, 126 Air Refueling Group

Commission Staff:

Wade Nelson, Director, Communications
Chip Walgren, Manager, State and Local Liaison
Jim Schufreider, Manager, House Liaison
Ed Brown, Army Team Leader
Frank Cirillo, Air Force Team Leader
Jim Owsley, Cross-Service Team Leader
Steve Ackerman, Air Force Team Member
Merrill Beyer, Air Force Team Member
Rick Dicamillo, Air Force Team Member
Craig Hall, Air Force Team Member
Mark Pross, Air Force Team Member

MEETING SUMMARY:

Gen. Keistler was interested in the role this commission would play in the relocation of Reserve and Guard units at O'Hare International Airport, as per the 1993 BRAC. Frank Cirillo responded that the 1993 Commission report language is still binding as the City of Chicago must demonstrate that it has the financing to cover relocation costs and that relocation must begin by July 1995. Therefore, The 1995 Commission may not play any role in the decision if the Air Force does not recommend a redirect, or revision, to the 1993 Commission decision. Reserve unit officials cited recent newspaper articles speculating on the inactivation the Reserve/Guard squadrons at O'Hare thereby relieving the city of the burden of paying for their relocation. It was noted that, if this were the case it would be known on March 1 when the DOD Base Closure Report is issued.

It was noted by a squadron official that the Air Reserve Component is receiving more of the refueling mission from the Active component. This may mean the Reserve/Guard refueling squadrons should not be inactivated.

Gen. Keistler was concerned as to whether the reserve/guard units potential relocation to Scott Air Force Base would affect Scott AFB's chances for closure. It was noted that it could help saving the base, since it would increase the base's military value.

Finally, Gen. Keistler was concerned about the impact on unit readiness if his unit is to relocate and the grace period allowed for it to regain its readiness. If the unit moves from the Chicago area its recruiting base would significantly decrease.

1995 AIR FORCE BASE QUESTIONNAIRE

Offutt AFB - ACC

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	-	-	305	305
I.1.A.2	American Express Travel Agency	-	-	11	11
I.1.A.3	American Red Cross	-	-	1	1
I.1.A.4	Army Corps of Engineers	-	-	35	35
I.1.A.5	Bank of Bellevue	-	-	8	8
I.1.A.6	Cheepers Rent-A-Car	-	-	1	1
I.1.A.7	DECA	-	7	57	64
I.1.A.8	DFAS	-	39	34	73
I.1.A.9	DIS	-	-	14	14
I.1.A.10	DRMO	-	-	11	11
I.1.A.11	Defense Printing Service	-	-	6	6
I.1.A.12	NAF	-	-	365	365
I.1.A.13	SAC Federal Credit Union	-	-	19	19
I.1.A.14	US Postal Service	-	-	4	4
	TOTAL:				917

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

I.1.B.1 **Supported Unit:** Det 1, 55th Comm Gp GSU **GSU - Geographically Separated Unit**

Location: Silver Creek, NE **REM - Remote Unit**

Support provided: Command element, disaster preparedness, Environmental compliance, Libraries, morale and fitness support, Police services, Safety, Administrative services, Audio/visual services, Automatic data processing/automation, Civilian personnel services, Confinement and detention centers, Education service, Engineering support, Equipment operation, maintenance and repair, Finance and accounting, Health services. Installation retail supply and storage operations, Legal services, Military personnel support, Mortuary services, Purchasing and contracting services, Resource management, Transportation services, Commissary services, and Exchange service.

1995 AIR FORCE BASE QUESTIONNAIRE

Offutt AFB - ACC

I.1.B.2 **Supported Unit:** Det 2, 55th Comm Gp GSU **GSU - Geographically Separated Unit**

Location: Elkhorn, NE **REM - Remote Unit**

Support provided: Command element, disaster preparedness, Environmental compliance, Libraries, morale and fitness support, Police services, Safety, Administrative services, Audio/visual services, Automatic data processing/automation, Civilian personnel services, Confinement and detention centers, Education service, Engineering support, Equipment operation, maintenance and repair, Finance and accounting, Health services. Installation retail supply and storage operations, Legal services, Military personnel support, Mortuary services, Purchasing and contracting services, Resource management, Transportation services, Commissary services, and Exchange service.

1995 AIR FORCE BASE QUESTIONNAIRE
Offutt AFB - ACC

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
GCA	1	6752	201	6551	1360	4331	1061
Tower	2	51337	8810	42527	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 30

33340 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 RILEY distance 124 NM

Nearest major primary airdrop customer: FORT RILEY distance 124 NM

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

Lajes AB: 3168 NM

1995 AIR FORCE BASE QUESTIONNAIRE
Offutt AFB - ACC

Rota AB:	4189 NM
Hickam AFB:	3352 NM
RAF Mildenhall:	3982 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	LINCOLN MUNI	42
I.2.B.4	Military airfield, runway >= 8,000ft	LINCOLN MUNI	42
I.2.B.5	Military airfield, runway >= 10,000ft	LINCOLN MUNI	42
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Eppley Airfield	10
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Eppley Airfield	10
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Lincoln Municipal	45
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Eppley Airfield	10
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Lincoln Municipal	45

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

Eppley Airfield 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 **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	120 NM	POWDER RIVER A	466 NM	TIGER NORTH	479 NM
WILLISTON	590 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

Offutt AFB - ACC

Area Name	Distance	Area Name	Distance	Area Name	Distance
SMOKEY HILL	170 NM	CANNON	270 NM	HARDWOOD	318 NM
RAZORBACK	362 NM	FALCON	410 NM	AIRBURST	443 NM
ATTERBURY	465 NM	JEFFERSON PROVING G	498 NM	GRAYLING	546 NM
MELROSE	554 NM	CLAIBORNE	601 NM	OSCURA	683 NM
SHELBY WEST	686 NM	SHELBY EAST	687 NM	HAG/UTTR	774 NM
EAGLE/UTTR	776 NM	EGLIN C62	784 NM	EGLIN C52	785 NM
McMULLEN	787 NM	KITTYCAT/UTTR	791 NM		

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

SMOKEY HILL	170 NM

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

VOLK FIELD MDS	301 NM

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

SMOKEY HILL	170 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	7	11	40	81	148
SR	2	4	4	33	81	128
VR	8	10	15	39	94	159
Total Routes:	**12**	**21**	**30**	**112**	**256**	**435**

Identify Routes:

VR-541	42 NM	VR-510	50 NM	VR-540	55 NM	IR-517	59 NM	VR-1515	59 NM	VR-1520	59 NM
VR-511	68 NM	VR-512	71 NM	IR-505	83 NM	SR-618	87 NM	SR-619	87 NM	VR-545	97 NM
SR-616	102 NM	SR-617	102 NM	IR-518	111 NM	IR-508	115 NM	IR-509	115 NM	VR-1521	127 NM
IR-524	133 NM	IR-506	142 NM	VR-1522	142 NM						
VR-1523	157 NM	VR-1525	163 NM	IR-507	169 NM	IR-527	169 NM	VR-552	170 NM	VR-544	172 NM
VR-531	176 NM	IR-502	199 NM	IR-504	199 NM						
VR-533	207 NM	IR-514	208 NM	VR-1616	209 NM	VR-536	216 NM	VR-1574	224 NM	VR-534	228 NM
VR-535	228 NM	SR-728	229 NM	SR-729	229 NM	VR-532	231 NM	SR-730	246 NM	SR-731	246 NM
IR-500	250 NM	IR-501	250 NM	VR-138	263 NM	VR-119	265 NM	SR-727	269 NM	VR-1546	277 NM
IR-185	280 NM	IR-613	281 NM	SR-776	289 NM	VR-1130	291 NM	SR-773	297 NM	IR-175	298 NM
IR-181	301 NM	IR-183	301 NM	SR-785	302 NM	IR-429	303 NM	IR-473	303 NM	IR-476A	303 NM
IR-492	303 NM	VR-1650	303 NM	IR-499	303 NM	IR-490	303 NM	IR-476	303 NM	IR-430	303 NM

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IR-503	304 NM	IR-614	310 NM	VR-1635	310 NM	IR-145	311 NM	IR-146	311 NM	IR-171	318 NM
IR-182	318 NM	SR-774	321 NM	VR-615	324 NM	SR-771	326 NM	VR-152	330 NM	IR-592	332 NM
VR-1182	337 NM	SR-239	350 NM	SR-294	357 NM	SR-295	357 NM	IR-117	359 NM	VR-1102	359 NM
SR-223	359 NM	VR-1137	359 NM	VR-1128	359 NM	VR-1113	359 NM	SR-224	359 NM	IR-120	359 NM
IR-409	359 NM	VR-607	365 NM	SR-296	366 NM	VR-1140	382 NM	VR-1141	385 NM	SR-218	386 NM
SR-229	386 NM	SR-227	386 NM	SR-237	386 NM	SR-232	386 NM	SR-231	386 NM	SR-230	386 NM
SR-222	386 NM	SR-219	386 NM	SR-220	386 NM	SR-226	386 NM	SR-221	386 NM	IR-415	389 NM
SR-205	394 NM	IR-606	395 NM	VR-1679	395 NM	IR-414	400 NM				
SR-540	402 NM	SR-541	402 NM	SR-542	402 NM	IR-605	403 NM	SR-206	403 NM	IR-157	409 NM
IR-174	409 NM	IR-618	417 NM	VR-619	417 NM	IR-164	419 NM	VR-1104	419 NM	VR-189	422 NM
IR-172	426 NM	IR-173	426 NM	IR-416	427 NM	SR-216	429 NM	VR-1629	430 NM	VR-412	430 NM
VR-413	430 NM	SR-208	435 NM	SR-217	435 NM	VR-1641	436 NM	VR-1642	436 NM	IR-609	437 NM
VR-1174	440 NM	IR-129	443 NM	VR-1146	444 NM	IR-177	454 NM	VR-1640	454 NM	VR-1648	457 NM
VR-604	457 NM	SR-073	458 NM	SR-238	458 NM	SR-074	458 NM	SR-225	458 NM	VR-1142	459 NM
VR-1666	459 NM	VR-1144	459 NM	VR-159	459 NM	SR-059	461 NM	VR-108	461 NM	SR-060	461 NM
SR-062	461 NM	SR-061	461 NM	VR-1145	463 NM	VR-163	463 NM	VR-1667	465 NM	IR-121	467 NM
VR-1103	467 NM	VR-104	469 NM	VR-1138	469 NM	VR-1139	469 NM	VR-158	470 NM	VR-162	475 NM
SR-075	476 NM	IR-103	480 NM	IR-105	480 NM	VR-1143	481 NM	IR-078	482 NM	VR-634	485 NM
IR-480	486 NM	IR-481	486 NM	IR-107	489 NM	IR-644	490 NM	IR-649	490 NM	VR-1668	498 NM
IR-150	505 NM	VR-1636	509 NM	VR-114	510 NM	SR-228	512 NM	IR-925	515 NM	VR-1110	517 NM
IR-139	518 NM	IR-068	520 NM	VR-1016	520 NM	VR-1116	521 NM	IR-155	522 NM	VR-118	523 NM
IR-154	527 NM	IR-113	531 NM	VR-1626	531 NM	VR-125	532 NM	VR-188	532 NM	IR-110	535 NM
VR-1617	536 NM	VR-1638	536 NM	VR-664	540 NM	VR-1645	543 NM	SR-270	545 NM	IR-431	546 NM
IR-482	546 NM	VR-1644	546 NM	VR-1647	546 NM	SR-233	548 NM	SR-245	548 NM	SR-244	548 NM
SR-273	548 NM	SR-267	548 NM	SR-258	548 NM	SR-255	548 NM	SR-251	548 NM	SR-250	548 NM
SR-249	548 NM	SR-234	548 NM	SR-240	548 NM	SR-242	548 NM	SR-243	548 NM	SR-236	548 NM
IR-091	558 NM	SR-280	559 NM	IR-070	560 NM	VR-1032	560 NM	VR-100	560 NM	IR-678	560 NM
SR-137	564 NM	IR-485	571 NM	VR-1639	574 NM	IR-484	576 NM	IR-128	577 NM	SR-702	577 NM
SR-701	578 NM	SR-703	578 NM	SR-781	581 NM	VR-1124	583 NM	SR-709	585 NM	SR-715	585 NM
SR-712	585 NM	IR-111	586 NM	IR-126	587 NM	VR-1014	590 NM	SR-261	591 NM	VR-1195	592 NM
VR-106	593 NM	SR-734	594 NM	SR-732	595 NM	SR-735	595 NM	SR-214	596 NM	IR-127	597 NM
VR-187	597 NM	SR-733	597 NM	IR-160	599 NM	IR-161	599 NM	VR-1624	600 NM	VR-1625	600 NM
IR-478	601 NM	SR-707	601 NM	SR-710	601 NM	SR-713	601 NM	SR-714	601 NM	SR-711	601 NM
SR-708	601 NM	IR-479	601 NM	IR-479A	601 NM	IR-478A	601 NM	VR-1632	602 NM	VR-1633	602 NM
SR-782	603 NM	IR-044	604 NM	SR-213	605 NM	VR-1631	605 NM	SR-737	607 NM	IR-002	608 NM
IR-067	608 NM	IR-109	608 NM	VR-092	608 NM	SR-738	608 NM	VR-1050	608 NM	IR-066	608 NM

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VR-1628	608 NM	VR-1627	608 NM	VR-1051	608 NM	VR-1031	611 NM	VR-1072	611 NM	VR-1107	617 NM
VR-1033	618 NM	VR-101	620 NM	IR-069	621 NM	SR-212	621 NM	VR-1196	622 NM	IR-320	628 NM
IR-077	629 NM	VR-186	629 NM	IR-124	629 NM	IR-180	630 NM	IR-089	634 NM	VR-1055	634 NM
IR-608	642 NM	VR-1052	644 NM	VR-143	644 NM	IR-075	645 NM	IR-112	646 NM	IR-142	646 NM
SR-286	647 NM	IR-123	650 NM	VR-1054	650 NM	IR-133	651 NM	SR-292	651 NM	SR-290	651 NM
VR-1030	654 NM	IR-723	661 NM	IR-116	670 NM	VR-176	671 NM	SR-105	675 NM	VR-1122	675 NM
SR-293	675 NM	IR-134	680 NM	VR-1120	680 NM	IR-498	683 NM	SR-031	684 NM	IR-042	685 NM
VR-1068	685 NM	SR-035	686 NM	SR-040	686 NM	SR-037	686 NM	SR-036	686 NM	IR-041	688 NM
VR-1067	688 NM	VR-060	688 NM	IR-063	688 NM	SR-102	689 NM	SR-815	689 NM	SR-822	689 NM
SR-816	689 NM	IR-102	693 NM	IR-141	693 NM	IR-131	693 NM	SR-874	693 NM	SR-873	693 NM
SR-872	693 NM	SR-871	693 NM	SR-069	694 NM	SR-072	694 NM	SR-071	694 NM	SR-070	694 NM
IR-079	700 NM	IR-080	700 NM	VR-1083	700 NM	VR-1056	701 NM	IR-149	707 NM	IR-083	709 NM
IR-115	711 NM	SR-817	711 NM	IR-132	714 NM	VR-058	715 NM	SR-818	716 NM	VR-1070	716 NM
VR-1020	717 NM	IR-169	722 NM	VR-1743	722 NM	IR-743	722 NM	SR-029	723 NM	IR-037	724 NM
SR-030	726 NM	VR-097	727 NM	SR-039	728 NM	VR-179	728 NM	VR-196	728 NM	IR-726	729 NM
VR-1726	729 NM	VR-1117	730 NM	IR-130	731 NM	IR-170	731 NM	SR-038	731 NM	IR-017	732 NM
VR-1017	732 NM	IR-081	735 NM	VR-1152	735 NM	VR-156	735 NM	VR-1105	735 NM	VR-1022	740 NM
IR-038	743 NM	VR-1024	743 NM	VR-1023	743 NM	VR-1021	743 NM	IR-040	743 NM	IR-418	745 NM
IR-420	745 NM	IR-276	747 NM	IR-148	749 NM	IR-144	752 NM	IR-165	752 NM	IR-178	752 NM
IR-074	754 NM	VR-1082	754 NM	VR-1084	754 NM	VR-1085	754 NM	IR-122	754 NM	VR-1422	756 NM
VR-1423	756 NM	IR-021	757 NM	SR-823	759 NM	VR-093	759 NM	VR-095	759 NM	IR-057	762 NM
IR-059	762 NM	VR-151	762 NM	SR-101	762 NM	SR-106	762 NM	SR-104	762 NM	SR-103	762 NM
VR-168	765 NM	IR-721	770 NM	IR-090	771 NM	VR-1758	772 NM	SR-210	773 NM	SR-211	773 NM
VR-1005	774 NM	VR-1721	777 NM	IR-147	780 NM	IR-610	780 NM	VR-1446	783 NM	VR-1106	784 NM
VR-1722	785 NM	IR-400	787 NM	VR-088	787 NM	VR-1445	787 NM	VR-1121	788 NM	VR-1123	789 NM
VR-1059	794 NM	IR-136	795 NM	SR-825	796 NM	IR-030	797 NM	IR-031	797 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 303 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
11	23	58

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

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AR-105 EAST	77 NM	AR-105 WEST	77 NM	AR-318 EAST	93 NM	AR-309 WEST	137 NM
AR-318 WEST	147 NM	AR-653	148 NM	AR-016 NORTHEAST	182 NM	AR-330 WEST	182 NM
AR-019 NORTH	183 NM	AR-024 NORTH	183 NM	AR-116 WEST	184 NM		
AR-017 NORTH	209 NM	AR-019 SOUTH	229 NM	AR-024 SOUTH	229 NM	AR-330 EAST	245 NM
AR-110 EAST	248 NM	AR-017 SOUTH	251 NM	AR-637	271 NM	AR-116 EAST	273 NM
AR-461	273 NM	AR-016 SOUTHWEST	278 NM	AR-309 EAST	281 NM	AR-110 WEST	293 NM
AR-112 WEST	324 NM	AR-011 WEST	339 NM	AR-014 WEST	339 NM	AR-109H EAST	348 NM
AR-109L EAST	348 NM	AR-453	351 NM	AR-106H WEST	352 NM	AR-106L WEST	352 NM
AR-112 EAST	354 NM	AR-313 SOUTH	361 NM	AR-622	363 NM	AR-640A	367 NM
AR-111 EAST	371 NM	AR-312	401 NM	AR-321	408 NM	AR-640B	416 NM
AR-111 WEST	426 NM	AR-607	431 NM	AR-606	434 NM	AR-013 WEST	444 NM
AR-313 NORTH	444 NM	AR-012H WEST	454 NM	AR-012L WEST	454 NM	AR-619	454 NM
AR-109H WEST	455 NM	AR-109L WEST	455 NM	AR-314 WEST	457 NM	AR-106H EAST	459 NM
AR-106L EAST	459 NM	AR-013 EAST	481 NM	AR-623	482 NM	AR-011 EAST	483 NM
AR-014 EAST	483 NM	AR-629	487 NM	AR-203 NORTHEAST	492 NM		

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

500 NM	700 NM
5189	7512

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-105	77 NM	285	AR-309	137 NM	138	AR-016	182 NM	157	AR-024	183 NM	149
AR-116	184 NM	541	AR-017	209 NM	186	AR-110	248 NM	596	AR-112	324 NM	360
AR-011	339 NM	87	AR-014	339 NM	635	AR-109	348 NM	213	AR-106	352 NM	483
AR-111	371 NM	303	AR-013	444 NM	329	AR-012H	454 NM	141	AR-012L	454 NM	107
AR-314	457 NM	256	AR-203	492 NM	223			0			0
AR-101	502 NM	217	AR-102	519 NM	10	AR-455	539 NM	372	AR-113	581 NM	27
AR-104	588 NM	123	AR-114	627 NM	566	AR-201	635 NM	490	AR-002	645 NM	9

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 184NM from the base."**

I.2.C.10d **Percentage of tanker demand in region:** 5.0
Percentage of tankers based in region: 15.0

Tanker saturation within the region has been classified as tanker Rich

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:**

					Route	Count

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Name	Distance	Night?	Personnel?	Equipment?	IR	SR
BADGER	288 NM	✔	✔	✔	0	4
BAILEY	170 NM	✔	✔	✔	0	0
NICOLE (CIR)	310 NM	✔	✔	✔	0	0
TOMAH	288 NM	✔	✔	✔	0	4
TUNNEL	288 NM	✔	✔	✔	0	4

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

BADGER	SR-771	SR-773	SR-776	SR-785					
TOMAH	SR-771	SR-773	SR-776	SR-785					
TUNNEL	SR-771	SR-773	SR-776	SR-785					

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:**

YOUNG - FT CAMPBELL 288 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
BAILEY	170 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 CHAFFEE 357 NM

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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

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E. Airspace Used by Base

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

AR 016	Air Refueling Track / Anc
AR 103	Air Refueling Track / Anc
AR 105	Air Refueling Track / Anc
AR 453	Air Refueling Track / Anc

Details for airspace scheduled or managed by the base:

Airspace: AR 016

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

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:**

A/R prohibited during:
1330-1600Z and 1830-2230Z

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

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2230z-1330z++& 1600Z-1830Z++ (one hour earlier during daylight savings time)

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 160 hrs

I.2.E.7.b **Hours used:** 132 hrs

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

40% Weather, 50% Maintenance, 10% Unknown

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:**

AR 016 is 300NM long

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

Airspace: AR 103

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

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**

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

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 40 hrs

I.2.E.7.b **Hours used:** 26 hrs

I.2.E.7.c **Reasons for non-use:**
90% HHQ CNX, 10% Maintenance

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:**
AR 103 425 NM long

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

Airspace: AR 105

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

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.**

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I.2.E.6 **There are No restrictions currently acting on this airspace**

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

continuous

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 478 hrs

I.2.E.7.b **Hours used:** 427 hrs

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

50 % MAINTENANCE, 40 % WEATHER, 10 % UNKNOWN

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:**

AR 105 IS 210 NM LONG

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

Airspace: AR 453

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

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.**

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I.2.E.6 **There are No restrictions currently acting on this airspace**

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

continuous

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 3 hrs

I.2.E.7.b **Hours used:** 3 hrs

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:**

160nm, FL210/230, FL260/280, FL310/330

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:
Ashland, NE	Civilian
Atlanta, IA	Civilian
Blair, NE	Civilian
Clarinda, IA	Civilian
Council Bluffs, IA	Civilian
Eagle, NE	Civilian
Eppley, NE	Commercial
Fremont, NE	Civilian
Harlan, IA	Civilian
Lincoln, NE	Commercial
Millard, NE	Civilian

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Missouri Valley, IA	Civilian
Nebraska City, NE	Civilian
North Omaha, NE	Civilian
Plsttsmouth, NE	Civilian
Red Oak, IA	Civilian
Scribner NE	Civilian
Shendoah, IA	Civilian
South Omaha, NE	Civilian
Tekama, NE	Civilian
Valley, NE	Civilian
Wahoo, NE	Civilian
Weeping Water, NE	Civilian
Willow wood, NE	Civilian
Woodbine, IA	Civilian

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

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F. Potential for Growth in Training Airspace (Area)

I.2.F.1 **Expansion of training airspace is Not possible.**

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 RILEY

133 NM from the base.

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

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

Great Lakes Navel Train. Cntr

502 mi from the base.

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

Sioux City, Iowa

108 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)

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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:
99.3	98.5	88.9	82.6	81.5

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

I.2.J.2.a Is at or below 15 knots 94.4 percent of the time

I.2.J.2.b Is at or below 25 knots 99.5 percent of the time

I.2.J.3 45 Days have freezing partcipitation (mean per year).

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	AINSWORTH COMM SITE	REMOTE SITE	23	23	
II.1.A.2	BELLEVUE COMM SITE	REMOTE SITE	25	25	
II.1.A.3	GLENWOOD COMM SITE	REMOTE SITE	11	11	
II.1.A.4	HASTINGS BOMB SITE	REMOTE SITE	28	28	
II.1.A.5	HASTINGS HOUSING	HOUSING AREA	24	24	
II.1.A.6	OFFUTT AFB	HOUSING AREA	786	754	32
II.1.A.7	OFFUTT AFB	MAIN BASE	1,923	1,904	19
II.1.A.8	OFFUTT COM. ANNEX #2	REMOTE SITE	372	372	
II.1.A.9	OFFUTT COM. ANNEX #3	REMOTE SITE	128	128	
II.1.A.10	OFFUTT COM. ANNEX #4	REMOTE SITE	373	373	
II.1.A.11	OFFUTT ILS LOCALIZER	REMOTE SITE	141	141	
II.1.A.12	OFFUTT ILS MID. MKR.	REMOTE SITE	181	181	
II.1.A.13	OFFUTT LEVEE ANEX	REMOTE SITE	86	86	
II.1.A.14	OMAHA TACAN ANNEX	REMOTE SITE	2	2	
		TOTALS:	4,103	4,052	51

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	10	10	100.0	0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	1	1	100.0	0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	104,756	100.0	0.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	587,820	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	45,000	68,724	100.0	0.0	0.0	23,724
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	14,308	14,308	100.0	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	115,093	100.0	0.0	0.0	N/A

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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	7,480	7,480	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	25,100	25,100	100.0	0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	631,210	96.0	4.0	0.0	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	164,000	118,644	100.0	0.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	3,100	3,100	100.0	0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	0	0		0.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	60,000	159,001	92.0	8.0	0.0	99,001
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	14,000	29,158	100.0	0.0	0.0	15,158
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	56,800	34,018	100.0	0.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	210,000	195,169	100.0	0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	17,700	37,899	67.0	33.0	0.0	20,199
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	33,149	30,169	100.0	0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	190,900	27,186	100.0	0.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	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	162,345	100.0	0.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	89,345	89,345	100.0	0.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	2,497	2,497	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	26,586	100.0	0.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	125,000	26,586	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	21,335	21,335	100.0	0.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	0	0		0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	8,056	8,056	100.0	0.0	0.0	0

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II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	388,370	100.0	0.0	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	11,144	100.0	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	77,380	97,765	100.0	0.0	0.0	20,385
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	1,476	100.0	0.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	532	532	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
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	128	128	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	291	100.0	0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	330,661	100.0	0.0	0.0	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	9,000	9,000	100.0	0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	140,000	253,314	100.0	0.0	0.0	113,314
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	24,000	12,500	100.0	0.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	24,225	600	100.0	0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	210,141	100.0	0.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	41,965	100.0	0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	2,121	100.0	0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	1,500,906	96.0	3.0	1.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	7,486	7,486	63.0	0.0	37.0	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	1,670	93.0	7.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	2,575	1,574	93.0	7.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	28,801	100.0	0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	26,397	26,397	100.0	0.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	75	65.0	35.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	182,792	100.0	0.0	0.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	833,738	100.0	0.0	0.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	0	0		0.0	0.0	0

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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	323,333	100.0	0.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	80,430	86.0	14.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	672,431	82.0	18.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	2,500	100.0	0.0	0.0
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	1,093,789	98.0	2.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	9,730	95.0	5.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	253,413	100.0	0.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	441,997	100.0	0.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	344	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	998,487	84.0	15.0	1.0
II.1.B.1.k	852	Veh/Equip Parking	SY	843,611	23.0	76.0	1.0

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:** 2632

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:** -52 **(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:** -62 **(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:** 257 **(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)**

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II.1.C.2.a **Number of adequate units requiring whole-house renovation or replacement:** 2375 **(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 **24.0 percent of officer families live on base.**

II.1.C.3.b **37.0 percent of enlisted families live on base.**

II.1.C.3.a **33.0 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
30	Primary	11700 ft	300 ft	No	None	

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 (30).**

II.2.C.1 **Length: 11,700 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 300 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	Upgrade Needed	Upgrade Needed
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Supports Now	Upgrade Needed	Upgrade Needed

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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	149,611	REPLACE 15", 16" & 18" PCC APRON WITH 21" PCC.
Taxiway	B-1B	SY	612,180	REPLACE 16" PCC TAXIWAY AND HAMMERHEAD WITH 21" PCC.
Aprons	B-52	SY	149,611	Replace 15", 16" & 18" PCC apron with 21" PCC
Taxiway	B-52	SY	1,212,180	Replace 16" PCC Taxiway and hammerhead with 21" PCC. Replace 25' asphalt shoulders

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

II.2.G.1 **The total usable apron space for aircraft parking is 220,422 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.)	
Foxtrot Apron	651 ft	651 ft	Primary Aircraft	
Golf Apron	250 ft	250 ft	Transient Aircraft	
Hotel Apron	300 ft	1,630 ft	Transient Aircraft	
India Apron	200 ft	1,480 ft	Transient Aircraft	
Juliet Apron	200 ft	1,520 ft	Transient Aircraft	
Operations Apron	800 ft	1,950 ft	Primary Aircraft	
PAX Apron	250 ft	800 ft	Transient Aircraft	

II.2.G.2 **Permanently assigned aircraft currrently require 235,600 Sq Yds of parking space.**

II.2.G.3 **-15,221 Sq Yds of parking space is available for parking additional non-transient aircraft.**

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

N/A

II.2.H **The dimensions of the (largest) transient parking area:** **300 Ft** **1,630 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:**

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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:	7.2 MG/D	MG/D - million gallons per day	24 %
II.3.A.2	Sewage:	3.6 MG/D		85 %
II.3.A.3	Electrical distribution:	73.32 MW	MW - million watts	46 %
II.3.A.4	Natural Gas:	9,432.00 MCF/D	MCF/D - million cubic feet per day	26 %
II.3.A.5	High temperature water/steam generation/distribution:	147.0 MBTUH	MBTUH - million British thermal units per hour	26 %

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

Power purchused from the Federal Power Marketing Administration. Summer - May-Oct: 35,000 KW. Winter Nov-Apr: 26,000 KW. We have Cathodic Protection on water lines and gas 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:** 457 Hanger

Current Use: Maint Dock; L/A

II.4.A.2 **Size (SF):** 447,276 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-135

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	822 ft	48 ft	
II.4.A.6	Largest unobstructed space inside the facility:	658 ft	48 ft	118 ft

II.4.A.1 **Facility number:** 491 Nose Dock

Current Use: Maint Dack, FL 595

II.4.A.2 **Size (SF):** 27,182 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-140

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	198 ft	32 ft	
II.4.A.6	Largest unobstructed space inside the facility:	198 ft	32 ft	87 ft

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II.4.A.1 **Facility number:** 492 Nose Dock
Current Use: Maint Dock, M/A
II.4.A.2 **Size (SF):** 28,887 SF
II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-140

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	198 ft	32 ft	[redacted]
II.4.A.6	Largest unobstructed space inside the facility:	198 ft	32 ft	87 ft

II.4.A.1 **Facility number:** 493 Nose Dock
Current Use: Maint Dock, M/A
II.4.A.2 **Size (SF):** 27,444 SF
II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-140

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	198 ft	32 ft	[redacted]
II.4.A.6	Largest unobstructed space inside the facility:	198 ft	32 ft	87 ft

II.4.A.1 **Facility number:** 565 Hanger
Current Use: Maint Dock; L/A
II.4.A.2 **Size (SF):** 150,672 SF
II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** E-4

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	216 ft	70 ft	[redacted]
II.4.A.6	Largest unobstructed space inside the facility:	215 ft	38 ft	359 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
513TH ENG TEST SQ	18,360 SF	610284	ELECT TESTING
6TH SPACE OPS SQ	11,144 SF	312941	SATELLITE OPS
97TH INTELLIGENCE SQ	48,306 SF	141456	INTELLIGENCE REPORTING
AF GLOBAL WEATHER CENTRAL	145,818 SF	141649	WEATHER DATA
ALTERNATE PROCESSING	16,994 SF	131111	ALTERNATE
CORRELATION CNTR	16,994 SF	131111	PROCESSING CNTR
MILSTAR	4,100 SF	131132	SATELLITE COMM SERVICES
OFFUTT COMM ANNEX #2	29,153 SF	131137	COMM TRANS SITE

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OFFUTT COMM ANNEX #3	7,186 SF	131137	COMM TRANS SITE
OFFUTT COMM ANNEX #4	15,213 SF	131116	COMM RECEIVER SITE
SATELLITE HEAVY EARTH TERMINAL	19,401 SF	131132	SATELLITE COMM SRV
USSTRATCOM COMMAND CNTR	18,354 SF	141461	COMMAND CNTR

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	206	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	30	CZ	0	206	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.A.2	12	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	30	APZ 1	15	344	1.0	Gen Compat	1.0	0.0	0.0	0.0	0.0	99.0
II.6.A.3	12	APZ 2	30	482	0.0	Gen Compat	1.0	0.0	0.0	0.0	0.0	99.0
	30	APZ 2	45	482	0.0	Gen Compat	2.0	0.0	0.0	0.0	0.0	98.0

	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	3,171	4,500	0	Gen Compat	15.0	0.0	0.0	0.0	0.0	85.0
II.6.A.5	70-75	297	2,190	0	Gen Compat	5.0	0.0	0.0	0.0	0.0	95.0
II.6.A.6	75-80	63	873	1	Gen Compat	1.0	0.0	0.0	0.0	0.0	99.0
II.6.A.7	80+	6	312	1	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	12	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	30	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.B.2	12	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	30	APZ 1	15	344	1	Gen Compat	1.0	0.0	0.0	0.0	0.0	99.0
II.6.B.3	12	APZ 2	30	482	0	Gen Compat	1.0	0.0	0.0	0.0	0.0	99.0
	30	APZ 2	44	482	0	Gen Compat	2.0	0.0	0.0	0.0	0.0	98.0

	DNL Noise	Est		Percent Incompatible	Percent Incompatible	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					

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	Noise Contour	Est Pop	Acres	Incompatible Land Use	Incompatible Land Use	RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.4	65-70	3,171	4,500	0	Gen Compat	20.0	0.0	25.0	0.0	0.0	55.0
II.6.B.5	70-75	297	2,190	0	Gen Compat	10.0	0.0	15.0	0.0	0.0	75.0
II.6.B.6	75-80	63	873	1	Gen Compat	1.0	0.0	5.0	0.0	0.0	94.0
II.6.B.7	80+	6	312	1	Gen Compat	1.0	0.0	0.0	0.0	0.0	99.0

II.6.C **The most recent, publicly released AICUZ study is dated Oct 92**

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 study has not been updated**

The study is still valid.

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

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

Government name:	Types of controls in place	Types of encroachment limited:
Bellevue	Zoning Ordinances	Most of the APZ are on land that is a flood plain and has more building restrictions than the APZ zoning.

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

Government name:	Types of controls in place	Types of encroachment limited:
Bellevue	Zoning Ordinances	Most of the APZ are on land that is a flood plain and has more building restrictions than the APZ zoning.

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:
Bellevue	Building Codes	Uniform Building Code requires insulation for weather puroses that meet or exceed the noise abatement requirement in these contours; building codes incorporate noise reduction

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:

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Bellevue	Building Codes	Uniform Building Code requires insulation for weather puroses that meet or exceed the noise abatement requirement in these contours; building codes incorporate noise reduction

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:
Bellevue	Building Codes	Uniform Building Code requires insulation for weather puroses that meet or exceed the noise abatement requirement in these contours; building codes incorporate noise reduction

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:
Bellevue	Building Codes	building codes incorporate noise reduction

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.

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
Papillion	2235	5606	6399	10372	13000
Omaha	301598	346929	314222	335795	350000
La Vista	0	4858	9588	9840	10500
Bellevue	8831	21953	21813	30932	35000

II.6.H.2 **Metropolitan area encompassing the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Omaha Metropolitan Area (includes parts of Douglas, Sarpy,	457873	556000	585122	618262	650000

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Sarpy County (Offutt AFB is in Sarpy county)	31281	66200	86015	102583	110000

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

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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
Multiple facilities/equipment (26), most unoccupied	1300	CZ	Constructed prior to establishment of AICUZ criteria and/or approved waivers for construction

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 **1.0 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 **Quiet hours 2300L-0600L. IFR rectangular pattern is flown at 3000 ft. MSL and VFR pattern is flown at 2500 Ft MSL. The overhead pattern is at 3000 ft MSL. Multiple approaches & langings require climb rwy heading to specified distance and altitude.**

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 **2 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:** 32, 2K-Loaders, 6 10,000 lb forklifts, 2 9-ton highlift trucks, 2 6,000 lb tugs

III.1.A.2 **14 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 Not available to transient aircraft.**

III.1.C.2 **10 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
Type II Pritchard	600	10	26	0	10

III.1.C.3 **16 fuel storage tanks support the operational fuel hydrant system:**

III.1.C.3.a

Storage tank Capacity:	Tanks with this capacity
50000	16

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III.1.C.4 **The hydrant system is 0.5 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 **749,280 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 truck

Number of offload headers: 6

4 tank trucks can be simultaneously offloaded

Tank cars can Not be offloaded.

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

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

III.1.D.6 **Current despensing capabilities as defined in AFR 144-1** **sustained:** 372960
maximum: 928368

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

III.1.D.7.a **Supporting DFSP:** Kinley Corporation 1309 S. 13th St., Omaha, NE 68123

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:**	4250	4250
Square footage available (including physical capacity limit):	480	480
III.1.E.2 **Normal installation mission storage requirement:**	0	0

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

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

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III.1.F.2 **The size of the hot cargo pad is 213,750 sq feet.**

III.1.F.3 **The sited explosive capacity of the hot cargo pad is 200**

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 36.**

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

C-5, C-141, C-9, L-188, FB-111, F-16, F-14, F-4, C-130, C-135, B-52, P-3, B-1, A-10, B-727.

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 RILEY	133 NM

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

Railheads within 150 NM:

Fort Riley	128 NM
Grand Island - Coplant	110 NM
Independence - Lake City	143 NM
Lawrence - DeSoto	131 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 routinely receives referral patients.**

III.1.J.1

Facilities Receiving Referrals:	Types of Patients Referred:
Whiteman AFB, Minot AFB, Grand Forks AFB, McConnell AFB, Iowa ANG, Nebraska ANG.	Dental, Ophthalmology, Urology, ENT, Orthopedics, Pediatrics, Mental Health Services.

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

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

A Phys Trg, Dent Gen P Res, Fam Pract, PA, Nurse Intern Pro, OB/GYN Nur Pract, Rad, Lab & Med Tech Clin Trng; FFGKA, (2) FFGK

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:**

Life Safety Deficiency Upgrade. O&M projects are Construct computer room/Pharmacy, Coordinated care facility, install summer load boi

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 **Major MCP completed since 1989:**

Physiological Training Facility

III.1.N **Base facilities have a total excess storage capacity of 133,513 sq ft.**

III.1.N.1 **Base facilities have a total covered storage capacity of 267,622 sq ft.**

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	230,016 sq ft
Mobility storage:	10,798 sq ft
War Readiness Support Kits (WRSK) storage:	12,500 sq ft

III.1.N.3 **Base supply facilities that have a planned and funded MCP project:**

Facility:	Funding:
Hazardous Material Storage Facility	1050

III.1.O **229 light military vehicles are on base.**

III.1.P **420 heavy military and special vehicles are on base.**

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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	107.00 $sK	0.00 $sK	107.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	3,183.00 $sK	0.00 $sK		3,183.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,257.00 $sK	0.00 $sK			1,257.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	2,254.00 $sK	0.00 $sK				2,254.00 $sK
				xxx56 TOTALS:	107.00 $sK	3,183.00 $sK	1,257.00 $sK	2,254.00 $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	20,955.00 $sK	707.00 $sK	21,662.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	15,219.00 $sK	1,000.00 $sK		16,219.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	13.00 $sK	0.00 $sK			13.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	100.00 $sK	0.00 $sK				100.00 $sK
				xxx76 TOTALS:	21,662.00 $sK	16,219.00 $sK	13.00 $sK	100.00 $sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-93	Appropriation	Direct	Reimbursable				
		3400	4,066.00 $sK	219.00 $sK			4,285.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	4,489.00 $sK	92.00 $sK				4,581.00 $sK
				xxx78 TOTALS:			4,285.00 $sK	4,581.00 $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	247.00 $sK	0.00 $sK	247.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	520.00 $sK	0.00 $sK		520.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				

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		3400	302.00 $sK	0.00 $sK			302.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	101.00 $sK	0.00 $sK				101.00 $sK
				xxx90 TOTALS:	247.00 $sK	520.00 $sK	302.00 $sK	101.00 $sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	15.00 $sK	0.00 $sK	15.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	979.00 $sK	1.00 $sK		980.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	619.00 $sK	0.00 $sK			619.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	720.00 $sK	0.00 $sK				720.00 $sK
				xxx95 TOTALS:	15.00 $sK	980.00 $sK	619.00 $sK	720.00 $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	8,385.00 $sK	2.00 $sK	8,387.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	8,040.00 $sK	289.00 $sK		8,329.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	17,294.00 $sK	948.00 $sK			18,242.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	12,036.00 $sK	103.00 $sK				12,139.00 $sK
				xxx96 TOTALS:	8,387.00 $sK	8,329.00 $sK	18,242.00 $sK	12,139.00 $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	7,205.00 $sK	41.00 $sK	7,246.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	6,222.00 $sK	43.00 $sK		6,265.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	11,236.00 $sK	67.00 $sK			11,303.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	8,389.00 $sK	37.00 $sK				8,426.00 $sK
				MFH TOTALS:	7,246.00 $sK	6,265.00 $sK	11,303.00 $sK	8,426.00 $sK

2. Relocation Costs

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

Total relocation costs: $ 25,666.00 K

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Section IV/V Level Playingfield COBRA Data

One time closure costs: 515$sM

Twenty year Net Present Value (151)$sM

Steady state savings 46$sM per year

Manpower savings associated with closure 1,058

Return on Investment (years): 13

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Section VI Economic Impact

Economic Area Statistics:

Omaha, NE-IA MSA
Total population: 655,000 (FY 92)
Total employment: 425,842 (FY 93)
Unemployment Rates (FY93/3 Year Average/10 Year Average)

2.9% / 3.2% / 4.1%

Average annual job growth: 4,249

Average annual per capita income: $20,247

Average annual increase in per capita income: $5.3%

Projected economic impact:

Direct Job Loss:	**11,477**	
Indirect Job Loss:	**5,018**	
Closure Impact:	**16,495**	**(3.9% of employment total)**
Other BRAC Losses:	**0**	
Cumulative Impact:	**16,495**	**(3.9% of employment total)**

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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 **5.5 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:** $717

Describe the transportation systems.

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

Omaha Metro Area Transit (MAT)

VII.1.B.2 **Distance to the nearest municipal airport with scheduled, commercial air traffic:** 18 miles

VII.1.B.2 **Airport name:** Eppley Airfield

VII.1.B.3 **Number of commercial air carriers available at the airport:** 22

VII.1.B.4 **Average round trip commuting time to work:** 32 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	Dowing Swimming Pool	5		Hrs.	14	Min.
VII.1.C.2	Movie theater	South Cinema Center	1		Hrs.	02	Min.
VII.1.C.3	Public golf course	Plattsview Country Club	3		Hrs.	10	Min.
VII.1.C.4	Bowling lane	Lepord Lanes	2		Hrs.	06	Min.
VII.1.C.5	Boating	Hayworth Park Marina	3		Hrs.	05	Min.
VII.1.C.6	Fishing	Hayworth Park Marina	3		Hrs.	05	Min.
VII.1.C.7	Zoo	Henry Doorly Zoo	10		Hrs.	25	Min.
VII.1.C.8	Aquarium	Schram Park	25		Hrs.	35	Min.
VII.1.C.9	Family theme park	Family Fun Plex	15		Hrs.	25	Min.
VII.1.C.10	Professional sports	Rosenblatt Stadium	10		Hrs.	25	Min.
VII.1.C.11	Collegiate sports	University of Nebraska at Omaha	18		Hrs.	30	Min.

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VII.1.C.12	Camping facilities	Hayworth Park	3		Hrs.	05	Min.
VII.1.C.13	Beaches (lake or ocean)	Merritt Beach	6		Hrs.	08	Min.
VII.1.C.14	Outdoor winter sports	Nebrasa Ski Resort	20		Hrs.	25	Min.

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

Southroads Mall 10 min (5 Miles)

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

Greater Omaha Metropolitan area 25 min (13 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.)** 117

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.)** 4648

2. Education

VII.2.A **The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios:** 25 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 **70.0 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:**

Gateway Electornic Institue, Universal Technical

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

University of Nebraska, Omaha Bellevue College,

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

Creighton Univ, University of Nebraska at Omaha

3. Spousal Employment

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VII.3.A **87.4 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **69.2 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **2.9 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **2.7 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:**	3.4 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	5.2 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:** Omaha-Counsel Bluffs Interstate AQCR

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

VIII.1.C **There are 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.

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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 No 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 Local Community and the source is:

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River/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.** Fuel contamination (Benzene)

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 **2 water wells exist at the base.**

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

3 due to connection with Metropolitan Utilities District for potable water. 4 no longer needed to provide cooling water to mechanical systems.

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
Northeast corner	113.00 Acres

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

VIII.4.A.3 **The base is 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)

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

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5. Wastewater

VIII.5.A **Base wastewater is treated by Local Community facilities.**

VIII.5.C **There are discharge (treatment) violations or outstanding discharge (treatment) open enforcement actions pending.**

VIII.5.C.1

Violation date	Nature of violation	Current status of violation	Compliance attainment date
Mar 90	Storm water sanitary sewer cross connections	Project under construction throught corps (MCP) to correct	Aug 94

6. Discharge Points / Impoundments

VIII.6.A **There any No National Pollutant Elimination System permits in effect.**

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

Wastewater is not treated on-base.

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

VIII.6.D **There are discharge (treatment) violations or outstanding discharge (treatment) open enforcement actions pending.**

VIII.6.D.1 **1 violations or enforcement actions are pending. Their status is:**

VIII.6.D.2 Correction under contract completion date Aug 94

7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A **100.0 percent of facilities have been surveyed for asbestos.**

VIII.7.A.1 **98.0 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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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.**

Base Lake is a wildlife management resource

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 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 **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:
Offutt wetlands	35

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 Apr 91**

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):**

Douglas/Sarpy Soil Conservation Service

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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 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:
Fort Crook Historic District	On the National Register of Historic Places

VIII.12.B 17 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:

Ft Crook Historic District

VIII.12.C.1 Some 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 Not been archeologically surveyed.

VIII.12.D.1 Not Applicable.

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.

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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 25 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 5796

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 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 25 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
CIV PAY	$579.000 K	$608.000 K	$638.000 K	$670.000 K	$704.000 K
Hazardous Waste Disposal/Remediation	$318.000 K	$334.000 K	$351.000 K	$368.000 K	$387.000 K
IRP	$1,433.000 K	$2,059.000 K	$1,500.000 K	$8,128.000 K	$107.000 K
Natural Resources	$175.000 K	$225.000 K	$150.000 K	$150.000 K	$150.000 K
Permits	$5.000 K	$6.000 K	$6.000 K	$6.000 K	$6.000 K
TESTING, RCAP,TRAINING,CONTRACTS	$1,855.000 K	$1,552.000 K	$961.000 K	$1,057.000 K	$1,163.000 K

15. Other Issues

VIII.15.A There are no additional activities which may constrain or enhance base operations.

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16. Air Quality - Clean Air Act

VIII.16.A Air Quality Control Area (AQCA) geographic region in which the base is located:
Omaha-Counsel Bluffs Interstate AQCA

VIII.16.B Air quality regulatory agency responsible for the AQCA:. Nebraska Department of Environmental Quality (NDEQ)

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

Jim Yeggy (402) 471-4262

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: 0.00 ppm

VIII.16.D.2 Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located: 0.0 ppm

VIII.16.D.3 Ozone Design value is 0.0% of NAAQS

VIII.16.D.4 Carbon monoxide Design value is 0.0% of NAAQS

Air Quality Survey complete, No additional data required.

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Section IX

Document Separator

1995 AIR FORCE BASE QUESTIONNAIRE

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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.

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15. Other Issues

VIII.15.A There are no additional activities which may constrain or enhance base operations.

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: February 9, 1995

TIME: 9:00 am

MEETING WITH: Representatves of the Governor of Okinawa

SUBJECT: U.S. presence in Okinawa/courtesy

PARTICIPANTS:

Name/Title/Phone Number:

→ Choko Takayama, Policy Advisor to the Governor
Masaharu Yoshida, Councilor, Executive Office of the Governor
Seitatsu Kyan, Advisor, Military Base Affairs Office, E.O.G.
Masao Nakachi, Okinawa Liaison

Commission Staff:

* David Lyles, Staff Director
Charles Smith, Executive Director/Special Assistant
Madelyn Creedon, General Counsel
Cece Carman, Director of Congressional and Intergovernmental Affairs
Chip Walgren, Manager, State and Local Liaison
Jim Schufreider; Manager, House Liaison
Ben Borden, Director, Review & Analysis
Frank Cirillo, Air Force Team Leader
Alex Yellin, Navy Team Leader

MEETING PURPOSE:

Mr Takayama mentioned previous visit of Gov Oto and thanked for support. To find results of closure & progress to date. Reason for interest 0.6% of Japanese land, 75% of US troops. Mentioned strategic location & WWII Battles. 50 yrs — 20% of OK land used by US Military. Based on Public Opinion Polls Gov'nt started (3 yrs ago) to push for downsizing culmin in Jan 11 Japan-US conference. ① Status
* we will ask Level of Force Deployed Europe/Pacific - Planning

~~They might not understand~~

We might want to explain the emphasis of the Communities <u>not</u> to close the BASES DUE to LOSS OF JOBS.

Reduction and Realignment of U.S. Military Bases in Okinawa

Petition
submitted to
The United States Government
by
Governor Masahide Ota
and
the Okinawa Prefectural Government

February 1995

OKINAWA PREFECTURAL GOVERNMENT
1-2-2 IZUMIZAKI, NAHA, OKINAWA, 900 JAPAN

PETITION

TO :

I would like to express my utmost respect for your dedication toward the peace and security of the United States as well as of the international community.

On behalf of the 1.25 million citizens of Okinawa, I, as Governor, hereby petition the reduction and realignment of vast U.S. military installations on Okinawa.

I visited the United States on three occasions, including the trip made in June of 1994, to petition directly the U.S. government, Congressmen, and military officials for the reduction and realignment of U.S. bases and the resolution of various base-related problems in Okinawa.

Among many U.S. base issues that need to be addressed in Okinawa, we ask in particular the resolution of the following three issues: **(1) the return of land area used as Naha Port Facility, (2) the termination of parachute drop exercises at Yomitan Auxiliary Airfield and the return of land area occupied by the facility, (3) the termination of live firing exercises over Prefectural Highway 104.** In order to implement plans for further development of local communities, the people of Okinawa have long desired the early return of these areas and the termination of the exercises. We greatly appreciate the U.S. and Japanese governments' entry into discussions for the resolution of these issues, and wish to see tangible results within this year, the 50th anniversary of the end of World War II.

In the fall of 1994, U.S. Congress adopted the National Defense Authorization Act for Fiscal Year 1995, whose Section 1325 requires the Secretary of Defense to submit a report by

March 1, 1995, on "Security Relationship between the United States and Japan." This Section is of great relevance to Okinawa as the huge U.S. military bases hinder industrial development, and various base-related problems, such as recurrent military aircraft accidents and aircraft noise pollution, disrupt the livelihood of local citizens.

We appreciate the inclusion of the Section 1325, which has much significance for Okinawa Prefecture, and would like to pay tribute to those who enabled the insertion of the Section into the Act. We sincerely hope that the Defense Secretary's report will properly address the wishes of the Okinawan citizens, paving the way for the early solution of U.S. base issues.

Furthermore, at the U.S.-Japan summit on January 11th of this year, President Clinton and Prime Minister Murayama agreed to work together for the reduction and realignment of U.S. bases in Okinawa, which gives the people of Okinawa much hope for the early resolution of base problems on the island.

As you well know, Okinawa became the site of one of the fiercest battles in the Pacific between U.S. and Japanese soldiers that embroiled innocent civilians as well. Ultimately, 200,000 precious lives were lost, and valuable cultural assets were also reduced to ashes. An island once rich in greenery became nothing more than a wasteland.

Under the administrative control of the United States, U.S. bases on the island were fortified and Okinawa emerged as "the Keystone of the Pacific." Although it has been 23 years since Okinawa's reversion to Japan and 50 years since the end of World War II, the existing situation of Okinawa has not changed remarkably: A small prefecture, which comprises merely 0.6% of the whole Japanese territory, is burdened with 75% of the installations in the exclusive use of U.S. Forces in Japan. As for the main island of Okinawa, where most of the prefectural population and industries are located, 20% of the land is occupied by U.S. bases.

The massive presence of U. S. bases poses obstacles to the expansion of transportation network, urban development, and procurement of lands for industrial use.

Various problems arising from U.S. military activities are of paramount concern to Okinawans. Parachutists miss the target area and land onto private property; brush fires

destroy the greenery in impact areas; chronic aircraft noise disturbs local residents; and the frequent crashes of military aircraft endanger the safety of Okinawans as well as strike fear in their hearts.

This year 1995 marks the 50th anniversary of the end of the Pacific War and the Battle of Okinawa. In this milestone year for our prefecture, the people of Okinawa strongly desire more concrete solutions to military base issues in Okinawa.

With regard to "Report on Security Relationship between the United States and Japan," which I have mentioned, we request that officials from your respective Departments conduct an inspection of U.S. bases on Okinawa and give ear to the voices of Okinawan people in local municipalities and the Prefectural Government. For your reference, we have attached a list of objectives we seek in the resolution of urgent base issues on the island. We hope that the Secretary of Defense will incorporate those objectives, which are sincerely requested by the Okinawan people, in his report.

We are grateful for the cooperation you have extended to us in the resolution of Okinawa's bases issues. We would like to request your continued support and cooperation.

Respectfully submitted,

MASAHIDE OTA
Governor
Okinawa Prefecture

OBJECTIVES SOUGHT

1. The following three issues are of utmost concern to Okinawans, and we ask for the resolution of these issues by the end of 1995, the 50th anniversary of the end of the Pacific War and the Battle of Okinawa.

   (1) Return of Land Area Occupied by Naha Port Facility
   (2) Termination of Parachute Drop Training at Yomitan Auxiliary Airfield and Return of Land Area Occupied by the Airfield
   (3) Termination of Live Firing Exercises over Prefectural Highway 104

   The U.S. and Japanese governments have entered into discussions on these issues, and the U.S.-Japan Joint Committee has established special task forces to study the possible return of Naha Port Facility and Yomitan Auxiliary Airfield.

2. As the return of the following facilities and areas is crucial to the development of local communities, and land utilization plans have been already considered, we ask for their early return.

   (1) Return of Land Area Occupied by Marine Corps Air Station Futenma
   (2) Return of Land Area Occupied by Okuma Rest Center
   (3) Partial Return of the Northern Section of Camp Kuwae
   (4) Partial Return of Restricted Sea Zones and Air Space

3. We seek the resolutions of the following issues:

   (1) Military Aircraft Crashes and Other Base-Related Issues
   (2) Aircraft Noise Pollution
   (3) Leakage of Oil / Chemical Substance and Environmental Pollution in and around Military Bases
   (4) Live Firing Exercises and Environmental Destruction
   (5) Removal of Unexploded Ordnance Following Live Firing Exercises

4. Social and economic impacts of military bases in Okinawa

   (1) Hindrance to Industrial and Commercial Development
   (2) Revenues from Military Bases and the Okinawan Economy

5. Municipalities, where U.S. bases are located, petition the resolution of base-related problems.

1. The three major issues which the Okinawa Prefectural Government desires to be resolved by the end of 1995, the 50th anniversary of the end of World War II and the Battle of Okinawa

(1) Return of Land Area Occupied by Naha Port Facility (Naha City)

At the meeting of the 15th U.S.-Japan Security Consultative Committee held in January 1974, it was agreed that Naha Port Facility would be returned on the condition that it be relocated elsewhere. Although twenty years have elapsed since the agreement, the return has not been accomplished. On the 15th of December, 1994, the U.S.-Japan Joint Committee agreed on the establishment of a special task force to facilitate the relocation of Naha Port.

The military facility occupies a portion of Naha Port, which is the gateway to the capital city, Naha, and is near Naha Airport, the main airport on the island. The port area as a whole holds great potential for effective promotion of industrial development.

At present, the Free Trade Zone (FTZ) has been established in one section of the facility as a means of promoting trade and industrial development in Okinawa. However, due to its limited space and irregular formation, it cannot be used in conjunction with Naha Commercial Port or Naha Airport. Limitations placed on its use create great obstacles to its effectiveness.

In 1994 the number of ships entering the port on military-related matters was 18, or an average of one ship per month. Clearly, the facility's rate of utilization is very low.

Naha City and Okinawa Prefecture have made repeated requests to the Japanese and U.S. Governments for the return of land area occupied by the facility. In order to reorganize the site of this facility for new urban development, Naha City is now drawing up a site utilization plan, which includes an international exchange zone equipped with passenger ship berths and commercial and business zones.

(2) Termination of Parachute Drop Training at Yomitan Auxiliary Airfield and Return of Land Area Occupied by the Airfield (Yomitan Village)

Yomitan Village has a population of approximately 33,000 and an area of 3,517 hectares. The U.S. military installations in this village not only occupy 47% of the village but they are scattered in a manner which fragments the entire village. Yomitan Auxiliary Airfield (190.6 hectares) is open to residents at all times except when parachute drop exercises are conducted. It has virtually lost its role as an auxiliary airfield, and is now used only as a parachute drop exercise ground.

Parachute drop exercises still take place continually. 29 incidents of parachutists landing on civilian property have occurred since the inception of the exercises in 1950. Such incidents have aroused local residents to rise up against the exercises. And occasionally disputes between American parachutists and Okinawan residents have taken place at the point of intrusion.

As the parachute drop exercises at this diminutive airfield, surrounded by civilian homes and farmlands, pose great danger, Yomitan Village authorities and the Prefectural Government have lodged repeated requests for the termination of the exercises and the return of the area occupied by the facility. Yomitan Village has formulated schemes for the appropriate uses of this airfield, and is planning the site for agricultural purposes, public service amenities, and roads. A task force to consider the return of the Airfield was set up by the U.S.-Japan Joint Committee on June 16, 1994. Currently, technical aspects of the return of the facility are being discussed.

(3) Termination of Live Firing Exercises over Prefectural Highway 104

The conduct of live firing exercises with 155mm howitzers, which target Mount Onna, requires the closure of Prefectural Highway 104, a vital local road which links the east coast to the west. In 1994 these exercises were conducted 11 times over a period of 33 days, and the number of shells fired amounted to 3,600.

As civilian homes, schools, and a hospital encircle the Camp Hansen artillery range, and as the fire arms used carry a range which exceeds the training area, local residents are continually exposed to danger. Opposition to the exercises have grown, and local residents demand their immediate termination.

Also, a number of Okinawa's popular resorts lie back-to-back to Camp Hansen. Should a shell stray off into these areas, it would not only court a disastrous tragedy but also have catastrophic repercussions on the local tourism industry.

Repeated live firing exercises have changed the topography of the target area; the greenery in the area has been destroyed, and mountain surfaces have become pitifully bare. The recovery of the natural environment is expected to take many years, if it is possible at all. Today, when the preservation of the natural environment is an important worldwide issue, particular attention must be paid to these harmful exercises.

Kin Township and Okinawa Prefecture have repeatedly requested both the Japanese and U.S. Governments and the U.S. Forces in Okinawa for an immediate termination of the live firing exercises. In order to ensure the safety of Okinawan citizens and to protect the natural environment, the Okinawa Prefectural Government earnestly seeks the termination of the live firing exercises at Camp Hansen.

2. Facilities and areas whose return is crucial to the development of local communities

(1) Return of Land Area Occupied by Marine Corps Air Station Futenma (Ginowan City)

Ginowan City has a population of 79,000 and an area of 1,937 hectares. Located at the center of this city, however, is Marine Corps Air Station Futenma (481. 5 hectares). The base severs the city's various infrastructures, resulting in a great hindrance to the establishment of a well-balanced, sound city.

Additionally, noise levels during aircraft take-off and landing in the vicinity of this air station registered 75.6 WECPNL*, considerably exceeding the environmental limit of 70

WECPNL. The otherwise quiet residential and school areas nearby have been badly disrupted by this level of noise pollution.

Moreover, 55 accidents involving U.S. military aircraft assigned to this base have occurred since Okinawa's reversion to Japan in 1972. In October 1992, a CH-46 helicopter turned over and sustained serious structural damage on the runway; on April 6 of 1994, yet another CH-46 helicopter crashed on the runway at the air station.

Understandably, these accidents have caused deep and continuing anxiety in local civilian residents, who fear that one misstep in an accident could lead to a major disaster in their community. The residents protest the existence of this air station fraught with danger.

Ginowan City, without fail, has lodged a protest at the occurrence of every accident. In April 1994, the City Assembly passed a resolution for the immediate return of land area occupied by the air station. In this confined area, the return of the base is vital for the city's efforts to implement a comprehensive development plan. The city has plans to use the air station site as a center for urban development.

*WECPNL=Weighed Equivalent Continuous Perceived Noise Level, so-called "noise index," is a unit of measurement set by the International Civil Aviation Organization.

(2) Return of Land Area Occupied by Okuma Rest Center (Kunigami Village)

The Okuma Rest Center (54.6 hectares), heretofore used as a recreational facility restricted to U.S. military personnel, civilian employees, and their dependents, is located on the west coast in northern Okinawa and is renowned for its white sandy beaches and deep blue seas that make it an important spot of scenic beauty.

One section adjacent to the Center, which has been returned by the U.S. military, has been developed as a private resort area. Bringing in 120,000 tourists in 1993, the resort is an attractive tourist spot for the burgeoning tourism industry in Kunigami Village.

The primary industries in Kunigami Village include agriculture, forestry, and fishery. However, in recent years there has been a continuous outflow of local residents to other areas of Okinawa, resulting in the depopulation of Kunigami Village. To revitalize the area, the village has made plans for further resort development based on the site of the American facility. The village, thus, requests the early return of Okuma Rest Center.

(3) Partial Return of the Northern Section of Camp Kuwae (Chatan Town)

Chatan Town has a population of 23,000 and is located in the central part of the main island of Okinawa. Before the war, Chatan was noted for its rich, fertile farmland, but the U.S. military constructed bases on this land immediately following the war. Most of the level land, which comprised community regions and fertile agricultural regions, was requisitioned for military use.

Thus, most of the townspeople were forced to farm and establish homes in the steep and narrow mountains after the war. The livelihood of the Okinawan people was disrupted, and the establishment of residential areas was obstructed. The increase in population thereafter has necessitated the conversion of more and more of the precious farmland for residential use, while the standard of living has decreased.

The site of a former airport that was returned some time ago on Highway 58, an arterial road running along the west coast of the island, is an example of how lands returned by the U.S. military will be used. Nicknamed "Hamby," the site is now experiencing dramatic urban development.

However, the large U.S. military bases that still occupy 57% of the town are a great obstacle to balanced development and the promotion of vigorous urban development. Therefore, Chatan Township strongly requests the return of the U.S. military bases.

The area of land requested for return at this time is 42 hectares of the northern section of Camp Kuwae. Chatan Town has devised a site utilization plan, called the Ihei Land Readjustment Plan, which calls for the construction of an administration center at the site.

(4) Partial Return of Restricted Sea Zones and Air Space

Sea Zones

Okinawa Prefecture, with a land area of 2,265 square kilometers, is the fourth smallest prefecture in Japan. And, because the large U.S. military bases are located on such limited prefectural lands, the utilization of land and sea zones is greatly restricted.

For such reasons, to promote regional development, the Prefectural Government and the municipalities concerned have been making efforts to effectively utilize the prefectural lands through the development of residential and industrial areas, the development of public facilities and agricultural lands, and the promotion of waterfront projects by reclaiming land from sea zones. However, with such limited land, sufficient development cannot be achieved. Thus, the return of land and sea zones used by the U.S. military is of utmost importance.

U.S. military restrictions within Naha Port Facility, where the Free Trade Zone occupies a section, must be lifted since they create great obstacles to the effective use of the Free Trade Zone, as well as hinder plans for the construction of piers. Military restrictions must also be lifted at the Awase Communications Site, for Okinawa City plans to expand the area through reclamation of land from the sea and construct a resort facility at the site.

Air Space

Okinawa is one of the most prominent tourist resorts in Japan, and in 1993 approximately 3.19 million tourists visited the prefecture. Tourism is a significant local industry.

As Okinawa is an island located far from mainland Japan, the establishment of an air traffic network for the transportation of tourists and the direct air delivery of agricultural products, such as subtropical flowers and vegetables, is an essential requirement for the promotion of industry. Thus, in addition to the main airport in Naha, the prefecture plans to construct 11 more airports in Okinawa's remote islands.

However, some air space over Okinawa is used for U.S. military training purposes, causing a great obstacle to commercial air routes. For example, the air space allowed for landing and take-off of commercial aircraft at Naha Airport is restricted to a radius of under 5 surface miles (approx. 8km) and an altitude of 2,000 feet (600m). When compared to air space normally allowed, commercial air space over Naha is reduced by 1km in radius and 1,000 feet in altitude. Due to such limitations, commercial airplanes have no choice but to fly at low altitudes, placing pilots under much pressure.

Furthermore, in the case of Iheya Airport, scheduled to be constructed soon, since the air space overlaps the Iejima air space used for military exercises, difficulties are expected in ensuring well regulated services for the airport. The problem of air space for exclusive U.S. military use will adversely affect not only domestic flights, but also international flights that are expected to increase in the future.

Therefore, the Prefectural Government requests that the air space used for U.S, military training, which hinders Okinawa's development, be returned or reduced.

3. Problems arising from U.S. military activities

(1) Military Aircraft Crashes and Other Base-Related Issues

The huge bases that crowd the island are a source of various military-related problems. The following are some of the main issues which concern us today.

First, there have been 115 military aircraft accidents since Okinawa's reversion to Japan. In 1994, an F-15 fighter jet and a CH-46 helicopter crashed on base in April, and an AV-8B Harrier crashed into sea near Aguni Island on August 18. Also, on November 16, a UH-1N helicopter crashed in Camp Schwab, a northern base of Okinawa, killing the two crew members and injuring three others.

Since an aircraft crash can cause potential harm to local residents, Okinawan people are frightened by the frequency of military aircraft accidents.

At every occurrence of an accident, the Prefectural Government and Assembly firmly requested the U.S. Forces and both Japanese and American authorities to investigate into the causes, release findings, and reinforce safety measures.

However, U.S. Forces have not yet given satisfactory explanations for past incidents. In the meantime, aircraft accidents have continued to occur, causing Okinawans to have a distrust of the adequacy of U.S. military's safety measures.

Citizens of Ginowan City, for example, have voiced their opposition to the operation of the Futenma Airfield, which is situated in the midst of the city. There have been 55 accidents involving aircraft stationed at the Airfield since Okinawa's reversion to Japan in 1972.

With regard to live firing exercises performed at the Camp Hansen firing range, the closing down of a vital prefectural artery causes inconvenience to locals residents. In addition, as homes, schools and a hospital are located in the vicinity of the firing range, there is much concern about the safety of residents. Environmental damages such as red silt erosion and brush fires following firing exercises also pose serious problems.

Yomitan Auxiliary Airfield is surrounded by homes and farms. Parachute drop exercises are conducted at the Airfield against strong protests from the local community. Since the inception of the paradrop exercises, there have occurred 29 incidents in which parachutists missed target zones and landed on private property.

Finally, the Prefectural Government and the people of Katsuren Town are concerned about the pollution of coastal waters and the adverse effect on fishery caused by the frequent calls made at White Beach by nuclear-powered vessels. Several ships made repeated calls at White Beach in 1994, totaling up to 18 port calls in that year alone.

A Summary of U.S.Military Aircraft Accidents after Reversion(May 1972-December 1994)

	Rotary Blade						
Type of Aircraft	CH-46	CH-53	UH-1	AH-1J	H-3	others	subtotal
Number of Accidents	19	15	10	3	4	5	56
Type of Accident	emergency landing	crash	falling of objects	structural damage while pulling	low-altitude flight	miss landing	
Number of Accidents	32	14	6	2	1	1	56
Casualties	dead	missing	serious injury	mionor injury			
	27	20	10	6			63

	Fixed Wing							
Type of Aircraft	F-15	F-4	KC-130	AV-8	A-4E	others	subtotal	Total
Number of Accidents	12	11	7	4	3	22	59	115
Type of Accident	crash	falling of objects	miss landing	emergency landing	mid-air contact	flame jet spray		
Number of Accidents	19	14	13	11	1	1	59	115
Casualties	dead	missing	serious injury	minor injury				
	2	5	4	3			14	77

(2) Aircraft Noise Pollution

The negative impact of U.S. military activities on surrounding communities is extensive, but the most serious is the chronic aircraft noise pollution arising from Kadena Air Base and MCAS Futenma. About 470,000 people (38% of the prefectural population) in 11 municipalities are affected by incessant jet noise.

In the air space over Kadena Air Base, touch-and-go flights and flight maneuvers by U.S. military aircraft deployed at the base and carrier-based aircraft from other bases in the Far East are conducted regularly. Engine adjustments are also continually carried out. These activities produce intolerable amount of noise, which disrupts the daily lives of people residing near the base.

Also at MCAS Futenma, aircraft landings and take-offs during flight exercises produce high levels of noise, and helicopter flight maneuvers conducted in the air space over the base as well as over residential areas produce an intolerable amount of noise.

For these reasons, the prefectural government in cooperation with local administrations has measured the noise level at 22 spots around Kadena Air Base and 16 spots around MCAS Futenma. In 1993 it was found that in 12 of the 22 spots (55%) near Kadena AB and in 8 of the 16 spots (50%) around MCAS Futenma, the noise level exceeded the accepted environmental noise limit.

In addition to the noise from routine maneuvers, the loud noise from such special exercises as LORI and ORI (Operation Readiness Inspection) causes harm to residents in adjacent areas. In addition to disturbing daily conversations and sleep, the noise disrupts classes, jams TV/radio broadcasts, and causes physical and mental strains such as hearing inability and fatigue. Aircraft noise from Kadena AB and MCAS Futenma that are situated in the midst of cities causes serious disturbance to local residents.

The issue of aircraft noise pollution has been brought up at the Tripartite Liaison Committee meetings composed of the representatives of the U.S. military, Government of Japan, and the Okinawa Prefectural Government. The committee, however, has not initiated any adequate

countermeasures to comply with the desires of the Okinawan people.

(3) Leakage of Oil / Chemical Substance and Environmental Pollution in and around U.S. Bases

Water pollution occurring at U.S. bases has been counted 65 times since Okinawa's reversion to Japan. The leakage of raw sewage and oil materials was deemed responsible for the pollution of nearby waters.

During the post-reversion period, oil spillage has occurred 16 times at Kadena Air Base alone. Hija River, which supplies drinking water to the Okinawa people, runs next to Kadena AB, and a well, a source of underground water, is located within the base. Therefore, oil spillage not only damages the natural environment but also harms the Okinawan people's health.

In January 1992, it was revealed that PCB leakage had occurred twice, in 1986 and 1988, at Kadena AB. U.S. military did not inform the Prefecture and local administrations of the two accidents until they were discovered and reported upon by the mass media. Furthermore, it was reported that PCB transformers had been left unguarded for some time during the removal of PCB contaminated matters. Apparently, U.S. military's handling of toxic wastes disposal was inadequate.

Moreover, environmentalists are accusing the United States of polluting the environment at Clark and Subic bases in the Philippines. The U.S. Forces reportedly left oil, heavy metal and other chemical wastes at the former American bases.

Because of the PCB accident and the environmental pollution found at the Philippine bases, the Prefecture and municipal administrations are concerned about similar unrevealed cases of soil and water contamination caused by U.S. military on Okinawa's U.S. bases.

Contamination of underground water and pollution of the environment by oils and other toxins are detected only after many years. Once contamination exceeds a certain point, recovery of the environment is almost impossible. In this regard, every effort must be made to enforce measures to protect the natural environment on the U.S. bases.

(4) Live firing Exercises and Environmental Destruction

Live firing exercises with 155mm howitzers, which target Mount Onna, requires the closure of Prefectural Highway 104, a vital artery which connects the east coast to the west. Between March 1973 and December 1994, there were 153 rounds of live firing exercises over 287 days.

In 1993 and 1994, although live firing exercises were conducted for nearly the same number of days, the number of shells fired diminished from 5,600 to 3,600 in the two years. The Prefectural Government, however, still opposes the exercises because homes, schools, and a hospital are located in the vicinity of the firing range, and the coast behind it is a popular resort in Okinawa. Furthermore, as the range of firearms are said to exceed the size of the firing field, there is concern about the possible harm to the lives and property of local residents.

In addition, it is deplorable that the frequent exercises have destroyed the greenery in the impact area; from the standpoint of environmental protection, further destruction of the environment should be prevented.

It is argued that tracer and illumination bullets used in firing exercises are apt to ignite fires, which are carried easily by weeds that are set ablaze on the range. During the post-reversion period, there were 114 incidents of fire, resulting in the burning of 1,307 hectares of land.

Live firing exercises with 115mm howitzers and tracer bullets cause not only landslides and brush fires but also pollute waters with red silt. After the heavy rain in August 1993, 694 mg/l, 267 mg/l, and 509 mg/l of red silt were measured at three rivers running through Camp Hansen. When the Division of Environment and Health of the Prefectural Government measured 145 different rivers on the island in 1988, the average contamination of red silt turned out to be about 80 mg/l, giving evidence as to how polluted the rivers running through Camp Hansen are.

(5) Removal of Unexploded Ordnance Following Live Firing Exercises

Okinawa Prefecture has undertaken the removal of unexploded ordnance fired during the Battle of Okinawa in tandem with a special unit from the Japanese Ground Forces. Clearance

of buried ordnance takes three stages: first, Okinawan officials gather information from local people; second, private companies locate ordnance with magnetic instruments; third, the unit from the Ground Forces removes the ordnance. With the current pace of removal, however, it would take a couple of more decades to clear all the ordnance.

Since 1950, live firing exercises have been performed at the Camp Hansen firing range. Between 1991 and 1994, artillery firing exercises over Prefectural Highway 104 resulted in the firing of 19,296 shells into the side of Mount Onna. As other firing exercises using 40mm grenades are conducted at different ranges, a considerable number of unexploded ordnance is expected to be found within Camp Hansen.

Although the probability of howitzers being unexploded is one in 8,000 - 10,000, there is a high possibility for 40mm grenades to remain unexploded.

If and when Camp Hansen is returned to Okinawa in the near future, such projects as reforestation, road construction, and landslide prevention must be carried out. For the safe and swift operation of such tasks, prior removal of unexploded ordnance is essential.

Furthermore, when a fire breaks out within the firing range, fire fighting can only be performed from the air by helicopters due to the danger of unexploded ordnance on the ground surface.

It is reported that an agreement on the removal of unexploded ordnance has been reached at the Fuji and Kita Fuji firing ranges in mainland Japan. As a cleanup is undertaken after each firing exercise, no unexploded shells are said to remain at either range.

Also, the U.S. government has promised to spend $ 400 million over a span of 10 years for the removal of unexploded ordnance in Kaho'olawe, Hawaii.

Removal of ordnance normally takes a considerable amount of time and expense. Therefore, we request U.S. and Japanese governments to provide assistance for the removal of unexploded ordnance so that the lands can be swiftly utilized after the return of the facility.

4. Social and economic impacts of military bases in Okinawa

(1) Hindrance to Industrial and Commercial Development

Okinawa Prefecture occupies only 0.6% of Japan's entire territory; nevertheless, approximately 75% of the U.S. installations in the exclusive use of U.S. Forces in Japan is concentrated in Okinawa. In fact, 20% of the main island of Okinawa is now occupied by bases.

Nearly 50,000 U.S. military personnel and their dependents are now stationed on the main island of Okinawa, which is already densely populated with 1.1 million inhabitants. The principal military facilities are live firing ranges, a parachute drop exercise field, and Kadena Air Base, the largest in the Far East. The huge military bases that crowd the island impede the sound development of cities, industries, and transportation network.

Also, due to air space restricted for U.S. military use, the air space allowed for commercial aircraft landings and take-offs at Naha Airport is reduced to a very narrow range, forcing commercial flights to fly at low altitudes. Although a new airport is scheduled to be constructed in Iheya, an island to the northwest of mainland Okinawa, similar difficulties are expected to arise because of the air space restricted for military use.

Furthermore, the sea zones designated for U.S. military training pose a great obstacle to the expansion of the Free Trade Zone located at the Naha Military Port and the construction of roads along the coast of the Makiminato Service Area.

Number and Area of U.S. Military Bases (as of March 1994)

(A) Number and Area of Facilities

	Number of Facilities (in the exclusive use of the U.S.)	Area of Facilities (in the exclusiveuse of the U.S.)
U.S. Bases in Okinawa	42 (40)	24,526ha (23,739ha)
U.S. Bases in Japan	138 (97)	98,310ha (31,799ha)
Okinawa's Percentage of U.S. Bases in Japan	30.3% (41.2%)	24.9% (74.7%)

(B) Percentage of U.S. Bases in Okinawa

	Land Area	Area of Facilities	Percentage of Facilities	Population Density
Okinawa	2265.23 km	24,526ha	10.80%	546
Japan	377,750km	98,310ha	0.30%	329
Proportion of Okinawa	0.60%	24.90%	—	10th in the nation
	fourth smallest	second largest in the nation	highest percentage in the nation	

(C) Municipalities in which Military Bases Occupy More than 40% of the Land Area

1. Kadena Town 82.9%
2. Kin Town 59.9%
3. Chatan Town 56.7%
4. Ginoza Village 51.5%
5. Yomitan Village 46.9%
6. Higashi Village 42.2%

(D) Number of Military Personnel, Civilian Component, and Dependents

	1975	1993
Army	9,128	2,239
Navy	3,996	5,045
Air Force	24,900	17,751
Marine Corps	19,572	25,643
TOTAL	57,596	50,678

(2) Revenues from Military Bases and the Okinawan Economy

Before Okinawa was reverted to Japan in 1972, Okinawa's economy was so heavily dependent on the income from U.S. bases that it was called "base economy." Military-related income constituted 44.4% of the gross prefectural revenue (nominal) in 1957.

However, during the post-reversion period between 1972 and 1991, the proportion of military-related income in the gross prefectural revenue fell from 15.5% to 4.9%. When compared with tourism, Okinawa's leading industry, the revenue from military-related transactions was nearly twice as much as that from tourism in 1972. But the revenue from the military continued to decline and became only half of that from tourism in 1991.

With the growth of the prefectural economy after reversion to Japan, the relative weight of military-related revenues diminished. And with the end of the Cold War and the demise of the ex-Soviet Union, it is expected that the U.S. military expenditure will continue to decline, and likewise Okinawa's dependency on the income from bases.

In Okinawa, the price of land is easy to hike up because of the high population density. Although Okinawa's per capita income is the lowest in the nation, its land price tends to be higher than any other local cities in mainland Japan, except metropolises like Tokyo, Osaka, and Nagoya. Therefore, it is difficult to secure extensive lands for industrial use.

Under these circumstance, the existence of military bases has given rise to other problems. The relative scarcity of land has rendered Okinawa more dependent on the tertiary economy.

Okinawa's manufacturing base is still too small to sustain a fully independent economy. Furthermore, the presence of bases in the middle of cities hinders urban development, industrial expansion, and the effective use of land.

The Japanese government's Third Okinawa Promotion and Development Plan aims to develop more tourist resorts, international exchanges, and traditional cultures, in an attempt to make Okinawa a unique region by the year 2001.

The efficient use of lands in Okinawa is crucial to achieve the goals of this plan. In order to develop industries, tourist resorts, transportation, residential districts and parks, it is essential to secure enough lands by reducing and realigning American military bases.

Revenues from U.S. Bases in the Okinawan Economy

(in Yen)	1972	1991
Expenditure of military servicemen and civilian component	41.4 billion	53.2 billion
Income of Okinawan employees on base	24 billion	47.9 billion
Rents for military sites	12.6 billion	51.6 billion
Transactions with the military (in total)	78 billion	152.7 billion
Dependency on military bases (percentage in gross prefectural expenditure)	15.40%	4.90%
Revenues from tourism and percentage in gross prefectural expenditure	40.9 billion (8.1%)	345.9 billion (11.0%)

5. Municipalities, where U.S. bases are located, petition the resolution of base-related problems.

As mayors of Okinawan municipalities where huge military bases are located, we are very much interested in the Section 1325 of the National Defense Authorization Act for Fiscal Year 1995, which has requested the U.S. Secretary of Defense to report to Congress on "Security Relationship between the United States and Japan."

We are also delighted that President Clinton and Prime Minister Murayama both promised to strive for the reduction and realignment of U.S. bases on Okinawa, which gives us much hope for tangible progress in the resolution of U.S. base issues.

Vast U.S. military bases crowd our towns and villages. We ask that the report by Secretary of Defense to Congress accurately reflect the various adverse impacts of U.S. military bases on local communities.

February 1995

Mayor of Naha City	Kosei Oyadomari	K. Oyadomari
Mayor of Ishikawa City	Takashi Hirakawa	Takashi Hirakawa
Mayor of Gushikawa City	Masayoshi Nakamoto	Masayoshi Nakamoto
Mayor of Ginowan City	Seiken Tobaru	Seiken Tobaru
Mayor of Ishigaki City	Nagateru Ohama	NAGATERU OHAMA
Mayor of Urasoe City	Seiko Gibo	Seiko Gibo
Mayor of Nago City	Tetsuya Higa	Tetsuya Higa
Mayor of Okinawa City	Shusei Arakawa	Shusei Arakawa

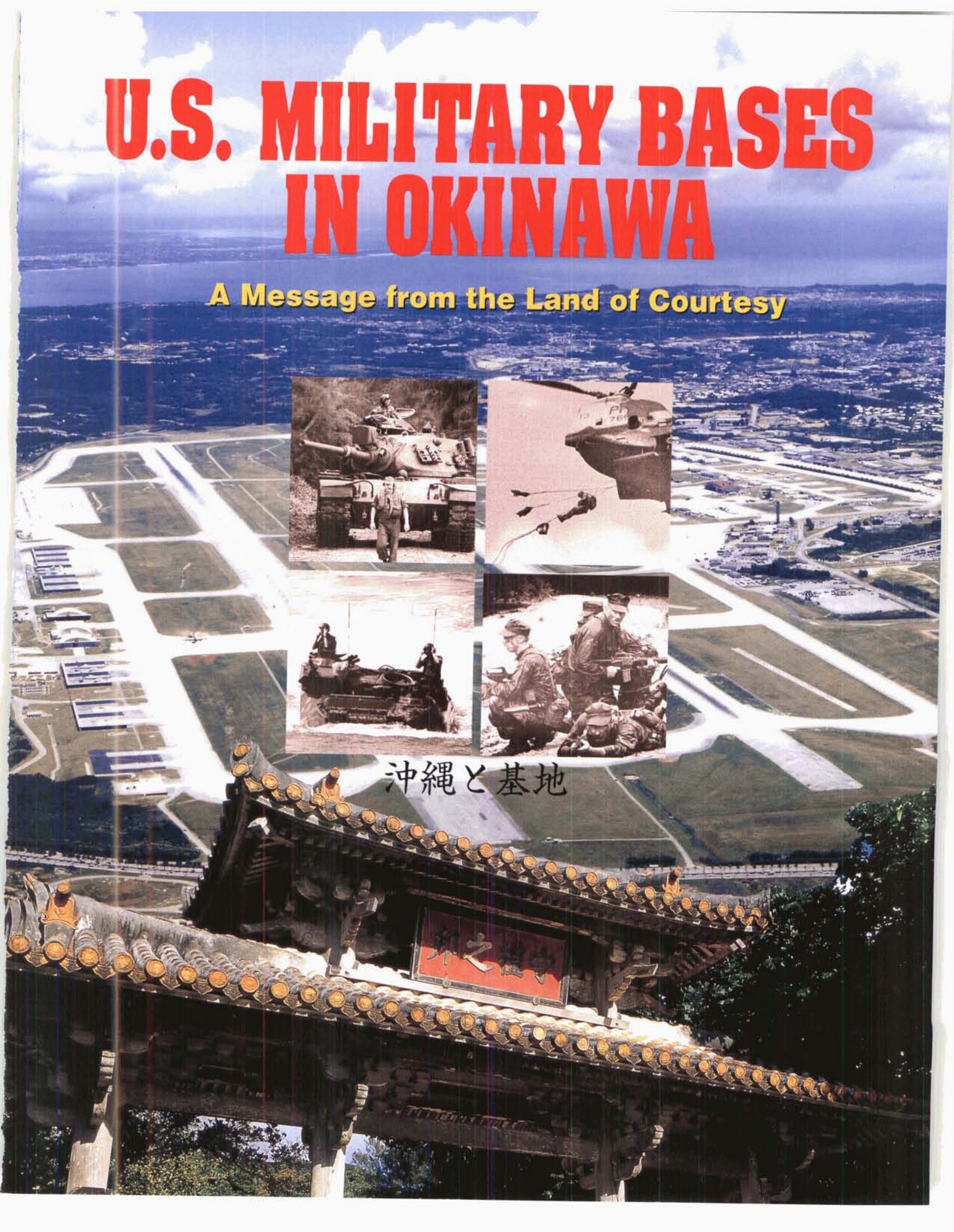
Mayor of Kunigami Village	Hiroshi Nakahara	Hiroshi Nakahara
Mayor of Higashi Village	Noriyasu Taira	Noriyasu Taira
Mayor of Motobu Town	Tokumatsu Nagahama	Tokumatsu Nagahama
Mayor of Onna Village	Shigemasa Higa	Shigemasa Higa
Mayor of Ginoza Village	Hiroshi Igei	Hiroshi Igei
Mayor of Kin Town	Katsuhiro Yoshida	Katsuhiro Yoshida
Mayor of Ie Village	Seitoku Shimabukuro	Seitoku Shimabukuro
Mayor of Yonagusuku Town	Tsutomu Yamane	Tsutomu Yamane
Mayor of Katsuren Town	Shintoku Kurato	Shintoku Kurato
Mayor of Yomitan Village	Tokushin Yamauchi	Tokushin Yamauchi
Mayor of Kadena Town	Tokujitsu Miyagi	Tokujitsu Miyagi
Mayor (Acting) of Chatan Town	Yoshimitsu Higa	Yoshimitsu Higa
Mayor of Kitanakagusuku Town	Kaoru Kyan	Kaoru Kyan
Mayor of Nakazato Village	Sousei Taira	Sousei Taira
Mayor of Gushikawa Village	Tokio Nomura	Tokio Nomura
Mayor of Tonaki Village	Masatoki Higa	Masatoki Higa
Mayor of Kitadaito Village	Morihide Shiroma	Morihide Shiroma

Document Separator

The contents of this file is available in hardcopy. The maps are to large to scan.

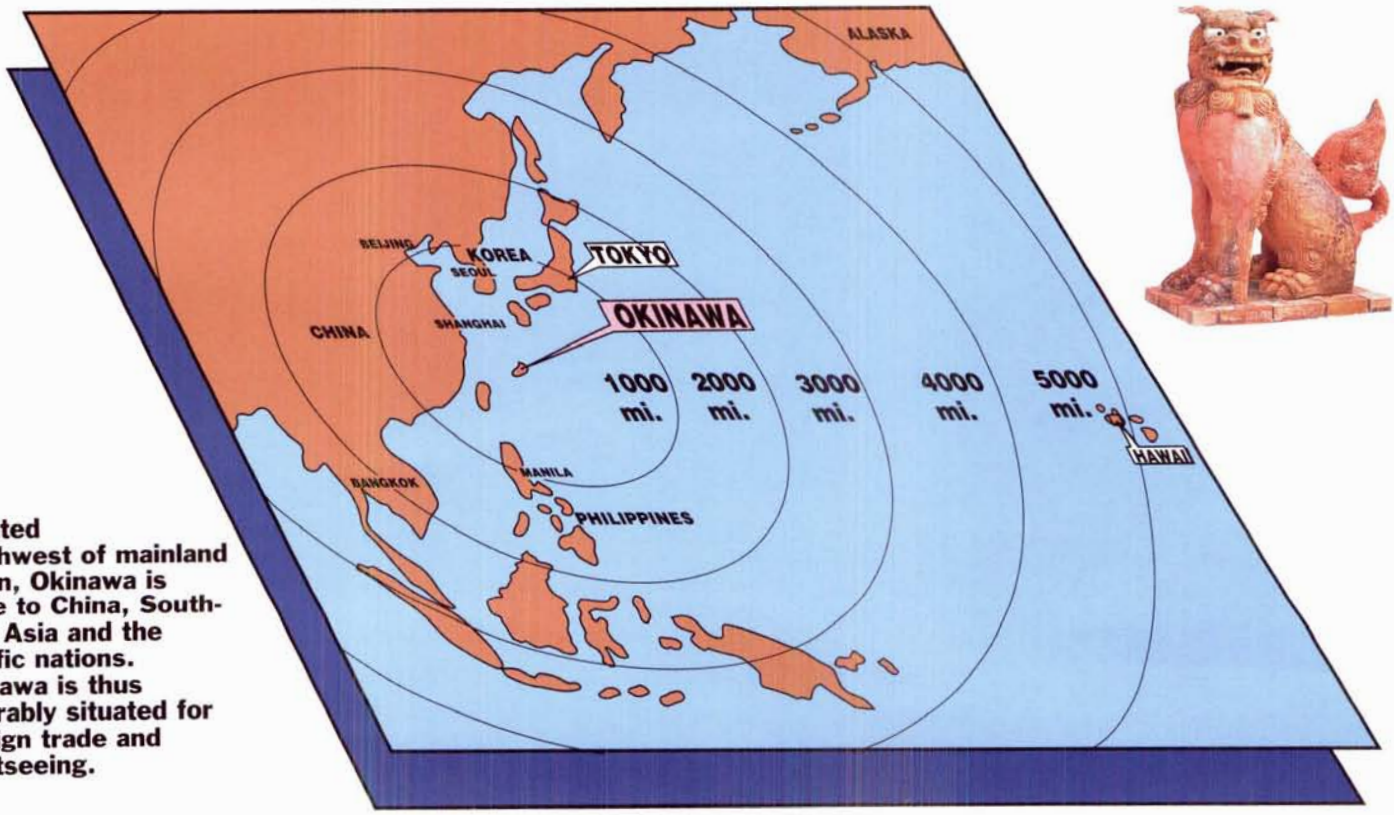
U.S. MILITARY BASES IN OKINAWA

A Message from the Land of Courtesy



沖縄と基地

Okinawa Today



Located southwest of mainland Japan, Okinawa is close to China, Southeast Asia and the Pacific nations. Okinawa is thus favorably situated for foreign trade and sightseeing.

Okinawa has recovered miraculously from the ruins of World War II.

Beautiful Islands and Friendly, Open People

Okinawa, Japan's southwesternmost prefecture, is composed of more than 160 islands, of which 50 are inhabited, that are scattered over a wide sea area spanning 620 miles from east to west and 250 miles from north to south. The prefecture is located in close proximity to Southeast Asia and other Pacific nations: two and a half hours to Tokyo (approximately 960 miles), one hour and 30 minutes to Shanghai, China (approximately 400 miles), and one hour to Taiwan (approximately 370 miles).

The only Japanese prefecture located in the subtropical zone, Okinawa is blessed with picturesque sceneries of the blue seas and skies, and also plants and animals distinct from the rest of Japan.

Ideally situated in Asia, Okinawa, once known as the Ryukyu Kingdom, entered into trade relations with China and the countries of Southeast Asia in the 13th century, establishing the Great Era of Overseas Trade. During the many centuries of the Kingdom Period, a rich culture was developed, giving birth to Okinawa's beautiful arts. Today, the Ryukyuan performing arts, dyed textiles, lacquerware, and pottery, which enjoy worldwide fame, are important features of the unique Okinawan culture.

In recent years the rich, oceanic climate and unique culture have attracted many tourists to Okinawa, turning it into a burgeoning international resort area with 3.2 million tourists per year from mainland Japan and other countries such as Taiwan and Korea.

In addition, the introduction of biotechnology suited to Okinawa's subtropical climate has led to a rapid rise in agricultural production. Okinawa ranks first in the nation in the cultivation and export of orchids, and second in the production of chrysanthemums.

Shuri Castle was built in the fourteenth century during the Ryukyu Kingdom Period. It was completely destroyed in the Battle of Okinawa in 1945, but rebuilt in 1992.

"Typhoon of Steel" Sweeps over the Island

Established as a strategic front-line base by the Japanese Forces during World War II, Okinawa was the site of the sole land battle fought on Japanese soil, and also one of the fiercest battles in the Pacific, from March 26 to September 7, 1945. During the "Typhoon of Steel," as the Battle of Okinawa came to be called, hundreds of bombs were dropped and thousands of mortar shells fired at the island, turning Okinawa's once green lands into stretches of wasteland.

In the battle, approximately 100,000 Okinawan citizens and about 100,000 Japanese soldiers and 13,000 American soldiers were killed, resulting in a total loss of more than 200,000 lives. Priceless, centuries-old cultural assets from the Kingdom Period were destroyed in the battle as well: Shuri Castle, a designated National Treasure, was reduced to rubble.

U.S landing ships make a run to a beachhead in Okinawa, Apri 1, 1945.

Holding a white flag, a little girl surrenders to U.S. soldiers.

A Marine uses a flame thrower to flush out Japanese soldiers from a cave, while a rifleman watches ready to fire.

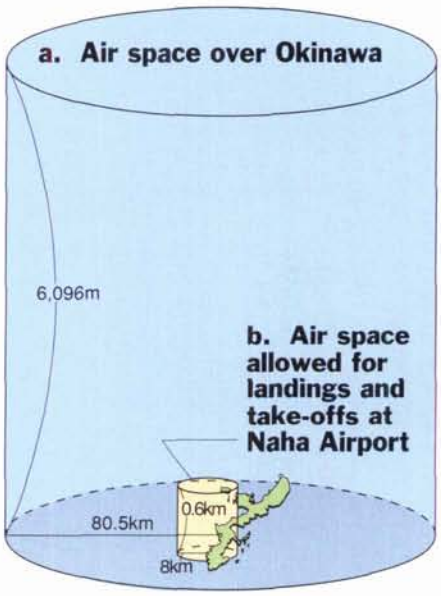
During the battle, the American Forces, which occupied Okinawa, constructed many bases on Okinawan lands to stage an invasion of mainland Japan. The bases were built on lands which were important sources of livelihood for the Okinawan people--towns, ports, and farmlands.

In the Cold War era, the American military bases in Okinawa played a vital role in America's strategies to contain communism in China, the Soviet Union, and other Asian countries. During the Korean and Vietnam Wars, the U.S. Forces used the island as a major staging area for the dispatch of troops and aircraft. Thus, the American military bases in Okinawa have long served as a strategic linchpin in America's military policies in the Far East.

U.S. Bases Hinder Economic Development and Restrict Use of Land, Sea, and Air Space

Under the provisions of the San Francisco Peace Treaty of September 1951, Okinawa, a Japanese prefecture, was severed from the rest of the country and placed under the authority of the U.S. military.

After a long struggle for reversion to Japan by the Okinawan people, and an agreement by both the Japanese and U.S. Governments, Okinawa was reverted to Japanese rule in May 1972, ending 27 years of American control. At the time of reversion to Japan, the return of the vast lands occupied by the American military bases was the top priority of the Okinawan people. The huge U.S. military installations, however, remained long after Okinawa's return to Japanese sovereignty.



The Okinawan people then turned their expectations toward the 20th anniversary of reversion for progress in the reduction and realignment of U.S. military installations. There was no noticeable progress, however, and the huge U.S. military bases continued to occupy Okinawan lands. Today, 22 years after Okinawa's reversion, although the prefecture comprises only 0.6% of Japan's territory, 75% of all American military installations in the exclusive use of the U.S. Forces in Japan are concentrated here, taking up 20% of the land area of the main island of Okinawa. The large American bases are a hindrance to Okinawa's commercial and industrial development.

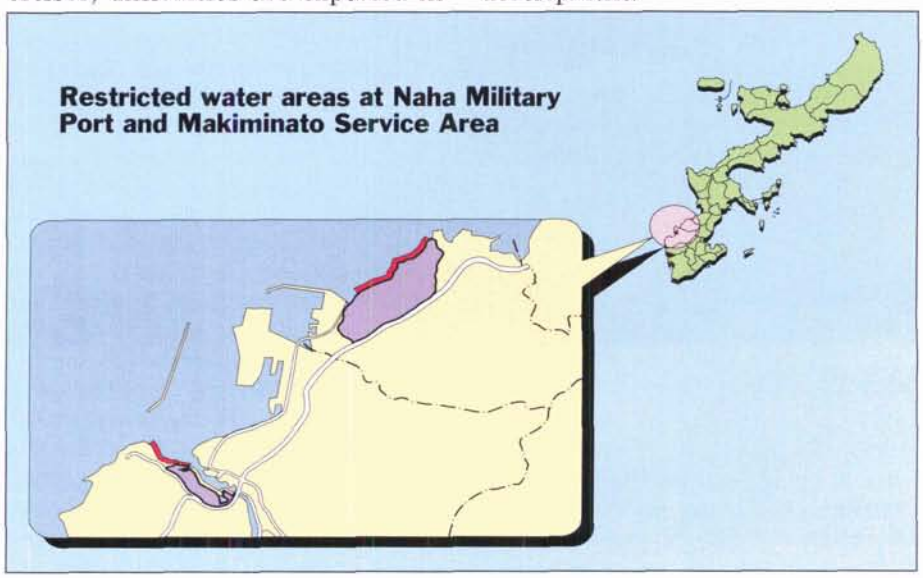
Moreover, air space established over Okinawa for U.S. military flight training purposes causes great obstacle to commercial flights. For instance, the air space allowed for commercial aircraft landings and take-offs at Naha Airport is restricted to a radius of 5 miles and a latitude of 2,000 feet. Due to such limitations, commercial aircraft are forced to fly at low altitudes over densely populated areas.

Furthermore, in the case of Iheya Airport (tentative name), scheduled to be constructed soon, since the air space overlaps the Iejima air space used for military exercises, difficulties are expected in ensuring well regulated services for the airport.

In Okinawa, where prefectural lands are limited, U.S. military sea zones also have been established, causing a hindrance to Okinawa's land development through reclamation of the sea.

Thus, the sea zones restricted for U.S. military training pose a great obstacle to the expansion of the Free Trade Zone located at the Naha Military Port and the construction of roads along the coast of the Makiminato Service Area. Needless to say, the air space and sea zones used by the U.S. military immensely interfere with Okinawa's potential development.

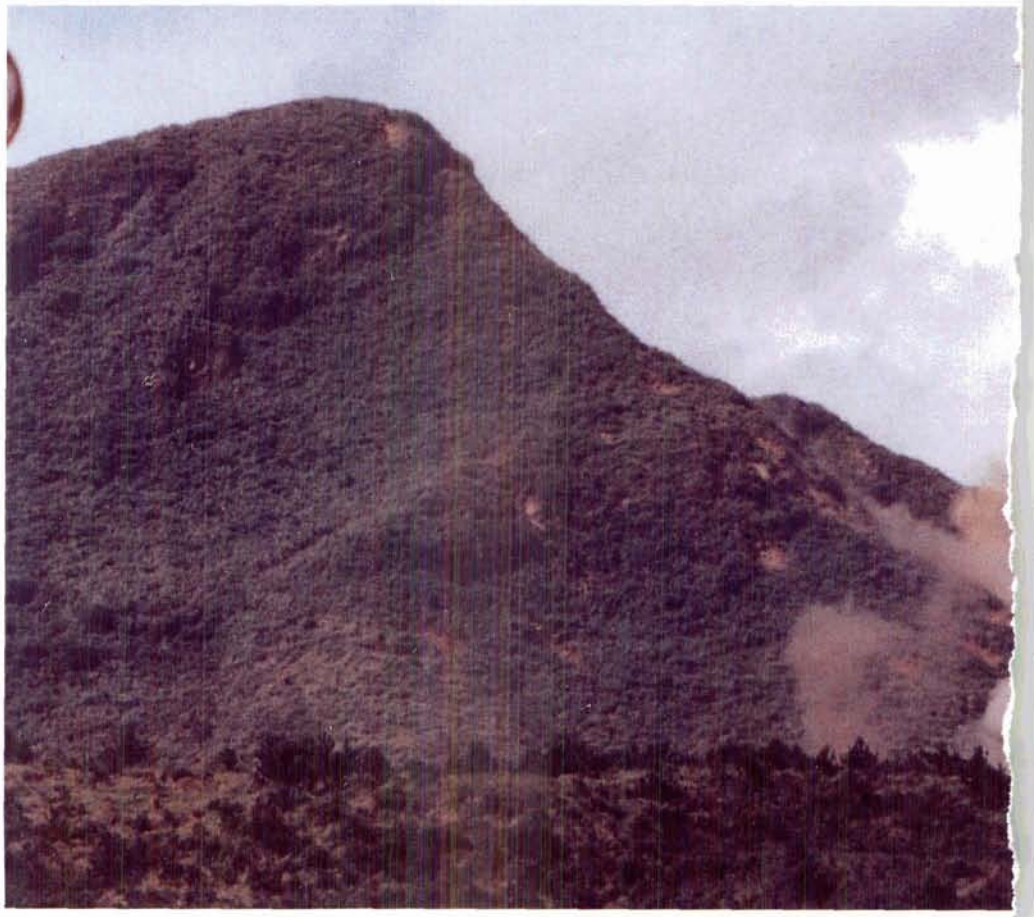
Naha Airport, Gateway of Okinawa



"Okinawa in the Midst of

Approximately 50,000 U.S. military personnel and their dependents are stationed on Okinawa, a figure consistently maintained for 49 years since the end of the war. The military services deployed here represent all four of the U.S. armed services--Marines, Air Force, Army, and Navy.

In addition, Kadena Air Base, the largest air base in the Far East, a live firing training range, and a paradrop training area are located on the main island of Okinawa, where approximately 1.1 million people live. The U.S. bases hinder the development of local communities that are so vital on such a densely populated island. Also, aircraft noise pollution, red silt erosion, and brush fires caused by live firing exercises have had serious negative effects on the Okinawa people's daily life.



Residents living in the vicinity of Kadena Air Base and Marine Corps Air Station Futenma suffer from chronic aircraft noise pollution attributed to the daily flight exercises conducted by the U.S. military. Furthermore, a recent repeated occurrence of accidents has caused alarm among the Okinawan people who fear that these mishaps are potentially disastrous. In an accident on April 4, 1994, an F-15 jet fighter crashed into an ammunition storage area of Kadena Air Base, and only two days later on April 6, a CH-46E helicopter crashed on a runway at Marine Corps Air Station Futenma.

An F-15 Eagle jet fighter crashed and burst into flames on a farmland on April 4, 1994.

MCAS, Futenma, in particular, is centrally located in the city of Ginowan. 54 accidents, which include miss landings and crashes involving aircraft assigned to the base, have been recorded since Okinawa's reversion to Japan. In this regard, the Ginowan City Assembly has passed a bill for the removal of the base, claiming that the very presence of the base poses a threat to the people.

In the Camp Hansen training area in northern Okinawa, live firing exercises are carried out, closing down a vital prefectural highway. The diminutive training range, from where bullets stray off into adjacent civilian residential areas and schools, poses great danger. Contamination of head springs with red silt occurs; and brush fires ignited by shells fired incessantly into mountain sides destroy the natural environment. In addition, the disposal of the countless unexploded shells, left at the training site after the departure of the U.S. military, is expected to take many years.

At Yomitan Auxiliary Airfield, surrounded by civilian homes and farmlands, parachute drop training continues to be conducted despite strong protest from residents. At last count since the inception of the training at the airfield, 29 incidents of

the U.S. Military Bases?"

An American parachutist is reproved severely by local residents after landing on civilian property.

parachutists dropping on private property outside the U.S. facility have been recorded.

Although the Okinawan people expected a decrease in U.S.-base related damages after the island's reversion to Japan, no such reduction has occurred. In fact, accidents and injurious incidents related to U.S. bases for the past 22 years since the reversion have occurred endlessly, as revealed in the following data: 112 aircraft accidents, 126 brush fires, and 11 homicide cases, involving Okinawan citizens killed at the hands of U.S. military personnel.

Live firing exercises destroy the natural environment in Okinawa. Schools and civilian houses are nearby.

A CH-46E helicopter breaks into two after crashing on a runway at Marine Corps Air Station Futenma on April 6, 1994.

Petitions to Japanese

The Okinawan people's opposition to the current American base situation runs strong; and the American base-related problems have often been brought up for debate in the Okinawa Prefectural Assembly and the local municipal governments. The Okinawa Prefectural Government has also repeatedly made requests to the U.S. Forces in Okinawa, as well as both the Japanese and U.S. Governments, to make every effort to prevent base-related accidents, which are potentially hazardous to human life and property.

Two governors of Okinawa Prefecture have toured the United States on four separate occasions to appeal directly to key channels of the U.S. Government and members of Congress for the reduction and realignment of U.S. bases in Okinawa. In addition, through the American mass media, the Okinawa Prefectural Government has sought to bring the Okinawan people's plight induced by

Governor Ota and mayors of local Okinawan municipalities meet with Rep. Neil Abercrombie of Hawaii.

An Appeal for Peace from Okinawa

Okinawans Desire the Removal of U.S. Military Bases

U.S. Military Bases Disrupt Okinawan Life

A full-page *Washington Post* ad describes the current U.S. base situation in Okinawa.

Governor Ota answers questions from reporters at a press conference.

Governor Ota and his delegation visit the U.S. and urge the resolution of Okinawa's U.S.-base related problems.

"Having visited Okinawa, I understand your problems well," said Senator Daniel Akaka.

and U.S.Governments

the huge U.S. bases on the island to the attention of the American public.

Since Governor Masahide Ota's tour of the U.S. last year, distinguished and influential American government officials have come to visit Okinawa to inspect the U.S. bases and confer with mayors of local municipalities beset with many base-related problems: Senator Daniel K. Inouye, Chairman of the Subcommittee on Defense; Representative Dave McCurdy, Chairman of Military Installations and Facilities Subcommittee; Mr. James A. Courter, Chairman of the Base Closure and Realignment Commission; Representative Neil Abercrombie; and the Honorable Walter F. Mondale, American Ambassador to Japan. As the United States now proceeds to reduce and realign its bases in Europe and within the country in accord with the Clinton Administration's policy of defense budget cuts, the Okinawan people hope that the same early consideration will be given for the reduction of the U.S. bases in Okinawa. An opinion poll conducted by the media in May 1992, in commemoration of the 20th anniversary of Okinawa's reversion to Japan, shows that more than 80% of the Okinawan people desire the reduction and realignment of American bases in Okinawa.

Mr. James Courter, Chairman of the Base Closure & Realignment Commission, discusses U.S. base-related problems with Governor Ota.

On a map of Okinawa, Governor Ota points out U.S. base sites.

U.S. Government officials visit Okinawa.

Senator Daniel Inouye of Hawaii

Rep. Dave McCurdy, Chairman of the Military Installations & Facilities Subcommittee

Expectations for the 50th Anniversar

The Okinawan people urgently seek the return of Naha Military Port, which has a great potential for industrial development.

The year 1995 marks the 50th anniversary of the end of the Battle of Okinawa. For the past half century, the people of Okinawa have suffered from the gigantic U.S. military presence in the island. To bring about as quickly as possible the Okinawan people's desire for the reduction and realignment of the U. S. bases, Governor Masahide Ota has decided to embark on a third tour of the United States this year.

In commemoration of the momentous anniversary of the end of the Battle of Okinawa, the Okinawa Prefectural Government, among many issues that need to be addressed, earnestly seeks the resolution of the following three issues in particular: (1) the return of land area occupied by Naha Military Port, (2) the return of land area occupied by Yomitan Auxiliary Airfield and the termination of parachute drop training conducted at the facility, (3) the termination of live firing exercises over Prefectural Highway 104.

The Three Issues:

(1) Return of Land Area Occupied by Naha Military Port

At the 15th Japan-U.S Security Consultative Committee held on January 1974, it was agreed that the land area occupied by the Naha Military Port would be returned on the condition that a suitable replacement site be found. Twenty years after the agreement, however, the land area has yet to be returned.

Because the port area occupies a part of the Naha Commercial Port, Okinawa's gateway to the beyond, and is adjacent to Naha Airport, the area has great potential for industrial development. But, regrettably, because of military restrictions within the port area, it cannot be used in conjunction with Naha Commercial Port and Naha Airport to establish a more effective transportation network.

To revitalize and to stimulate growth at the Free Trade Zone, in a section of the military port area, the Okinawa Prefectural Government is planning to expand the surrounding land area of the Free Trade Zone through reclamation of land from the sea.

(2) Termination of Parachute Drop Training at Yomitan Auxiliary Airfield and Return of Land Area Occupied by the Airfield

176 parachute drop training exercises have been conducted at

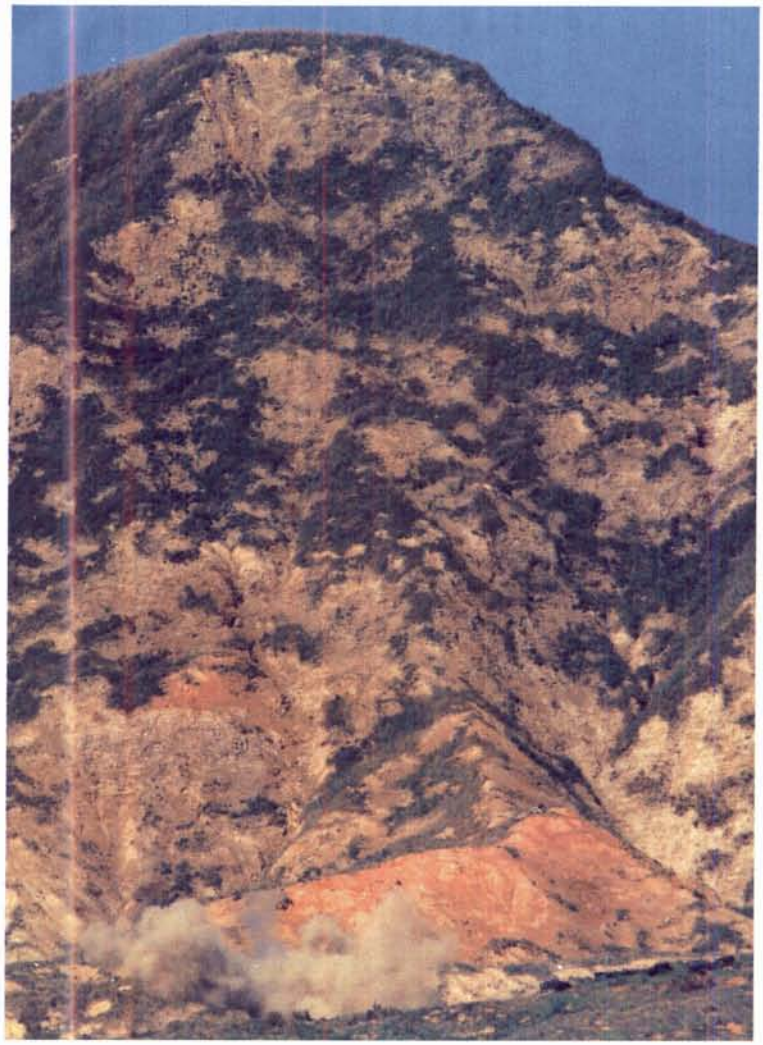
y of the End of the Battle of Okinawa

Yomitan Auxiliary Airport thus far. The airfield, centrally situated in Yomitan Village, is not only too small but too closely located to civilian residential areas, farmlands, and school. So, as many as 29 incidents of cargo or parachutists dropping beyond the military facility have occurred.

The residents of Yomitan have relentlessly protested against the parachute drop training exercises since the inception of the exercises. Incidents of parachutists landing beyond the drop zone onto civilian property have often led to quarrels between local residents and American parachutists at the point of intrusion. Since 1979, Yomitan Village has repeatedly petitioned both the Japanese and U.S. Governments to terminate the exercises and to return the land occupied by the U.S. military facility. At the site of the airfield, Yomitan Village has plans to construct a social facility for villagers and a center for the promotion of subtropical agriculture.

(3) Termination of Live Firing Exercises over Prefectural Highway 104

A number of Okinawa's popular resorts lies back-to-back to Camp Hansen, where live firing exercises, which require the shutdown of Prefectural Highway 104, a vital road in the area, are conducted ceaselessly. Last year in 1993 alone, live firing exercises were conducted 11 different times over a period of 35 days, and 5,606 rounds of 155mm howitzers were fired into the nearby Mount Onna.

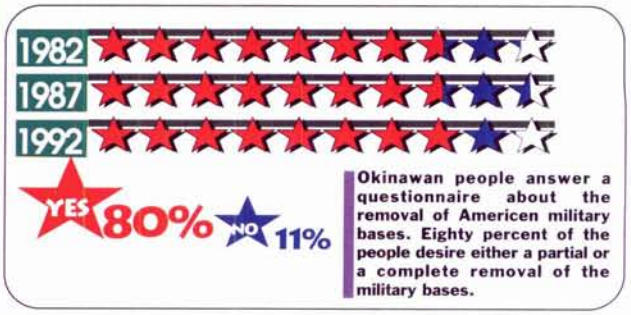


Mount Onna is denuded of greenery at the Camp Hansen training range where live firing exercises are conducted.

Repeated live firing exercises have changed the topography of the target area: the greenery in the area has been destroyed and mountain surfaces have become pitifully bare.

The municipal governments of Onna Village and Kin Township, as well as the Okinawa Prefectural Assembly, have all adopted a unanimous resolution requesting the termination of the live firing exercises. And Okinawa Prefecture has repeatedly requested both the Japanese and U.S. Governments and the U.S. Forces in Okinawa for an immediate cancellation of the exercises. The live firing exercises, however, continue to be conducted, arousing anxiety in the people of Okinawa.

As the aforementioned 3 issues are of great importance to the Okinawa people, the Okinawa Prefectural Government and the local municipalities concerned strongly entreat their early resolution.



Okinawan people answer a questionnaire about the removal of Americen military bases. Eighty percent of the people desire either a partial or a complete removal of the military bases.

Activation of Unique Industries on

Since Okinawa's reversion to Japan in 1972, the Japanese central government has enacted regional development projects for Okinawa: the First and Second Promotion and Development Plans. With large investments from the central government under these plans, the construction of roads, schools, ports, and other infrastructures has proceeded apace. However, because of the economic and social lag behind mainland Japan induced by the 27 years of American military control of the island, Okinawa's per capita income is the lowest in the nation (71% of the national average) while the unemployment rate is the highest in all of Japan.

In 1992 the central government enacted the Third Okinawa Promotion and Development Plan which aims to make Okinawa a unique region that will contribute to the nation's further economic and cultural development. The effective use of lands in Okinawa is crucial in achieving the goals of this plan, but the plan cannot be implemented as great areas of Okinawa's land are now occupied by the American military bases. Therefore, the Okinawan people earnestly seek the early reduction and realignment of the U.S. bases.

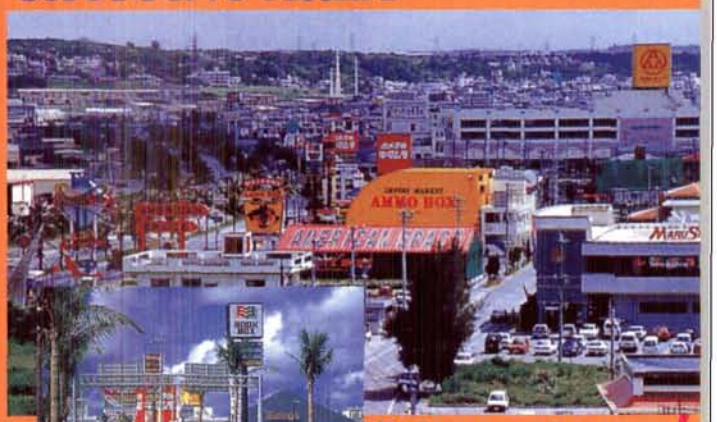
On the assumption that Okinawan lands will be returned by the U.S. military, the Okinawa Prefectural Government has drawn up a blueprint for the future use of these lands, entitled "The Basic Plan for the Site Utilization of the Lands Currently Used by the U.S. Military in Okinawa." For lands occupied by Naha Military Port, Futenma Air Station, Yomitan Auxiliary Airfield, Okuma Rest Center, and others, each municipality concerned is currently hard at work on plans for the successful reuse of these lands.

In April 1994 Governor Ota and his delegation visited the Philippines to inspect the former Subic Naval Base. The Philippine Government, confident and hopeful about the base's future economic development, is planning to construct an international airport and a Free Trade Zone on the site.

Okinawa Prefecture will work to create a thriving economy in the 21st century. This goal will be accomplished through the return of lands now occupied by the U.S. Forces and the implementation of multiple development plans, which include urban development, upgrading of the transportation network, and promotion of waterfront projects. In addition, the Prefectural Government aims to make Okinawa a resort area for tourists who wish to stay for long periods seeking health and recreation, and promote industries such as agriculture and fisheries in line with the prefecture's subtropical climate and abundant marine resources. Finally, with its geographical and historical advantages, the Prefectural Government aspires, in particular, to transform Okinawa into Japan's southern gateway to international exchange.

Today Yomitan Airfield

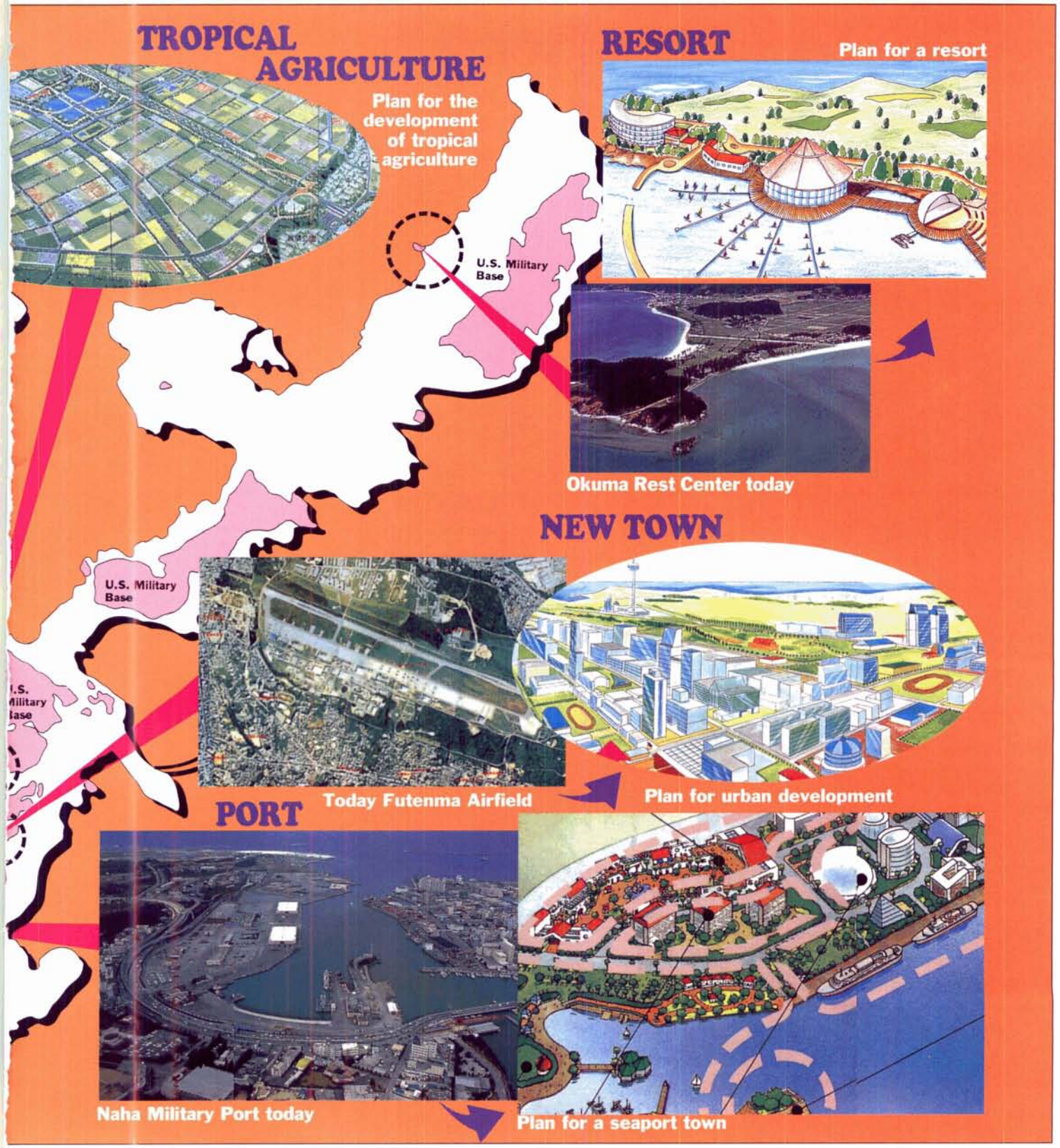
SHOPPING AREA



Today a growing city

15 years ago, an airfield

Lands Returned by the U.S. Military



From the "Keystone of the Pac

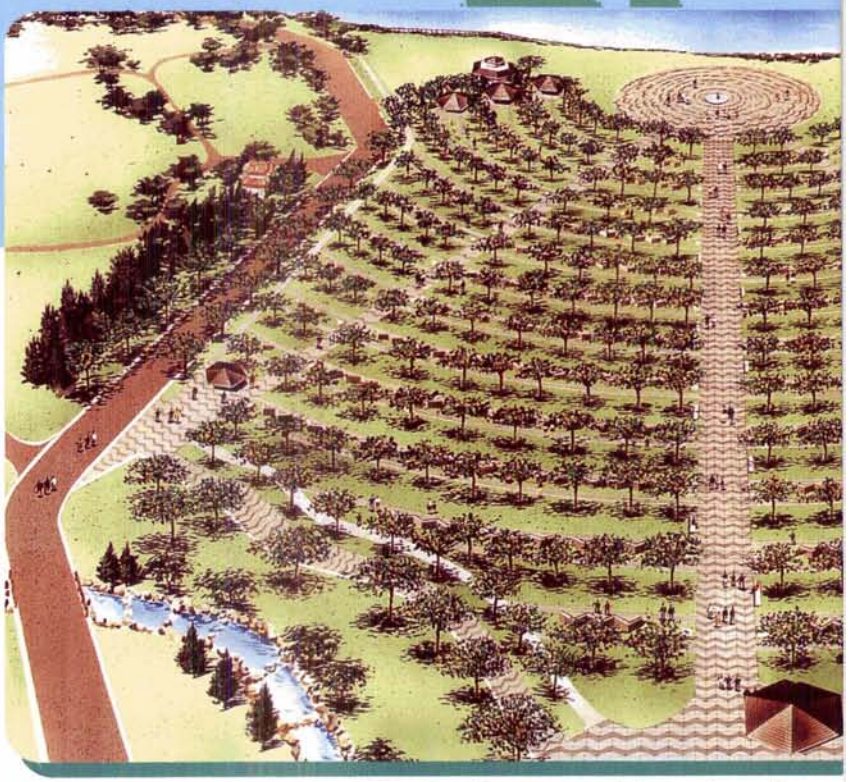
Ryukyuan dance

***Karate*: A traditional martial art of Okinawa**

***Haari*, dragon boat race**

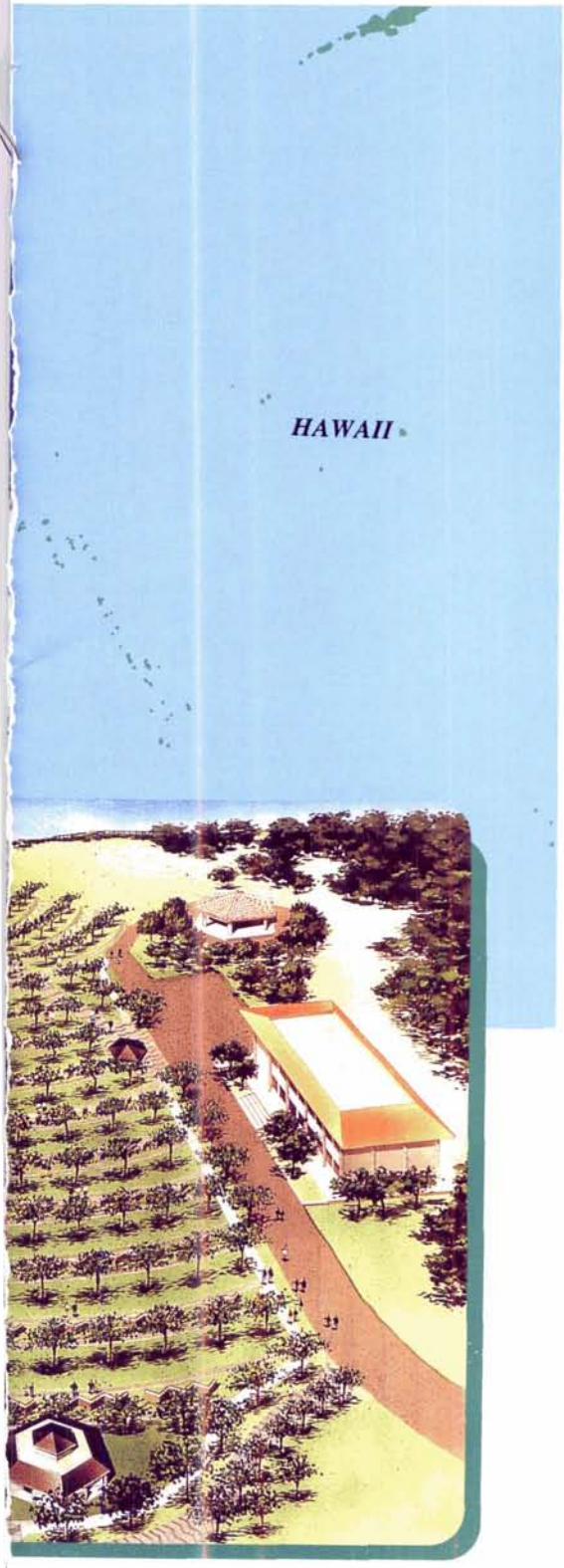
Matthew Calbraith Perry (1794-1858)

Commodore Matthew C. Perry stopped in Okinawa in 1853 en route to Japan to urge the opening of Japanese ports to foreign ships. He signed a treaty of friendship with the Ryukyu Kingdom, initiating long cordial relations between the United states and Okinawa.



Cornerstone of Peace, a multinational monument honoring all who perished in the Battle of Okinawa, including 13,000 American soldiers. It is schedule for completion in 1995.

ific" into the "Bridge of Peace"



Masahide Ota
Governor of Okinawa Prefecture

A strong historical tie exists between Okinawa and the United States. Commodore Matthew C. Perry stopped in Okinawa in 1853 en route to mainland Japan and signed a treaty of perpetual friendship with the Ryukyu Kingdom, establishing amicable relations between the United States and the people of the kingdom.

Imbued with an enterprising spirit, many Okinawans have ventured beyond Okinawa to make their home in foreign lands, beginning with the first emigration to Hawaii in 1903. Today, many Okinawan-Americans live in San Francisco, Los Angeles, New York, Washington, D. C., and other parts of the United States, playing important roles in various fields and making contributions as active citizens in the larger American society. And, over the past 49 years since the end of World War II, Okinawa and the United States have continued to nurture mutual cooperation and friendship through cultural and humanitarian exchanges.

The Okinawa Prefecture has now embarked on the construction of the Okinawa Peace Memorial, called the "Cornerstone of Peace," a multinational monument honoring all Okinawans, Japanese, and Americans who perished in the Battle of Okinawa. A dedication ceremony is scheduled for the summer of 1995 in commemoration of the start of the battle 50 years ago. It is our sincere hope that the memorial will contribute to everlasting world peace and bring happiness to all mankind.

In the upcoming 21st century, Okinawa Prefecture, fully recognizing the uniqueness of its own Okinawan culture, endeavors to create a peaceful, prosperous, and dynamic prefecture that will make great international contributions. As the southern gateway of Japan, and as a prefecture with a long history of interchange with Asia-Pacific nations, Okinawa hopes to known as the "Bridge of Peace" -- not as the "Keystone of the Pacific" as it has been called for many years--and contribute to the peace and prosperity of the Asia-Pacific region.

On the basis of the current base situation in Okinawa, where the huge U.S. military bases not only hinder Okinawa's economic development but also give rise to potentially fatal accidents, we, the people of Okinawa, feel that the American people will understand our entreaty for the reduction and realignment of the U.S. bases. On the occasion of the 50th anniversary of the end of World War II and the Battle of Okinawa, we ask that concrete answers be found for Okinawa's many base-related problems. And we look forward to favorable responses from key officials of the current administration, American legislators, and the American people regarding the issue of the American bases in Okinawa.

In conclusion, we hope that the American people, united in one, will successfully meet the challenges of change in the new post-Cold War world order to build a renewed, vigorous America.

MILITARY BASE AFFAIRS OFFICE
OKINAWA PREFECTURAL GOVERNMENT

1-2-2 IZUMIZAKI, NAHA OKINAWA, JAPAN 900
Tel 098-866-2460 Fax 098-869-8979

June, 1994.

O K I N A W A

OUTLINE

Location	East-West	(E.L.131°19' / N.L. 25°57') ~ (E.L.122°56' / N.L. 24°26')
	North-South	(E.L.128°13' / N.L. 27°51') ~ (E.L.123°47' / N.L. 24°02')
Area	2,264km²	(area of mainland Okinawa:1,193km²) (41 inhabited islands)
Population	1,223,000 (540 per square kilometers)	
		mainland Okinawa : 1,100,000 (905/km²)
History	1853	Perry's fleet came to Okinawa
	1945	The United States Forces landed Okinawa
	1972	Okinawa reverted to Japan

UNITED STATES FORCES BASES IN OKINAWA

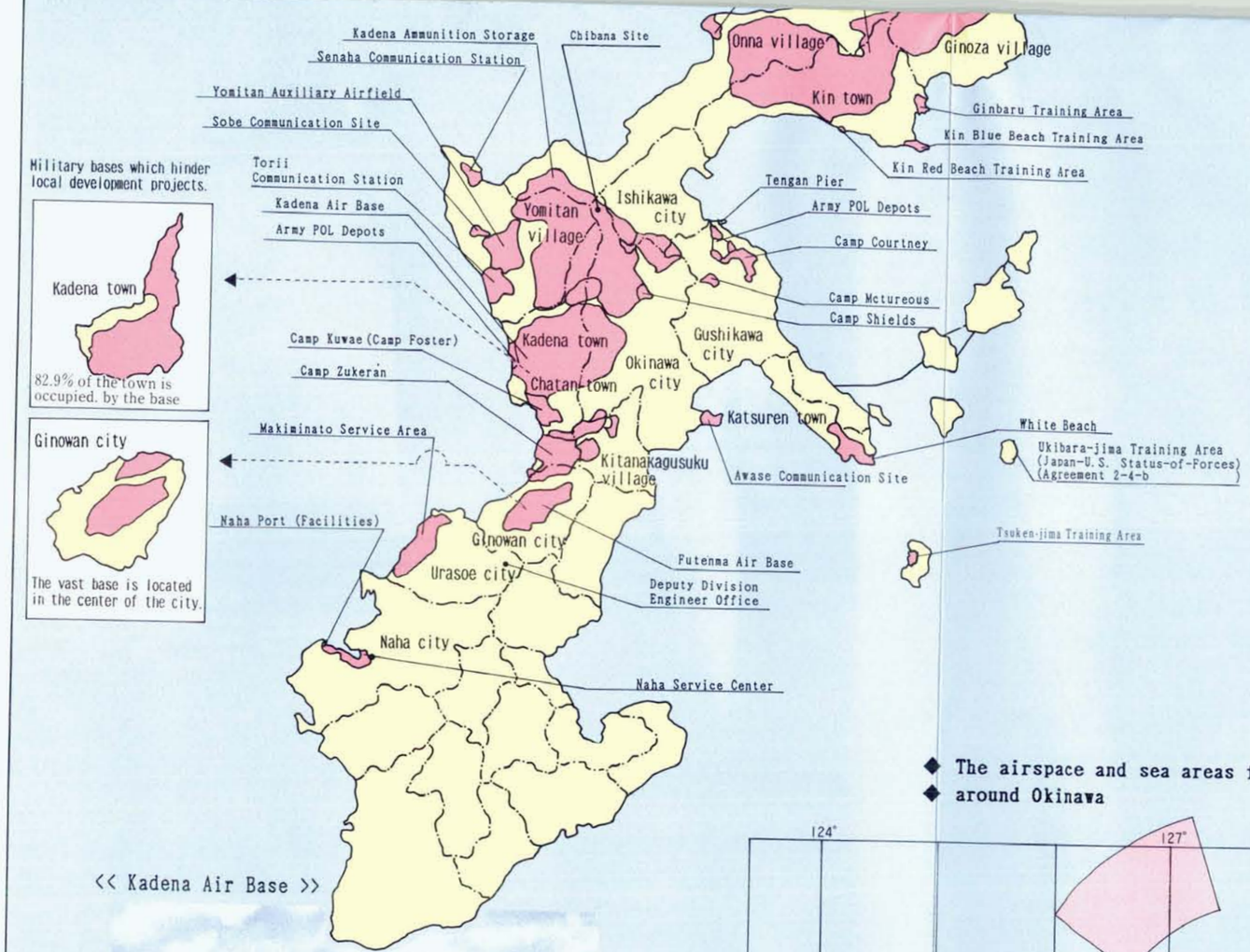
Number of installations	42 facilities and areas
Area	245km² (equivalent to 10.8% of all Okinawa· of all U.S. Forces bases in Japan):(74.6%)
	Equivalent to 19.6% of mainland Okinawa
Military personnel	50,000 (equivalent to 60% of all U.S. Forces personnel)
	(Air Force:18,000)
	(Marine corps: 26,000)
Main Bases	Kadena Air Base..... Largest in the Far East
	Camp Hansen..... center of live firing exercises
	White Beach ..... a port of call nuclear submarines

MILITARY BASES in OKINAWA
OKINAWA in the MILITARY BASES

<< Yomitan Auxiliary Airfield >>

Parachute drop exercises in residential areas and near local schools cause many accidents, such as dropping supplies and parachuting outside the airfield. The residents in the neighborhood harber deep concern toward the military operation.

<< Camp Hansen >>



Live firing exercises over Prefectural highway 104 inconvenience local residents because the exercises block the highway. Oftentimes, stray bullets are found in residential areas.

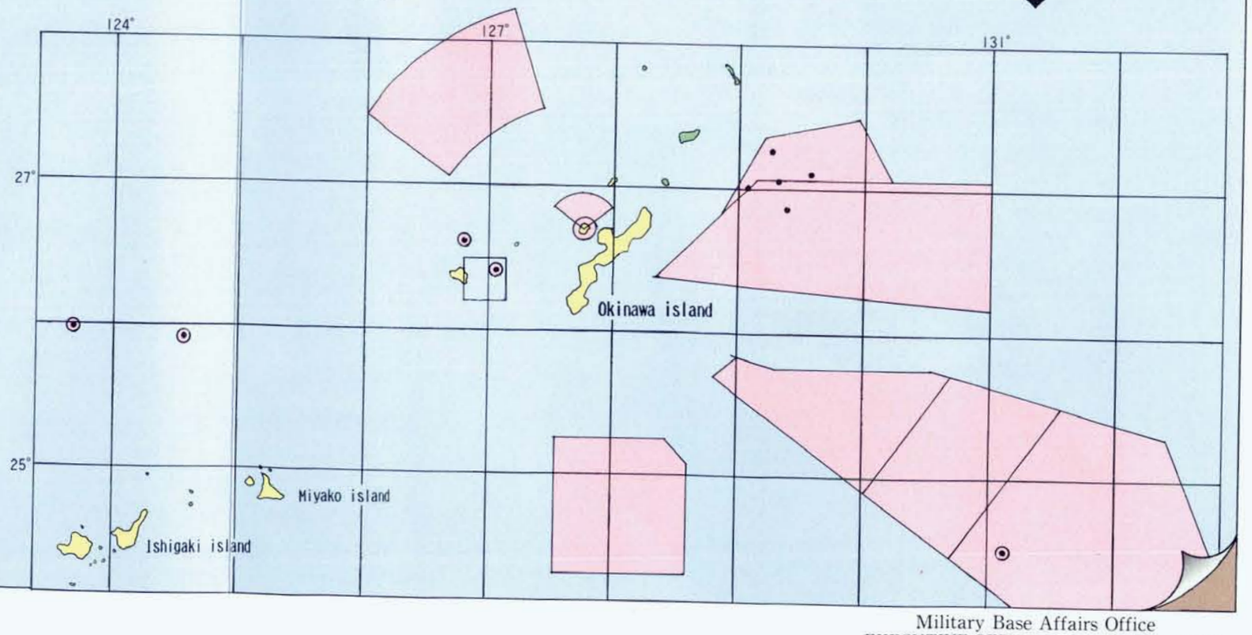
<< Futenma Air Base >>

The air base occupies central part of the city; thus hinders the development of the city and afflicts residents with roaring and other damages.

<< Kadena Air Base >>

Incessant test fflights and other operations threaten the lives of the residents in the neighborhood.

◆ The airspace and sea areas for the United States Forces trainings ◆
◆ around Okinawa ◆



Military Base Affairs Office
EXECUTIVE OFFICE OF THE GOVERNOR
OKINAWA PREFECTURAL GOVERNMENT

※地域振興の障害となっている基地（例）

《嘉手納飛行場》

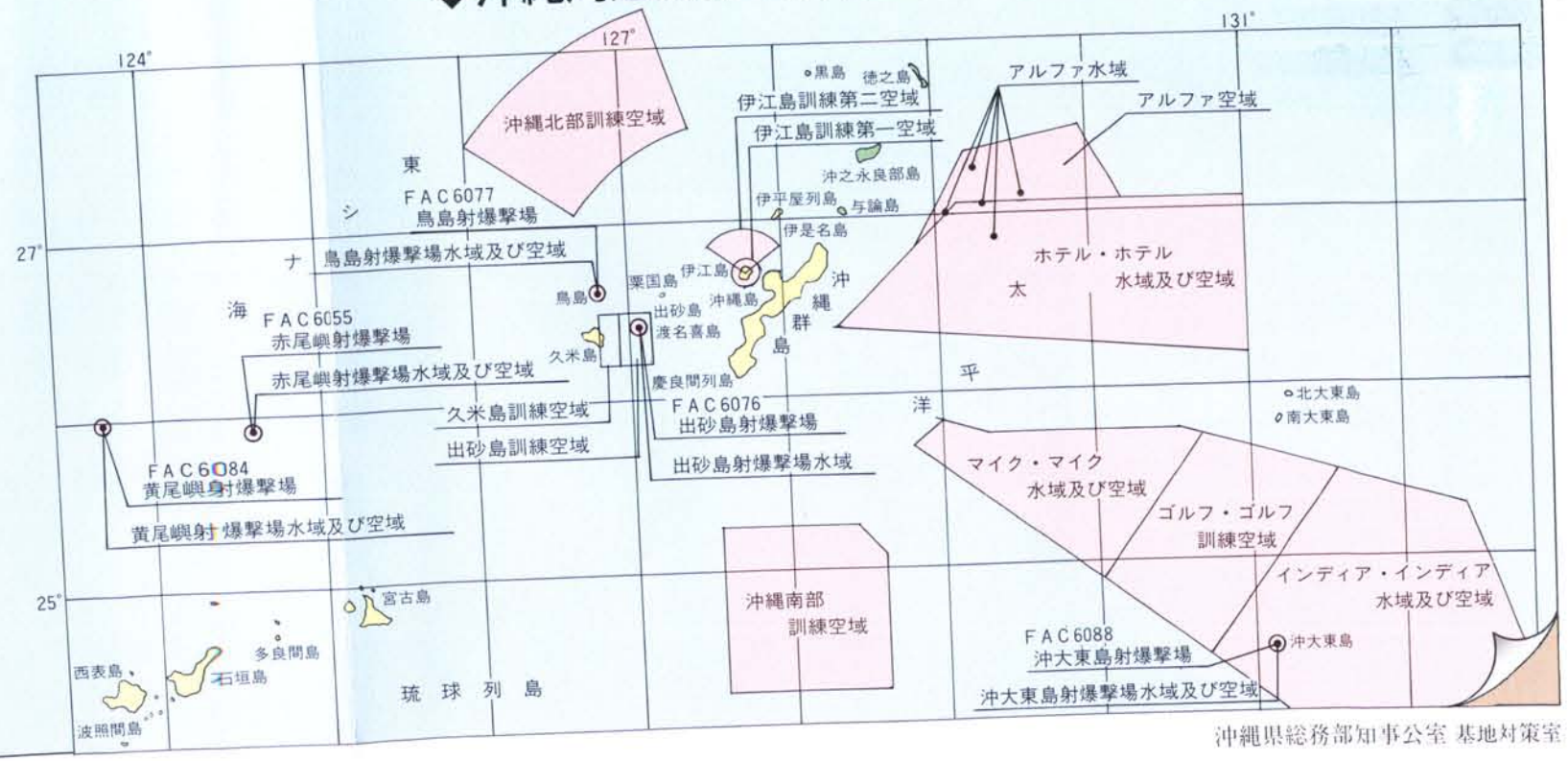
軍用機の絶え間ない飛行訓練等が周辺住民の生活をおびやかしている。

県道を封鎖して行われる県道越え実弾射撃訓練が地域住民に不便を与えており、また、これまで度々、民間地域への流弾事故が発生している。

《普天間飛行場》

市の中央部の広い部分を占めている基地は、地域の発展を妨げ、また周辺住民に騒音被害を与えている。

◆沖縄周辺の米軍訓練空域・水域◆



オ　キ　ナ　ワ

あ　ら　ま　し

位置	東　西	(E.L.131°19′ / N.L. 25°57′) ～ (E.L.122°56′ / N.L. 24°26′)
	南　北	(E.L.128°13′ / N.L. 27°51′) ～ (E.L.123°47′ / N.L. 24°02′)
面積	2,264㎢（沖縄本島：1,193㎢） （有人島　41）	
人口	1,223千人（1㎢当たり人口密度：540人） 沖縄本島：1,100千人（905人/㎢）	
歴史	1853年	ペリー提督、那覇に来航
	1945年	米軍、沖縄に上陸
	1972年	沖縄、日本復帰

オキナワの米軍基地

施設数	42施設・区域（H6.3.31現在）
面積	245㎢（県土の10.8%、在日米軍専用施設の74.6%） 沖縄本島：235㎢（地域の約19.6%）
軍人等	50,000人（軍人・軍属・家族）（H5.12.31） うち、空軍18,000人、海兵隊26,000人、他
主な基地	嘉手納飛行場……極東最大の空軍基地
	キャンプ・ハンセン……大規模な実弾射撃訓練場
	ホワイト・ビーチ……原子力潜水艦の寄港地

オキナワの基地
基地の中のオキナワ

《読谷補助飛行場》

住宅地域や学校に近い区域でのパラシュート降下訓練により、度々、施設外への物資や人員の降(落)下事故が起きており、周辺住民は不安を抱いている。

《キャンプ・ハンセン》

Document Separator

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: March 14, 1995

TIME: 10:00 a.m.-11:10 a.m.

MEETING WITH: City of Mountain View, CA officials

SUBJECT: Onizuka AS and Moffett Federal Airfield AGS

PARTICIPANTS:

Name/Title/Phone Number:

Dena K. Bonnell, Council Member, tel.: (415) 903-6305
Nadine P. Levin, Assistant City Manager, tel.: (415) 903-0384

Commission Representatives:

Chip Walgren, Manager, State and Local Liaison
Jim Schufreider, Manager, House Liaison
Elizabeth King, Counsel
Ben Borden, Director, Review & Analysis
Frank Cirillo, Air Force Team Leader
Bob Cook, Interagency Issues Team Leader
Craig Hall, Senior Analyst, Air Force Team
Mark Pross, Senior Analyst, Air Force Team
Jim Brubaker, Senior Analyst, Navy Team
Doyle Reedy, Senior Analyst, Navy Team
Deirdre Nurre, Senior Analyst, Interagency Team

MEETING PURPOSE: Representatives were interested in the BRAC process, specific timelines (dates for base visits, regional hearings, and the reuse hearing), Commission composition, and the scope of the Commission's work (recommendations regarding reuse). Frank Cirillo gave the process briefing. Also, they were interested in the adds process, criteria used to determine a community's position, transfer of DOD assets to another federal agency (e.g., the FAA), and how the Federal Surplus Property Act of 1947 applies to base closures versus base realignments. Representatives did not identify, at this time, any specific community concerns or issues regarding Onizuka AS. They identified two concerns regarding Moffett Federal Airfield AGS. First, if the

Air Guard Station is closed and the 129th Rescue Group is relocated, then NASA will not have enough tenants to pay the total associated costs or other base operating support costs, since the Air Guard Station currently pays about 25 percent of those costs. Second, the Mountain View and Sunnyvale communities want to avoid air-cargo and general aviation planes from flying over residential areas if the FAA ultimately uses Moffett airfield as a reliever airstrip for nearby San Jose International Airport. MP

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1995 AIR FORCE BASE QUESTIONNAIRE

Otis ANGB - NGB

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	1st Battalion, 25th Marines	23	305	-	328
I.1.A.2	Air Traffic Limited	-	-	12	12
I.1.A.3	Army National Guard	58	324	77	459
I.1.A.4	Falmouth Waste Transfer Station	-	-	17	17
I.1.A.5	Installation Restoration Program	-	-	28	28
I.1.A.6	Lockheed Contract Field Team	-	-	35	35
I.1.A.7	US Coast Guard Air Station	63	231	48	342
I.1.A.8	US Dept. of Agriculture	-	-	25	25
I.1.A.9	US Geo-Physics Laboratory	-	-	15	15
I.1.A.10	US Navy Storage-Permit/SP Boat Theft Uni	3	6	3	12
I.1.A.11	Veterans Administration Cemetery	-	-	35	35
	TOTAL:				1308

I.1.B **No Remote/Geographically Separated Units receive more then 50% of Base Operational Support from the base.**

1995 AIR FORCE BASE QUESTIONNAIRE

Otis ANGB - NGB

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	75962	0	0	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 23

25827 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.

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

B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: FORT DIX distance 220 NM

Nearest major primary airdrop customer: FORT DEVINS distance 73 NM

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

Lajes AB: 1997 NM

Rota AB: 2998 NM

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Hickam AFB: 4568 NM

RAF Mildenhall: 2944 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	SOUTH WEYMOUTH NAS	35
I.2.B.4	Military airfield, runway >= 8,000ft	QUONSET STATE	40
I.2.B.5	Military airfield, runway >= 10,000ft	PEASE INTL TRADE PORT	86
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	New Bedford Regional	22
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Quonset State	40
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Logan Int'l	48
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Pease Int'l Trade Port	86
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Pease Int'l Trade Port	86

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 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-105 A,B,D,E,G	75 NM	W-155 A,B,D,E,G	75 NM	W-105A	98 NM
W-107 A,D,E,F	196 NM	W-107 A,D,E,F,	196 NM	W-108 A,B	268 NM
W-108 A,B	268 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-105E	60 NM	W-105 A,B,D,E,G	75 NM	W-155 A,B,D,E,G	75 NM
W-105A	98 NM	W-102 HIGH	157 NM	W-107 A,D,E,F	196 NM
W-107 A,D,E,F,	196 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-105E	60 NM	W-105 A,B,D,E,G	75 NM	W-155 A,B,D,E,G	75 NM

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W-105A	98 NM	W-102 LOW	157 NM	W-107 A,D,E,F	196 NM
W-107 A,D,E,F,	196 NM	W-107A	203 NM	W-108 A,B	268 NM
W-108 A,B	268 NM	W-386B	281 NM	W-386 A,B,C,D,E	301 NM
W-387 A,B	314 NM	W-387A	314 NM	W-72 A,B	380 NM
W-72A	385 NM	W-72B	385 NM	W-122 A,B,C,F,G,H,I,J	464 NM
W-122C	487 NM	W-122 D	512 NM	W-122 E	512 NM
W-122F	527 NM	W-122 A,B,C,D,E,F,G,H,I,	536 NM	W-122G	547 NM
W-122I	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
WARREN GROVE	210 NM	FT DRUM	268 NM	INDIANTOWN GAP	288 NM
NAVY DARE COUNTY	434 NM	USAF DARE COUNTY	437 NM	CHERRY POINT BT-11	488 NM
GRAYLING	643 NM	POINSETT	666 NM	JEFFERSON PROVING G	700 NM
ATTERBURY	723 NM				

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

WARREN GROVE 210 NM

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

OCEANA TACTS 403 NM

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

WARREN GROVE 210 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	0	6	14	33	47
SR	4	5	5	24	52	56
VR	0	3	6	20	49	79
Total Routes:	**4**	**8**	**17**	**58**	**134**	**182**

Identify Routes:

SR-904	28 NM	SR-905	71 NM	SR-901	84 NM	SR-902	95 NM				
SR-900	116 NM	VR-840	143 NM	VR-842	143 NM	VR-841	143 NM				
VR-1801	163 NM	IR-843	165 NM	IR-843A	165 NM	IR-801	175 NM	VR-724	181 NM	VR-725	181 NM
IR-800	200 NM	IR-800A	200 NM	IR-804	200 NM						
VR-1800	202 NM	IR-850	207 NM	IR-851	207 NM	IR-852	207 NM	SR-847	211 NM	SR-844	259 NM

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SR-846	259 NM	SR-845	259 NM	VR-707	260 NM	IR-716	266 NM	SR-800	271 NM	SR-801	271 NM
SR-805	271 NM	IR-800B	295 NM	VR-1709	315 NM	VR-704	321 NM	VR-705	321 NM	VR-1711	322 NM
VR-1712	322 NM	VR-1713	322 NM	VR-708	334 NM	VR-1757	336 NM	IR-805	339 NM	SR-820	354 NM
SR-835	354 NM	SR-821	354 NM	SR-825	356 NM	VR-1753	357 NM	VR-1755	357 NM	IR-714	362 NM
VR-1754	362 NM	IR-760	362 NM	SR-802	369 NM	SR-803	369 NM	SR-806	369 NM	SR-808	369 NM
SR-807	369 NM	SR-804	369 NM	SR-823	382 NM	VR-1759	390 NM	SR-867	393 NM		
IR-720	401 NM	IR-802	401 NM	IR-803	401 NM	IR-719	407 NM	IR-715	421 NM	IR-718	421 NM
VR-1758	426 NM	VR-1752	432 NM	SR-818	434 NM	SR-817	440 NM	VR-1057	440 NM	VR-1061	452 NM
IR-761	458 NM	VR-1751	458 NM	IR-762	463 NM	VR-1756	463 NM	VR-1058	463 NM	VR-1722	467 NM
SR-815	469 NM	SR-822	469 NM	SR-816	469 NM	VR-073	469 NM	IR-062	470 NM	VR-096	470 NM
IR-610	476 NM	VR-1043	511 NM	IR-721	512 NM	VR-085	516 NM	VR-086	516 NM	VR-1046	518 NM
VR-1721	521 NM	SR-871	540 NM	SR-874	540 NM	SR-872	540 NM	SR-873	540 NM	IR-723	542 NM
IR-608	546 NM	VR-1624	548 NM	VR-1625	548 NM	SR-707	556 NM	SR-708	556 NM	SR-713	556 NM
SR-714	556 NM	SR-711	556 NM	SR-710	556 NM	SR-737	562 NM	SR-738	562 NM	SR-701	565 NM
SR-703	565 NM	SR-702	567 NM	SR-709	567 NM	SR-715	567 NM	SR-712	567 NM	IR-726	568 NM
VR-1726	568 NM	IR-012	571 NM	VR-093	574 NM	IR-022	575 NM	IR-743	576 NM	VR-1633	576 NM
VR-1743	576 NM	VR-1632	576 NM	VR-1631	576 NM	SR-733	576 NM	VR-1627	577 NM	VR-1628	577 NM
SR-732	580 NM	SR-735	580 NM	SR-734	581 NM	VR-1074	586 NM	VR-1060	590 NM	SR-782	591 NM
IR-035	593 NM	VR-1069	593 NM	VR-1040	595 NM	IR-082	599 NM				
VR-1617	608 NM	VR-1638	608 NM	SR-781	613 NM	VR-087	617 NM	VR-664	625 NM	VR-1626	633 NM
IR-081	637 NM	VR-1644	643 NM	VR-1647	643 NM	VR-1645	643 NM	VR-1013	651 NM	VR-088	658 NM
IR-074	667 NM	VR-1639	678 NM	IR-079	684 NM	IR-080	684 NM	VR-634	690 NM	VR-095	693 NM
VR-1640	694 NM	IR-036	695 NM	VR-097	696 NM	VR-1059	699 NM	VR-1668	700 NM	VR-1636	705 NM
IR-090	706 NM	SR-166	707 NM	VR-058	713 NM	IR-075	714 NM	SR-105	718 NM	VR-1641	724 NM
VR-1642	724 NM	VR-1667	724 NM	VR-1041	729 NM	IR-083	734 NM	VR-1055	736 NM	IR-002	740 NM
IR-042	748 NM	VR-1068	748 NM	SR-102	756 NM	IR-018	759 NM	VR-1049	760 NM	IR-618	772 NM
VR-619	772 NM	IR-609	775 NM	VR-1003	776 NM	IR-023	777 NM	VR-1011	788 NM	VR-1679	796 NM

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 1266 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	13	19

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

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Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-631	105 NM	AR-608	126 NM	AR-777	143 NM	AR-616B	144 NM
AR-616A	178 NM	AR-204 NORTHEAST	189 NM	AR-212 NORTHEAST	189 NM		
AR-609	208 NM	AR-020 NORTHEAST	235 NM	AR-612	249 NM	AR-204 SOUTHWEST	263 NM
AR-205	263 NM	AR-212 SOUTHEAST	263 NM				
AR-636	317 NM	AR-206H	326 NM	AR-206L	326 NM	AR-218H	413 NM
AR-218L	429 NM	AR-217	478 NM				

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

500 NM	700 NM
1147	3571

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR 204	189 NM	319	AR 212	189 NM	356	AR-205	263 NM	43	AR-206H	326 NM	50
AR 206L	326 NM	20	AR 218	413 NM	359			0			0

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 685NM from the base."**

I.2.C.10d **Percentage of tanker demand in region:** 17.0
Percentage of tankers based in region: 25.0

Tanker saturation within the region has been classified as tanker Rich

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
AEGIS	289 NM	✔	✔	✔	0	1
ANDREWS	337 NM		✔		0	1
CHUTE (CIR)	271 NM	✔	✔	✔	0	1
JERSEY DEVIL	200 NM	✔	✔	✔	0	5
MCLEAN	287 NM	✔		✔	0	0
MEACHAM LAKE	240 NM		✔		0	0
MOUNTAIN	265 NM	✔		✔	1	0
PANTHER	270 NM	✔	✔	✔	1	0
PUDGY	200 NM	✔	✔	✔	0	5
SWAN CREEK	289 NM	✔	✔	✔	0	0
TURNER	72 NM	✔	✔	✔	0	2
ZIMMER	271 NM	✔	✔	✔	1	0

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

AEGIS	SR-800								
ANDREWS	SR-820								
CHUTE (CIR)	SR-801								
JERSEY DEVIL	SR-801	SR-805	SR-844	SR-845	SR-846				
MOUNTAIN	IR-801								
PANTHER	IR-801								
PUDGY	SR-801	SR-805	SR-844	SR-845	SR-846				
TURNER	SR-904	SR-905							
ZIMMER	IR-801								

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:**

MARTINSBURG 366 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
JERSEY DEVIL	200 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>**

CAMP LEJEUNE 528 NM

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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 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.

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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:
BARNSTABLE MUNICIPAL	Commercial
CAPE COD AIRPORT	Uncontrolled
CHATHAM MUNICIPAL	Uncontrolled
CRANLAND	Uncontrolled
FALL RIVER	General Aviation
FALMOUTH AIRPARK	Uncontrolled
GREEN STATE AIRPORT	Commercial
LOGAN INTL AIRPORT	Commercial
MANSFIELD	General Aviation
MARSHFIELD	Uncontrolled
MARTHA'S VINEYARD	Commercial
NANTUCKET MEMORIAL	Commercial
NEW BEDFORD	General Aviation
NEWPORT STATE	General Aviation
NORFOLK	General Aviation
NORTH CENTRAL	General Aviation
NORWOOD MEMORIAL	General Aviation
PLYMOUTH MUNICIPAL	Uncontrolled
PROVINCETOWN	General Aviation
QUONSET STATE	Military
SOUTH WEYMOUTH NAS	Military

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TAUNTON	General Aviation	

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

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F. Potential for Growth in Training Airspace (Area)

I.2.F.1 **Expansion of training airspace is Not possible.**

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 EDWARDS

9 NM from the base.

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

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

OCEANA NAS, NORFOLK, VA

403 mi from the base.

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

POPE AFB

560 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)

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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:
96.3	93.4	77.6	72.0	69.3

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

I.2.J.2.a Is at or below 15 knots 93.0 percent of the time

I.2.J.2.b Is at or below 25 knots 98.9 percent of the time

I.2.J.3 29 Days have freezing partcipitation (mean per year).

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	OTIS ANG BASE	MAIN BASE	3,535	3,193	257
II.1.A.2	WELLESLEY ANG STATIO		8	8	
		TOTALS:	3,543	3,201	257

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	1	1	90.0	0.0	10.0	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	11,545	100.0	0.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	45,531	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	17,100	14,617	100.0	0.0	0.0	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	58,343	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	5,806	5,806	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	0	0		0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	133,446	100.0	0.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	40,000	48,180	100.0	0.0	0.0	8,180
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	18,600	26,527	100.0	0.0	0.0	7,927
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	3,500	2,053	100.0	0.0	0.0	0

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II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	6,000	14,623	100.0	0.0	0.0	8,623
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	12,000	20,090	100.0	0.0	0.0	8,090
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	6,000	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	1,500	0		0.0	0.0	0
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	26,875	0.0	0.0	100.0	26,875
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	8,500	21,433	100.0	0.0	0.0	12,933
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	0
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	46,054	100.0	0.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	1,500	5,955	100.0	0.0	0.0	4,455
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	11,200	11,200	100.0	0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	12,100	7,658	100.0	0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	12,910	100.0	0.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	12,700	12,910	100.0	0.0	0.0	210
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	7,200	27,980	31.0	0.0	69.0	20,780
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	0	0		0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	0	13,098	100.0	0.0	0.0	13,098
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	116,028	62.0	0.0	38.0	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	22,500	25,194	100.0	0.0	0.0	2,694
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	34,276	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

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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	3,800	7,106	100.0	0.0	0.0	3,306
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	150	0.0	0.0	100.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	77,983	94.0	0.0	6.0	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	1,800	2,800	100.0	0.0	0.0	1,000
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	24,000	55,211	91.0	0.0	9.0	31,211
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	5,000	21,970	100.0	0.0	0.0	16,970
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	0		0.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	100,737	52.0	18.0	30.0	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	481	0.0	0.0	100.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	0	351	0.0	0.0	100.0	351
II.1.B.1.cc	722	Dining Hall	SF	N/A	12,649	100.0	0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	12,649	12,649	100.0	0.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	70	0.0	0.0	100.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	47,809	100.0	0.0	0.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	17,905	88.0	0.0	12.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	2,095	2,095	100.0	0.0	0.0	0

Notes for specific Cat Codes:

II.1.B.1.a.i	121-122	CONDITION CODE 3 IS UNDER DEMOLITION
II.1.B.1.a.ii	121-122a	WE DO NOT HAVE ANY FACILITIES CODED AS SUCH
II.1.B.1.b	131	TWO FACILITIES WERE OUT-GRANTED TO THE FAA.
II.1.B.1.c	141	CONSISTS OF EOD, PHOTO LAB, ALERT CELLS
II.1.B.1.c.i	141-232	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.
II.1.B.1.c.ii	141-753	PRESENT FACILITY IS UNDERSCOPED 2,483 SF.
II.1.B.1.c.iii	141-782	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.
II.1.B.1.c.iv	141-784	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.

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II.1.B.1.c.v	141-785	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.
II.1.B.1.d	171	THIS INCLUDES WELLESLEY ANG STATION.
II.1.B.1.d.i	171-211	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.
II.1.B.1.d.ii	171-211a	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.
II.1.B.1.d.iii	171-212	THIS FACIITY SHARES SAME FACILITY AS BASE OPERATIONS.
II.1.B.1.d.iv	171-212a	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.
II.1.B.1.d.v	171-618	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY
II.1.B.1.e	211	TWO FACILITIES ARE UP FOR DEMOLITION UNDER CONDITION CODE 5, AND TWO UNDER CONDITION CODE 3.
II.1.B.1.e.i	211-111	ONE FACILITY USED AS CONSOLIDATED ADMINISTRATIVE WING HEADQUARTERS.
II.1.B.1.e.iii	211-152a	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY,
II.1.B.1.e.iv	211-153	ONE FACILITY DEDICATED FOR NDI.
II.1.B.1.e.v	211-154	TWO FACILITIES DEDICATED TO AMU.
II.1.B.1.e.vi	211-157	ONE FACILITY.
II.1.B.1.e.vii	211-157a	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.
II.1.B.1.e.viii	211-159	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.
II.1.B.1.e.ix	211-173	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.
II.1.B.1.e.x	211-175	THIS FACILITY IS USED ONLY FOR COLD WEATHER SHELTER, NOT FOR MAINTENANCE.
II.1.B.1.e.xi	211-177	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.
II.1.B.1.e.xii	211-179	ONE FACILITY IN USE.
II.1.B.1.e.xiii	211-183	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.
II.1.B.1.f	212	ANG DOES NOT AUTHORIZE FOR OTIS ANG BASE.
II.1.B.1.f.i	212-212	ANG DOES NOT AUTHORIZE FOR OTIS ANG BASE.
II.1.B.1.f.ii	212-212a	ANG DOES NOT AUTHORIZE FOR OTIS ANG BASE
II.1.B.1.f.iii	212-213	ANG DOES NOT AUTHORIZE FOR OTIS ANG BASE.
II.1.B.1.f.iv	212-220	ANG DOES NOT AUTHORIZE FOR OTIS ANG BASE.
II.1.B.1.g.	214	WELLESLEY ANG STATION IS INCLUDED IN THIS CALCULATION.
II.1.B.1.g.i	214-425	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.
II.1.B.1.g.ii	214-467	FACILITY IS LOCATED WITHIN THE AICUZ AND MAY BE MOVED TO ANOTHER FACILITY.
II.1.B.1.h	215-552	ONE FACILITY IS BEING UTILIZED.
II.1.B.1.i	216-642	TWO FACILITIES ARE BEING UTILIZED FOR THIS FUNCTION.
II.1.B.1.j	217	ALL SQUARE FOOTAGE IS UNDER AVIONICS SHOP.
II.1.B.1.j.i	217-712	THIS IS A CO-USE BUILDING WITH A PMEL FUNCTION.
II.1.B.1.j.ii	217-712a	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.

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II.1.B.1.j.iii	217-713	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.
II.1.B.1.k.i	218-712	ONE FACILITY IS UP FOR DEMOLITION AS PART OF MCP.
II.1.B.1.k.ii	218-852	INCLUDED AS PART OF SQUADRON OPS.
II.1.B.1.k.iii	218-868	THIS FACILITY SERVES NOT ONLY THIS BASE BUT SEVERAL OTHER INSTALLATIONS AS WELL.
II.1.B.1.l	219	13 FACILITIES ON OTIS ANG BASE UNDER CONDITION CODE 219-XXX.
II.1.B.1.m	310	NOT AUTHORIZED BY ANGRC.
II.1.B.1.n	311	NOT AUTHORIZED BY ANGRC.
II.1.B.1.o	312	NOT AUTHORIZED BY ANGRC.
II.1.B.1.p	315	NOT AUTHORIZED BY ANGRC.
II.1.B.1.q	317	NOT AUTHORIZED BY ANGRC.
II.1.B.1.r	318	NOT AUTHORIZED BY ANGRC.
II.1.B.1.s.i	411-135	FIGURES FOR CAPACITY PROVIDED BY FMO.
II.1.B.1.t	422	UTILIZING 7 FACILITIES UNDER THIS CODE.
II.1.B.1.t.i	422-253	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.
II.1.B.1.t.ii	422-258	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.
II.1.B.1.t.iii	422-264	TWO NEW FACILITIES IN USE.
II.1.B.1.t.iv	422-265	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.
II.1.B.1.t.v	422-275	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.
II.1.B.1.u	441	SMALL STORAGE SHED TO BE REPLACED.
II.1.B.1.v	442	TWO FACILITIES UP FOR DEMOLITION. ONE UNDER CONDITION CODE 3, ONE UNDER CONDITION CODE 5.
II.1.B.1.v.i	442-257a	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.
II.1.B.1.v.iii	442-758	ONE FACILITY OF 4,913 SF IS CONDITION CODE 3 USED AS COLD STORAGE.
II.1.B.1.v.iv	442-758a	USING ONE FACILITY FOR WRSK STORAGE.
II.1.B.1.v.v	442-758b	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.
II.1.B.1.w	510	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.
II.1.B.1.x	530	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.
II.1.B.1.y	540	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.
II.1.B.1.z	550	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.
II.1.B.1.aa	610	24 FACILITIES TOTALING 99,553. 80,466 ARE ARE PERMITTED OUT TO NON-ANG AGENCIES
II.1.B.1.aa.i	610-144	OTIS ANG BASE DOES NOT POSSESS THIS FACILTY.
II.1.B.1.aa.ii	610-144a	OTIS ANG BASE DOES NOT POSSESS THIS FACILITY.
II.1.B.1.bb	721	FEDERAL FUNDING IS NO LONGER AUTHORIZED AFTER FY 94.
II.1.B.1.bb.i	721-312	FEDERAL FUNDING IS NO LONGER AUTHORIZED AFTER FY 94.

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II.1.B.1.cc	722	TWO FACILITIES. ONE DINING HALL, ONE STORAGE FACILITY IN USE.
II.1.B.1.cc.i	722-351	TWO FACILITIES. ONE DINING HALL, ONE STORAGE FACILITY IN USE.
II.1.B.1.dd	724	FACILITY PRESENTLY VACANT.
II.1.B.1.ee	730	14 FACILITIES. DOD POLICE AND OTHER PERSONNEL SUPPORT FACILITIES IN USE.
II.1.B.1.ff	740	6 FACILITIES AT 17,905 SF. ONE FACILITY OF 2,102 SF IS SCHEDULED FOR DEMOLITION AND ONE AT 6,832 SF IS PERMITTED TO THE US COAST GUARD.
II.1.B.1.gg	852-273	PRESENT FACILITY WILL BE RE-PAVED IN FY 95.

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	395,689	100.0	0.0	0.0
II.1.B.1.b	112	Airfield Pavements Taxiways	SY	4,548,214	100.0	0.0	0.0
II.1.B.1.c	113	Airfield Pavement Apron(s)	SY	595,419	100.0	0.0	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	323,333	33.0	67.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	36,268	0.0	100.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	187,068	0.0	100.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	476,001	0.0	100.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	2,797	100.0	100.0	0.0
II.1.B.1.j	851	Roads	SY	481,533	0.0	100.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	301,747	100.0	0.0	0.0

Notes for specific Cat Codes:

II.1.B.1.a	111	2 FACILITIES. WILL BE UPGRADED TO CONDITION CODE 1 AFTER BEING REPAINTED.
II.1.B.1.b	112	13 FACILITIES. WILL BE UPGRADED TO CONDITION CODE 1 WHEN AIRFIELD STRIPPING PROJECT IS COMPLETE.
II.1.B.1.c	113	7 FACILITIES. WILL BE UPGRADED TO CONDITION CODE 1 WHEN AIRFIELD PAINTING PROJECT IS COMPLETE.
II.1.B.1.d	116-662	THERE ARE NO FACILITIES CLASSIFIED UNDER THIS CATEGORY ON OTIS ANG BASE.
II.1.B.1.e	812	UTILITIES SERVE ENTIRE RESERVATION BUT MONITORED AND MAINTAINED BY OTIS ANG BASE. SYSTEM PROGRAMMED FOR UPGRADE, WHEN COMPLETED FACILITY, TOTALLING 216,633 LF, CLASSIFIED AS CONDITION CODE 2 WILL BE CHANGED TO 1.
II.1.B.1.f	822	FACILITY IS CURRENTLY VACANT SINCE DEMOLITION OF CENTRAL HEAT PLANT IN 1993 .
II.1.B.1.g	832	MAJOR UPGRADE PROGRAMMED FOR ENTIRE SYSTEM FY94-FY96. WHEN COMPLETE WILL BE UPGRADED TO CONDITION CODE 1.
II.1.B.1.h	842	CLASSIFIED AS CONDITION CODE 2 DUE TO AGE OF SYSTEM. WILL BE UPGRADED TO CONDITION CODE 1.

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II.1.B.1.i	843	CLASSIFIED AS CONDITION CODE 2 DUE TO AGE OF SYSTEM. WILL BE UPGRADED TO CONDITION CODE 1.
II.1.B.1.j	851	WILL BE RESURFACED AS PART OF FY 95 PROJECT. CONDITION CODE WILL BE CHANGED TO 1 UPON COMPLETION.
II.1.B.1.k	852	7 FACILITIES AT OTIS (588,478), 2 AT WELLESLEY ANG STATION (11,377). A RESURFACING PROJECT IS SCHEDULED FOR SPRING 94. WHEN COMPLETE WILL BE UPGRADED TO CONDITION CODE 1.

2. Airfield Characteristics

II.2 Runway Table:

Primary Designation		Dimensions: Length	Width	Cross Runway
32	Secondary	9500 ft	200 ft	Yes
23	Primary	8000 ft	200 ft	No

Aircraft Arresting Systems (II.2.I) Number	Types
1	BAK-12
2	BAK-12

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 (23).

II.2.C.1 Length: 8,000 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.

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

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II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	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
Taxiway	B-1B	SY	193,350	163350 - 3" PCC OVERLAY...30000 NEW 17" PCC CONSTRUCTION (NOTE: REGARDLESS OF STRENGTHENING...TAXIWAYS CAN NOT BE WIDENED OR LENGTHENED TO SUPPORT B-1B. SEE INSTALLATION WORK SHEETS)
Runway	B-1B	SY	337,960	320300 - 4" ASPHALT OVERLAY, 35600 3" PCC OVERLAY. (NOTE: REGARDLESS OF STRENGTHENING- RUNWAYS CAN NOT BE LENGTHENED OR WIDENED TO SUPPORT B-1B. SEE INSTALLATION WORK SHEETS)
Runway	B-52	SY	337,900	302300 - 7" ASPHALT OVERLAY. 35600 8" PCC OVERLAY (NOTE: REGARDLESS OF STRENGTHENING - RUNWAYS CAN NOT BE LENGTHENED OR WIDENED TO SUPPORT B-52. SEE INSTALLATION WORK SHEETS)
Taxiway	B-52	SY	163,350	8 " PCC OVERLAY. 30000 NEW 22" PCC CONSTRUCTION (NOTE: REGARDLESS OF STRENGTHENING - TAXIWAYS CAN NOT BE WIDENED OR LENGTHENED. SEE INSTALLATION WORK SHEETS)
Aprons	B-52	SY	262,455	6" PCC OVERLAY (NOTE : REGARDLESS OF STRENGTHENING - APRON CAN NOT BE LENGTHENED OR WIDENED. SEE INSTALLATION WORK SHEETS)
Taxiway	C-141	SY	163,350	1" PCC OVERLAY (NOTE: REGARDLESS OF STRENGTHENING - TAXIWAYS CANNOT BE LENGTHENED OR WIDENED. SEE INSTALLATION WORK SHEETS)
Runway	C-141	SY	337,900	302300 - 2" ASPHALT OVERLAY. 35600 1" PCC OVERLAY (NOTE: REGARDLESS OF STRENGTHENING - RUNWAYS CAN NOT BE LENGTHENED OR WIDENED TO SUPPORT C-141. SEE INSTALLATION WORK SHEETS)
Taxiway	C-5B	SY	193,350	163350 7" PCC OVERLAY. 30000 NEW 21" PCC CONSTRUCTION (NOTE REGARDLESS OF STRENGTHENING - TAXIWAYS CANNOT BE WIDENED OR LENGTHENED. SEE INSTALLATION WORK SHEETS)
Aprons	C-5B	SY	262,455	5" PCC OVERLAY (NOTE: REGARDLESS OF STRENGTHENING - APRON CAN NOT BE WIDENED OR LENGTHENED SEE INSTALLATION WORK SHEETS)

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Runway	C-5B	SY	337,900	302300 7" ASPHALT OVERLAY. 35600 7" PCC OVERLAY (NOTE: REGARDLESS OF STRENGTHENING - RUNWAYS CAN NOT BE LENGTHENED OR WIDENED TO SUPPORT C-5B. SEE INSTALLATION WORK SHEETS)
Taxiway	KC-10	SY	193,350	163350 8" PCC OVERLAY. 30000 NEW 22" PCC CONSTRUCTION. (NOTE: REGARDLESS OF STRENGTHENING - TAXIWAY CAN NOT BE LENGTHENED OR WIDENED. SEE INSTALLATION WORKSHEETS)
Runway	KC-10	SY	337,900	302300 7" ASPHALT OVERLAY. 35600 8" PCC OVERLAY. (NOTE: REGARDLESS OF STRENGTHENING - RUNWAYS CANNOT BE WIDENED OR LENGTHENED. SEE INSTALLATION WORK SHEETS)
Aprons	KC-10	SY	262,455	6" PCC OVERLAY(NOTE: REGARDLESS OF STRENGTHENING - APRON CAN NOT BE WIDENED OR LENGTHENED. SEE INSTALLATION WORK SHEETS)
Taxiway	KC-135R	SY	193,350	163350 7" PCC OVERLAY. 30000 NEW 21" PCC CONSTRUCTION. (NOTE : REGARDLESS OF STRENGTHENING - TAXI WAYS CANNOT BE LENGTHENED OR WIDENED. SEE INSTALLATION WORK SHEETS)
Aprons	KC-135R	SY	262,455	5" PCC OVERLAY (NOTE: REGARDLESS OF STRENGTHENING - APRON CAN NOT BE LENGTHENED OR WIDENED. SEE INSTALLATION WORK SHEETS
Runway	KC-135R	SY	337,900	302300 7" ASPHALT OVERLAY. 35600 7" PCC OVERLAY (NOTE: REGARDLESS OF STRENGTHENING - RUNWAYS CAN NOT BE LENGTHENED OR WIDENED. SEE INSTALLATION WORK SHEETS)

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

II.2.G.1 **The total usable apron space for aircraft parking is 612,022 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.)	
6130	124 ft	400 ft	Neither	STRG YD - DROP TANK
6139	500 ft	2,440 ft	Neither	MBLTY LOAD/UNLOAD
6140	1,120 ft	1,986 ft	Primary Aircraft	MAINT HANGAR PRKING
6142	1,390 ft	718 ft	Neither	ARNG HELO PRKING
6144	860 ft	496 ft	Neither	BASE AERO CLUB RAMP
6146	773 ft	406 ft	Neither	VACANT
6148	349 ft	300 ft	Neither	COAST GUARD AIR STN

II.2.G.2 **Permanently assigned aircraft currrently require 32,300 Sq Yds of parking space.**

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II.2.G.3 **135,555 Sq Yds of parking space is available for parking additional non-transient aircraft.**

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

SIZE OF AIRCRAFT AND THE PHYSICAL CONDITIONS OF THE APRON AREAS. THE BASE IS ALSO UNDER NOISE ABATEMENT RESTRICTIONS FOR NIGHT AND DAY TIME FLYING.

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:**

OTHER THAN FOD AND THE AGE OF THE PAVEMENT THIS BASE'S AIRFIELD IS IN BETTER THAN AVERAGE CONDITION FOR A FIGHTER WING OPERATION. HEAVIER AIRCRAFT COULD NOT UTILIZE THIS AIRFIELD ON A FULL-TIME BASIS BECAUSE OF THE RESTRICTION ON LENGTH AND WIDTH.

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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:	0.54 MG/D	MG/D - million gallons per day	75 %
II.3.A.2	Sewage:	0.33 MG/D		73 %
II.3.A.3	Electrical distribution:	11.729 MW	MW - million watts	32 %
II.3.A.4	Natural Gas:	0.648 MCF/D	MCF/D - million cubic feet per day	53 %
II.3.A.5	High temperature water/steam generation/distribution:	-	MBTUH - million British thermal units per hour	%

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

ELECTRICAL FIGURES OF 13 MWH ARE REPRESENTATIVE OF SUBSTATION CAPABILITY ONLY; ACTUAL DISTRIBUTION LINK SYSTEMS CAPABILITY SOMEWHAT LESS. NAT'L GAS SYSTEM IS NOT AN AIR FORCE ASSET BUT OWNED/OPERATED BY LOCAL GAS CO. HIGH TEMP WATER MAINS ARE VACANT

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:** 124 Hanger

Current Use: CE ROADS AND GROUNDS FACILITY

II.4.A.2 **Size (SF):** 34,849 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-15

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	160 ft	25 ft	
II.4.A.6	Largest unobstructed space inside the facility:	150 ft	25 ft	120 ft

II.4.A.1 **Facility number:** 126 Hanger

Current Use: CE ROADS AND GROUNDS STORAGE

II.4.A.2 **Size (SF):** 35,701 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-15

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	160 ft	25 ft	
II.4.A.6	Largest unobstructed space inside the facility:	150 ft	25 ft	125 ft

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II.4.A.1 **Facility number:** 128 Hanger

Current Use: MUNITIONS LOAD CREW TRAINING/EOD/CONTRACT FLD TEAM

II.4.A.2 **Size (SF):** 34,530 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-15

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	160 ft	25 ft	
II.4.A.6	Largest unobstructed space inside the facility:	120 ft	25 ft	115 ft

II.4.A.1 **Facility number:** 158 Hanger

Current Use: A C MAINT, CONSOLIDATED BASE ADMIN & WING HQ

II.4.A.2 **Size (SF):** 48,180 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** KC-135

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	370 ft	64 ft	
II.4.A.6	Largest unobstructed space inside the facility:	93 ft	64 ft	276 ft

II.4.A.1 **Facility number:** 163 Nose Dock

Current Use: MAINTENANCE COLD STORAGE

II.4.A.2 **Size (SF):** 26,875 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-15

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	293 ft	30 ft	
II.4.A.6	Largest unobstructed space inside the facility:	50 ft	30 ft	25 ft

II.4.A.1 **Facility number:** 192 Nose Dock

Current Use: AGE COLD STORAGE

II.4.A.2 **Size (SF):** 18,271 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-15

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	100 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	35 ft	22 ft	140 ft

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II.4.A.1 **Facility number:** 194 Nose Dock

Current Use: AGE COLD STORAGE

II.4.A.2 **Size (SF):** 19,120 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-15

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	100 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	145 ft	22 ft	60 ft

II.4.A.1 **Facility number:** 196 Nose Dock

Current Use: CORROSION CONTROL NOSE DOCK

II.4.A.2 **Size (SF):** 17,533 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-15

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	100 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	40 ft	22 ft	36 ft

II.4.A.1 **Facility number:** 3122 Hanger

Current Use: OUTGRANTED TO US NAVY FOR STORAGE

II.4.A.2 **Size (SF):** 26,298 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** B-1B

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	122 ft	25 ft	
II.4.A.6	Largest unobstructed space inside the facility:	122 ft	25 ft	162 ft

5. Unique Facilities

II.5.A **There are No unique (one-of-a-kind) Air Force facilitaties which must be replaced if the base is closed.**

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	30	138	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	23	CZ	0	138	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

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	32	CZ	0	138	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	5	CZ	0	138	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.2	14	APZ 1	30	345	0.0	Gen Compat	10.0	0.0	0.0	0.0	0.0	90.0
	23	APZ 1	50	345	16.0	Sig Incompat	16.0	0.0	0.0	40.0	3.0	41.0
	32	APZ 1	0	345	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	5	APZ 1	30	345	20.0	Sig Incompat	20.0	1.0	0.0	0.0	0.0	79.0
II.6.A.3	14	APZ 2	0	482	0.0	Gen Compat	10.0	0.0	10.0	5.0	0.0	75.0
	23	APZ 2	30	482	0.0	Gen Compat	5.0	0.0	0.0	0.0	25.0	70.0
	32	APZ 2	0	482	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	5	APZ 2	50	482	7.0	Incompat	15.0	0.0	2.0	0.0	5.0	78.0

	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	500	2,590	15	Sig Incompat	46.0	0.0	1.0	1.0	6.0	46.0
II.6.A.5	70-75	100	1,350	30	Sig Incompat	39.0	0.0	0.0	0.0	0.0	61.0
II.6.A.6	75-80	10	576	2	Gen Compat	2.0	0.0	0.0	0.0	0.0	98.0
II.6.A.7	80+	0	680	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	14	CZ	30	138	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	23	CZ	0	138	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	32	CZ	0	138	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	5	CZ	0	138	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.2	14	APZ 1	30	345	0	Gen Compat	10.0	0.0	0.0	0.0	0.0	90.0
	23	APZ 1	50	345	16	Sig Incompat	16.0	0.0	0.0	40.0	3.0	41.0
	32	APZ 1	0	345	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	5	APZ 1	30	345	20	Sig Incompat	20.0	1.0	0.0	0.0	0.0	79.0
II.6.B.3	14	APZ 2	0	482	0	Gen Compat	10.0	0.0	10.0	5.0	0.0	75.0
	23	APZ 2	30	482	0	Gen Compat	5.0	0.0	0.0	0.0	25.0	70.0
	32	APZ 2	0	482	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	5	APZ 2	50	482	7	Incompat	15.0	0.0	2.0	0.0	5.0	78.0

	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

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II.6.B.4	65-70	500	2,590	15	Sig Incompat	46.0	0.0	1.0	1.0	6.0	46.0
II.6.B.5	70-75	100	1,350	30	Sig Incompat	39.0	0.0	0.0	0.0	0.0	61.0
II.6.B.6	75-80	10	576	2	Gen Compat	2.0	0.0	0.0	0.0	0.0	98.0
II.6.B.7	80+	0	680	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 Sep 80**

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:

ALTHOUGH THE FLIGHT TRACKS IN THE CURRENT AICUZ MAY BE SIMILAR TO THOSE USED TODAY. THEY DO NOT REFLECT CURRENT OPS. SINCE 1980 AICUZ, ALL SVCS UTILIZING THE AIRFIELD (ANG, ARNG, USCG) HAVE CHANGED A/C ONCE, ERGO,. NOISE ISOPLETHS ARE NOT CURRENT.

II.6.E **The study has not been updated**

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

II.6.E.1 AICUZ completed but not released to public

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:
BOURNE		
FALMOUTH		
MASHPEE		
SANDWICH		

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

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

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FALMOUTH		
SANDWICH		

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

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

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:
FALMOUTH		
SANDWICH		

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:
FALMOUTH		
SANDWICH		

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:
FALMOUTH		

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SANDWICH

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
SANDWICH	2082	5239	7500	10300	11250
MASHPEE	867	1288	3300	5200	8500
FALMOUTH	13037	15942	23600	28800	29500
BOURNE	14011	12636	12000	14000	13800

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
BARNSTABLE COUNTY	43460	54314	76400	94400	103050

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
32	26 acres	TBD	$ 2 M

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

Planned on base facilities not sited in accordance with AICUZ recommendations:

Air Space Encroachment

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

II.6.K.1 1.0 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 USE OF NOISE-ABATEMENT RUNWAY, REDUCED THROTTLE SETTINGS, AND A ROUTE THAT AVOIDS POPULATED AREAS. THE BASE HAS INVESTED OVER $380,000 IN NOISE SUPPRESSION EQUIPMENT AND AIRCRAFT RUNUP AREA

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 **2 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 10K FORKLIFTS

III.1.A.2 **3 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	ONLY ON AN EMERGENCY OR MINIMUM OPERATIONAL BASIS
C-5	Can land	Can taxi	Can park	Can refuel	ONLY ON AN EMERGENCY OR MINIMUM OPERATIONAL BASIS
KC-10	Can land	Can taxi	Can park	Can refuel	ONLY ON AN EMERGENCY OR MINIMUM OPERATIONAL BASIS

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 **11 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
PRITCHARD	600	2	11	1	1

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
50000	4

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III.1.C.4 The hydrant system is 0.1 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

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: NONE

There are No offload headers.

2 tank trucks can be simultaneously offloaded

Tank cars can Not be offloaded.

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

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

III.1.D.6 Current despensing capabilities as defined in AFR 144-1 sustained: 588
maximum: 588

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

III.1.D.7.a Supporting DFSP: DFSP (UY7105) MELVILLE FUEL FARM, PORTSMOUTH, RI

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:	12998	32000
Square footage available (including physical capacity limit):	7480	18640
III.1.E.2 Normal installation mission storage requirement:	6020	400

Physical Limits for Cat 1.1 Munitions:

SIZE OF STRUCTURE AND EXPLOSIVE ITEM COMPATABILITY.

Physical Limits for Cat 1.2 Munitions:

SIZE OF STRUCTURE AND EXPLOSIVE ITEM COMPATABILITY.

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

III.1.F.1 Hot cargo pad access limitations:

ANY AIRCRAFT USING THIS LOCATION MUST BE ABLE TO PERFORM A 180 DEGREE TURN ON A 75' WIDE TAXIWAY.

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III.1.F.2 **The size of the hot cargo pad is 22,000 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 110 ft wide and has a pavement classification number (PCN) of 93.**

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

C-130 AND C-141

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:

Brunswick - NAS	137 NM
E. Greenwich - Davisville	43 NM
Falmouth - North Falmouth	4 NM
Groton - New London	73 NM
Kittery	86 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 **The base medical facility performs No unique missions.**

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

III.1.M Base medical facilities have No facilities projects planned to begin before to 1999.

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

III.1.N Base facilities have No excess storage capacity.

III.1.N.1 Base facilities have No covered storage capacity.

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	0 sq ft
Mobility storage:	0 sq ft
War Readiness Support Kits (WRSK) storage:	0 sq ft

III.1.O 111 light military vehicles are on base.

III.1.P 114 heavy military and special vehicles are on base.

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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				
		3840	89.50 $sK	0.00 $sK	89.50 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	177.00 $sK	0.00 $sK		177.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3840	394.90 $sK	0.00 $sK			394.90 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3840	507.00 $sK	0.00 $sK				507.00 $sK
				xxx56 TOTALS:	89.50 $sK	177.00 $sK	394.90 $sK	507.00 $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				
		3840	2,963.10 $sK	0.00 $sK	2,963.10 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	257.10 $sK	0.00 $sK		257.10 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3840	0.00 $sK	0.00 $sK			0.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3840	0.00 $sK	0.00 $sK				0.00 $sK
				xxx76 TOTALS:	2,963.10 $sK	257.10 $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-91	Appropriation	Direct	Reimbursable				
		3840	583.20 $sK	0.00 $sK	583.20 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	66.80 $sK	0.00 $sK		66.80 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3840	1,209.90 $sK	0.00 $sK			1,209.90 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3840	16.00 $sK	0.00 $sK				16.00 $sK
				xxx78 TOTALS:	583.20 $sK	66.80 $sK	1,209.90 $sK	16.00 $sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				

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		3840	0.00 $sK	0.00 $sK	0.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	0.00 $sK	0.00 $sK		0.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3840	0.00 $sK	0.00 $sK			0.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3840	0.00 $sK	0.00 $sK				0.00 $sK
				xxx90 TOTALS:	0.00 $sK	0.00 $sK	0.00 $sK	0.00 $sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3840	618.30 $sK	0.00 $sK	618.30 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	368.20 $sK	0.00 $sK		368.20 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3840	367.00 $sK	10.20 $sK			377.20 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3840	199.00 $sK	0.00 $sK				199.00 $sK
				xxx95 TOTALS:	618.30 $sK	368.20 $sK	377.20 $sK	199.00 $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				
		3840	4,912.70 $sK	1,582.50 $sK	6,495.20 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	4,280.20 $sK	1,610.80 $sK		5,891.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3840	3,392.80 $sK	1,528.10 $sK			4,920.90 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3840	2,534.00 $sK	456.80 $sK				2,990.80 $sK
				xxx96 TOTALS:	6,495.20 $sK	5,891.00 $sK	4,920.90 $sK	2,990.80 $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: **$ 0.00 K**

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Section IV/V Level Playingfield COBRA Data

One time closure costs: 57$sM

Twenty year Net Present Value (154)$sM

Steady state savings 15$sM per year

Manpower savings associated with closure 298

Return on Investment (years): 4

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Section VI Economic Impact

Economic Area Statistics:

Barnstable-Yarmouth, MA NECMA
Total population: 189,000 (FY 92)
Total employment: 97,525 (FY 93)
Unemployment Rates (FY93/3 Year Average/10 Year Average)

8.9% / 10.1% / 6.5%

Average annual job growth: 1,469

Average annual per capita income: $23,592

Average annual increase in per capita income: $4.4%

Projected economic impact:

Direct Job Loss:	**1,876**	
Indirect Job Loss:	**727**	
Closure Impact:	**2,603**	**(2.7% of employment total)**
Other BRAC Losses:	**0**	
Cumulative Impact:	**2,603**	**(2.7% of employment total)**

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Section VII

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Section VIII

1. Air Quality - Clean Air Act

VIII.1.A **Air Quality Management District for the base:** SOUTHEASTERN MASSACHUSETTS AIR POLLUTION CONTROL REGULATION

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	Serious

VIII.1.C **There are 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 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.

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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 The 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:

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AQUIFER

VIII.2.B **There are constraints to the base water supply. Type constraints include:**

Quantity constraints

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.** FORMER SPILLS OF FUEL AND CLEANING SOLVENTS. ALSO LANDFILL DEBRIS.

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 **3 water wells exist at the base.**

VIII.3.D **2 wells have been abandoned for the following reasons:**

CONTAMINATION

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
46 11 25 X 03 73	0.59 Acres
46 12 66 X 03 74 14	4.44 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)

VIII.4.C **There is known contamination to the base or local community surface water**

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VIII.4.C.1 Nature of the contamination: SOLVENTS FROM FIRE-TRAINING . NUTRIENTS FROM WASTEWATER TREATMENT PLANT. SOLVENTS FROM STORM DRAIN 5

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 2 wastewater treatment facilities (industrial/domestic) are located on-base:

INDUSTRIAL
ONE DOMESTIC

VIII.5.C There are discharge (treatment) violations or outstanding discharge (treatment) open enforcement actions pending.

VIII.5.C.1

Violation date	Nature of violation	Current status of violation	Compliance attainment date
Oct 87	ADMINISTRATIVE ORDER, MA DEPT OF ENVIRONMENTAL PROTECTION, VIOLATIONS OF EFFLUENTS AND UPGRADE PLANT.	CONSTRUCTION OF NEW PLANT COMMENCED DEC 93.	Dec 95

6. Discharge Points / Impoundments

VIII.6.A There any No National Pollutant Elimination System permits in effect.

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

THE EFFLUENT IS DISCHARGED TO ON-BASE SAND FILTER BEDS AND FILTERS DOWN TO THE GROUNDWATER WHICH FLOWS TO THE TOWN OF FALMOUTH. THIS AQUIFER IS A SOURCE OF DRINKING WATER TO THE TOWN.

VIII.6.C The base has discharge impoundments.

VIII.6.C.1 There are No water/wastewater treatment impoundments.

VIII.6.C.2 There are 2 industrial wastewater treatment 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.

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VIII.7.A.1 **100.0 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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8. Biological - Habitat

VIII.8.A **There are No ecological or wildlife management areas ON the base.**

Ecological or wildlife management areas ADJACENT TO the base:

CRANE WILDLIFE MANAGEMENT AREA AND PRESERVE

VIII.8.A.1 **Natural areas on or adjacent to the base are generally recognized as important ecological sites.**

THE MMR HAS SIGNIFICANT HABITATS IN THE DEVELOPMENT OF THE UPLAND SANDPIPER, A STATE ENDANGERED SPECIES.

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 constrains CURRENT construction activities/operations:**

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

RECOMMENDATIONS TO LIMIT ACTIVITY IN THE AREAS IDENTIFIED AS HABITAT FOR THE UPLAND SANDPIPER FROM 1 MARCH TO 31 JULY APPEAR IN THE SOURCE DOCUMENT.

9. Biological - Threatened and Endangered Species

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

Species	Kingdom				Remarks
BIRD - UPLAND SANDPIPER, NORTHERN HARRIER, GRASSHOPPER SPARROW	Animal	State	Listed	Endangered	

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

Species	Kingdom				Remarks
GRASSHOPPER SPARROW	Animal	State		Special Concern	
NORTHERN HARRIER	Animal	State		Special Concern	
UPLAND SANDPIPER,	Animal	State		Special Concern	

VIII.9.C **The presence of these species constrains current or future construction activities or operations as follows:**

RECOMMENDATIONS TO LIMIT ACTIVITY IN THE AREAS IDENTIFIED AS HABITAT FOR THE UPLAND SANDPIPER FROM 1 MARCH TO 31 JULY APPEAR IN THE SOURCE DOCUMENT.

10. Biological - Wetlands

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

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VIII.10.A.1 **Identification and type of wetland:**

	Approximate acreage:
1 DEFINED WETLAND (A)	1
1 DEFINED WETLAND (B)	3

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

VIII.10.B **The base has Not been surveyed for wetlands in accordance with established federally approved guidelines.**

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 **No historic,prehistoric, archaeological sites or other cultural resources are located on the base.**

VIII.12.B **4 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 Not been archeologically surveyed.**

VIII.12.D.1 **Not Applicable.**

VIII.12.D.2 **No archeological sites have been found.**

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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.

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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 78 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 2000

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 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
CAA/CWA INITITIVES	$596.000 K	$3,968.000 K	$0.000 K	$60.000 K	$28.000 K
Hazardous Waste Disposal/Remediation	$682.000 K	$315.000 K	$270.000 K	$270.000 K	$275.000 K
IRP	$12,597.000 K	$5,254.000 K	$14,000.000 K	$14,815.000 K	$10,500.000 K
Natural Resources	$0.000 K	$0.000 K	$0.000 K	$0.000 K	$0.000 K
Permits	$0.000 K	$0.000 K	$0.000 K	$0.000 K	$0.000 K

15. Other Issues

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

STATE: MASSACHUSETTS IS NON-ATTAINMENT FOR OZONE.

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16. Air Quality - Clean Air Act

VIII.16.A **Air Quality Control Area (AQCA) geographic region in which the base is located:**
SOUTHEASTERN MASSACHUSETTS AIR POLLUTION CONTTROL DISTRICT

VIII.16.B **Air quality regulatory agency responsible for the AQCA:.** MASSACHUSETTS DEPARTMENT OF ENVIRONMENTAL PROTECTION

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

MR JOHN WINKLER 508-946-2779

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 Non-Classifiable 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:** 0.17 ppm

VIII.16.D.2 **Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:** 9.5 ppm

VIII.16.D.3 **Ozone Design value is 139.2% of NAAQS**

VIII.16.D.4 **Carbon monoxide Design value is 105.6% of NAAQS**

VIII.16.E.1 **The EPA-designated severity of nonattainment for OZONE is Serious**

VIII.16.E.2 **SOUTHEASTERN MASSACHUSETTS AIR POLLUTION CONTTROL DISTRICT**

VIII.16.E.3 **Multi-state ozone transport region for the base:** OZONE NORTHEAST TRANSPORT REGION

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	35	G.1.d	61	G.2.a	35	G.2.d	61

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Military Aircraft Associated with the Base	G.1.b	35	G.1.e	61	G.2.b	35	G.2.e	61
Stationary Source	G.1.c	25	G.1.f	38	G.2.c	25	G.2.f	38

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	1	G.3.d	54

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	0	G.5.c	1.64%
Stationary Source	G.5.b	4.00%	G.5.d	142.11%
TOTAL	G.5.e	1.67%	G.5.f	55.56%

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Section IX

ARC Installations and Bases with ARC Units

IX.1 All regularly used ground training facilities are on base.

IX.2 Flying units supporting Aeromed/Arial ports accomplish training locally.

IX.3 Available dormitory space will house 100.0 percent of the population requiring billets

IX.3.A 27.0 percent of the reservists/guardsmen require billeting during drill weekends.

IX.3.B 0.0 percent drill billeting requirements are met with commercial billeting establishihments.

IX.4 Adequate dining facilities are available.

IX.5 A physical fitness center is available.

The fintess center is adequate

IX.6 A consolidated club is available.

The consolidated club is adequate, remarks follow:

IX.7 Ninety percent of the unit's population

Is within 60 min travel time from the base.

Lives within 50 miles of the base.

IX.8 25.6 Percent of the recruiting areas's population is in the recruitable range.

IX.9 2,469,522 is the total population of the recruiting area.

IX.10 72.0 percent of the recruitable population has completed high school.

IX.11 Authorization data over the last 5 years is not available.

IX.12 There are a total of 5 other reserve components in the local recruiting area:

NAS SOUTH WEYMOUTH. 20 ARMY RESERVE/GUARD, TWO MARINE CORPS UNITS AND COAST GUARD RESERVE

IX.13 The current total reserve component population is 0.00 percent of the recruitable age range.

IX.14 93.7 percent is the average AFRES/ANG personnel retention rate.

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Retention rate uses data from the last 2 fiscal years. One time events which may have caused abnormalities include unit moves and/or weapons system conversions.

IX.15 **Unit reservist/guardsman participated in 15.2 (ave) title 10 and/or title 32 active duty days beyond Annual Tours and Drill periods for FY92-3, and FY94 (est)**

IX.16 **Other government aviation units are colocated on the airfield. Base operating support is provided as follows:**

IX.16.A	**POL:**	Host Unit
IX.16.B	**Security:**	Joint Facilities
IX.16.C	**Base Supply:**	Separate
IX.16.D	**Tower/ATC:**	Host Unit
IX.16.E	**Base CE:**	Host Unit

Definitions:

Host Unit	*At least 75% provided by the installation host*
Tenant Unit	*At least 75% provided by collocated tenant unit*
Separate	*At least 75% provided internally by each collocated unit*
Joint facilities	*More than 25% provided in a shared arrangement between collocated DOD units*
Civil	*All support provided through contract or civilian airport authority*

Document Separator

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Patrick AFB - AFSPC

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	Army	38	61	60	159
I.1.A.2	NAF	-	-	785	785
I.1.A.3	NASA	-	-	59	59
I.1.A.4	Navy	53	254	164	471
I.1.A.5	Non Govt	-	-	37	37
I.1.A.6	Other Govt	75	171	240	486
I.1.A.7	US Coast Guard	28	180	-	208
	TOTAL:				2205

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

I.1.B.1 **Supported Unit:** AFELM, JTF 4 GSU
Location: KEY WEST, FL
Support provided: LOG/ADMIN HTSA

I.1.B.2 **Supported Unit:** 23 IS GSU
Location: KEY WEST, FL
Support provided: LOG/ADMIN HTSA

I.1.B.3 **Supported Unit:** 333 USAF RECRUITING GSU
Location: ALL OF FLORIDA
Support provided: LOG/ADMIN HTSA

I.1.B.4 **Supported Unit:** AIR FORCE ROTC GSU
Location: ALL OF FLORIDA
Support provided: LOG/ADMIN HTSA

I.1.B.5 **Supported Unit:** JTF/ESC GSU
Location: MELBOURNE, FL
Support provided: LOG/ADM/SUPL/PMEL/WX H

I.1.B.6 **Supported Unit:** OL-AG PHILLIPS LAB GSU
Location: MALABAR, FL
Support provided: LOG/ADMIN HTSA

GSU - Geographically Separated Unit
REM - Remote Unit

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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
RAPCON	3	172323	158327	13996	29471	N/A	763
Tower	2	70311	31237	39074	N/A	N/A	N/A

I.2.A.4 **The primary instrument runway is designated 02**

13025 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.

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

B. Geographic Location

I.2.B.1 **Nearest major primary airlift customer:** FORT STEWART **distance** 224 NM

Nearest major primary airdrop customer: MACDILL AFB **distance** 104 NM

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

Lajes AB: 2740 NM

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Rota AB:	3784 NM
Hickam AFB:	4224 NM
RAF Mildenhall:	3887 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	MACDILL AUX	53
I.2.B.4	Military airfield, runway >= 8,000ft	MACDILL AUX	53
I.2.B.5	Military airfield, runway >= 10,000ft	MACDILL AFB	104
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Orlando Int'l	43
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Orlando Int'l	43
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Orlando Int'l	43
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Melbourne Int'l	7
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Orlando Int'l	43

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 **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-158A	97 NM	W-497 A,B	100 NM	W-497B	115 NM
W-168 A,B,C	180 NM	W-168A	188 NM	W-157A	189 NM
W-470 A,B,C,D,E	208 NM	W-132A,B/W-134/W-157A	213 NM	W-174 A,B,C,D,F,G	250 NM
W-132 A,B	252 NM	W-174B	265 NM	W-151 A,B,C,D	291 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-497A	38 NM	W-158A	97 NM	W-497 A,B	100 NM
W-497B	115 NM	W-158B	119 NM	W-168 A,B,C	180 NM
W-168A	188 NM	W-157A	189 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:**

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Area Name	Distance	Area Name	Distance	Area Name	Distance
W-497A	38 NM	W-158A	97 NM	W-497 A,B	100 NM
W-497B	115 NM	W-158B	119 NM	W-168 A,B,C	180 NM
W-168A	188 NM	W-157A	189 NM	W-470 A,B,C,D,E	208 NM
W-157B	212 NM	W-132A,B/W-134/W-157A	213 NM	W-157C	216 NM
W-174A	224 NM	W-465 A,B,C,	242 NM	W-174 A,B,C,D,F,G	250 NM
W-132 A,B	252 NM	W-151D	262 NM	W-174B	265 NM
W-151B	271 NM	W-174D	280 NM	W-151 A,B,C,D	291 NM
W-161A,B/W-177A,B	306 NM	W-177A	316 NM	W-151A	321 NM
W-122J	334 NM	W-155B	364 NM	W-155 A,B	366 NM
W-122I	371 NM	W-122G	406 NM	W-122 A,B,C,D,E,F,G,H,I,	411 NM
W-122F	419 NM	W-122 D	432 NM	W-122 E	432 NM
W-122C	469 NM	W-122 A,B,C,F,G,H,I,J	481 NM	W-92	531 NM
W-72A	559 NM	W-72 A,B	571 NM	W-72B	572 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
AVON PARK BRAVO/FO	49 NM	AVON PARK CHARLIE/E	49 NM	PINECASTLE	79 NM
TOWNSEND	202 NM	GRAND BAY	210 NM	EGLIN C62	327 NM
EGLIN C52	330 NM	POINSETT	335 NM	CHERRY POINT BT-11	457 NM
SHELBY EAST	469 NM	SHELBY WEST	473 NM	USAF DARE COUNTY	507 NM
NAVY DARE COUNTY	511 NM	CLAIBORNE	669 NM	JEFFERSON PROVING G	689 NM
ATTERBURY	715 NM	WARREN GROVE	753 NM	INDIANTOWN GAP	757 NM

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

BEAUFORT TACTS	186 NM

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

HOMESTEAD ACMI	171 NM

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

AVON PARK BRAVO/	49 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	3	9	14	30	65	77
SR	0	0	0	11	26	84
VR	2	11	13	38	82	109

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Total Routes:	5	20	27	79	173	270

Identify Routes:

IR-048	55 NM	IR-055	59 NM	VR-1039	88 NM	IR-047	90 NM	VR-1089	92 NM		
IR-049	103 NM	IR-050	103 NM	VR-1098	103 NM	IR-051	103 NM	VR-1009	108 NM	IR-033	112 NM
IR-020	117 NM	VR-1097	119 NM	VR-1010	122 NM	VR-1087	134 NM	VR-1088	134 NM	VR-1006	136 NM
VR-1007	136 NM	IR-046	146 NM	VR-1008	149 NM						
IR-019	152 NM	VR-1004	174 NM	VR-1002	177 NM	IR-053	182 NM	IR-034	189 NM	IR-056	189 NM
IR-032	194 NM										
VR-1066	203 NM	VR-1011	205 NM	VR-1001	208 NM	VR-1003	219 NM	IR-015	223 NM	VR-1065	223 NM
IR-018	223 NM	VR-094	233 NM	IR-016	248 NM	VR-1041	249 NM	IR-023	261 NM	VR-1049	292 NM
VR-1005	307 NM	VR-1013	307 NM	SR-166	310 NM	IR-036	322 NM	IR-030	323 NM	IR-031	323 NM
SR-038	347 NM	IR-017	349 NM	VR-1017	349 NM	SR-039	350 NM	IR-057	353 NM	SR-106	353 NM
SR-104	353 NM	IR-059	353 NM	SR-103	353 NM	SR-101	353 NM	VR-1059	354 NM	VR-1082	355 NM
VR-1084	355 NM	VR-1085	355 NM	VR-1040	359 NM	IR-035	361 NM	VR-1069	361 NM	VR-1074	363 NM
IR-021	367 NM	IR-090	369 NM	VR-1070	370 NM	VR-1060	377 NM	VR-1056	379 NM	IR-012	385 NM
SR-069	387 NM	SR-070	387 NM	SR-072	387 NM	SR-071	387 NM	VR-095	390 NM	VR-088	392 NM
IR-041	393 NM	VR-087	393 NM	VR-1067	393 NM	IR-063	393 NM				
SR-035	401 NM	SR-040	401 NM	SR-037	401 NM	SR-036	401 NM	VR-060	406 NM	IR-083	411 NM
IR-074	413 NM	IR-082	414 NM	VR-097	417 NM	VR-058	418 NM	SR-102	419 NM	IR-038	420 NM
VR-1020	420 NM	IR-022	422 NM	IR-040	423 NM	VR-1024	423 NM	VR-1023	423 NM	VR-1021	423 NM
IR-042	427 NM	VR-1068	427 NM	IR-037	429 NM	VR-1054	429 NM	VR-1046	429 NM	VR-1043	437 NM
VR-1022	440 NM	SR-029	443 NM	VR-1052	445 NM	IR-077	448 NM	IR-089	450 NM	VR-085	451 NM
VR-086	451 NM	IR-079	452 NM	IR-080	452 NM	VR-1030	452 NM	VR-1083	454 NM	IR-081	455 NM
SR-105	455 NM	IR-069	457 NM	SR-031	468 NM	IR-066	469 NM	IR-067	469 NM	VR-1051	469 NM
VR-1050	469 NM	VR-179	476 NM	IR-062	477 NM	VR-092	477 NM	SR-030	481 NM	VR-1058	481 NM
VR-1055	487 NM	IR-075	489 NM	VR-093	491 NM	VR-1031	491 NM	VR-1033	496 NM	VR-1014	498 NM
VR-1057	505 NM	VR-096	506 NM	IR-002	512 NM	IR-044	514 NM	VR-073	515 NM	VR-1752	522 NM
IR-743	525 NM	VR-1743	525 NM	IR-726	526 NM	VR-1726	526 NM	VR-1061	529 NM	VR-1721	530 NM
SR-137	533 NM	IR-091	537 NM	IR-715	540 NM	IR-718	540 NM	VR-1072	544 NM	IR-721	547 NM
IR-762	562 NM	VR-1756	562 NM	VR-1016	564 NM	IR-719	569 NM	IR-761	573 NM	VR-1751	573 NM
SR-867	579 NM	IR-720	580 NM	IR-070	585 NM	VR-1032	585 NM	VR-1722	586 NM	IR-714	594 NM
VR-1754	594 NM	IR-760	594 NM	IR-078	595 NM	VR-1755	595 NM	VR-1753	595 NM	IR-068	596 NM
SR-871	600 NM	SR-872	600 NM	SR-873	600 NM	SR-874	600 NM				
VR-1759	605 NM	SR-075	611 NM	VR-1196	627 NM	SR-059	629 NM	SR-062	629 NM	SR-060	629 NM
SR-061	629 NM	SR-225	631 NM	SR-073	637 NM	SR-074	637 NM	SR-820	641 NM	SR-835	641 NM

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SR-821	641 NM	SR-238	642 NM	IR-723	643 NM	IR-160	649 NM	IR-161	649 NM	VR-1758	661 NM
VR-1709	662 NM	VR-1711	666 NM	VR-1713	666 NM	VR-1712	666 NM	IR-157	669 NM	IR-174	669 NM
IR-608	670 NM	VR-1631	687 NM	VR-1668	688 NM	SR-802	690 NM	SR-803	690 NM	SR-804	690 NM
SR-806	690 NM	SR-808	690 NM	SR-807	690 NM	VR-1632	692 NM	VR-1633	692 NM	IR-716	693 NM
SR-732	700 NM	SR-734	700 NM	SR-735	700 NM	SR-733	703 NM	SR-738	707 NM	SR-737	709 NM
VR-708	712 NM	VR-1667	714 NM	IR-121	719 NM	VR-1103	719 NM	SR-844	721 NM	SR-846	721 NM
SR-845	721 NM	VR-704	728 NM	VR-705	728 NM	VR-1757	729 NM	SR-800	732 NM	SR-801	732 NM
SR-805	732 NM	SR-816	732 NM	SR-822	732 NM	SR-815	732 NM	SR-218	733 NM	SR-220	733 NM
SR-222	733 NM	SR-227	733 NM	SR-226	733 NM	SR-237	733 NM	SR-232	733 NM	SR-231	733 NM
SR-230	733 NM	SR-229	733 NM	SR-221	733 NM	SR-219	733 NM	VR-106	735 NM	IR-618	737 NM
VR-619	737 NM	SR-707	741 NM	SR-708	741 NM	SR-713	741 NM	SR-714	741 NM	SR-711	741 NM
SR-710	741 NM	IR-592	745 NM	VR-1679	746 NM	SR-709	756 NM	SR-715	756 NM	SR-817	756 NM
SR-712	756 NM	SR-847	759 NM	SR-818	764 NM	IR-120	769 NM	VR-1102	769 NM	VR-1641	777 NM
VR-1642	777 NM	SR-239	783 NM	VR-615	791 NM	IR-127	797 NM	VR-187	797 NM	VR-1617	797 NM
VR-1638	797 NM										

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 1363 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	12	20

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-620	79 NM	AR-202N NORTH	170 NM	AR-638	178 NM	AR-716	187 NM
AR-618	192 NM	AR-655	194 NM	AR-617	198 NM		
AR-627	213 NM	AR-202AN ALTERNA	241 NM	Racoon MOA	276 NM	AR-601	287 NM
AR-200	296 NM						
AR-202S SOUTH	302 NM	AR-207NE NORTHEA	304 NM	AR-600	356 NM	AR-207SW SOUTHWE	404 NM
AR-216 NORTHEAST	424 NM	AR-646	466 NM	AR-216 SOUTHWEST	476 NM	AR-633A	499 NM

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

500 NM	700 NM
1893	3593

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events

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Racoon	276 NM	1829	AR-216	424 NM	64			0			0
AR-108	513 NM	140	AR-302	530 NM	445	AR-101	544 NM	217	AR-203	571 NM	223

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 276NM from the base."**

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

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
APPOLLO (WATER)	208 NM	✔	✔		0	0
BIFF	293 NM	✔	✔		0	0
BILL BAG	286 NM	✔	✔		0	0
BRAVO	48 NM	✔	✔	✔	6	0
CANE	111 NM	✔	✔		0	0
CLERKIN	297 NM	✔	✔		0	0
ECHO CHARLIE	52 NM	✔	✔	✔	10	0
ELIZABETH WEST	348 NM	✔	✔	✔	3	4
FRYAR	331 NM	✔	✔	✔	4	6
GALLAHAD #1	232 NM				0	1
HARD LUCK	52 NM	✔	✔		8	0
HUNTER	228 NM		✔		0	0
JONES	96 NM	✔	✔	✔	6	0
KAREN	52 NM	✔	✔	✔	8	0
LOWRY LAKE	121 NM	✔	✔		2	0
MACE	109 NM	✔	✔		1	0
MALLON	284 NM	✔	✔		0	0
MCKENNA	330 NM	✔	✔	✔	4	6
NORTHFIELD E-W	323 NM	✔	✔	✔	2	1
NORTHFIELD S-N	323 NM	✔	✔	✔	0	0
OSCAR NOVEMBER	57 NM	✔	✔	✔	8	0
OSCAR QUEBEC	53 NM	✔	✔	✔	8	0
OSCAR QUEBEC REV	53 NM	✔	✔	✔	6	0
PRESTON	317 NM		✔	✔	0	0
QUICK	205 NM	✔			0	0

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REMAGEN	239 NM	✔	✔	✔	1	1
REMAGEN REVERSE	239 NM	✔	✔		1	1
RIM	52 NM	✔	✔	✔	8	0
TAYLORS CREEK	229 NM	✔	✔	✔	1	1
THUNDERBOLT	228 NM	✔	✔		0	0

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			
ECHO CHARLIE	IR-034	IR-036	IR-037	IR-038	IR-046	IR-047	IR-049	IR-050	IR-055
[redacted]	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
[redacted]	SR-072								
GALLAHAD #1	SR-038								
HARD LUCK	IR-034	IR-046	IR-047	IR-048	IR-049	IR-050	IR-055	IR-056	
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							
MACE	IR-034								
MCKENNA	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
[redacted]	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			
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	
TAYLORS CREEK	IR-023	SR-038							

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:**

ANDERSON-BARTLETT 131 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
BRAVO	48 NM	✔	✔	✔	0	0

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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	224 NM

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D. Ranges

Ranges (Controlled/managed by the base)

I.2.D.1 **Ranges controlled or managed by the base:**

EASTERN RANGE

Information relative to each range:

RANGE: EASTERN RANGE

I.2.D.2 **Type of any associated airspace:** RESTRICTED AND WARNING AREAS

I.2.D.3 **Distance from the base to the range:** (in NM)

I.2.D.4 **Overall size of the range:** 45,000 Acres

I.2.D.4.a **Size of the impact area(s):** (in Acres)

I.2.D.4.b **Size of the restricted area in which the range lies:** 475 Sq Mi

I.2.D.4.c **Altitude ceilingof this restricted area:** 100,000 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):**

NO RESTRICTIONS

I.2.D.7 **Regular users (20 or more times /year) of the range:**

45 SW
ALL SVCS
COMML USER
NASA

I.2.D.8 **Published availability of the range:**

BY SCHEDULED OPERATION

Range scheduling statistics (yearly average from 1990 to 93.

I.2.D.8.a **Hours scheduled:** 12,522 hrs

I.2.D.8.b **Hours used:** 12,256 hrs

I.2.D.8.c **Percent utilized:** 97.9

I.2.D.8.d **Reasons for non-use:**

AIRSPACE IS SCHEDULED FOR SPACE LAUNCH USE, WHICH CAN CHANGE DUE TO INCLEMENT WEATHER AND OTHER MISSION REQUIREMENTS.

I.2.D.9 **The range does Not have a full-scale weapons delivery capability.**

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I.2.D.10 The range does Not have a special weapons delivery capability.

I.2.D.11 The range does Not have a electronic warfare capability.

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 There are No MOUs, MOAs or LOAs associated with the range

I.2.D.16 It is possible to expand hours to increase the range utilization, volume can Not be expanded.

I.2.D.17 There are No planned range real property expansions.

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.

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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.

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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:
01FL	General Aviation
0FD7	General Aviation
0X9	General Aviation
2FD6	General Aviation
2RR	General Aviation
31FL	General Aviation
3FD6	General Aviation
40X	General Aviation
4FL3	General Aviation
57X	General Aviation
6FD2	General Aviation
77X	General Aviation
CAVALIER GROVES	General Aviation
COI	General Aviation
FD09	General Aviation
FD25	General Aviation
FD37	General Aviation
FD52	General Aviation
FD83	General Aviation
FD92	General Aviation
GIF	General Aviation

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ISM	Commercial
MCO	Commercial
MLB	Commercial
ORL	Commercial
SFB	Commercial
TIX	Commercial
VRB	Commercial
X26	General Aviation
X45	General Aviation
X52	General Aviation
X59	Uncontrolled
X65	General Aviation
X68	Civilian
XMR	Military

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

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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 25.0 percent. Rationale for estimate:**

AIRSPACE IS OVER THE ATLANTIC OCEAN. EXPANSION IS POSSIBLE

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:**

AVON PARK AFS

63 NM from the base.

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

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

NAVY JACKSONVILLE AND MAYPORT

137 mi from the base.

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

MACDILL AFB

107 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)

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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:
99.4	99.2	96.9	94.6	93.2

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

I.2.J.2.a Is at or below 15 knots 97.6 percent of the time

I.2.J.2.b Is at or below 25 knots 99.8 percent of the time

I.2.J.3 0 Days have freezing partcipitation (mean per year).

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	PATRICK AFB, FL	MAIN BASE	1,791	1,746	45
II.1.A.2	SOUTH HOUSING	HOUSING AREA	317	312	5
		TOTALS:	2,108	2,058	50

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	59,092	90.0	0.0	10.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	206,216	77.0	9.0	14.0	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	53,933	53,993	57.0	31.0	12.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	24,993	24,993	0.0	0.0	100.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	4,800	4,800	0.0	0.0	100.0	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	10,959	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	0	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	6,615	6,615	100.0	0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	212,077	27.0	40.0	33.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	136,141	136,141	0.0	51.0	49.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	15,033	15,033	25.0	69.0	6.0	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	0	0		0.0	0.0	0

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II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	27,961	27,961	72.0	28.0	0.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	17,041	17,041	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	16,814	16,814	100.0	0.0	0.0	0
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	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	16,002	16,002	100.0	0.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	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	83,980	30.0	0.0	70.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	3,000	3,000	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	1,040	1,040	100.0	0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	27,127	18.0	11.0	71.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	3,500	3,500	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	6,935	6,935	100.0	0.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	7,820	7,820	60.0	33.0	7.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	13,430	13,430	0.0	100.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	101,448	51.0	31.0	18.0	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	85,065	22.0	78.0	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	15,778	15,778	98.0	2.0	0.0	0
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	9,483	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

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II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	2,979	2,979	100.0	0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	5,127	5,127	100.0	0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	1,377	1,377	100.0	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	0		0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	333,965	47.0	7.0	46.0	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	800	800	100.0	0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	133,350	263,117	39.0	9.0	52.0	129,767
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	8,710	8,710	0.0	0.0	100.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	1,500	1,500	100.0	0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	98,904	27.0	73.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	2,019	69.0	31.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	12,510	100.0	0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	957,539	48.0	36.0	16.0	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	436	0.0	100.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	284	284	0.0	100.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	21,283	100.0	0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	0	18,000	100.0	0.0	0.0	18,000
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	123	2.0	88.0	10.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	107,825	96.0	4.0	0.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	537,957	68.0	29.0	3.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	29,800	29,800	100.0	0.0	0.0	0

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	266,280	73.0	5.0	22.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	213,385	56.0	3.0	41.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	265,500	86.0	14.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY		0.0	0.0	100.0
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	533,698	85.0	15.0	0.0

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II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	33,415	90.0	0.0	10.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	230,377	60.0	0.0	40.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	365,861	95.0	0.0	5.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	1,700	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	701,269	91.0	9.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	470,960	85.0	10.0	5.0

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:** 1556

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:** 7 **(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:** 8 **(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:** 1366 **(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:** 190 **(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 **34.0 percent of officer families live on base.**

II.1.C.3.b **78.0 percent of enlisted families live on base.**

II.1.C.3.a **69.0 percent of all military families live on base.**

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2. Airfield Characteristics

II.2 Runway Table:

Primary Designation		Dimensions: Length	Dimensions: Width	Cross Runway	Aircraft Arresting Systems (II.2.I) Number	Types
11	Secondary	3600 ft	200 ft	Yes		
02	Primary	9022 ft	200 ft	No	4	MA-1A, BAK-9

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 (02).

II.2.C.1 Length: 9,022 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.

	Aircraft Group		Criteria		Primary Pavements: Runways	Taxiways	Aprons
II.2.F.1	Fighter	F-15	61 Kips	300,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
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	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed

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
Taxiway	B-1B	SY	223,000	MILL1.5" AND OVERLAY 2.5"
Runway	B-1B	SY	28,200	MILL 2" AND OVERLAY 2.5"

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Aprons	B-1B	SY	38,700	NEW 6" PCC
Taxiway	B-52	SY	223,000	MILL 1.5"AND OVERLAY 2.5"
Runway	B-52	SY	28,200	MILL 2" AND OVERLAY 2.5"
Aprons	B-52	SY	38,700	NEW 6" PCC
Runway	C-141	SY	28,200	MILL 2" AND OVERLAY 2.5"
Taxiway	C-141	SY	223,000	MILL 1.5" AND OVERLAY 2.5"
Aprons	C-141	SY	38,700	NEW 6" PCC
Aprons	C-5B	SY	38,700	NEW 6" PCC
Runway	C-5B	SY	28,200	MILL 2" AND OVERLAY 2.5"
Taxiway	C-5B	SY	223,000	MILL 1.5" AND OVERLAY 2.5"
Taxiway	F-15	SY	223,000	MILL 1.5" AND OVERLAY 2.5"
Aprons	F-15	SY	38,700	NEW 6' PCC
Runway	F-15	SY	28,200	MILL 2" AND OVERLAY 2.5"
Runway	F-16C/D	SY	28,200	MILL 2" AND OVERLAY 1.5"
Taxiway	F-16C/D	SY	223,000	MILL AND OVERLAY
Aprons	F-16C/D	SY	38,700	NEW 6" PCC
Aprons	KC-10	SY	38,700	NEW 6" PCC
Runway	KC-10	SY	28,200	MILL 2" AND OVERLAY 2.5"
Taxiway	KC-10	SY	223,000	MILL 1.5" AND OVERLAY 2.5"
Taxiway	KC-135R	SY	223,000	MILL 1.5" AND OVERLAY 2.5"
Aprons	KC-135R	SY	38,700	NEW 6" PCC
Runway	KC-135R	SY	28,200	MILL 2" AND OVERLAY 2.5"

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

II.2.G.1 **The total usable apron space for aircraft parking is 151,250 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.)	
APRON C	150 ft	225 ft	Transient Aircraft	TRANSIENT
APRON A	1,650 ft	200 ft	Primary Aircraft	C-130
APRON B	1,650 ft	625 ft	Primary Aircraft	C-130
APRON C	250 ft	225 ft	Transient Aircraft	TRANSIENT
APRON D	450 ft	200 ft	Transient Aircraft	TRANSIENT
APRON E	475 ft	275 ft	Transient Aircraft	TRANSIENT

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II.2.G.2 **Permanently assigned aircraft currrently require 151,000 Sq Yds of parking space.**

II.2.G.3 **0 Sq Yds of parking space is available for parking additional non-transient aircraft.**

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

security, towing capability

II.2.H **The dimensions of the (largest) transient parking area:** 475 Ft | 275 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:**

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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:	10.0 MG/D	MG/D - million gallons per day	5 %
II.3.A.2	Sewage:	2.0 MG/D		2 %
II.3.A.3	Electrical distribution:	44.0 MW	MW - million watts	70 %
II.3.A.4	Natural Gas:	4.00 MCF/D	MCF/D - million cubic feet per day	0 %
II.3.A.5	High temperature water/steam generation/distribution:	35.0 MBTUH	MBTUH - million British thermal units per hour	70 %

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

Figures based on new guidelines for electricity and natural gas (based on monthly rate for electricity and hourly rate for gas) are: 31680 million watts per month...33% of current usage, and .01369 million cubic feet per hour...12% of usage.

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:** 313 Hanger

Current Use: AFRES

II.4.A.2 **Size (SF):** 51,200 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:	128 ft	32 ft	
II.4.A.6	Largest unobstructed space inside the facility:	128 ft	32 ft	400 ft

II.4.A.1 **Facility number:** 630 Nose Dock

Current Use: CORROSION CONTROL, INSPECTIONS, JOINT USE

II.4.A.2 **Size (SF):** 16,814 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:	150 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	150 ft	22 ft	63 ft

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II.4.A.1 **Facility number:** 647 Nose Dock

Current Use: FUEL. CELL, JOINT USE

II.4.A.2 **Size (SF):** 16,002 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:	150 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	150 ft	22 ft	107 ft

II.4.A.1 **Facility number:** 750 Hanger

Current Use: ACC

II.4.A.2 **Size (SF):** 69,985 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:	160 ft	32 ft	
II.4.A.6	Largest unobstructed space inside the facility:	160 ft	32 ft	237 ft

II.4.A.1 **Facility number:** 751 Hanger

Current Use: NASA/ACC

II.4.A.2 **Size (SF):** 46,394 SF

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

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	120 ft	30 ft	
II.4.A.6	Largest unobstructed space inside the facility:	120 ft	30 ft	200 ft

II.4.A.1 **Facility number:** 800 Hanger

Current Use: AERO CLUB

II.4.A.2 **Size (SF):** 18,089 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:	158 ft	35 ft	
II.4.A.6	Largest unobstructed space inside the facility:	158 ft	35 ft	115 ft

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II.4.A.1 **Facility number:** 985 Hanger

Current Use: DEPARTMENT OF STATE

II.4.A.2 **Size (SF):** 40,182 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-131

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	127 ft	32 ft	
II.4.A.6	Largest unobstructed space inside the facility:	127 ft	32 ft	160 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
HQ CTR FAC 989	380,406 SF	610-281	AIR FORCE TECHNICAL APPLICATIONS CENTER
RADAR STA FAC 970	3,576 SF	371-475	MISSILE TRACKING

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	02	CZ	0	207	100.0	Sig Incompat	0.0	0.0	0.0	64.0	0.0	36.0
	11	CZ	0	69	0.0	Gen Compat	0.0	0.0	0.0	19.0	0.0	81.0
	20	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	67.0	0.0	33.0
	29	CZ	0	69	0.0	Gen Compat	0.0	0.0	0.0	32.0	0.0	68.0
II.6.A.2	02	APZ 1	35	344	3.0	Gen Compat	3.0	0.0	0.0	2.0	0.0	95.0
	11	APZ 1	0	57	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	20	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	8.0	0.0	92.0
	29	APZ 1	0	57	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.3	02	APZ 2	56	482	0.0	Gen Compat	13.0	0.0	0.0	0.0	0.0	87.0
	11	APZ 2	0	57	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	20	APZ 2	0	482	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	29	APZ 2	0	57	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

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	Contour	Pop	Acres	Land Use	Land Use	RES	COM	IND	PUB/SEMI	REC	LOW DEN
II.6.A.4	65-70	10	608	0	Gen Compat	1.0	0.0	0.0	0.0	0.0	99.0
II.6.A.5	70-75	0	188	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.6	75-80		27	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.7	80+			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	02	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	64.0	0.0	36.0
	11	CZ	0	69	0	Gen Compat	0.0	0.0	0.0	19.0	0.0	81.0
	20	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	67.0	0.0	33.0
	29	CZ	0	69	0	Gen Compat	0.0	0.0	0.0	32.0	0.0	68.0
II.6.B.2	02	APZ 1	35	344	3	Gen Compat	3.0	0.0	0.0	2.0	0.0	95.0
	11	APZ 1	0	57	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	20	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	8.0	0.0	92.0
	29	APZ 1	0	57	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.3	02	APZ 2	56	462	0	Gen Compat	13.0	0.0	0.0	0.0	0.0	87.0
	11	APZ 2	0	57	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	20	APZ 2	0	482	0	Gen Compat	13.0	0.0	0.0	0.0	0.0	87.0
	29	APZ 2	0	57	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	10	608	0	Gen Compat	1.0	0.0	0.0	0.0	0.0	99.0
II.6.B.5	70-75	0	188	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.6	75-80	0	27	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 Jun 94**

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.

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II.6.E **The AICUZ study was last updated on Jun 94**

The study is still valid.

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

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

Government name:	Types of controls in place	Types of encroachment limited:
BREVARD COUNTY	Zoned for low density island areas of 1/2 to 1 acre 1-fam res areas.	

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 1	Residential	Existing	TBD	BREVARD COUNTY	5 acres

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

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

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
BREVARD COUNTY	111400	224300	338000	403500	531000

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
ADMINISTRATION (10)	942	CZ	Predates AICUZ

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ADMINISTRATION (8)	345	CZ	Predates AICUZ
COMMUNITY COMMERCIAL GAS STATION	15	CZ	Predates AICUZ
COMMUNITY COMMERCIALBOWLING CENTER	50	CZ	Predates AICUZ
COMMUNITY SERVICE CLUB	115	CZ	Predates AICUZ
COMMUNITY SERVICE GYM	110	CZ	Predates AICUZ
DORMITORIES (2)	169	CZ	Predates 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 **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 **RUNUPS AT BEST LOCATION AND TIME. T/O PATTERNS AVOID POP AREAS., USAF CRITERIA FOR SPEED, CLIMB, TURNING RADIUS USED, CONTROLLED # OPS AT NIGHT, COORD WITH FAA TO MIN. CONFLICT CIV OPS**

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 **2 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:** THE CURRENT MHE IS ONE 40K AIRCRAFT LOADER AND AND TWO 10K FORKLIFTS.

III.1.A.2 **3 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 does Not have an operational fuel hydrant system.**

III.1.D **The base bulk storage facility is Not serviced by a pipeline.**

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III.1.D.3 **EXCESS STORAGE CAPACITY IS 69,000 GAL. DIESEL FUEL. JP-4 AND MUR HAS NO EXCESS 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:** FOUR OFFLOAD HEADERS FOR JP-4 AND WE CAN OFFLOAD FOUR TANK TRUCKS SIMULTANEOUSLY

Number of offload headers: 4

4 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:** 600
maximum: 600

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

III.1.D.7.a **Supporting DFSP:** MACDILL 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:**	0	50
Square footage available (including physical capacity limit):	0	100
III.1.E.2 **Normal installation mission storage requirement:**	0	0

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 60,000 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 200 ft wide and has a pavement classification number (PCN) of 28.**

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

C-130, C-141, C-5

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:

CAMP BLANDING	129 NM

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

Railheads within 150 NM:

Jacksonville	130 NM
Jay Jay - Wiley	14 NM
Patrick AFB - Cocoa-Rockledge	7 NM

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

Deep water ports within 150 NM:

Cape Canaveral	13 NM
Jacksonville	130 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: WILL DOUBLE FROM 295 FY 93 RETIREES AND THEIR FAMILY MEMBERS

Facility: STRAIN ON ALREADY OVER TAXED EMERGENCY ROOM AND PHARMACY

Manpower:

Operations & Maintenance Funding: INCREASE FUNDING REQUIREMENT FROM $160,000 TO APROX $281,000

III.1.K.2 **No facility modifications are needed to absorb the additional workload.**

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

HAVE MANPOWER PACKAGE FOR 2E FACILITY. MOBILITY TASKING INCLUDES 4 DOCTORS, 76 OTHERS. CHIEF TASK

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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:**

65,000 SQ FT AMBULATORY HEALTH CARE CLINIC, ETIMATED COST $17MILLION. PROGRAMED FOR FY 97

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:**

12,648 SQ FT DENTAL CLINIC COMPLETED IN 1992

III.1.N **Base facilities have No excess storage capacity.**

III.1.N.1 **Base facilities have a total covered storage capacity of 263,117 sq ft.**

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	252,907 sq ft
Mobility storage:	1,500 sq ft
War Readiness Support Kits (WRSK) storage:	8,710 sq ft

III.1.O **313 light military vehicles are on base.**

III.1.P **173 heavy military and special vehicles are on base.**

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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	6,094.30 $sK	75.00 $sK	6,169.30 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		3400	884.50 $sK	0.00 $sK		884.50 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		3400	2,109.60 $sK	12.70 $sK			2,122.30 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		3400	2,297.60 $sK	0.00 $sK				2,297.60 $sK
				xxx56 TOTALS:	6,169.30 $sK	884.50 $sK	2,122.30 $sK	2,297.60 $sK
IV.1.B	**xxx76**	Real Property Maintenance A			**FY 91 Total**	**FY 92 Total**	**FY 93 Total**	**FY 94 Total**
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		3400	968.10 $sK	355.30 $sK			1,323.40 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		3400	692.00 $sK	51.30 $sK				743.30 $sK
				xxx76 TOTALS:			1,323.40 $sK	743.30 $sK
IV.1.C	**xxx78**	Real Property Maintenance S			**FY 91 Total**	**FY 92 Total**	**FY 93 Total**	**FY 94 Total**
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		3400	17,483.40 $sK	569.30 $sK			18,052.70 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		3400	5,196.90 $sK	0.00 $sK				5,196.90 $sK
				xxx78 TOTALS:			18,052.70 $sK	5,196.90 $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	340.40 $sK	11.60 $sK	352.00 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		3400	355.40 $sK	9.70 $sK		365.10 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		3400	493.70 $sK	11.60 $sK			505.30 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		3400	5,348.40 $sK	4,201.50 $sK				9,549.90 $sK
				xxx90 TOTALS:	352.00 $sK	365.10 $sK	505.30 $sK	9,549.90 $sK

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IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	3,462.70 $sK	1,153.80 $sK	4,616.50 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	2,632.50 $sK	112.70 $sK		2,745.20 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	2,359.00 $sK	164.80 $sK			2,523.80 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	5,208.10 $sK	16,407.80 $sK				21,615.90 $sK
				xxx95 TOTALS:	4,616.50 $sK	2,745.20 $sK	2,523.80 $sK	21,615.90 $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	14,865.40 $sK	164.20 $sK	15,029.60 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	19,146.60 $sK	3,969.80 $sK		23,116.40 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	36,879.30 $sK	31,748.50 $sK			68,627.80 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	33,462.60 $sK	20,133.10 $sK				53,595.70 $sK
				xxx96 TOTALS:	15,029.60 $sK	23,116.40 $sK	68,627.80 $sK	53,595.70 $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	7,435.70 $sK	460.60 $sK	7,896.30 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	9,671.50 $sK	423.90 $sK		10,095.40 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	9,242.40 $sK	402.40 $sK			9,644.80 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	7,485.20 $sK	450.00 $sK				7,935.20 $sK
				MFH TOTALS:	7,896.30 $sK	10,095.40 $sK	9,644.80 $sK	7,935.20 $sK

2. Relocation Costs

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

IV.2.A **Estimate to TEARDOWN the equipment and prepare it for movement, MOVE this equipment 1000 miles, and SETUP this equipment at a new location.**

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	Piece of equipment.	Teardown Costs	Move Costs	Setup Costs	Total Costs
IV.2.A.1	MICROWAVE REPEATER	$ 50.00 K	$ 3.60 K	$ 150.00 K	$ 203.60 K
IV.2.A.2	PAFB OPTICS	$ 30.00 K	$ 3.60 K	$ 150.00 K	$ 183.60 K
IV.2.A.3	PAFB RADAR	$ 313.50 K	$ 10.80 K	$ 717.50 K	$ 1,041.80 K
IV.2.A.4	SPECIALIZED SHOPS	$ 450.00 K	$ 22.50 K	$ 1,350.00 K	$ 1,822.50 K
IV.2.A.5	TELEMETRY & RADAR SHOPS	$ 285.00 K	$ 9.50 K	$ 755.00 K	$ 1,049.50 K
IV.2.A.6	TEST BEDS (RADAR, TLM,OPT)	$ 250.00 K	$ 16.80 K	$ 950.00 K	$ 1,216.80 K
IV.2.A.7	WEATHER RADAR	$ 62.50 K	$ 3.60 K	$ 237.50 K	$ 303.60 K
				Total relocation costs:	$ 5,821.40 K

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Section IV/V Level Playingfield COBRA Data

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Section VI Economic Impact

Economic Area Statistics:

Unemployment Rates (FY93/3 Year Average/10 Year Average)

/ /

Projected economic impact:

Direct Job Loss:

Indirect Job Loss: _____

Closure Impact:

Other BRAC Losses: _____

Cumulative Impact:

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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 **6.3 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:** $765

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:** 18 miles

VII.1.B.2 **Airport name:** MELBOURNE INTERNATIONAL 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:** 45 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	COCOA BEACH MUNI	8		Hrs.	15	Min.
VII.1.C.2	Movie theater	MERRITT ISLAND MALL	25		Hrs.	30	Min.
VII.1.C.3	Public golf course	COCOA BEACH MUNICIPAL	8		Hrs.	10	Min.
VII.1.C.4	Bowling lane	SATLLITE LANES	4		Hrs.	10	Min.
VII.1.C.5	Boating	ANCHORAGE MARINA	10		Hrs.	10	Min.
VII.1.C.6	Fishing	COCOA PIER	8		Hrs.	10	Min.
VII.1.C.7	Zoo	BREVARD ZOO	13		Hrs.	25	Min.
VII.1.C.8	Aquarium	SEA WORLD	65	1	Hrs.	30	Min.
VII.1.C.9	Family theme park	DISNEY WORLD	65	1	Hrs.	30	Min.
VII.1.C.10	Professional sports	NBA ORLANDO MAGIC	65	1	Hrs.	30	Min.
VII.1.C.11	Collegiate sports	BREVARD COMMUNITY COLLEGE	12		Hrs.	20	Min.

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VII.1.C.12	Camping facilities	JETTY PARK	20		Hrs.	45	Min.
VII.1.C.13	Beaches (lake or ocean)	Paradise Beach Park	15		Hrs.	15	Min.
VII.1.C.14	Outdoor winter sports	Blueridge Mountains, NC	800	15	Hrs.	00	Min.

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

MERRITT ISLAND MALL 30 min (25 Miles)

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

ORLANDO 1 hrs 30 min (60 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.)** 1184

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.)** 8348

2. Education

VII.2.A **The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios:** 30 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 **66.0 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:**

BREVARD COMMUNITY, PHILLIPS JR. , KEISER

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

BCC, UCF, FIT, EMBRY RIDDLE, ROLLINS, NOVA, BARRY,

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

UCF, FIT,EMBRY RIDDLE, NOVA, ROLLINS, WEBSTER

3. Spousal Employment

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VII.3.A **88.0 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **88.0 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **7.4 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **-0.8 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

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Section VIII

1. Air Quality - Clean Air Act

VIII.1.A **Air Quality Management District for the base:** CENTRAL FLORIDA NO 48

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.

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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 The 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 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 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 Local Community and the source is:

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COCOA , FL SUPPLY FROM 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.** PAST SPILLS AND OPERATIONS

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 **99 water wells exist at the base.**

VIII.3.D **17 wells have been abandoned for the following reasons:**

NO LONGER NEEDED OR UNUSABLE

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
BASIN D; SOUTH RUNWAY AREA	19.00 Acres
BASIN E; CENTRAL MIXED USE AREA	31.00 Acres
BASIN F; SOUTH MAIN BASE AREA	30.00 Acres

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

VIII.4.A.3 **The base is Not located within a specified drainage basin.**

VIII.4.B **Special permits are required as follows:**

WATER, SEWAGE, DREDGE, DEWATER, AIR, WETLANDS, IND, NPDES,

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(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:

NORTH STP
SOUTH STP...TO BE DEMOLISHED

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:

ONE FOR WASTEWATER TRTMT PLANT DISCH ARGE

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

TO BANANA RIVER WEST SIDE OF BASE

VIII.6.C The base has discharge impoundments.

VIII.6.C.1 There are 1 water/wastewater treatment impoundments.

VIII.6.C.2 There are No industrial wastewater treatment 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 95.0 percent of the facilities surveyed are identified as having asbestos.

VIII.7.A.2 5 facilities are considered regulated areas or have restricted use due to friable asbestos.

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8. Biological - Habitat

VIII.8.A **There are No ecological or wildlife management areas ON the base.**

Ecological or wildlife management areas ADJACENT TO the base:

BANANA RIVER

VIII.8.A.1 **Natural areas on or adjacent to the base are generally recognized as important ecological sites.**

4.1 MILES OF BEACH

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
ALLIGATOR MISSISSIPPIENSIS	Animal	Federa	Listed	Threatened	
FLORIDA MANATEE	Animal	Federa	Listed	Endangered	
GREEN SEA TURTLE	Animal	Federa	Listed	Endangered	
LEAST TERN	Animal	State	Listed	Threatened	
LOGGERHEAD SEA TURTLE	Animal	Federa	Listed	Threatened	
WOOD STORK	Animal	Federa	Listed	Threatened	

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

Species	Kingdom				Remarks
COMMON SNOOK	Animal	State		Special Concern	
LITTLE BLUE HERON	Animal	State		Special Concern	
OSPREY	Animal	State		Special Concern	
ROSEATE SPOONBILL	Animal	State		Special Concern	
SNOWY EGRET	Animal	State		Special Concern	
TRICOLORED HERON	Animal	State		Special Concern	

VIII.9.C **The presence of these species constrains current or future construction activities or operations as follows:**

NESTING OF LEAST TERNS ON FLAT ROOFS HAS DELAYED ROOFING PROJECTS AT THE BX AND COMMISSARY

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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:
5.5 MILES OF BEACH	5

VIII.10.A.2 The base is involved in jointly-managed programs for protection of these resources.

VIII.10.B The base has Not been surveyed for wetlands in accordance with established federally approved guidelines.

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:
TBD	DRAFT REPORT, INCOMPLETE...DATA NOT FIRM

VIII.12.B 90 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.

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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.

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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 22 IRP sites have been identified

VIII.13.A.2 No IRP sites extend off base.

VIII.13.A.3 3All on-site remediation is estimated to be in place in 6526

VIII.13.B The installation is Not a National Priority List (NPL) site nor 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 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 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 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
Hazardous Waste Disposal/Remediation					
IRP	$2,186.000 K	$3,294.500 K	$2,204.000 K	$1,850.000 K	$900.000 K
Natural Resources	$1,401.000 K	$1,816.000 K	$750.000 K	$750.000 K	$750.000 K
Permits	$22.000 K	$25.000 K	$25.000 K	$30.000 K	$35.000 K

15. Other Issues

VIII.15.A There are no additional activities which may constrain or enhance base operations.

16. Air Quality - Clean Air Act

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VIII.16.A **Air Quality Control Area (AQCA) geographic region in which the base is located:**
CENTRAL FLORIDA AQCR NO. 48

VIII.16.B **Air quality regulatory agency responsible for the AQCA:.** FL DEPT OF ENVIRON MENTAL PROTECTION

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

CHARLES M. COLLINS, ADMINISTRATOR (407) 894-7555

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:** 0.00 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 0.0% of NAAQS**

VIII.16.D.4 **Carbon monoxide Design value is 100.0% of NAAQS**

Air Quality Survey complete, No additional data required.

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Section IX

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