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DoD Base Closure and Realignment
Report to the Commission

DEPARTMENT OF THE AIR FORCE

ANALYSES AND RECOMMENDATIONS

(Volume V)

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SECRETARY OF THE AIR FORCE
WASHINGTON

23 FEB 1995

MEMORANDUM FOR SECRETARY OF DEFENSE

FROM: SECRETARY OF THE AIR FORCE, SHEILA E. WIDNALL
Prepared by: Mr. James F. Boatright, SAF/MII, x53592

SUBJECT: Air Force 1995 Base Closure and Realignment Recommendations

Attached please find my recommendations for installations to be closed or realigned under the 1995 BRAC process. As required by Section 2903(c)(5) of the Defense Base Closure and Realignment Act of 1990, I certify that the information contained in the Air Force Detailed Analysis and the supporting data are accurate and complete to the best of my knowledge and belief. I look forward to working closely with you as our recommendations proceed through the BRAC process.

Certification

The Base Closure Executive Group (BCEG) was chartered by the Secretary of the Air Force (SECAF) to advise and assist her in selecting bases to be recommended for closure or realignment under the Defense Base Closure and Realignment Act of 1990. The BCEG oversaw the process of collecting, verifying, and analyzing data for use by SECAF. In doing so, it ensured that the Air Force Internal Control Plan was adhered to at all levels, and that SECAF's guidance was properly carried out.

Accordingly, each of the undersigned members certifies that all information contained in the Air Force Detailed Analysis and all supporting data submitted herewith is accurate and complete to the best of his knowledge and belief:

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Executive Summary

Twenty-six Air Force installations have been previously designated for closure or partial closure and subsequent conversion to civilian use as a result of the recommendations of the 1988 Defense Secretary's Commission on Base Realignment and Closure and the 1991 and 1993 Defense Base Closure and Realignment Commissions.

In accordance with the Defense Base Closure and Realignment Act of 1990 (Public Law 101-510), as amended, the Secretary of the Air Force has recommended bases for closure or realignment. The Secretary of the Air Force formed the Base Closure Executive Group with the primary objectives of evaluating bases and ensuring that the Air Force process for selecting bases in the United States for closure or realignment was conducted in accordance with the law. The members of the Executive Group included six general officers and seven comparable level (Senior Executive Service) civilians. A Base Closure Working Group was also formed to support the Executive Group. The Working Group consisted of senior technical experts from the Air Staff and Secretariat. The Secretary of the Air Force approved a base closure Internal Control Plan to provide structure and guidance for all participants in the process.

Using the approved DoD selection criteria, the Executive Group reviewed and considered all Air Force installations in the United States and its territories which had at least 300 direct-hire DoD civilian manpower positions authorized. The bases were categorized for analysis primarily according to their predominant mission. Some 250 subelements were identified under the eight DoD selection criteria.

Extensive data was gathered to facilitate the review and support the evaluation of each base under each criterion. All data was evaluated and certified in accordance with the Air Force Internal Control Plan. As an additional control measure, the Air Force Audit Agency was tasked to review the Air Force process and procedures for consistency with the law and DoD policy and to ensure the data collection and validation processes were adequate.

An extensive capacity review was performed which supported an initial analysis of programmed force structure and basing requirements. This maximum potential capacity was used in conjunction with the approved DoD Force Structure Plan in determining base structure requirements. Finally, the capacity analysis was used to identify cost effective opportunities for the beddown of activities and aircraft dislocated from recommended closure and realignment bases, taking into account a number of operational and environmental issues, including the possible reconstitution of all remaining overseas force structure assets.

Bases deemed militarily/geographically unique or mission essential were excluded by the SECAF from further review for closure or realignment. Categories and subcategories of the bases which were determined to have insufficient excess capacity to permit a base to close were also excluded by the SECAF from further study. The excluded bases remained

eligible as receivers. All remaining active component bases were examined individually on the basis of the eight selection criteria. Reserve Component bases were analyzed separately.

Results of analysis and recommendations were presented by the Executive Group to the Secretary of the Air Force and the Air Force Chief of Staff. The Secretary of the Air Force in consultation with the Chief of Staff of the Air Force and with the advice of the Executive Group, selected the bases for recommendation to the Secretary of Defense. The Air Force recommendations for 1995 are:

Base/Activity Closures

AFEWES, TX
Brooks AFB, TX
Moffett Federal Airfield AGS, CA
Ontario IAP AGS, CA
Reese AFB, TX
Roslyn AGS, NY
Springfield-Beckley MAP AGS, OH
Bergstrom ARB, TX
Greater Pittsburgh IAP ARS, PA
North Highlands AGS, CA
REDCAP, NY
Rome Laboratory, NY

Realignments

Air Logistics Centers
Grand Forks AFB, ND
Malmstrom AFB, MT
UTTR, Hill AFB, UT
EMTE, Eglin AFB, FL
Kirtland AFB, NM
Onizuka AS, CA

Redirects

Griffiss AFB, NY (Fort Drum airfield support)
Homestead AFB, FL (301st Rescue Squadron)
Lowry AFB, CO (1001st SSS)
Williams AFB, AZ (Armstrong Lab)
Griffiss AFB, NY (485 EIG)
Homestead AFB (726th ACS)
MacDill AFB, FL (Airfield Ops)

The above closures and realignments lead to annual savings of $363 million. For these savings to be realized, the Air Force forecasts a DoD Base Closure Account funding requirement of approximately $1047 million over six years. This Base Closure Account

funding requirement does not include projected environmental cleanup costs. Additional funding is required for cleanup programs. The redirects are required due to force structure and base structure changes, and to achieve more cost effective opportunities.

Chapter 1

Introduction/Background

Purpose

The purpose of this document is to forward to the Secretary of Defense the recommendations of the Secretary of the Air Force.

Background

The demise of the Soviet Union, the victory of the United States and its coalition allies over Iraqi aggression, and the success of integrating the leading democracies into a US-led system of collective security have changed our fundamental strategic position and choices. The new regional defense strategy sets a course that will ensure our ability to deal with potential threats and shape the environment in ways favorable to our national interests and security.

The world has dramatically changed and our national military strategy has concurrently evolved to meet regional threats around the world. We must, however, continue to deter and defend against strategic nuclear attacks and retain the potential to defeat a global threat, should one emerge.

The capability to respond rapidly to regional crises and contingencies, such as Iraq, the Balkans, Somalia, and Haiti, is one of the key demands of our national strategy. Achieving and maintaining preeminence in the air and in space are critical to our continued success as a global leader. Our ability to project power has strategic value beyond crisis response. It is a day-in and day-out contributor to deterrence, regional stability, and collective security.

Retention of an affordable base structure which supports our national strategy must be the preeminent goal of any base closure process. The recommendations in this report represent the fourth installment in shaping the Air Force's basing structure consistent with the changes in the national strategy. In previous BRAC rounds, the Air Force has recommended the closure or realignment of 26 major installations. Of those, 18 have already been accomplished, with another five scheduled to occur by the end of September 1995. The Air Force has been active in assisting communities with the reuse and redevelopment of the property associated with those installations. Almost a quarter of the acreage has been transferred to local redevelopment authorities for commercial use and more than 5500 people are employed in newly-created jobs.

Global Missions

The Air Force emerged from World War II a fighting force with a global capacity to meet America's national security needs. In the words of General of the Air Force Hap Arnold, the United States Air Force had a Global Mission. Today, the Air Force has Global Missions, providing Global Reach-Global Power-Global Awareness to America's Warfighting Commanders. This combination will help ensure operational freedom on the ground, at-sea, and in air and space. Air Combat Command blends firepower and theater airlift into one command. Providing forces tailored for the theater air campaign is the foremost challenge for Air Force power projection. Initiatives like the Composite Wing, where different aircraft are combined in one wing to train together in peacetime and prepare to fight the way they would in war, provide a theater commander with responsive, effective firepower.

Air Mobility Command combines much of our mobility and refueling assets on the same team and provides the sinew of global reach. Mobility forces preserve a tremendous asset: the ability to operate from the CONUS and to move rapidly to any spot on the globe, whether building an air bridge for ground forces or speeding support for air forces already on the scene. Fighter forces paired with precision weapons are a formidable combination that our mobility fleet can deploy worldwide. Integrating airlift and tankers enhances mobility, reach, and combat power across the breadth of America's armed forces. The uniquely American capabilities to airlift anything, anywhere, and to extend the range of our firepower are the foundation of global reach and power. Air Mobility Command provides the countries "Global Reach" through the core elements of airlift wings and air refueling wings. The rapid deployment and employment of decisive combat power is the key to victory in wartime, and timely response to a whole range of Military Operations Other Than War is the standard during peacetime. Integrating airlifter and tanker aircraft into a single Air Mobility Wing enhances mission readiness, planning, and coordination in a rapidly changing global environment including: humanitarian and disaster relief efforts, peace making and peace keeping operations, and non-mobilized to fully-mobilized contingencies.

Air Force Materiel Command acquires and sustains superior systems in partnership with customers and suppliers. At depots, product and test centers, and laboratories, Air Force Materiel Command performs continuous product and process improvement through integrated management of research, development, test, acquisition and support. As an integral part of the Air Force War Fighting Team, Air Force Materiel Command contributes to affordable combat superiority, readiness and sustainability.

Air Force Space Command provides the capability that enables our warfighting commanders to control, manage, and assess military operations; and, it provides the conduit for national decision makers to obtain critical, time-sensitive information to craft their responses to national security needs. In short, Air Force Space Command provides global awareness. Space forces help guarantee command and control, intelligence, reconnaissance, surveillance, and navigation and positioning support is available to all forces. Space forces provide a key link between fielded forces, theater battle staffs, and national leaders. The

unique capabilities Air Force space forces provide our nation make them an equally vital component of the Global Reach-Global Power-Global Awareness team.

The dramatic changes in personnel and budget levels over the last decade have correspondingly enhanced the importance of our Air Reserve Components. Both the Air Force Reserve and National Guard provide critical components to accomplish the missions of each major command discussed above. In addition, they provide an important presence in communities across the United States, reminding all citizens of our day-to-day actions across the world. The citizen-soldier concept is nowhere more evident than in the Air Force guardsman or reservist.

Applicable Specific Legislation

The Air Force developed all of its recommendations in compliance with the Defense Base Closure and Realignment Act of 1990 (DBCRA/90 or Public Law 101-510), as amended.

Air Force Basing Concept

The Air Force base structure is intended to support Air Force operations, logistics, education, training, research, development, test, and acquisition.

Force structure reductions, driven by dynamic changes in the international security area, create new challenges for Air Force leaders and all mission elements, as they do for the other Services. To meet these challenges and provide the greatest probability for success, weapon systems and like-mission assets should be consolidated where possible to optimize effective combat capability and increase efficiency.

The array of domestic bases is determined by a variety of factors such as survivability, dispersion, proximity and unencroached access to training airspace and ranges, extent of ground encroachment, suitable weather, and adequate base infrastructure. Additionally, the Air Force must look to the future long-term military value and flexibility of its installations. As the Air Force is compelled to adjust its base structure, it must ensure that the potential for limitations on military value from elements such as ground and airspace encroachment, air quality restrictions, and airspace congestion are minimized at our remaining bases. Likewise, locations or regions with potential for future airspace/range expansion must be emphasized.

In determining base structure, the Air Force focused on future concepts: continuing close air support and mobility interoperability with the Army and the development of a modernized Global Reach-Global Power-Global Awareness concentration of fire power, mobility, and information dominance. With regard to close air support interoperability, the Air Force will continue to base close air support force structure on Air Force bases near major Army installations. This will provide daily interoperability with Army units at the division level and below, and enhance the development of improved interoperability and fire power

support. With the focus of the Air Force mission changing from a global war to regional contingencies, mobility requirements have evolved rapidly. To meet this new mission and new mobility requirements, Air Mobility Command was formed to help integrate the air refueling and airlift missions.

Air Force bases are strategically positioned to support multiple missions from SIOP support to essential resupply. Those that remain in the Air Force basing structure will support the programmed force structure effectively and efficiently. This base structure will retain the flexibility to absorb overseas force structure, provide surge capability, and accommodate changes in the strategic threat. Obviously, as conditions change further, the Air Force will continue to seek ways to operate and train more effectively and efficiently.

The Air Force recommendations also reflect sound fiscal judgment. While the savings gained from closing bases are substantial, the investment associated with those closures, and the impact on current budget priorities, must also be and were considered. These recommendations represent a balance of costs and savings resulting in a sound return on investment for the Air Force's future.

NOTE: As part of the 1995 Base Closure and Realignment process, active and Air Reserve Component units are likely to be inactivated. In some cases a unit's heraldry (numerical designation and unit flag) may have a sufficiently high value to warrant retention of the unit's heraldry regardless of the inactivation of the unit's structure. In such cases, the Air Force might assign the heraldry to another unit, without changing the substance of the action recommended. For example, if the recommendation were to "transfer the 699th Wing to Anywhere Air Force Base," the aircraft, personnel, equipment, etc., would indeed go to Anywhere AFB, but the unit might be redesignated the "9th Wing."

Chapter 2

Service Projected Force Structure Plan

The complete FY96-01 classified Air Force DoD Force Structure Plan is located in the classified appendix (Appendix 12).

Chapter 3

The Air Force Process for Selecting Bases

Selecting Air Force bases to recommend for closure or realignment was an extremely difficult task because of the quality of our installations. Our installations are appropriately located for their missions and possess required facilities. Most of our bases have received substantial amounts of construction or renovation during the last decade as the Air Force continued to improve the support for Air Force operations and training and to maintain the quality of life for our uniformed members, civilian employees, and family members. Moreover, the level of community approval and cooperation we enjoy is excellent at all our bases.

The Air Force 1995 selection process shares the fundamental approach used in the 1991 and 1993 processes. The basis for selection of closure and realignment recommendations was the DoD Force Structure Plan approved in January 1995 by the Deputy Secretary of Defense, and the eight selection criteria approved by the Secretary of Defense on February 15, 1991, submitted to Congress, and reaffirmed for use in BRAC 95 by the Deputy Secretary of Defense on November 2, 1994.

The Secretary of the Air Force appointed a Base Closure Executive Group of six general officers and seven comparable (Senior Executive Service) civilians. Areas of expertise included environment; facilities and construction; finance; law; logistics; programs; operations; personnel and training; reserve components; and research, development and acquisition. The group met regularly from July 1994 to January 1995. Additionally, an Air Staff level Base Closure Working Group was also formed to provide staff support and additional detailed expertise for the Executive Group. Plans and Programs General Officers from the Major Commands met on several occasions with the Executive Group to provide mission specific expertise and greater base-level information. Also, potential sister-service impacts were coordinated by a special inter-service working group.

The Executive Group developed a Base Closure Internal Control Plan which was approved by the Secretary of the Air Force. This plan provides structure and guidance for all participants in the base closure process, including procedures for data gathering and certification.

The Executive Group reviewed all Active and Air Reserve Component (ARC) installations in the United States which met or exceeded the Section 2687, Title 10 U.S.C. threshold of 300 direct-hire civilians authorized to be employed. Data on all applicable bases were collected via a comprehensive and detailed questionnaire answered at base

level with validation by the Major Commands and Air Staff. All data was evaluated and certified in accordance with the Air Force Internal Control Plan. As an additional control measure, the Air Force Audit Agency was tasked to continuously review the Air Force process for consistency with the law and DoD policy and to ensure that the data collection and validation process was adequate. A baseline capacity analysis was also performed which evaluated the physical capability of a base to accommodate additional force structure and other activities (excess capacity) beyond that programmed to be stationed at the base. This baseline capacity analysis represented the maximum potential base closures that could be achieved within each category.

The Executive Group occasionally questioned the data and where appropriate the information was revised or more detailed data was provided. Data determined to be inaccurate was corrected. All data used in the preparation and submission of information and recommendations concerning the closure or realignment of military installations was certified as to its accuracy and completeness by appropriate officials at base, MAJCOM, and headquarters level. In addition, the Executive Group and the Secretary of the Air Force certified that all information contained in the Air Force Detailed Analysis and all supporting data were accurate and complete to the best of their knowledge and belief.

The Executive Group placed all bases in categories, based on the installation's predominant mission. The results of the excess capacity analysis were used in conjunction with the approved DoD Force Structure Plan in determining base structure requirements. After the baseline capacity analysis was established, other factors were considered to determine actual capabilities for base reductions. The capacity analysis was also used to identify potential cost effective opportunities for the beddown of activities and aircraft dislocated from bases recommended for closure or realignment.

Bases deemed militarily or geographically unique or mission-essential were approved by the SECAF for exclusion from further closure consideration. Capacity was analyzed by category, based on a study of current base capacity and the future requirements imposed by the JCS Force Structure Plan. Categories and subcategories having insufficient excess capacity to allow the closure of any installation were recommended to and approved by the Secretary of the Air Force for exclusion from further study. These category and subcategory exclusions were: Administrative Support, Education and Training, and Space Support.

All non-excluded Active Component bases in the remaining categories were individually examined on the basis of all eight selection criteria, with over 250 subelements to the grading criteria. These subelements were developed by the Air Force to provide specific data points for each criterion. The Air Force analysis, accomplished by the Executive Group, is described in Chapter 4.

Under Deputy Secretary of Defense direction, the Executive Group and the Secretary of the Air Force considered and analyzed the results of the efforts of Joint Cross-Service Groups in the areas of Depot Maintenance, Laboratories, Test and Evaluation, Undergraduate Pilot Training, and Military Treatment Facilities including Graduate Medical Education. The Joint Cross-Service Groups established data elements, measures of merit, and methods of analysis for their functional areas. The Services collected data as requested by the Joint Groups, following each Service's individual Internal Control Plan for the collection of data. After receiving data provided by each of the Services, the Joint Groups developed functional values and alternatives for the activities under their consideration. These alternatives were reported to the Military Departments for consideration in their processes. In turn the Military Departments responded with comments and cost analyses of the alternatives, and engaged in a dialogue with the Joint Groups regarding potential closure and realignment actions, consistent with the internal analytical processes of each Military Department.

The Air Reserve Component (ARC) category, comprised of Air National Guard (ANG) and Air Force Reserve (AFRES) bases, warrants further explanation. First, these bases do not readily compete against each other as ARC units enjoy a special relationship with their respective states and local communities. Under federal law, relocating Guard units across state boundaries is not a practical alternative. In addition, special consideration must be given to the recruiting needs of these units. However, realignment of ARC units onto active duty, civilian, or other ARC installations could prove cost effective. Therefore, the ARC category was examined for cost effective relocations to other bases.

Information, base groupings, excess capacity, and options resulting from the Executive Group analysis were presented to the SECAF and the CSAF by the Executive Group. Based on the force structure plan and the eight selection criteria, with consideration given to excess capacity, efficiencies in base utilization, and concepts of force structure organization and basing, the Secretary of the Air Force, in consultation with the Air Force Chief of Staff, and using the analysis of the Executive Group, selected the bases recommended for closure and realignment.

Category Descriptions

Operations

The primary purpose of bases in this category is to support operational missions based on predominant use and mission suitability. This category is divided into three subcategories - Missiles, Large Aircraft and Small Aircraft.

Missiles: Bases with missile fields

Francis E. Warren AFB, Wyoming
Minot AFB, North Dakota*
Grand Forks AFB, North Dakota*
Malmstrom AFB, Montana*

*Also considered under Large Aircraft subcategory

Large Aircraft: Bases with large aircraft units and potential to beddown small aircraft units

Altus AFB, Oklahoma
Andrews AFB, Maryland
Beale AFB, California
Dover AFB, Delaware
Ellsworth AFB, South Dakota
Grand Forks AFB, North Dakota*
Little Rock AFB, Arkansas
McChord AFB, Washington
McGuire AFB, New Jersey
Offutt AFB, Nebraska
Travis AFB, California
Andersen AFB, Guam
Barksdale AFB, Louisiana
Charleston AFB, South Carolina
Dyess AFB, Texas
Fairchild AFB, Washington
Hickam AFB, Hawaii
Malmstrom AFB, Montana*
McConnell AFB, Kansas
Minot AFB, North Dakota*
Scott AFB, Illinois
Whiteman AFB, Missouri

*Also considered under Missile subcategory

Small Aircraft: Bases with fighter type aircraft units; some have potential for a few large aircraft

Cannon AFB, New Mexico
Eielson AFB, Alaska
Holloman AFB, New Mexico
Langley AFB, Virginia
Moody AFB, Georgia
Nellis AFB, Nevada
Seymour Johnson AFB, North Carolina
Tyndall AFB, Florida
Davis-Monthan AFB, Arizona
Elmendorf AFB, Alaska
Hurlburt Field, Florida
Luke AFB, Arizona
Mt Home AFB, Idaho
Pope AFB, North Carolina
Shaw AFB, South Carolina

Undergraduate Flying Training

The primary purpose of installations in this category is to support undergraduate pilot and navigator training as well as instructor pilot training. The installations, airspace, and facilities are optimized for training pilots and navigators.

Columbus AFB, Mississippi
Randolph AFB, Texas
Vance AFB, Oklahoma
Laughlin AFB, Texas
Reese AFB, Texas

Industrial/Technical Support

The primary purpose of installations in this category is to provide highly technical support for depot level maintenance, research, development, test and acquisition. This category is divided into three subcategories: Depots, Product Centers and Laboratories, and Test Facilities.

Depots

Hill AFB, Utah
McClellan AFB, California
Tinker AFB, Oklahoma
Kelly AFB, Texas
Robins AFB, Georgia

Product Centers And Laboratories

Brooks AFB, Texas
Kirtland AFB, New Mexico
Rome Lab, New York
Hanscom AFB, Massachusetts
Los Angeles AFB, California
Wright-Patterson AFB, Ohio

Test And Evaluation

Arnold AS, Tennessee
Eglin AFB, Florida
Edwards AFB, California

Education and Training

The primary purpose of installations in this category is to support training activities. It is divided into the Technical Training and Education subcategories.

Technical Training

Goodfellow AFB, Texas
Lackland AFB, Texas
Keesler AFB, Mississippi
Sheppard AFB, Texas

Education

Maxwell AFB, Alabama
U.S. Air Force Academy, Colorado

Space

The primary purpose of installations in this category is to provide technical support for national space operations. This category is divided into Space Support and Satellite Control subcategories.

Space Support

Patrick AFB, Florida
Vandenberg AFB, California
Peterson AFB, Colorado

Satellite Control

Falcon AFB, Colorado
Onizuka AS, California

Other

The primary purpose of installations in this category is to support administrative functions.

Administrative

Battle Creek Federal Center, Michigan
DFAS/ARPC, Colorado
Bolling AFB, Washington DC
MacDill AFB, Florida

Air Reserve Component

The primary purpose of installations in this category is to support Air National Guard and Air Force Reserve operations.

Air National Guard

Boise Air Terminal AGS, Idaho
Ft Drum Support Airfield, Rome, New York
Lambert Field IAP AGS, Missouri
Otis AGB, Massachusetts
Rickenbacker AGS, Ohio
Selfridge AGB, Michigan **
Tucson IAP AGS, Arizona
Buckley AGB, Colorado
Greater Pittsburgh IAP AGS, PA
Martin State APT AGS, Maryland
Portland IAP AGS, Oregon **
Salt Lake City IAP AGS, Utah
Stewart IAP AGS, New York

Air Force Reserve

Bergstrom ARB, Texas
Dobbins ARB, Georgia*
Greater Pittsburgh IAP, ARS, PA
Homestead ARB, Florida
Minn/St Paul IAP, ARS, Minnesota*
O'Hare IAP, ARS, Illinois*
NAS Willow Grove ARS, PA*
Carswell ARS, NAS Ft Worth, Texas
Gen Mitchell IAP ARS, Michigan *
Grissom ARB, Indiana
March ARB, California*
Niagara Falls IAP, ARS, New York *
Westover ARB, Massachusetts
Youngstown MPT, ARS, Ohio

*Air Reserve host with ANG Tenant
**ANG host with Air Reserve Tenant

Exclusions of
Geographically/Militarily Unique or Mission Essential Bases

Andersen AFB, Guam:	Essential staging base for Combat Forces and Military Operations in the Pacific. Its geographic location provides an irreplaceable resource for overseas contingencies
Andrews AFB, Maryland:	Necessary base for Presidential/Congressional airlift support. The presence of an installation capable of airlift operations near the nation's capital is essential to this mission
Arnold AS, Tennessee:	One-of-a-kind Joint Service Center for wind tunnel and engine testing. Possesses unique and costly equipment, servicing all of DoD
Edwards AFB, California:	Supports an irreplaceable, extensive/specialized testing center and range complex. Natural features as well as facilities to support space shuttle operations are unique resources
Eielson AFB, Alaska:	Crucial to reinforcement of the Pacific and to the defense of Alaska; location is critical for ready access to irreplaceable specialized ranges and airspace
Elmendorf AFB, Alaska:	Necessary Port of Entry into United States; crucial to reinforcement of Pacific; provides GSU support to 21 remote sites including 18 long range radar sites crucial to the defense of the US, ready access to specialized ranges and airspace
FE Warren AFB, Wyoming:	Air Force's only "Peacekeeper" missile base; DoD Force Structure Plan reflects a requirement for Peacekeeper missiles through the period under which BRAC 95 actions must be taken; START treaty implications

Hickam AFB, Hawaii:	Necessary Port of Entry into the western US: crucial to reinforcement of Pacific; key to support of USCINCPAC
Maxwell AFB, Alabama:	Unique educational complex supports the Air University, Air War College, Air Command and Staff College, Squadron Officer School, Officer Training School, Senior NCO Academy and numerous other training and education programs
McChord AFB, Washington:	Located with Fort Lewis, the primary deployment base for the US I Corps that provides support for rapid deployment of troops to the Pacific theater
Nellis AFB, Nevada:	Supports an irreplaceable, extensive/specialized range complex and the Air Force Weapons Center. Range and airspace resources are vital to Air Force operations and training
Patrick AFB, Florida:	Critical support to Cape Canaveral (the nation's sole equatorial orbit space launch facility); home of Eastern Space and Missile Center
Pope AFB, North Carolina:	Collocated with Fort Bragg, this primary deployment base for the 18th Airborne Corps provides time critical deployment and essential joint training capability for the US Army's primary contingency corps
USAF Academy, Colorado:	Unique facilities support all aspects of cadet training, including academic, athletic, summer encampment, airfield operations, and survival
Vandenberg AFB, California:	Nation's sole polar orbit space launch facility and home of Western Space and Missile Center

Category/Subcategory Exclusions

Administrative Support: There are four installations in this category: Battle Creek Federal Center, Michigan; Bolling AFB, Washington DC; DFAS/ARPC, Colorado; and MacDill AFB, Florida. After a thorough capacity analysis of the facilities in this category, it was determined that no excess capacity exists within the category.

Education and Training/Technical Category: There are four bases in this subcategory: Goodfellow AFB, Texas; Keesler AFB, Mississippi; Lackland AFB, Texas; and Sheppard AFB, Texas. Two other Technical Training Center bases were selected for closure in 1988 and 1991. This resulted in 39 percent of technical training courses relocating to the remaining four bases. DoD's Force Structure Plan will require the Air Force to recruit and train approximately 100,000 personnel per year. This accession level will require approximately 80 percent of the remaining four bases' capacity with minimal peacetime surge capability. Closure of any one training center would reduce capacity to a level below that required to support programmed and contingent operations. Based on capacity analysis, there is no excess capacity in this subcategory.

Space Support: There are three bases in this subcategory: Patrick AFB, Florida; Vandenberg AFB, California; and Peterson AFB, Colorado. These installations provide logistical and administrative support for space functions in and around three locations. Patrick AFB provides critical support to both Cape Canaveral AS and Cape Kennedy Space Center (Nation's easterly space launch facility) and home of Eastern Space and Missile Center. Peterson AFB provides operating support for all space activities located in the Colorado Springs area to include support for two major headquarters involved in space operations. Vandenberg AFB is the sole polar orbit space launch facility and home of the Western Space and Missile Center. Since each base is critical to a different geographic location of space-related missions, there is no excess capacity in this subcategory.

Chapter 4

Description of Analyses

Bases were analyzed on the basis of all eight selection criteria. For each criterion, a number of subelements were developed. All bases were evaluated under common subelements for Criteria II-VIII. Under Criterion I, individual subelements were developed to assist in the evaluation of each mission type. For example, some subelements measuring capability to support tanker operations have little relevance to support bases. While subelements measuring the quality of nearby ranges are important in comparing small aircraft flying bases and of some value to large aircraft bases, they are not relevant to most support bases. Functional experts from the Base Closure Executive Group (BCEG), Air Staff, and MAJCOMs contributed to the development of these mission-unique subelements. These subelements were refined during the BCEG deliberation period.

Installations in a category considered by a Department of Defense Joint-Cross Service Group (Depots, Product Centers and Laboratories, Test and Evaluation, and Undergraduate Flying Training) were further analyzed in a manner designed to be compatible with the efforts of the JCSG. The details of the analysis method created for each of these subcategories is provided in the subcategories section of the report.

The members employed a color-coded rating scale to assist in evaluating each base for every subelement under Criteria I-III, VII, and VIII. A "Green" rating meant more desirable for retention, "Red" meant least desirable, "Yellow" meant in between. For most subelements, the BCEG established grading filters, or goalposts, for the establishment of the color grades. These goalposts were either based on numerical values or established by expert judgment applied to a set of data. A subelement could be composed of various sub-subelements, which could themselves be composed of lower-level subelements. The color grade for each subelement was a result of aggregating, or "rolling up," the lower-level subelement colors.

In past rounds, this rollup has been done based on BCEG judgment of how the lower level grades should result in higher level grades. For the 1995 process, as a result of audit comments, the Air Force adopted a mathematical approach to rolling up grades. To judge the relative importance of the lower level measures, a weight was applied to each subelement. Normally, the weights are expressed as decimals representing a percentage, and all weights within a level add to 100. The weights represent the relative importance of each subelement as compared to the other subelements within that level of the analysis. The BCEG carefully analyzed the subelement weights and agreed on the appropriate values.

To obtain a rollup of the color grades, the colors are assigned a numerical value, shown below:

Green	1.00
Green Minus	0.67
Yellow Plus	0.33
Yellow	0.00
Yellow Minus	-0.33
Red Plus	-0.67
Red	-1.00

The rollup is accomplished by multiplying the numerical value of a subelement's color grade by its weight, adding the resulting products from all subelements, and dividing by the sum of the weights. The higher level subelement is then given the color grade closest to the resulting number. The following example illustrates the method:

	Subelement 1	Subelement 2	Subelement 3
Grade	G	Y-	Y+
Weight	40	20	40

(1*40)+(-.33*20)+(.33*40) = 46.6/100 = .466

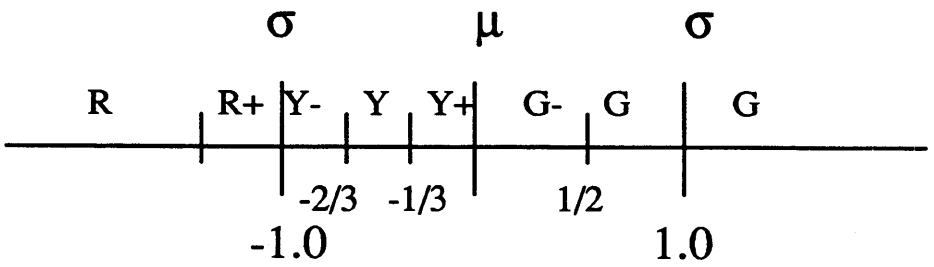
Closest Color = .33 = Yellow Plus

In the example, the three Subelements would rollup into an overall Yellow Plus grade for the higher level subelement.

The mathematical rollup method was used up to the criterion level. The criterion grades were not rolled together into an overall rating for the installation. Instead, the BCEG used their judgment to evaluate the overall value of an installation, based on the eight selection criteria.

For some subelements, color grades were assigned based on a base's capability relative to other bases' capabilities, rather than by applying an objective measure. In those cases, a standard deviation method was used to determine what color a given score received. These colors then represented that base's grade for the relevant element under consideration. In summary, a score at the mean (μ) or above was given a Green grade, while those scores below the mean were given a Yellow or Red. The following shows the detailed assignment of grades:

From 1/2 standard deviation (σ) above the mean and higher:	Green
From μ to 1/2 σ above the mean:	Green Minus
From 1/3 σ below μ to μ:	Yellow Plus
From 2/3 σ below μ to 1/3 σ below μ:	Yellow
From 1 σ below μ to 2/3 σ below μ:	Yellow Minus
From 1 and 1/2 σ below μ to 1 σ. below μ:	Red Plus
Below 1 and 1/2 σ below μ:	Red



Numbers were used for criteria IV and V, which were computed using the DoD COBRA cost model. Criterion IV includes the one-time costs of the action, and a 20-year net present value of the action (a negative number represents savings and the larger the negative number the greater the savings). Criterion V is the number of years for the costs to be repaid by savings, or return on investment period. The BCEG approved the COBRA products that comprised Criteria IV and V. The BCEG used a level-playing field COBRA analysis in its initial analysis, from which the tiering of bases was produced. A level-playing field COBRA analysis is accomplished for each base in a category being analyzed. The analysis assumes that only one base is closed and all units move to assumed gaining locations The assumed gaining locations are selected based on preliminary capacity analysis and force structure alignments, but do not reflect consideration of operational constraints, environmental factors, and other potential moves. Those factors are considered prior to final closure or realignment recommendations, when a focused analysis is performed.

Criterion VI, the economic impact on communities, was analyzed under the direction of the Department of Defense Joint Cross-Service Group for Economic Impact. The Military Departments provided data which was compiled using the Joint Group's method, and presented to the BCEG for each contemplated closure or realignment action. In addition, the BCEG evaluated the effects of any multiple actions being considered by the Air Force within a metropolitan statistical area. DoD-wide actions affecting particular economic areas are evaluated by the DoD BRAC considerations. Criterion VI is presented as two numbers, which represent total job loss, direct and indirect, and job loss as a percentage of statistical or economic area population.

The bases in the operations subcategories of the flying category were subdivided into Large, Small and Missile bases. Large Aircraft bases beddown bomber, tanker or transport aircraft units and may have the potential to beddown small aircraft type units. Small Aircraft bases beddown fighter type aircraft units, may have the potential to accommodate some large aircraft. Missile bases in most cases are dual mission bases and include large aircraft flying operations.

After a grade or value was determined for each criterion, the BCEG reviewed the grades for all non-excluded bases in each category or subcategory. The BCEG members then discussed the various attributes of the bases, as well as the relative importance or each criterion to that type of base. Following this review and discussion, the BCEG placed each base into one of three tiers. This initial tiering process was based on a level playing field COBRA analysis and assumed a single total closure only. There is no ranking of bases within a tier. This tiering provides an initial input for the SECAF's consideration in her decision process.

Missile bases were first evaluated for their suitability to support missile operations and were assigned color grades for that capability. These bases all supported large aircraft operations, so they were then grouped with the remaining large aircraft bases and evaluated overall against large aircraft characteristics (Appendix 3). No tiering of missile bases was accomplished on missile capabilities alone; however, this additional Criterion I dimension was considered during the Large Aircraft subcategory tiering. The evaluation of missile bases is classified, and may be found in Appendix 12, the classified appendix.

The large aircraft bases were evaluated in terms of their capability to support a bomber, airlift, and tanker mission. The base's current primary mission was given 70 percent weighting against 15 percent for the other two missions. As mentioned above, where a large aircraft base included a missile capability, that missile capability was included in consideration of the tiering of all large aircraft bases.

Small aircraft bases were evaluated in terms of their capability to support a fighter mission and 100 percent of the weighting was given to that mission. The small aircraft bases were rated and arrayed in three groups, from most to least desirable for fighter missions (Appendix 4).

The BCEG compared all above-threshold AFRES C-130 bases. The BCEG did not compare other ANG or AFRES bases within subcategories, but reviewed them individually for potential cost effective closures or realignments (Appendices 6 and 7).

In addition to collection of data for the Joint Groups, the Military Departments were tasked to provide "military values" for the activities under consideration by the Joint Groups. Because the Air Force process did not produce such a "military value" for its installations, the Air Force provided the tiering of the installations in these categories. In addition, the Air

Force provided a functional value of the activities under consideration in the Joint Groups. In some cases, the activities considered by the Joint Groups did not correlate to the installations considered in the Air Force process. For example, some test and evaluation activities were located on Small Aircraft bases, and some activities were not accomplished on any installation. The submissions to the Joint Groups clarified the bases for the values reported.

Pursuant to OSD policy, the Air Force also analyzed alternatives suggested by the Joint Groups and participated in joint COBRA analyses. The description of the Joint Group alternatives and the Air Force analysis of those alternatives is included in the description of each specific category's analysis, found in the appendices to this report.

Chapter 5

Recommendations: Closures

AIR FORCE ELECTRONIC WARFARE EVALUATION SIMULATOR ACTIVITY, FORT WORTH, TEXAS

Recommendation: Disestablish the Air Force Electronic Warfare Evaluation Simulator (AFEWES) activity in Fort Worth. Essential AFEWES capabilities and the required test activities will relocate to the Air Force Flight Test Center (AFFTC), Edwards AFB, California. Workload and selected equipment from AFEWES will be transferred to AFFTC. AFEWES will be disestablished and any remaining equipment will be disposed of.

Justification: The Test and Evaluation Joint Cross-Service Group (JCSG) recommended that AFEWES's capabilities be relocated to an existing facility at an installation possessing a Major Range and Test Facility Base (MRTFB) open air range. Projected workload for AFEWES was only 28 percent of its available capacity. Available capacity at AFFTC is sufficient to absorb AFEWES's workload. AFEWES's basic hardware-in-the-loop infrastructure is duplicated at other Air Force Test and Evaluation facilities. This action achieves significant cost savings and workload consolidation.

Return on Investment: The total estimated one-time cost to implement this recommendation is $5.8 million. The net of all costs and savings during the implementation period is a cost of $2.6 million. Annual recurring savings after implementation are $0.8 million with a return on investment expected in seven years. The net present value of the costs and savings over 20 years is a savings of $5.8 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 9 jobs (5 direct jobs and 4 indirect jobs) over the 1996-to-2001 period in the Fort Worth-Arlington, Texas Primary Statistical Area, which is 0.0 percent of the economic area's employment. This action will have minimal environmental impact.

BERGSTROM AIR RESERVE BASE, TEXAS

Recommendation: Close Bergstrom ARB. The 924th Fighter Wing (AFRES) will inactivate. The Wing's F-16 aircraft will be redistributed or retire. Headquarters 10th Air Force (AFRES), will relocate to Naval Air Station Fort Worth, Joint Reserve Base, Texas.

Justification: Due to Air Force Reserve fighter force drawdown, the Air Force Reserve has an excess of F-16 fighter locations. The closure of Bergstrom ARB is the most cost effective option for the Air Force Reserve. The relocation of Headquarters 10th Air Force to NAS Fort Worth will also collocate the unit with one of its major subordinate units.

Return on Investment: The total estimated one-time cost to implement this recommendation is $13.3 million. The net of all costs and savings during the implementation period is a savings of $93.4 million. Annual recurring savings after implementation are $20.9 million with an immediate return on investment. The net present value of the costs and savings over 20 years is a savings of $291.4 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 954 jobs (585 direct jobs and 369 indirect jobs) over the 1996-to-2001 period in the Austin, Texas Metropolitan Statistical Area, which is 0.2 percent of the area's employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.2 percent of employment in the Austin, Texas Metropolitan Statistical Area. Review of demographic data projects no negative impact on recruiting. Environmental impact from this action is minimal and ongoing restoration of Bergstrom ARB will continue.

BROOKS AIR FORCE BASE, TEXAS

Recommendation: Close Brooks AFB. The Human Systems Center, including the School of Aerospace Medicine and Armstrong Laboratory, will relocate to Wright-Patterson AFB, Ohio, however, some portion of the Manpower and Personnel function, and the Air Force Drug Test laboratory, may relocate to other locations. The 68th Intelligence Squadron will relocate to Kelly AFB, Texas. The Air Force Center for Environmental Excellence will relocate to Tyndall AFB, Florida. The 710th Intelligence Flight (AFRES) will relocate to Lackland AFB, Texas. The hyperbaric chamber operation, including associated personnel, will relocate to Lackland AFB, Texas. All activities and facilities at the base including family housing, the medical facility, commissary, and base exchange will close.

Justification: The Air Force has more laboratory capacity than necessary to support current and projected Air Force research requirements. When compared to the attributes desirable in laboratory activities, the Armstrong Lab and Human Systems Center operations at Brooks AFB contributed less to Air Force needs as measured by such areas as workload requirements, facilities, and personnel. As an installation, Brooks AFB ranked lower than the other bases in the Laboratory and Product Center subcategory.

Return on Investment: The total estimated one-time cost to implement this recommendation is $185.5 million. The net of all costs and savings during the implementation period is a cost of $138.7 million. Annual recurring savings after implementation are $27.4 million with a return on investment expected in seven years. The net present value of the costs and savings over 20 years is a savings of $142.1 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 7,879 jobs (3,759 direct jobs and 4,120 indirect jobs) over the 1996-to-2001 period in the San Antonio, Texas Metropolitan Statistical Area, which is 1.1 percent of the economic area's employment. The cumulative economic impact of all BRAC 95 recommendations, including the relocation of some Air Force activities into the San Antonio area, and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.9 percent of employment in the economic area. Environmental impact from this action is minimal and ongoing restoration of Brooks AFB will continue.

GREATER PITTSBURGH IAP AIR RESERVE STATION, PENNSYLVANIA

Recommendation: Close Greater Pittsburgh IAP Air Reserve Station (ARS). The 911th Airlift Wing will inactivate and its C-130 aircraft will be distributed to Air Force Reserve C-130 units at Dobbins ARB, Georgia, and Peterson AFB, Colorado.

Justification: The Air Force Reserve has more C-130 operating locations than necessary to effectively support the Reserve C-130 aircraft in the Department of Defense (DoD) Force Structure Plan. Although Greater Pittsburgh ARS is effective at supporting its mission, its evaluation overall under the eight criteria supports its closure. Its operating costs are the greatest among Air Force Reserve C-130 operations at civilian airfields. In addition, its location near a number of AFRES and Air National Guard units provides opportunities for its personnel to transfer and continue their service without extended travel.

Return On Investment: The total estimated one-time cost to implement this recommendation is $22.3 million. The net of all costs and savings during the implementation period is a savings of $36.3 million. Annual recurring savings after implementation are $13.1 million with a return on investment expected in two years. The net present value of the costs and savings over 20 years is a savings of $161.1 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 631 jobs (387 direct jobs and 244 indirect jobs) over the 1996-to-2001 period in the Allegheny, Fayette, Washington, and Westmoreland, Pennsylvania, counties economic area, which is 0.1 percent of economic area employment. Review of demographic data projects no negative impact on recruiting. The cumulative economic impact of all BRAC 95 recommendations, including the relocation of some Air Force activities into the Allegheny, Fayette, Washington, and Westmoreland area, and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.1 percent of employment in the economic area. Environmental impact from this action is minimal, and restoration of the Greater Pittsburgh IAP ARS will continue.

MOFFETT FEDERAL AIRFIELD AIR GUARD STATION, CALIFORNIA

Recommendation: Close Moffett Federal Airfield Air Guard Station. Relocate the 129th Rescue Group and associated aircraft to McClellan AFB, California.

Justification: At Moffett Federal Airfield, the 129th Rescue Group (RQG) provides manpower for the airfield's crash, fire and rescue, air traffic control, and security police services, and pays a portion of the total associated costs. The ANG also pays a share of other base operating support costs. These costs to the ANG have risen significantly since NAS Moffett realigned to Moffett Federal Airfield, and can be avoided if the unit is moved to an active duty airfield.

Return on Investment: The total estimated one-time cost to implement this recommendation is $15.2 million. The net of all costs and savings during the implementation period is a savings of $4.4 million. Annual recurring savings after implementation are $4.8 million with a return on investment expected in four years. The net present value of the costs and savings over 20 years is a savings of $50.1 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 507 jobs (318 direct jobs and 189 indirect jobs) over the 1996-to-2001 period in the San Jose, California Primary Metropolitan Statistical Area, which is 0.1 percent of the economic area's employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.5 percent of employment in the economic area. Review of demographic data projects no negative impact on recruiting. This action will have minimal environmental impact.

NORTH HIGHLANDS AIR GUARD STATION, CALIFORNIA

Recommendation: Close North Highlands Air Guard Station (AGS) and relocate the 162nd Combat Communications Group (CCG) and the 149th Combat Communications Squadron (CCS) to McClellan AFB, California.

Justification: Relocation of the 162nd CCG and 149th CCS onto McClellan AFB will provide a more cost-effective basing arrangement than presently exists by avoiding some of the costs associated with maintaining the installation. Because of the very short distance from the unit's present location in North Highlands to McClellan AFB, most of the personnel will remain with the unit.

Return on Investment: The total estimated one-time cost to implement this recommendation is $1.3 million. The net of all costs and savings during the implementation period is a cost of $0.5 million. Annual recurring savings after implementation are $0.20 million with a return on investment expected in eight years. The net present value of the costs and savings over 20 years is a savings of $1.5 million.

Impact: This recommendation will not result in a change in the employment in the Sacramento, California Primary Metropolitan Statistical Area because all affected jobs will remain in that economic area. Review of demographic data projects no negative impact on recruiting. This action will have minimal environmental impact.

ONTARIO INTERNATIONAL AIRPORT AIR GUARD STATION, CALIFORNIA

Recommendation: Close Ontario International Airport Air Guard Station (AGS) and relocate the 148th Combat Communications Squadron (CCS) and the 210th Weather Flight to March ARB, California.

Justification: Relocation of the 148th CCS and the 210th Weather Flight onto March ARB will provide a more cost-effective basing arrangement by avoiding some of the costs associated with maintaining the installation. Because of the short distance from the unit's present location on Ontario International Airport AGS, most of the personnel will remain with the unit.

Return on Investment: The total estimated one-time cost to implement this recommendation is $0.8 million. The net of all costs and savings during the implementation period is a cost of $0.3 million. Annual recurring savings after implementation are $0.1 million with a return on investment expected in eight years. The net present value of the costs and savings over 20 years is a savings of $0.9 million.

Impact: This recommendation will not result in a change in the employment in the Riverside-San Bernardino, California Primary Metropolitan Statistical Area because all affected jobs will be remain in the economic area. Review of demographic data projects no negative impact on recruiting. Environmental impact from this action is minimal.

REAL-TIME DIGITALLY CONTROLLED ANALYZER PROCESSOR ACTIVITY, BUFFALO, NEW YORK

Recommendation: Disestablish the Real-Time Digitally Controlled Analyzer Processor activity (REDCAP) at Buffalo, New York. Required test activities and necessary support equipment will be relocated to the Air Force Flight Test Center (AFFTC) at Edwards AFB, California. Any remaining equipment will be disposed of.

Justification: The Test and Evaluation Joint Cross-Service Group (JCSG) recommended that REDCAP's capabilities be relocated to an existing facility at an installation with a Major Range and Test Facility Base (MRTFB) open air range. Projected workload for REDCAP is only 10 percent of its available capacity. AFFTC has capacity sufficient to absorb REDCAP's workload. REDCAP's basic hardware-in-the-loop infrastructure is duplicated at other Air Force T&E facilities. This action achieves significant cost savings and workload consolidation.

Return on Investment: The total estimated one-time cost to implement this recommendation is $1.7 million. The net of all costs and savings during the implementation period is a savings of $1.9 million. Annual recurring savings after implementation are $0.9 million with a return on investment expected in one year. The net present value of the costs and savings over 20 years is a savings of $11.0 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 5 jobs (3 direct jobs and 2 indirect jobs) over the 1996-to-2001 period in the Erie County, New York economic area, which is 0.0 percent of economic area employment. This action will have minimal environmental impact.

REESE AIR FORCE BASE, TEXAS

Recommendation: Close Reese AFB. The 64th Flying Training Wing will inactivate and its assigned aircraft will be redistributed or retired. All activities and facilities at the base including family housing, the hospital, commissary, and base exchange will close.

Justification: The Air Force has more Undergraduate Flying Training (UFT) bases than necessary to support Air Force pilot training requirements consistent with the Department of Defense (DoD) Force Structure Plan. When all eight criteria are applied to the bases in the UFT category, Reese AFB ranks low relative to the other bases in the category. Reese AFB ranked lower when compared to other UFT bases when evaluated on such factors as weather (e.g., crosswinds, density altitude) and airspace availability (e.g., amount of airspace available for training, distance to training areas). Reese AFB was also recommended for closure in each alternative recommended by the DoD Joint Cross-Service Group for Undergraduate Pilot Training.

Return on Investment: The total estimated one-time cost to implement this recommendation is $37.3 million. The net of all costs and savings during the implementation period is a savings of $51.9 million. Annual recurring savings after implementation are $21.5 million with a return on investment expected in two years. The net present value of the costs and savings over 20 years is a savings of $256.8 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 2,891 jobs (2,083 direct jobs and 808 indirect jobs) over the 1996-to-2001 period in the Lubbock, Texas Metropolitan Statistical Area, which is 2.2 percent of the economic area's employment. Environmental impact from this action is minimal and ongoing restoration of Reese AFB.

ROME LABORATORY, NEW YORK

Recommendation: Close Rome Laboratory, Rome, New York. Rome Laboratory activities will relocate to Fort Monmouth, New Jersey, and Hanscom AFB, Massachusetts. Specifically, the Photonics, Electromagnetic & Reliability (except Test Site O&M operations), Computer Systems, Radio Communications and Communications Network activities, with their share of the Rome Lab staff activities, will relocate to Fort Monmouth. The Surveillance, Intelligence & Reconnaissance Software Technology, Advanced C2 Concepts, and Space Communications activities, with their share of the Rome Laboratory staff activities, will relocate to Hanscom AFB. The Test Site (e.g., Stockbridge and Newport) O&M operations will remain at its present location but will report to Hanscom AFB.

Justification: The Air Force has more laboratory capacity than necessary to support current and projected Air Force research requirements. The Laboratory Joint Cross-Service Group analysis recommended the Air Force consider the closure of Rome Laboratory. Collocation of part of the Rome Laboratory with the Army's Communications Electronics Research Development Evaluation Command (CERDEC) at Forth Monmouth will reduce excess laboratory capacity and increase inter-Service cooperation and common C3 research. In addition, Fort Monmouth's location near unique civilian research activities offers potential for shared research activities. Those activities relocated to Hanscom AFB will strengthen Air Force C3I RDT&E activities by collocating common research efforts. This action will result in substantial savings and furthers the DoD goal of cross-Service utilization of common support assets.

Return on Investment: The total estimated one-time cost to implement this recommendation is $52.8 million. The net of all costs and savings during the implementation period is a cost of $15.1 million. Annual recurring savings after implementation are $11.5 million with a return on investment expected in four years. The net present value of the costs and savings over 20 years is a savings of $98.4 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 2,345 jobs (1,067 direct jobs and 1,278 indirect jobs) over the 1996-to-2001 period in the Utica-Rome, New York Metropolitan Statistical Area, which is 1.5 percent of the economic area's employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 6.2 percent of employment in the economic area. Environmental impact from this action is minimal and ongoing restoration of Rome Laboratory and Griffiss AFB will continue.

ROSLYN AIR GUARD STATION, NEW YORK

Recommendation: Close Roslyn Air Guard Station (AGS) and relocate the 213th Electronic Installation Squadron (ANG) and the 274th Combat Communications Group (ANG) to Stewart International Airport AGS, Newburg, New York. The 722nd Aeromedical Staging Squadron (AFRES) will relocate to suitable leased space within the current recruiting area.

Justification: Relocation of the 213th Electronic Installation Squadron and 274th Combat Communications Group to Stewart International Airport AGS will produce a more efficient and cost-effective basing structure by avoiding some of the costs associated with maintaining the installation.

Return on Investment: The total estimated one-time cost to implement this recommendation is $2.4 million. The net of all costs and savings during the implementation period is a savings of $.70 million. Annual recurring savings after implementation are $.72 million with a return on investment expected in four years. The net present value of the costs and savings over 20 years is a savings of $7.6 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 71 jobs (44 direct jobs and 27 indirect jobs) over the 1996-to-2001 period in the Nassau-Suffolk, New York Metropolitan Statistical Area, which is 0.0 percent of the area's employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential increase equal to 0.0 percent of employment in the Nassau-Suffolk, New York Metropolitan Statistical Area. Review of demographic data projects no negative impact on recruiting. Environmental impact from this action is minimal and ongoing restoration will continue.

SPRINGFIELD-BECKLEY MUNICIPAL AIRPORT
AIR GUARD STATION, OHIO

Recommendation: Close Springfield-Beckley Municipal Airport Air Guard Station (AGS) and relocate the 178th Fighter Group (ANG), the 251st Combat Communications Group (ANG), and the 269th Combat Communications Squadron (ANG) to Wright-Patterson AFB, Ohio.

Justification: The 178th Fighter Group provides crash, fire and rescue, security police, and other base operating support services for ANG activities at Springfield-Beckley Municipal Airport. By relocating to Wright-Patterson AFB, significant manpower and other savings will be realized by avoiding some of the costs associated with the installation.

Return on Investment: The total estimated one-time cost to implement this recommendation is $23.4 million. The net of all costs and savings during the implementation period is a cost of $5.6 million. Annual recurring savings after implementation are $4.2 million with a return on investment expected in six years. The net present value of the costs and savings over 20 years is a savings of $35.1 million.

Impact: This recommendation will not result in a change in the employment in the Riverside-Dayton-Springfield, Ohio Metropolitan Statistical Area because all affected jobs will remain in that economic area. Review of demographic data projects no negative impact on recruiting. Environmental impact from this action is minimal.

Recommendations: Realignments

AIR LOGISTICS CENTERS

Recommendation: Realign the Air Logistics Centers (ALC) at Hill AFB, Utah; Kelly AFB, Texas; McClellan AFB, California; Robins AFB, Georgia; and Tinker AFB, Oklahoma. Consolidate the followings workloads at the designated receiver locations:

Commodity/Workload	Receiving Locations
Composites and plastics	SM-ALC, McClellan AFB
Hydraulics	SM-ALC, McClellan AFB
Tubing manufacturing	WR-ALC, Robins AFB
Airborne electronic automatic equipment software	WR-ALC, Robins AFB, OC-ALC, Tinker AFB, OO-ALC, Hill AFB
Sheet metal repair and manufacturing	OO-ALC, Hill AFB, WR-ALC, Robins AFB
Machining manufacturing	OC-ALC, Tinker AFB, WR-ALC, Robins AFB
Foundry operations	SA-ALC, Kelly AFB, OO-ALC, Hill AFB
Instruments/displays	SM-ALC, McClellan AFB (some unique work remains at OO-ALC, Hill AFB and WR-ALC, Robins AFB)
Airborne electronics	WR-ALC, Robins AFB, OC-ALC, Tinker AFB, OO-ALC, Hill AFB
Electronic manufacturing (printed wire boards)	WR-ALC, Robins AFB
Electrical/mechanical support equipment	SM-ALC, McClellan AFB
Injection molding	SM-ALC, McClellan AFB
Industrial plant equipment software	SA-ALC, Kelly AFB
Plating	OC-ALC, Tinker AFB, OO-ALC, Hill AFB, SA-ALC, Kelly AFB, WR-ALC, Robins AFB

Move the required equipment and any required personnel to the receiving location. These actions will create or strengthen Technical Repair Centers at the receiving locations in the respective commodities. Minimal workload in each of the commodities may continue to be performed at the other ALCs as required.

Justification: Reductions in force structure have resulted in excess depot maintenance capacity across Air Force depots. The recommended realignments will consolidate production lines and move workload to a minimum number of locations, allowing the reduction of personnel, infrastructure, and other costs. The net effect of the realignments is to transfer approximately 3.5 million direct labor hours and to eliminate 37 product lines across the five depots. These actions will allow the Air Force to demolish or mothball facilities, or to make them available for use by other agencies. These consolidations will reduce excess capacity, enhance efficiencies, and produce substantial cost savings without the extraordinary one-time costs associated with closing a single depot.

This action is part of a broader Air Force effort to downsize, reduce depot capacity and infrastructure, and achieve cost savings in a financially prudent manner consistent with mission requirements. Programmed work reductions, downsizing through contracting or transfer to other Service depots, and the consolidation of workloads recommended above result in the reduction of real property infrastructure equal to 1.5 depots, and a reduction in manhour capacity equivalent to about two depots. The proposed moves also make available over 25 million cubic feet of space to the Defense Logistics Agency for storage and other purposes, plus space to accept part of the Defense Nuclear Agency and other displaced Air Force missions. This approach enhances the cost effectiveness of the overall Department of Defense's closure and realignment recommendations. The downsizing of all depots is consistent with DoD efforts to reduce excess maintenance capacity, reduce cost, improve efficiency of depot management, and increase contractor support for DoD requirements.

Return on Investment: The total estimated one-time cost to implement this recommendation is $183 million. The net of all costs and savings during the implementation period is a savings of $138.7 million. Annual recurring savings after implementation are $89 million with a return on investment expected in two years. The net present value of the costs and savings over 20 years is a savings of $991.2 million.

TINKER

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 3,040 jobs (1,180 direct jobs and 1,860 indirect jobs) over the 1996-to-2001 period in the Oklahoma City, Oklahoma Metropolitan Statistical Area, which is 0.5 percent of the economic area's employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the

economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.3 percent of employment in the economic area. Environmental impact from this action is minimal and ongoing restoration of Tinker AFB will continue.

ROBINS

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,168 jobs (534 direct jobs and 634 indirect jobs) over the 1996-to-2001 period in the Macon, Georgia Metropolitan Statistical Area, which is 0.7 percent of the economic area's employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.7 percent of employment in the economic area. Environmental impact from this action is minimal and ongoing restoration of Robins AFB will continue.

KELLY

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,446 jobs (555 direct jobs and 891 indirect jobs) over the 1996-to-2001 period in the San Antonio, Texas Metropolitan Statistical Area, which is 0.2 percent of the economic area's employment. The cumulative economic impact of all BRAC 95 recommendations, including the relocation of some Air Force activities into the San Antonio area, and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.9 percent of employment in the economic area. Environmental impact from this action is minimal and ongoing restoration will continue.

McCLELLAN and HILL

Impact: The recommendations pertaining to consolidations of workloads at these two centers are not anticipated to result in employment losses or significant environmental impact.

EGLIN AIR FORCE BASE, FLORIDA

Recommendation: Realign Eglin AFB, Florida. The Electromagnetic Test Environment (EMTE), consisting of eight Electronic Combat (EC) threat simulator systems and two EC pod systems will relocate to the Nellis AFB Complex, Nevada. Those emitter-only systems at the Air Force Development Test Center (AFDTC) at Eglin AFB necessary to support Air Force Special Operations Command (AFSOC), the USAF Air Warfare Center, and Air Force Materiel Command Armaments/Weapons Test and Evaluation activities will be retained. All other activities and facilities associated with Eglin will remain open.

Justification: Air Force EC open air range workload requirements can be satisfied by one range. Available capacity exists at the Nellis AFB Complex to absorb EMTE's projected EC workload. To ensure the Air Force retains the capability to effectively test and realistically train in the Armaments/Weapons functional category, necessary emitter-only threat systems will remain at Eglin AFB. This action is consistent with Air Force and DoD efforts to consolidate workload where possible to achieve cost and mission efficiencies.

Return on Investment: The total estimated one-time cost to implement this recommendation is $2.2 million. The net of all costs and savings during the implementation period is a savings of $6.3 million. Annual recurring savings after implementation are $2.6 million with a return on investment expected in one year. The net present value of the costs and savings over 20 years is a savings of $31.4 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 85 jobs (52 direct jobs and 33 indirect jobs) over the 1996-to-2001 period in the Fort Walton Beach, Florida Metropolitan Statistical Area, which is 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations, including the relocation of some Air Force activities into the Fort Walton Beach, Florida Metropolitan Statistical Area, and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential increase equal to 1.3 percent of employment in the economic area. Environmental impact from this action is minimal, and ongoing restoration of Eglin AFB will continue.

GRAND FORKS AIR FORCE BASE, NORTH DAKOTA

Recommendation: Realign Grand Forks AFB. The 321st Missile Group will inactivate unless prior to December 1996, the Secretary of Defense determines that the need to retain ballistic missile defense (BMD) options effectively precludes this action. If the Secretary of Defense makes such determination, Minot AFB, North Dakota, will be realigned and the 91st Missile Group will inactivate.

If Grand Forks AFB is realigned, the 321st Missile Group will inactivate. Minuteman III missiles will relocate to Malmstrom AFB, Montana, be maintained at depot facilities, or be retired. A small number of silo launchers at Grand Forks may be retained if required. The 319th Air Refueling Wing will remain in place. All activities and facilities at the base associated with the 319th Air Refueling Wing, including family housing, the hospital, commissary, and base exchange will remain open.

If Minot AFB is realigned, the 91st Missile Group will inactivate. Minuteman III missiles will relocate to Malmstrom AFB, Montana, be maintained at depot facilities, or be retired. The 5th Bomb Wing will remain in place. All activities and facilities at the base associated with the 5th Bomb Wing, including family housing, the hospital, commissary, and base exchange will remain open.

Justification: A reduction in ICBM force structure requires the inactivation of one missile group within the Air Force. The missile field at Grand Forks AFB ranked lowest due to operational concerns resulting from local geographic, geologic, and facility characteristics. Grand Forks AFB also ranked low when all eight criteria are applied to bases in the large aircraft subcategory. The airfield will be retained to satisfy operational requirements and maintain consolidated tanker resources.

If the Secretary of Defense determines that the need to retain BMD options effectively precludes realigning Grand Forks, then Minot AFB will be realigned. The missile field at Minot AFB ranked next lowest due to operational concerns resulting from spacing, ranging and geological characteristics. Minot AFB ranked in the middle tier when all eight criteria were applied to bases in the large aircraft subcategory. The airfield will be retained to satisfy operational requirements.

Return on Investment: For Grand Forks, the total estimated one-time cost to implement this recommendation is $11.9 million. The net of all costs and savings during the implementation period is a savings of $111.8 million. Annual recurring savings after implementation are $35.2 million with an immediate return on investment. The net present value of the costs and savings over 20 years is a savings of $447.0 million. Savings associated with the inactivation of a missile group were previously programmed in the Air Force budget.

If Minot AFB is selected, the total estimated one-time cost to implement this recommendation is $12.0 million. The net of all costs and savings during the implementation period is a savings of $114.8 million. Annual recurring savings after implementation are $36.1

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million with an immediate return on investment. The net present value of the costs and savings over 20 years is a savings of $458.6 million. Savings associated with the inactivation of a missile group were previously programmed in the Air Force budget.

Impact: For Grand Forks AFB, assuming no economic recovery, this recommendation could result in a maximum potential reduction of 2,113 jobs (1,625 direct jobs and 488 indirect jobs) over the 1996-to-2001 period in the Grand Forks County, North Dakota economic area, which is 4.7 percent of the economic area's employment. Environmental impact from this action is minimal and ongoing restoration at Grand Forks AFB will continue.

If Minot AFB is selected, assuming no economic recovery, this recommendation could result in a maximum potential reduction of 2,172 jobs (1,666 direct jobs and 506 indirect jobs) over the 1996-to-2001 period in the Minot County, North Dakota economic area, which is 6.1 percent of the economic area's employment. Environmental impact from this action is minimal and ongoing restoration at Minot AFB will continue.

HILL AFB, UTAH

Recommendation: Realign Hill AFB, Utah. The permanent Air Force Materiel Command (AFMC) test range activity at Utah Test and Training Range (UTTR) will be disestablished. Management responsibility for operation of the UTTR will transfer from AFMC to Air Combat Command (ACC). Personnel, equipment and systems required for use by ACC to support the training range will be transferred to ACC. Additional AFMC manpower associated with operation of the range will be eliminated. Some armament/weapons Test and Evaluation (T& E) workload will transfer to the Air Force Development Test Center (AFDTC), Eglin AFB, Florida and the Air Force Flight Test Center (AFFTC), Edwards AFB, California.

Justification: Most of the current T&E activities can be accomplished at other T&E activities (AFFTC and AFDTC). Disestablishing the AFMC test range activities and transferring the range to ACC will reduce excess T&E capacity within the Air Force. Retaining the range as a training range will preserve the considerable training value offered by the range and is consistent with the current 82 percent training use of the range. Retention of the range as a training facility will also allow large footprint weapons to undergo test and evaluation using mobile equipment.

Return on Investment: The total estimated one-time cost to implement this recommendation is $3.2 million. The net of all costs and savings during the implementation period is a savings of $62.4 million. Annual recurring savings after implementation are $12.4 million with an immediate return on investment. The net present value of the costs and savings over 20 years is a savings of $179.9 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 168 jobs (104 direct jobs and 64 indirect jobs) over the 1996-to-2001 period in the Tooele County, Utah economic area, which is 1.3 percent of the economic area's employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 36.6 percent of employment in the economic area. Environmental impact from this action is minimal and ongoing restoration of the UTTR will continue.

KIRTLAND AIR FORCE BASE, NEW MEXICO

Recommendation: Realign Kirtland AFB. The 58th Special Operations Wing will relocate to Holloman AFB, New Mexico. The AF Operational Test and Evaluation Center (AFOTEC) will relocate to Eglin AFB, Florida. The AF Office of Security Police (AFOSP) will relocate to Lackland AFB, Texas. The AF Inspection Agency and the AF Safety Agency will relocate to Kelly AFB, Texas. The Defense Nuclear Agency (DNA) will relocate to Kelly AFB, Texas (Field Command) and Nellis AFB, Nevada (High Explosive Testing). Some DNA personnel (Radiation Simulator operations) will remain in place. The Phillips Laboratory and the 898th Munitions Squadron will remain in cantonment. The AFRES and ANG activities will remain in existing facilities. The 377th ABW inactivates and all other activities and facilities at Kirtland AFB, including family housing, commissary, and base exchange will close. Air Force medical activities located in the Veteran's Administration Hospital will terminate.

Justification: As an installation, Kirtland AFB rated low relative to other bases in the Laboratory and Product Center subcategory when all eight selection criteria were considered. The Laboratory Joint Cross-Service Group, however, gave the Phillips Laboratory operation a high functional value. This realignment will close most of the base, but retain the Phillips Laboratory, which has a high functional value and the 898th Munitions Squadron, which is not practical to relocate. Both of these activities are capable of operating with minimal military support. Also, the Sandia National Laboratory can be cantoned in its present location. This approach reduces infrastructure and produces significant annual savings, while maintaining those activities essential to the Air Force and the Department of Defense.

Return on Investment: The total estimated one-time cost to implement this recommendation is $277.5 million. The net of all costs and savings during the implementation period is a cost of $158.8 million. Annual recurring savings after implementation are $62 million with a return on investment expected in three years. The net present value of the costs and savings over 20 years is a savings of $464.5 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 11,916 jobs (6,850 direct jobs and 5,066 indirect jobs) over the 1996-to-2001 period in the Bernallio County, New Mexico economic area, which is 3.6 percent of the economic area's employment. Environmental impact from this action is minimal and ongoing restoration of Kirtland AFB will continue.

MALMSTROM AIR FORCE BASE, MONTANA

Recommendation: Realign Malmstrom AFB. The 43rd Air Refueling Group and its KC-135 aircraft will relocate to MacDill AFB, Florida. All fixed-wing aircraft flying operations at Malmstrom AFB will cease and the airfield will be closed. A small airfield operational area will continue to be available to support the helicopter operations of the 40th Rescue Flight which will remain to support missile wing operations. All base activities and facilities associated with the 341st Missile Wing will remain.

Justification: Although the missile field at Malmstrom AFB ranked very high, its airfield resources can efficiently support only a small number of tanker aircraft. Its ability to support other large aircraft missions (bomber and airlift) is limited and closure of the airfield will generate substantial savings.

During the 1995 process, the Air Force analysis highlighted a shortage of refueling aircraft in the southeastern United States. The OSD direction to support the Unified Commands located at MacDill AFB creates an opportunity to relocate a tanker unit from the greater tanker resources of the northwestern United States to the southeast. Movement of the refueling unit from Malmstrom AFB to MacDill AFB will also maximize the cost-effectiveness of that airfield.

Return on Investment: The total estimated one-time cost to implement this recommendation is $17.4 million. The net of all costs and savings during the implementation period is a savings of $5.2 million. Annual recurring savings after implementation are $5.1 million with a return on investment expected in four years. The net present value of the costs and savings over 20 years is a savings of $54.3 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,013 jobs (779 direct jobs and 234 indirect jobs) over the 1996-to-2001 period in the Great Falls, Montana Metropolitan Statistical Area, which is 2.3 percent of the economic area's employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 2.3 percent of employment in the economic area. Environmental impact from this action is minimal and ongoing restoration of Malmstrom AFB will continue.

ONIZUKA AIR STATION, CALIFORNIA

Recommendation: Realign Onizuka AS. The 750th Space Group will inactivate and its functions will relocate to Falcon AFB, Colorado. Detachment 2, Space and Missile Systems Center (AFMC) will relocate to Falcon AFB, Colorado. Some tenants will remain in existing facilities. All activities and facilities associated with the 750th Space Group including family housing, the clinic, commissary, and base exchange will close.

Justification: The Air Force has one more satellite control installation than is needed to support projected future Air Force satellite control requirements consistent with the Department of Defense (DoD) Force Structure Plan. When all eight criteria are applied to the bases in the Satellite Control subcategory, Onizuka AS ranked lower than the other base in the subcategory. Among other factors, Falcon AFB has superior protection against current and future electronic encroachment, reduced risks associated with security and mission-disrupting contingencies, and significantly higher closure costs.

Return on Investment: The total estimated one-time cost to implement this recommendation is $124.2 million. The net of all costs and savings during the implementation period is a cost of $125.7 million. Annual recurring savings after implementation are $30.3 million with a return on investment expected in eight years. The net present value of the costs and savings over 20 years is a savings of $181.6 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 2,969 jobs (1,875 direct jobs and 1,094 indirect jobs) over the 1996-to-2001 period in the San Jose, California, Primary Metropolitan Statistical Area, which is 0.3 percent of the economic area's employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 0.5 percent of employment in the economic area. Environmental impact from this action is minimal and ongoing restoration of Onizuka AS will continue.

Redirects: Changes To 1991/1993 Commissions

GRIFFISS AFB, NEW YORK
485th Engineering Installation Group

Recommendation: Change the recommendation of the 1993 Commission regarding the transfer of the 485th Engineering Installation Group (EIG) from Griffiss AFB, New York, to Hill AFB, Utah, as follows: Inactivate the 485th EIG. Transfer its engineering functions to the 38th EIG at Tinker AFB, Oklahoma. Transfer its installation function to the 838th Electronic Installation Squadron (EIS) at Kelly AFB, Texas, and to the 938th EIS, McClellan AFB, California.

Justification: Reorganization of the installation and engineering functions will achieve additional personnel overhead savings by inactivating the 485th EIG and redistributing the remaining activities to other units. The originally planned receiver site for the 485th EIG at Hill AFB has proven to require costly renovation. This redirect avoids these additional, unforeseen costs while providing a more efficient allocation of work.

Return on Investment: The total estimated one-time cost to implement this recommendation is $0.5 million. The net of all costs and savings during the implementation period is a savings of $26.8 million. Annual recurring savings after implementation are $2.9 million with an immediate return on investment. The net present value of the costs and savings over 20 years is a savings of $53.6 million.

Impact: Since this action affects unexecuted relocations resulting from prior BRAC recommendations, it causes no net change in employment in the Salt Lake City-Ogden, Utah, Metropolitan Statistical Area. However, the anticipated 0.2 percent increase in the employment base in this economic area will not occur. There will be no environmental impact from this action at Hill Air Force Base, and minimal environmental impact at Kelly AFB, Tinker AFB, and McClellan AFB.

GRIFFISS AFB, NEW YORK
Airfield Support for 10th Infantry (Light) Division

Recommendation: Change the recommendation of the 1993 Commission regarding support of the 10th Infantry (Light) Division, Fort Drum, New York, at Griffiss AFB, as follows: Close the minimum essential airfield to be maintained by a contractor at Griffiss AFB and provide the mobility/contingency/training support to the 10th Infantry (Light) Division from the Fort Drum airfield. Mission essential equipment from the minimum essential airfield at Griffiss AFB will transfer to Fort Drum.

Justification: Operation of the minimum essential airfield to support Fort Drum operations after the closure of Griffiss AFB has proven to far exceed earlier cost estimates. Significant recurring operations and maintenance savings can be achieved by moving the mobility/contingency/training support for the 10th Infantry (Light) Division to Fort Drum and closing the minimum essential airfield operation at Griffiss. This redirect will permit the Air Force to meet the mobility/contingency/training support requirements of the 10th Infantry (Light) Division at a reduced cost to the Air Force. Having airfield support at its home location will improve 10th Infantry (Light) Division's response capabilities, and will avoid the necessity of traveling significant distances, sometimes during winter weather, to its mobility support location. Support at Ft Drum can be accomplished by improvement of the existing Ft Drum airfield and facilities

Return on Investment: The total estimated one-time cost to implement this recommendation is $51.3 million. The net of all costs and savings during the implementation period is a cost of $12.9 million. Annual recurring savings after implementation are $12.7 million with a return on investment expected in five years. The net present value of the costs and savings over 20 years is a savings of $110.8 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 216 jobs (150 direct jobs and 66 indirect jobs) over the 1996 to 2001 period in the Utica-Rome, New York Metropolitan Statistical Area, which is 0.1 percent of economic area employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994 to 2001 period could result in a maximum potential increase equal to 6.2 percent of the employment in the economic area. Environmental impact will be minimal; ongoing restoration will continue.

HOMESTEAD AIR FORCE BASE , FLORIDA
301st Rescue Squadron (AFRES)

Recommendation: Change the recommendation of the 1993 Commission regarding Homestead AFB as follows: Redirect the 301st Rescue Squadron (AFRES) with its associated aircraft to relocate to Patrick AFB, Florida.

Justification: The 301st Rescue Squadron (RQS) is temporarily located at Patrick AFB, pending reconstruction of its facilities at Homestead AFB which were destroyed by Hurricane Andrew. As part of the initiative to have Reserve forces assume a greater role in DoD peacetime missions, the 301st RQS has assumed primary responsibility for Space Shuttle support and range clearing operations at Patrick AFB. This reduces mission load on the active duty force structure. Although the 301st RQS could perform this duty from the Homestead Air Reserve Station, doing so would require expensive temporary duty arrangements, extensive scheduling difficulties, and the dislocation of the unit's mission from its beddown site. The redirect will enable the Air Force to perform this mission more efficiently and at less cost, with less disruption to the unit and mission.

Return on Investment: The total estimated one-time cost to implement this recommendation is $4.6 million. The net of all costs and savings during the implementation period is a savings of $1.5 million. Annual recurring savings after implementation are $1.5 million with a return on investment expected in four years. The net present value of the costs and savings over 20 years is a savings of $15.4 million.

Impact: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 341 jobs (214 direct jobs and 127 indirect jobs) over the 1996-to-2001 period in the Miami, Florida Primary Metropolitan Statistical Area, which is 0.0 percent of economic area employment. Review of demographic data projects no negative impact on recruiting. There will be minimal environmental impact from this action at Homestead or Patrick Air Force Bases.

HOMESTEAD AIR FORCE BASE , FLORIDA
726th Air Control Squadron

Recommendation: Change the recommendation of the 1993 Commission regarding the relocation of the 726th Air Control Squadron (ACS) from Homestead AFB to Shaw AFB, South Carolina, as follows: Redirect the 726th ACS to Mountain Home AFB, Idaho.

Justification: The 726th ACS was permanently assigned to Homestead AFB. In the aftermath of Hurricane Andrew, the 726th ACS was temporarily moved to Shaw AFB, as the first available site for that unit. In March 1993, the Secretary of Defense recommended the closure of Homestead AFB and the permanent beddown of the 726th ACS at Shaw AFB. Since the 1993 Commission agreed with that recommendation, experience has shown that Shaw AFB does not provide adequate radar coverage of training airspace needed to support the training mission and sustained combat readiness.

Return on Investment: The total estimated one-time cost to implement this recommendation is $7.4 million. The net of all costs and savings during the implementation period is a savings of $2.3 million. Annual recurring savings after implementation are $0.23 million with an immediate return on investment. The net present value of the costs and savings over 20 years is a savings of $4.6 million.

Impact: This action affects temporary relocations resulting from prior BRAC recommendations. Assuming no economic recovery, this recommendation could result in a potential reduction of 163 jobs (126 direct jobs and 37 indirect jobs) over the 1996 to 2001 period in the Sumter, South Carolina Metropolitan Statistical Area which is 0.3 percent of the economic area's employment. Environmental impact from this action is minimal and ongoing restoration will continue.

LOWRY AIR FORCE BASE, COLORADO

Recommendation: Change the recommendation of the 1991 Commission regarding the cantonment of the 1001st Space Support Squadron at the Lowry Support Center as follows: Inactivate the 1001st Space Systems Squadron, now designated Detachment 1, Space Systems Support Group (SSSG). Some Detachment 1 personnel and equipment will relocate to Peterson AFB, Colorado, under the Space Systems Support Group while the remainder of the positions will be eliminated.

Justification: The 1991 Commission recommended that the 1001st Space Systems Squadron, now designated Detachment 1, SSSG, be retained in a cantonment area at the Lowry Support Center. Air Force Materiel Command is consolidating space and warning systems software support at the SSSG at Peterson AFB. The inactivation of Detachment 1, SSSG, and movement of its functions will further consolidate software support at Peterson AFB, and result in the elimination of some personnel positions and cost savings.

Return on Investment: The total estimated one-time cost to implement this recommendation is $1.7 million. The net of all costs and savings during the implementation period is a savings of $10.9 million. Annual recurring savings after implementation are $3.0 million with a return on investment expected in one year. The net present value of the costs and savings over 20 years is a savings of $39.0 million.

Impact: Assuming no economic recovery, this recommendation could result in a potential reduction of 135 jobs (89 direct jobs and 46 indirect jobs) over the 1996 to 2001 in the Denver, Colorado Primary Metropolitan Statistical Area, which is 0.0 percent of economic area's employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the Denver, Colorado Primary Metropolitan Statistical Area in the 1994 to 2001 period could result in a potential decrease equal to 0.8 percent of employment in the economic area. Environmental impact from this action is minimal and ongoing restoration of Lowry AFB will continue.

MACDILL AIR FORCE BASE, FLORIDA

Recommendation: Change the recommendations of the 1991 and 1993 Commissions regarding the closure and transfer of the MacDill AFB airfield to the Department of Commerce (DoC) as follows: Redirect the retention of the MacDill airfield as part of MacDill AFB. The Air Force will continue to operate the runway and its associated activities. DoC will remain as a tenant.

Justification: Since the 1993 Commission, the Deputy Secretary of Defense and the Chairman of the Joint Chiefs of Staff have validated airfield requirements of the two Unified Commands at MacDill AFB and the Air Force has the responsibility to support those requirements. Studies indicate that Tampa International Airport cannot support the Unified Commands' airfield needs. These validated DoD requirements will constitute approximately 95 percent of the planned airfield operations and associated costs. Given the requirement to support the vast majority of airfield operations, it is more efficient for the Air Force to operate the airfield from the existing active duty support base. Additional cost savings will be achieved when the KC-135 aircraft and associated personnel are relocated from Malmstrom AFB in an associated action.

Return on Investment: The cost and savings data associated with this redirect are reflected in the Malmstrom AFB realignment recommendation. There will be no costs to implement this action, even if the Malmstrom AFB action does not occur, compared to Air Force support of a DoC-owned airfield.

Impact: There is no economic or environmental impact associated with this action.

WILLIAMS AIR FORCE BASE, ARIZONA

Recommendation: Change the recommendation of the 1991 Commission regarding the relocation of Williams AFB's Armstrong Laboratory Aircrew Training Research Facility to Orlando, Florida, as follows: The Armstrong Laboratory Aircrew Training Research Facility at Mesa, Arizona, will remain at its present location as a stand-alone activity.

Justification: The 1991 Defense Base Closure and Realignment Commission recommended that the Armstrong Laboratory Aircrew Training Research Facility located at Williams AFB, Arizona, be relocated to Orlando, Florida. This recommendation, was based on assumptions regarding Navy training activities and the availability of facilities. Subsequent to that Commission's report, it was discovered that the facilities were not available at the estimated cost. In addition, Navy actions in the 1993 BRAC reduced the pilot resources necessary for this facility's work.

In light of these changes, the Air Force recommends the activity remain at its current location. First, it is largely a civilian operation that is well-suited to remain in a stand-alone configuration. It has operated in that capacity since the closure of the rest of Williams AFB in September 1993. Second, its proximity to Luke AFB provides a ready source of fighter aircraft pilots who can support the research activities as consultants and subjects. Third, the present facilities are consolidated and well-suited to the research activities, including a large secure facility. Finally, the activities are consistent with the community's plans for redevelopment of the Williams AFB property, including a university and research park.

Return on Investment: The total estimated one-time cost to implement this recommendation is zero. The net of all costs and savings during the implementation period is a savings of $18.4 million. Annual recurring savings after implementation are $0.3 million with an immediate return on investment. The net present value of the costs and savings over 20 years is a savings of $21.0 million.

Impact: Since this action affects unexecuted relocations resulting from prior BRAC recommendations, it causes no net change in employment in the Orange, Osceola, and Seminole, Florida counties economic area. As a result of Armstrong Laboratory being retained at Mesa, Arizona, this action results in the retention of 89 jobs (38 direct jobs and 51 indirect jobs) over the 1996-to-2001 period in the Phoenix-Mesa, Arizona Metropolitan Statistical Area and represents a 0.0 percent gain in the employment base.

Disposition of Units/Aircraft

Specific Actions/Implementation Plan
Disposition Of Units/Aircraft*

California

Edwards Air Force Base

Inbound

Air Force Electronic Warfare Evaluation Simulator activity ..... From Fort Worth, Texas
Real-Time Digitally Controlled Analyzer Processor Activity/equipment ..... From Buffalo, NY
Some AFMC Test and Evaluation workload ..... From Hill AFB, Utah

March Air Reserve Base

Inbound

148th Combat Communications Squadron (ANG) ..... From Ontario IAP AGS, California
210th Weather Flight (ANG) ..... From Ontario IAP AGS, California

McClellan Air Force Base

Inbound

129th Rescue Group/assigned aircraft (ANG) ..... From Moffett Federal Airfield AGS, California
162nd Combat Communications Group (ANG) ..... From North Highlands AGS, California
149th Combat Communications Squadron (ANG) ..... From North Highlands AGS, California

Moffett Federal Airfield Air Guard Station

Outbound

129th Rescue Group/assigned aircraft (ANG) ..... To McClellan AFB, California

North Highlands Air Guard Station

Outbound

162nd Combat Communications Group (ANG) ..... To McClellan AFB, California
149th Combat Communications Squadron (ANG) ..... To McClellan AFB, California

* Depot dispositions not included

California (cont)

Onizuka Air Station

Outbound

750th Space Group ..... Inactivate
Space tracking functions ..... To Falcon AFB, Colorado
Detachment 2, Space and Missile Systems Center ..... To Falcon AFB, Colorado

Remain

Tenant organizations ..... In place

Ontario International Airport Air Guard Station

Outbound

148th Combat Communications Squadron (ANG) ..... To March ARB, California
210th Weather Flight (ANG) ..... To March ARB, California

Colorado

Falcon Air Force Base

Inbound

Space tracking functions ..... From Onizuka AS, California
Detachment 2, Space and Missile Systems Center ..... From Onizuka AS, California

Peterson Air Force Base

Inbound

C-130Hs (AFR) ..... From Greater Pittsburgh IAP ARS, Pennsylvania

Florida

Eglin Air Force Base

Outbound

Electromagnetic Test Environment activity ..... To Nellis AFB, Nevada

Inbound

Air Force Operational Test and Evaluation Center ..... From Kirtland AFB, New Mexico
Some AFMC Test and Evaluation workload ..... From Hill AFB, Utah

MacDill Air Force Base

Inbound

43rd Air Refueling Group/assigned aircraft ..... From Malmstrom AFB, Montana

Tyndall Air Force Base

Inbound

Air Force Center for Environmental Excellence ..... From Brooks AFB, Texas

Georgia

Dobbins Air Reserve Base

Inbound

C-130Hs (AFR)..... From Greater Pittsburgh IAP ARS, Pennsylvania

Massachusettes

Hanscom Air Force Base

Inbound

Laboratory activities ..... From Rome Laboratory, New York

Montana

Malmstrom Air Force Base

Outbound

43rd Air Refueling Group/assigned aircraft .....To MacDill AFB, Florida

Inbound

Minuteman III missiles ..... From Grand Forks AFB, North Dakota

Remain

341st Missile Wing/assigned aircraft/missiles..... In place

Nevada

Nellis Air Force Base

Inbound

Electromagnetic Test Environment activity..... From Eglin AFB, Florida
DNA (high explosive testing)..... From Kirtland AFB, New Mexico

New Jersey

Fort Monmouth

Inbound

Laboratory activities ..... From Rome Laboratory, New York

New Mexico

Holloman Air Force Base

Inbound

58th Special Operations Wing/assigned aircraft.....From Kirtland AFB, New Mexico

Kirtland Air Force Base

Outbound

377th Air Base Wing .....Inactivate
58th Special Operations Wing/assigned aircraft..... To Holloman AFB, New Mexico
Air Force Operational Test and Evaluation Center ..... To Eglin AFB, Florida
Air Force Office of Security Police ..... To Lackland AFB, Texas
Air Force Inspection Agency ..... To Kelly AFB, Texas
Air Force Safety Agency..... To Kelly AFB, Texas
DNA's Field Command ..... To Kelly AFB, Texas
DNA's high explosive testing..... To Nellis AFB, Nevada

Remain

Phillips Laboratory .....In cantonment
898th Munitions Squadron .....In cantonment
DNA Radiation Simulator operations/personnel.....In place
150th Fighter Group/assigned aircraft (ANG) .....In place
604th Engineering Squadron (AFR).....In place
Detachment 2, 12th Contingency Hospital (AFR) .....In place

New York

Buffalo

Outbound

Real-Time Digitally Controlled Analyzer Processor activity ..... Close
Required REDCAP test activities and support equipment ..... To Edwards AFB, California

Rome Laboratory

Outbound

Rome Laboratory activities..... To Hanscom AFB, MA and Fort Monmouth, NJ

Roslyn Air Guard Station

Outbound

213th Electronic Installation Squadron (ANG)..... To Stewart IAP AGS, New York
274th Combat Communications Group (ANG) ..... To Stewart IAP AGS, New York
722nd Aeromedical Staging Squadron (AFR) ..... Remain in Local Area

New York (cont)

Stewart International Airport Air Guard Station

Inbound

213th Electronic Installation Group (ANG) ..... From Roslyn AGS
274th Combat Communications Group (ANG) ..... From Roslyn AGS

North Dakota

Grand Forks Air Force Base

Outbound

321st Missile Group ..... Inactivate
Minuteman III missiles..... To Malmstrom AFB, Montana or retire

Remain

319th Air Refueling Wing/assigned aircraft..... In place

Ohio

Springfield-Beckley Municipal Airport Air Guard Station

Outbound

178th Fighter Group/assigned aircraft (ANG) ..... To Wright-Patterson AFB, Ohio
251st Combat Communications Group (ANG)..... To Wright-Patterson AFB, Ohio
269th Combat Communications Squadron (ANG) ..... To Wright-Patterson AFB, Ohio

Wright-Patterson Air Force Base

Inbound

Human Systems Center..... From Brooks AFB, Texas
Armstrong Laboratory..... From Brooks AFB, Texas
178th Fighter Group/assigned aircraft (ANG) ..... From Springfield-Beckley Airport AGS, Ohio
251st Combat Communications Group (ANG)..... From Springfield-Beckley Airport AGS, Ohio
269th Combat Communications Squadron (ANG) ... From Springfield-Beckley Airport AGS, Ohio

Pennsylvania

Greater Pittsburgh IAP Air Reserve Station

Outbound

911th Airlift Wing (AFR) ..... Inactivate
C-130Hs (AFR)..... To Dobbins ARB, Georgia and Peterson AFB, Colorado

Texas

Bergstrom Air Reserve Base

Outbound

924th Fighter Wing (AFR) ..... Inactivate
F-16s (AFR) ..... To be redistributed/retired
Headquarters 10th Air Force (AFR) ..... To NAS Fort Worth, Texas

Brooks Air Force Base

Outbound

Human Systems Center ..... To Wright-Patterson AFB, Ohio
Armstrong Laboratory ..... To Wright-Patterson AFB, Ohio
68th Intelligence Squadron ..... To Kelly AFB, Texas
Air Force Center for Environmental Excellence ..... To Tyndall AFB, Florida
Air Force Medical Support Agency ..... To Fort Detrick, Maryland
710th Intelligence Flight (AFR) ..... To Medina Annex, Lackland AFB, Texas
Hyperbaric chamber/personnel ..... To Lackland AFB, Texas

Kelly Air Force Base

Inbound

DNA's Field Command ..... From Kirtland AFB, New Mexico
68th Intelligence Squadron ..... From Brooks AFB, Texas
Air Force Inspection Agency ..... From Kirtland AFB, New Mexico
Air Force Safety Agency ..... From Kirtland AFB, New Mexico

Lackland Air Force Base

Inbound

Air Force Office of Security Police ..... From Kirtland AFB, New Mexico
710th Intelligence Flight (AFR) Medina Annex ..... From Brooks AFB, Texas
Hyperbaric chamber/personnel ..... From Brooks AFB, Texas

Fort Worth

Outbound

Air Force Electronic Warfare Evaluation Simulator activity ..... To Edwards AFB, California

Naval Air Station Fort Worth

Inbound

Headquarters 10th Air Force (AFR) ..... From Bergstrom Air Reserve Base

Reese Air Force Base

Outbound

64th Flying Training Wing ..... Inactivate
Assigned aircraft ..... To other Air Force undergraduate flying training bases/retire

Utah

Hill Air Force Base

Outbound

AFMC's permanent test activities at Utah Test and Training Range (UTTR) ..... Disestablish
Some AFMC Test and Evaluation workload ..... To Edwards AFB, CA and Eglin AFB, FL

Remain

UTTR management transfer from AFMC to ACC.....In place

Specific Actions/Impelementation Plan
Changes To 1991 Commission Recommendation

Arizona

Williams Air Force Base

Remain

Aircrew Training Research Facility (Armstrong Lab) .....In place

Colorado

Peterson Air Force Base

Inbound

Personnel/equipment from Det 1, Space Systems Support Group.....From Lowry AFB, Colorado

Lowry Air Force Base

Outbound

Det 1, Space Systems Support Group.....Inactivate
Personnel/equipment..... To Peterson AFB, Colorado

Florida

Orlando

Cancellation

Aircrew Training Research Facility ..... Realign from Williams AFB, Arizona

Specific Actions/Implementation Plan
Changes To 1993 Commission Recommendation

California

McClellan Air Force Base

Inbound

Electronic installation functions .....From Griffiss AFB, New York

Florida

Homestead Air Force Base

Outbound

301st Rescue Squadron/assigned aircraft (AFR) ..... Permanently relocate to Patrick AFB, Florida
726th Air Control Squadron ..... Permanently relocate to Mt Home AFB, Idaho

MacDill Air Force Base

Remain

Runway ..... Control remains with Air Force

Patrick Air Force Base

Inbound

301st Rescue Squadron/assigned aircraft (AFR) ..... Permanently remain at Patrick AFB, Florida

Idaho

Mt Home Air Force Base

Inbound

726th Air Control Squadron ..... From Homestead AFB, Florida

New York

Fort Drum

Inbound

10th Infantry (Light) Division mobility/contingency/training support..... From Griffiss AFB, NY

Griffiss Air Force Base

Outbound

485th Engineering Installation Group..... Inactivate
Engineering functions ..... To Tinker AFB, Oklahoma
Installation functions..... To Kelly AFB, Texas and McClellan AFB, California
10th Infantry (Light) Division mobility/contingency/training support..... To Fort Drum, New York

Remain

Northeast Air Defense Sector (ANG) ..... In place

Oklahoma

Tinker Air Force Base

Inbound

Electronic engineering functions ..... From Griffiss AFB, New York

Texas

Kelly Air Force Base

Inbound

Some Electronic installation functions.....From Griffiss AFB, New York

Utah

Hill Air Force Base

Cancellation

485th Engineering Installation Group..... Realign from Griffiss AFB, New York

Chapter 6

Budget Impacts

Base Closure Cash Flow
(CONSTANT YEAR 96 $M)

TOTALS	FY96	FY97	FY98	FY99	FY00	FY01	TOTAL
Costs	185	301	280	141	77	62	1047
(Savings)	68	48	184	268	245	347	1160
Net Cost or (Savings)	118	254	96	(127)	(169)	(284)	(113)
Cumulative Net (Savings)	118	371	467	340	172	(113)	(113)

Steady State Savings ($363M) by FY02 reflect:

Caretaker costs prior to disposal
CHAMPUS net savings due to redistribution of medical personnel
RPMA & BOS associated with movement from closing to gaining base

Notes:
Includes $70M for capitalization of Base Closure Account
Does not include funding for environmnetal cleanup
Costs reflect one-time costs only
Savings reflect the net of recurring costs and savings

INSTALLATION EVALUATION CRITERIA

I **Mission Effectiveness**

I.1 **Flying Operations**

I.1.A **Operations Evaluation**

I.1.A.1 **Fighter - Operational Effectiveness**

I.1.A.1.a **Fighter - Geographic Location**

I.1.A.1.a.1 **Alternate Airfield**

(Fighter Mission) - Geographic location supports mission - Alternate airfield (Fighter Mission)

Questionnaire Elements: I.2.B.4

Green <= 100 NM

Yellow > 100 NM and <= 200 NM

Red > 200 NM

I.1.A.1.a.2 **Divert Airfield**

(Fighter Mission) - Geographic location supports mission - Divert airfield (if single rwy)

Questionnaire Elements: I.2.B.4, I.2.B.7

Green Dual runway or divert airfield <= 50 NM

Yellow > 50 NM and <= 75 NM

Red > 75 NM

I.1.A.1.a.3 **Ceiling and Visibility**

(Fighter Mission) - Weather impact on mission at base - Ceiling & Visibility

Questionnaire Elements: I.2.J.1.b, I.2.J.1.e

Green At or above 300/1 >= 90% and at or above 3000/5 >= 75%

Yellow At or above 300/1 >= 75% and at or above 3000/5 >= 50% (and not green)

Red Anything else

INSTALLATION EVALUATION CRITERIA

I.1.A.1.a.4 Freezing Precipitation

(Fighter Mission) - Weather impact on mission at base - Mean number of days freezing precipitation

Questionnaire Elements: I.2.J.3

Green <= 10 days

Yellow > 10 days and <= 20 days

Red > 20 days

I.1.A.1.a.5 Crosswind Component

(Fighter Mission) - Weather impact on mission at base - Crosswind component to primary runway

Questionnaire Elements: I.2.J.2.a, I.2.J.2.b, II.2.A.1

Green At or below 15 kts >= 90% and at or below 25 kts >= 75%; or base has crosswind runway

Yellow At or below 15 kts >= 75% and at or below 25 kts >= 50% (and not green)

Red Anything else

I.1.A.1.a.6 Air Traffic Control Delays

(Fighter Mission) - Air Traffic Delay for Takeoff (Percentage of total sorties delayed/cancelled due to ATC delays)

Questionnaire Elements: I.2.A.6.a

Green <= .5%

Yellow > .5% and <= 1%

Red > 1%

I.1.A.1.a.7 Number of Runways

(Fighter Mission) - Number of available runways adequate to support a fighter mission

Questionnaire Elements: I.2.B.11, I.2.B.4, I.2.B.7

Green Dual runway; or single runway with emergency landing airfield <= 50 NM

Yellow Single runway with emergency landing airfield > 50 NM and <= 75 NM

Red Emergency landing airfield > 75 NM

I.1.A.1.b Fighter - Training Areas

INSTALLATION EVALUATION CRITERIA

I.1.A.1.b.1 Supersonic Air Combat MOAs

(Fighter Mission) - Training areas (Ranges, Military Training Routes (MTRs), Military Operating Area (MOAs) - Supersonic Air Combat Training (ACBT) MOAs & Warning/Restricted areas

Questionnaire Elements: I.2.C.1

Green <= 100 NM

Yellow > 100 NM and <= 150 NM

Red > 150 NM

I.1.A.1.b.2 Other Air Combat MOAs

(Fighter Mission) - Training areas (Ranges, Military Training Routes (MTRs), Military Operating Area (MOAs) - Other ACBT MOAs and warning/restricted areas

Questionnaire Elements: I.2.C.2

Green <= 50 NM

Yellow > 50 NM and <= 100 NM

Red > 100 NM

I.1.A.1.b.3 Low Altitude MOAs

(Fighter Mission) - Training areas (Ranges, Military Training Routes (MTRs), Military Operating Area (MOAs) - Low alt MOAs for Surface Attack Tactics (SAT) & low alt intercept training

Questionnaire Elements: I.2.C.3

Green <= 75 NM

Yellow > 75 NM and <= 125 NM

Red > 125 NM

I.1.A.1.b.4 Scorable Range Complexes

(Fighter Mission) - Training areas (Ranges, Military Training Routes (MTRs), Military Operating Area (MOAs) - Number of scorable range complexes/target arrays (including tactical targets/conventional/strafe)

Questionnaire Elements: I.2.C.4

Green >= 1 within 100 NM and >= 4 within 250 NM

Yellow < 1 within 100 NM and >= 4 within 250 NM

Red < 4 within 250 NM

INSTALLATION EVALUATION CRITERIA

I.1.A.1.b.5 Electronic Combat Ranges

(Fighter Mission) - Training areas (Ranges, Military Training Routes (MTRs), Military Operating Area (MOAs) - Electronic Combat (EC) range within 150 NM

Questionnaire Elements: I.2.C.5

Green Yes, has range within 150 NM

Red No, none within 150 NM

I.1.A.1.b.6 Ground Forces/Tactical Aircraft Employment

(Fighter Mission) - Training areas (Ranges, Military Training Routes (MTRs), Military Operating Area (MOAs) - Ground forces w/in impact areas capable of tactical aircraft employment

Questionnaire Elements: I.2.C.14

Green <=100 NM

Yellow > 100 NM and <= 150 NM

Red > 150 NM

I.1.A.1.b.7 Air Combat Maneuvering Instrumentation Ranges

(Fighter Mission) - Training areas (Ranges, Military Training Routes (MTRs), Military Operating Area (MOAs) - Air Combat Maneuvering Instrumentation (ACMI)

Questionnaire Elements: I.2.C.6

Green <= 100 NM

Yellow > 100 NM and <= 150 NM

Red > 150 NM

I.1.A.1.b.8 Full Scale Weapons Drop Ranges

(Fighter Mission) - Training areas (Ranges, Military Training Routes (MTRs), Military Operating Area (MOAs) - Full-scale weapons delivery availability

Questionnaire Elements: I.2.C.7

Green <= 150 NM

Yellow > 150 NM and <= 200 NM

Red > 200 NM

INSTALLATION EVALUATION CRITERIA

I.1.A.1.b.9 Visual Routes/Instrument Routes (VR/IR)

(Fighter Mission) - Training areas (Ranges, Military Training Routes (MTRs), Military Operating Area (MOAs) - Number of Visual Routes (VR)/Instrument Routes (IR)

Questionnaire Elements: I.2.C.8

Green >= 10 within 100 NM

Yellow < 10 and >= 3 within 100 NM

Red < 3 within 100 NM

I.1.A.1.c Airspace/Training Area Growth Potential

(Fighter Mission) - Potential for Airspace/Training area growth

Green Airspace available for future expansion

Yellow Status Quo

Red Reductions possible

I.1.A.1.d Composite/Integrated Force Training

(Fighter Mission) - Composite/Integrated force training airspace

Green Special Use Airspace and/or access to bombing ranges is available within 150NM from installation for large force employment exercises. Little or no operational adjustment anticipated to accomplish these exercises. Additionally, interservice or adversary installation is within 250NM.

Yellow Special Use Airspace and/or access to bombing ranges is available within 200NM from installation for large force employment exercises, or adequate airspace exists within 150NM to 200NM for smaller exercises (less than 20 aircraft). Some operational adjustment anticipated to accomplish these excercises. Additionally, interservice or advesary installation is between 251 to 400NM.

Red Special Use Airspace and/or access to bombing ranges is available within 200NM from installation for large force employment exercises (greater than 20 aircraft). Major operational adjustments required to accomplish these exercises. No interservice or adversary installation available within 400NM.

I.1.A.2 Bomber - Operational Effectiveness

I.1.A.2.a Bomber - Geographic Location

INSTALLATION EVALUATION CRITERIA

I.1.A.2.a.1 **Alternate Base**

(Long Range Bomber Mission) - Geographic location supports mission - Alternate base

Questionnaire Elements: I.2.B.5

Green <= 350 NM

Yellow > 350 NM and <= 500 NM

Red > 500 NM

I.1.A.2.a.2 **Ceiling and Visibility**

(Long Range Bomber Mission) - Geographic location supports mission - Weather impact on mission - Ceiling & Visibility

Questionnaire Elements: I.2.J.1.c

Green At or above 1500/3 >= 75%

Yellow At or above 1500/3 >= 50% (and not green)

Red Anything else

I.1.A.2.a.3 **Freezing Precipitation**

(Long Range Bomber Mission) - Geographic location supports mission - Weather impact on mission - Mean number of days of freezing precipitation

Questionnaire Elements: I.2.J.3

Green <= 10 days

Yellow > 10 days and <= 20 days

Red > 20 days

I.1.A.2.a.4 **Crosswind Component**

(Long Range Bomber Mission) - Geographic location supports mission - Weather impact on mission - Crosswind component to primary runway

Questionnaire Elements: I.2.J.2.a, I.2.J.2.b, II.2.A.1

Green At or below 15 kts >= 75% and at or below 25 kts >= 90%; or base has crosswind runway

Yellow At or below 15 kts >= 50% and at or below 25 kts >= 75% (and not green)

Red Anything else

INSTALLATION EVALUATION CRITERIA

I.1.A.2.a.5 Air Traffic Control Delays

(Long Range Bomber Mission) - Geographic location supports mission - Weather impact on mission - Air Traffic Delay for Takeoff (Percentage of total sorties delayed/cancelled due to ATC delays

Questionnaire Elements: I.2.A.6.a

Green <= .5%

Yellow > .5% and <= 1%

Red > 1%

I.1.A.2.a.6 Number of Runways

(Long Range Bomber Mission) - Geographic location supports mission - Weather impact on mission - Number of available runways adequate to support a bomber mission

Questionnaire Elements: I.2.B.11, I.2.B.5, I.2.B.8

Green Dual runway; or single runway with emergency landing airfield <= 150 NM

Yellow Single runway with emergency landing airfield > 150 NM and <= 200 NM

Red Emergency landing airfield > 200 NM

I.1.A.2.b Bomber - Training Areas

I.1.A.2.b.1 Low Altitude MOAs

(Long Range Bomber Mission) - Training areas (Ranges, Training Routes (TRs), MOAs) available - Low Altitude Air Tactics training and Low Altitude MOAs for attack

Questionnaire Elements: I.2.C.3

Green <= 400 NM

Yellow > 400 NM and <= 600 NM

Red > 600 NM

INSTALLATION EVALUATION CRITERIA

I.1.A.2.b.2 Scorable Range Distance

(Long Range Bomber Mission) - Training areas (Ranges, Training Routes (TRs), MOAs) available - Distance to Scorable Bombing Range

Questionnaire Elements: I.2.C.4

Green <= 400 NM

Yellow > 400 NM and <= 800 NM

Red > 800 NM

I.1.A.2.b.3 Tactical Training Range Complex (TTRC) Distance

(Long Range Bomber Mission) - Training areas (Ranges, Training Routes (TRs), MOAs) available - Distance to the Tactical Training Range Complex

Questionnaire Elements: I.2.C.9

Green <= 600 NM

Yellow > 600 NM and <= 1200 NM

Red > 1200 NM

I.1.A.2.b.4 Electronic Combat Range Distance

(Long Range Bomber Mission) - Training areas (Ranges, Training Routes (TRs), MOAs) available - EC Range within

Questionnaire Elements: I.2.C.5

Green <= 400 NM

Yellow > 400 NM and <= 800 NM

Red > 800 NM

I.1.A.2.b.5 Full Scale Weapons Drop Range Availability

(Long Range Bomber Mission) - Training areas (Ranges, Training Routes (TRs), MOAs) available - Full Scale Weapons Delivery availability

Questionnaire Elements: I.2.C.7

Green <= 600 NM

Yellow > 600 NM and <= 1200 NM

Red > 1200 NM

INSTALLATION EVALUATION CRITERIA

I.1.A.2.b.6 Visual Routes/Instrument Routes (VR/IR)

(Long Range Bomber Mission) - Training areas (Ranges, Training Routes (TRs), MOAs) available - Number of VR/IR routes

Questionnaire Elements: I.2.C.8

Green >= 5 within 400 NM

Yellow < 5 within 400 NM and >= 3 within 600 NM

Red < 3 within 600 NM

I.1.A.2.c Airspace/Training Area Growth Potential

(Long Range Bomber Mission) - Potential for Airspace/Training area growth

Green Airspace available for future expansion

Yellow Status Quo

Red Reductions possible

I.1.A.3 Tanker - Operational Effectiveness

I.1.A.3.a Alternate Airfield

(Tanker Mission) - Geographic location supports mission - Alternate airfield

Questionnaire Elements: I.2.B.5

Green <= 180 NM

Yellow > 180 NM and <= 360 NM

Red > 360 NM

I.1.A.3.b Ceiling and Visibility

(Tanker Mission) - Geographic location supports mission - Weather impact on mission - Ceiling & Visibility

Questionnaire Elements: I.2.J.1.b, I.2.J.1.c

Green At or above 300/1 >= 90% and at or above 1500/3 >= 75%

Yellow At or above 300/1 >= 75% and at or above 1500/3 >= 50% (and not green)

Red Anything else

INSTALLATION EVALUATION CRITERIA

I.1.A.3.c **Freezing Precipitation**

(Tanker Mission) - Geographic location supports mission - Weather impact on mission - Mean number of days of freezing precipitation

Questionnaire Elements: I.2.J.3

Green <= 10 days

Yellow > 10 days and <= 20 days

Red > 20 days

I.1.A.3.d **Crosswind Component**

(Tanker Mission) - Geographic location supports mission - Weather impact on mission - Crosswind component to primary runway

Questionnaire Elements: I.2.J.2.a, I.2.J.2.b, II.2.A.1

Green At or below 15 kts >= 75% and at or below 25 kts >= 90%; or base has crosswind runway

Yellow At or below 15 kts >= 50% and at or below 25 kts >= 75% (and not green)

Red Anything else

I.1.A.3.e **Air Traffic Control Delays**

(Tanker Mission) - Geographic location supports mission - Air Traffic Control (ATC) Delay (Percentage of total sorties delayed/cancelled due to ATC delays)

Questionnaire Elements: I.2.A.6.a

Green <= .5%

Yellow > .5% and <= 1%

Red >= 1%

I.1.A.3.f **Tanker Saturation**

(Tanker Mission) - Geographic location supports mission - Tanker saturation within the region

Questionnaire Elements: I.2.C.10.d

Green tanker poor

Yellow balanced

Red tanker rich

INSTALLATION EVALUATION CRITERIA

I.1.A.3.g **Refueling Events within 700 NM**

(Tanker Mission) - Geographic location supports mission - Total Refueling Events: Within 700 NM of base

Questionnaire Elements: I.2.C.10.b

Green >= 750 events

Yellow < 750 events and >= 300 events

Red < 300 events

I.1.A.3.h **Concentrated Receiver Area Distance**

(Tanker Mission) - Geographic location supports mission - Distance to highly concentrated RCVR area

Questionnaire Elements: I.2.C.10.c

Green <= 400 NM

Yellow > 400 NM and <= 800 NM

Red > 800 NM

I.1.A.4 **Airlift - Operational Effectiveness**

I.1.A.4.a **Airlift - Geographic Location**

I.1.A.4.a.1 **Alternate Airfield**

(Airlift Mission) - Geographic location supports mission - Alternate airfield

Questionnaire Elements: I.2.B.4

Green <= 180 NM

Yellow > 180 NM and <= 360 NM

Red > 360 NM

I.1.A.4.a.2 **Ceiling and Visibility**

(Airlift Mission) - Geographic location supports mission - Weather impact on mission - Ceiling & Visibility

Questionnaire Elements: I.2.J.1.b, I.2.J.1.c

Green At or above 300/1 >= 90% and at or above 1500/3 >= 75%

Yellow At or above 300/1 >= 75% and at or above 1500/3 >= 50% (and not green)

Red Anything else

INSTALLATION EVALUATION CRITERIA

I.1.A.4.a.3 Freezing Precipitation

(Airlift Mission) - Geographic location supports mission - Weather impact on mission - Mean number of days of freezing precipitation

Questionnaire Elements: I.2.J.3

Green <= 10 days

Yellow > 10 days and <= 20 days

Red > 20 days

I.1.A.4.a.4 Crosswind Component

(Airlift Mission) - Geographic location supports mission - Weather impact on mission - Crosswind component to primary runway

Questionnaire Elements: I.2.J.2.a, I.2.J.2.b, II.2.A.1

Green At or below 15 kts >= 75% and at or below 25 kts >= 90%; or base has crosswind runway

Yellow At or below 15 kts >= 50% and at or below 25 kts >= 75% (and not green)

Red Anything else

I.1.A.4.a.5 Air Traffic Control Delays

(Airlift Mission) - Geographic location supports mission - Air Traffic Control Delay (Percentage of total sorties delayed/cancelled due to ATC delays)

Green <= .5%

Yellow > .5% and <= 1%

Red > 1%

I.1.A.4.a.6 Mobility/deployability

(Airlift Mission) - Geographic location supports mission - Distance to closest overseas mobility base (Hickam AFB or RAF Mildenhall)

Questionnaire Elements: I.2.B.2

Green <= 3250 NM

Yellow > 3250 NM and <= 4000 NM

Red > 4000 NM

I.1.A.4.b Airlift - Training Areas

INSTALLATION EVALUATION CRITERIA

I.1.A.4.b.1 Drop Zones (DZs) Formation/day/personnel

(Airlift Mission) - Training areas (Drop zones (DZs), Low level routes, etc.) - Drop Zones with 150 NM (Formation/VFR/DayActual Personnel)

Questionnaire Elements: I.2.C.11

Green >= 2 DZ

Yellow < 2 DZ and >= 1 DZ

Red < 1 DZ

I.1.A.4.b.2 Instrument Routes for DZs (personnel)

(Airlift Mission) - Training areas (Drop zones (DZs), Low level routes, etc.) - Number of IR routes serving above DZs

Questionnaire Elements: I.2.C.11

Green >= 2 IR count

Yellow < 2 IR count and >= 1 IR count

Red < 1 IR count

I.1.A.4.b.3 Slow Routes for DZs (personnel)

(Airlift Mission) - Training areas (Drop zones (DZs), Low level routes, etc.) - Number of Slow Routes (SR) serving above DZs

Questionnaire Elements: I.2.C.11

Green >= 2 SR count

Yellow < 2 SR count and >= 1 SR count

Red < 1 SR count

I.1.A.4.b.4 Landing Zones - Closest

(Airlift Mission) - Training areas (Drop zones (DZs), Low level routes, etc.) - Closest Landing Zones (LZs)

Questionnaire Elements: I.2.C.12

Green <= 150 NM

Yellow > 150 NM and <= 400 NM

Red > 400 NM

INSTALLATION EVALUATION CRITERIA

I.1.A.4.b.5 DZs - Formation/day/heavy equipment

(Airlift Mission) - Training areas (Drop zones (DZs), Low level routes, etc.) - Drop Zones within 150 NM (Formation/Day/Heavy Equipment)

Questionnaire Elements: I.2.C.11

Green >= 2 DZ
Yellow < 2 DZ and >= 1 DZ
Red < 1 DZ

I.1.A.4.b.6 Instrument Routes for DZs (equipment)

Dup - (Airlift Mission) - Training areas (Drop zones (DZs), Low level routes, etc.) - Number of IR routes serving above DZs

Questionnaire Elements: I.2.C.11

Green >= 2 IR count
Yellow < 2 IR count and >= 1 IR count
Red < 1 IR count

I.1.A.4.b.7 Slow Routes for DZs (equipment)

Dup - (Airlift Mission) - Training areas (Drop zones (DZs), Low level routes, etc.) - Number of SR routes serving above DZs

Questionnaire Elements: I.2.C.11

Green >= 2 SR count
Yellow < 2 SR count and >= 1 SR count
Red < 1 SR count

I.1.A.4.b.8 Airdrop Employment

(Airlift Mission) - Training areas (Drop zones (DZs), Low level routes, etc.) - Army/Marine installations with major airdrop employment requirements

Questionnaire Elements: I.2.B.1

Green <= 500 NM
Yellow > 500 NM and <= 750 NM
Red > 750 NM

INSTALLATION EVALUATION CRITERIA

I.1.A.4.b.9 Full-Scale Airdrop Range

(Airlift Mission) - Training areas (Drop zones (DZs), Low level routes, etc.) - Full-scale airdrop availability (Formation/Night/Station Keeping Equipment (SKE)/Heavy Equipment)

Questionnaire Elements: I.2.C.13

Green <= 200 NM

Yellow > 200 NM and <= 500 NM

Red > 500 NM

I.1.A.4.b.10 Air Refueling Routes

(Airlift Mission) - Training areas (Drop zones (DZs), Low level routes, etc.) - Air refueling routes

Questionnaire Elements: I.2.C.10

Green >= 3 within 200 NM

Yellow < 3 within 200 NM and >= 3 within 250 NM

Red < 3 within 250 NM

I.1.B Training Airspace

I.1.B.1 Existing Training Airspace

I.1.B.1.a Military Operating Areas/Bombing Ranges

Existing Associated Airspace Availability (Special Use Airspace) - MOA/Bombing Ranges

Green Fully adequate MOA/bombing ranges available

Yellow Generally adequate MOA/bombing ranges available, but improvements required

Red Inadequate MOA/bombing ranges available

I.1.B.1.b Military Training Routes

Existing Associated Airspace Availability (Special Use Airspace) - Military Training Routes

Green Fully adequate low level routes/capacity available

Yellow Generally adequate low level routes/capacity available; some restrictions to access or limited route quantity

Red Inadequate low level routes/capacity available

I.1.B.2 Future Training Availability

INSTALLATION EVALUATION CRITERIA

I.1.B.2.a **Military Operating Areas/Bombing Ranges**

Future Associated Airspace Availability (Special Use Airspace) - MOA/Bombing Ranges

Green Fully adequate MOA/bombing ranges expected to remain available

Yellow Generally adequate MOA/bombing ranges expected to remain available, but improvements required

Red Expect inadequate MOA/bombing ranges in the future

I.1.B.2.b **Military Training Routes**

Future Associated Airspace Availability (Special Use Airspace) - Military Training Routes

Green Fully adequate low level routes/capacity expected to remain available

Yellow Generally adequate low level routes/capacity expected to remain available, some restrictions to access or limited route quantity

Red Expect inadequate low level routes/capacity in the future

I.1.C **Airfield Evaluation**

I.1.C.1 **Runway/Taxiway for Fighter mission**

(Fighter Mission) - Can base runway and taxiway support: Fighter Mission?

Questionnaire Elements: II.1.B.2.c, II.2.C.1, II.2.C.2, II.2.E, II.2.F.1

Green Runway at least 150 ft wide and at least 9000 ft long,
Taxiway at least 75 ft wide,
Apron at least 75600 sq ft.,
Pavement strength supports fighter mission.

Red Anything else

I.1.C.2 **Runway/Taxiway for Bomber mission**

(Bomber Mission) - Can base runway and taxiway support: Bomber Mission?

Questionnaire Elements: II.1.B.2.c, II.2.C.1, II.2.C.2, II.2.E, II.2.F.3

Green Runway at least 200 ft wide and at least 10000 ft long,
Taxiway at least 75 ft wide,
Apron at least 278400 sq ft.,
Pavement strength supports bomber mission.

Red Anything else

INSTALLATION EVALUATION CRITERIA

I.1.C.3 **Runway/Taxiway for Tanker mission**

(Tanker Mission) - Can base runway and taxiway support: Tanker Mission?

Questionnaire Elements: II.1.B.2.c, II.2.C.1, II.2.C.2, II.2.E, II.2.F.5

Green Runway at least 150 ft wide and at least 8000 ft long,
Taxiway at least 75 ft wide,
Apron at least 283200 sq ft.,
Pavement strength supports tanker mission.

Red Anything else

I.1.C.4 **Runway/Taxiway for Airlift mission**

(Airlift Mission) - Can base runway and taxiway support: Airlift Mission?

Questionnaire Elements: II.1.B.2.c, II.2.C.1, II.2.C.2, II.2.E, II.2.F.8

Green Runway at least 150 ft wide and at least 8000 ft long,
Taxiway at least 75 ft wide,
Apron at least 433104 sq ft.,
Pavement strength supports airlift mission.

Red Anything else

I.1.D **ARC Evaluation**

I.1.D.1 **Base Operating Support Integration**

I.1.D.1.a **Petroleum, Oils, Lubricants**

Who provides POL operating support?

Questionnaire Elements: IX.16.A

Green Joint or Civil

Yellow Tenant or Host

Red Separate

INSTALLATION EVALUATION CRITERIA

I.1.D.1.b **Security**

Who provides security operating support?

Questionnaire Elements: IX.16.B

Green Joint or Civil

Yellow Tenant or Host

Red Separate

I.1.D.1.c **Base Supply**

Who provides base supply support?

Questionnaire Elements: IX.16.C

Green Joint or Civil

Yellow Tenant or Host

Red Separate

I.1.D.1.d **Tower/Air Traffic Control**

Who provides ATC support?

Questionnaire Elements: IX.16.D

Green Joint or Civil

Yellow Tenant or Host

Red Separate

I.1.D.1.e **Base Civil Engineering**

Who provides CE support?

Questionnaire Elements: IX.16.E

Green Joint or Civil

Yellow Tenant or Host

Red Separate

I.1.D.2 **ARC Operations**

I.1.D.2.a **ARC Fighter Operations**

INSTALLATION EVALUATION CRITERIA

I.1.D.2.a.1 Supersonic Air Combat MOAs

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Fighter Mission) - Supersonic ACBT MOAs & Warning/Restricted areas

Questionnaire Elements: I.2.C.1

Green <= 150 NM

Yellow > 150 NM and <= 200 NM

Red > 200 NM

I.1.D.2.a.2 Other Air Combat MOAs

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Fighter Mission) - Other ACBT MOAs and warning/restricted areas

Questionnaire Elements: I.2.C.2

Green <= 100 NM

Yellow > 100 NM and <= 150 NM

Red > 150 NM

I.1.D.2.a.3 Low altitude MOAs

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Fighter Mission) - Low alt MOAs and SAT & low alt intercept training

Questionnaire Elements: I.2.C.3

Green <= 100 NM

Yellow > 100 NM and <= 150 NM

Red > 150 NM

I.1.D.2.a.4 Scorable Range complexes

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Fighter Mission) - Number of scorable range complexes/target arrays (including tactical tgt/conv/strafe)

Questionnaire Elements: I.2.C.4

Green >= 1 within 100 NM and >= 4 within 250 NM

Yellow < 1 within 100 NM and >= 4 within 250 NM

Red < 4 within 250 NM

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I.1.D.2.a.5 Electronic Combat Range within 250 NM

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Fighter Mission) - EC range within 250 NM

Questionnaire Elements: I.2.C.5

Green Yes

Red No

I.1.D.2.a.6 Ground Forces/Tactical Aircraft Employment

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Fighter Mission) - Ground Forces w/in impact areas capable of tactical aircraft employement

Questionnaire Elements: I.2.C.14

Green <= 100 NM

Yellow > 100 NM and <= 150 NM

Red > 150 NM

I.1.D.2.a.7 Air Combat Maneuvering Instrumentation Ranges

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Fighter Mission) - ACMI

Questionnaire Elements: I.2.C.6

Green <= 150 NM

Yellow > 150 NM and <= 200 NM

Red > 200 NM

I.1.D.2.a.8 Full Scale Weapons Drop Ranges

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Fighter Mission) - Full scale weapons delivery availability

Questionnaire Elements: I.2.C.7

Green <= 200 NM

Yellow > 200 NM and <= 250 NM

Red > 250 NM

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I.1.D.2.a.9 Visual Routes/Instrument Routes (VR/IR)

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Fighter Mission) - Number of VR/IR routes

Questionnaire Elements: I.2.C.8

Green >= 10 within 100 NM

Yellow < 10 and >= 3 within 100 NM

Red < 3 within 10 NM

I.1.D.2.b ARC Tanker Operations

I.1.D.2.b.1 Refueling Events within 700 NM

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only -Tanker Mission) - total Refueling Events within 700 NM of base

Questionnaire Elements: I.2.C.10.b

Green >= 750 events

Yellow < 750 events and >= 300 events

Red < 300 events

I.1.D.2.b.2 Tanker Saturation

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only -Tanker Mission) - Tanker saturation within the region

Questionnaire Elements: I.2.C.10.d

Green tanker poor

Yellow balanced

Red tanker rich

I.1.D.2.b.3 Distance to Concentrated Receiver Area

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only -Tanker Mission) - Distance to highly concentrated RCVR area

Questionnaire Elements: I.2.C.10.c

Green <= 400 NM

Yellow > 400 NM and <= 800 NM

Red > 800 NM

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I.1.D.2.c ARC Airlift Operations

I.1.D.2.c.1 DZs - Formation/day/heavy equipment

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Airlift Mission) - Drop Zones (Formation/VFR/Day/Personnel)

Questionnaire Elements: I.2.C.11

Green <= 200 NM
Yellow > 200 NM and <= 500 NM
Red > 500 NM

I.1.D.2.c.2 Airdrop Employment Requirements

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Airlift Mission) - Army/Marine installations w/in airdrop employment requirements

Questionnaire Elements: I.2.B.1

Green <= 500 NM
Yellow > 500 NM and <= 750 NM
Red > 750 NM

I.1.D.2.c.3 Full Scale Airdrop Availability

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Airlift Mission) - Full scale airdrop availability

Questionnaire Elements: I.2.C.13

Green <= 500 NM
Yellow > 500 NM and <= 700 NM
Red > 700 NM

I.1.D.2.c.4 Number of Visual/Instrument Routes

(Generic Flying Operation Support) (Air Reserve Component (ARC) Bases Only - Airlift Mission) - Number of VR/IR routes

Questionnaire Elements: I.2.C.8

Green >= 3 within 200 NM
Yellow < 3 within 200 NM and >= 3 within 250 NM
Red < 3 within 250 NM

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I.2 **Missile Operations**
Missile field assessment (Missile Bases Only)

I.3 **Space Operations**
(Satellite Control Bases Only)

I.3.A **Mission Capacity**

I.3.A.1 **Future Mission Projection**
Future Mission Proj. -- Future mission projection for the next 10 years
Questionnaire Elements: I.2.K.1.b

Green	>= 0% increase
Yellow	< 0% increase and >= -30% increase
Red	< -30% increase

I.3.A.2 **Capable of Core**
Capable of Core -- Capable of core and equipment limitations
Questionnaire Elements: I.2.K.1.a, I.2.K.1.a.1

Green	Capable of core
Yellow	Not capable of core, but equipment limited
Red	Not capable of core

I.3.A.3 **Future Mission Compatability**
Future Mission Compatibility -- Are there known future limiting factors?
Questionnaire Elements: I.2.K.1.c

Green	No known limiting factors
Red	Significant limiting factors

I.3.B **Mission Support**

I.3.B.1 **Data Transmission Bandwidth**

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I.3.B.1.a **Satellite Terminals**

Satellite Terminals -- Amount of available bandwidth for space communication

Questionnaire Elements: I.2.K.2.c

Green >= 705 Mbps

Yellow < 705 Mbps and >= 634.5 Mbps

Red < 634.5 Mbps

I.3.B.1.b **Base Communications Infrastructure**

Base Communications -- Amount of available bandwith for inter-base communication

Questionnaire Elements: I.2.K.2.e

Green >= 100 Percent of benchmark

Yellow < 100 and >= 90 Percent of benchmark

Red < 90 Percent of benchmark

I.3.B.2 **Processing Capacity - CPU Equivalents**

CPU Equivalents -- How many equivalent CPUs are active at the base

Questionnaire Elements: I.2.K.2.a

Green >= 22.6 CPUs

Yellow < 22.6 CPUs and >= 20.34 CPUs

Red < 20.34 CPUs

I.3.B.2 **Processing Capacity - Control Points**

Control Points -- How many satellite control points does the base have

Questionnaire Elements: I.2.K.2.b

Green >= 36 control points

Yellow < 36 control points and >= 32.4 control points

Red < 32.4 control points

I.3.C **Risk**

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I.3.C.1 **Security Waivers**

Security Waivers -- Are there any waivers to existing security requirements?

Questionnaire Elements: I.2.K.4.a

Green Yes

Red No

I.3.C.2 **Operational Hours Lost**

Hours Lost -- Number of operations hours lost due to external factors

Questionnaire Elements: I.2.K.4.b

Green <= 24 hours

Red > 24 hours

I.3.C.3 **Sustain Core Operations**

Sustain Core Ops -- Maximum length of time the installation can operate continuously for core operations

Questionnaire Elements: I.2.K.4.c.1, I.2.K.4.c.2, I.2.K.4.c.3, I.2.K.4.c.4

Green >= 14 Days

Yellow < 14 and >= 7 Days

Red < 7 Days

I.4 **Undergraduate Flying Training**

Joint group assessment

Green Average functional value at least 0.50 standard deviations above the mean

Green - Average functional value above the mean

Yellow + Average functional value at least 0.33 standard deviations below the mean

Yellow Average functional value at least 0.67 standard deviations below the mean

Yellow - Average functional value at least 1.00 standard deviations below the mean

Red + Average functional value at least 1.50 standard deviations below the mean

Red Average functional value less than 1.50 standard deviations below the mean

I.4.A **Primary UPT**

Numerical functional value determined by UPT JCSG

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I.4.B **Airlift and Tanker Aircraft**
Numerical functional value determined by UFT JCSG

I.4.C **Maritime E2/C2 Aircraft**
Numerical functional value determined by UFT JCSG

I.4.D **Bomber and Fighter Aircraft**
Numerical functional value determined by UFT JCSG

I.4.E **Primary and Intermediate Navigator/ NFO**
Numerical functional value determined by UFT JCSG

I.4.F **Weapons Systems Officer Strike**
Numerical functional value determined by UFT JCSG

I.4.G **Panel Navigator**
Numerical functional value determined by UFT JCSG

I.4.H **Flight Screening**
Numerical functional value determined by UFT JCSG

I.5 **Laboratory Evaluation**

I.5.A **Priority**

I.5.A.1 **Budgeted**
Included in Air Force budget
Green Yes
Red No

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I.5.A.2 **Pre-eminence**

Quantitative assessment of the requirement for the Air Force to be pre-eminent

Green	Quantitative assessment >= 6.5
Green -	Quantitative assessment >= 5.5
Yellow +	Quantitative assessment >= 4.5
Yellow	Quantitative assessment >= 3.5
Yellow -	Quantitative assessment >= 2.5
Red +	Quantitative assessment >= 1.5
Red	Quantitative assessment < 1.5

I.5.A.3 **In-House Capability**

Quantitative assessment of the requirement for the Air Force maintain an in-house capability

Green	Quantitative assessment >= 6.5
Green -	Quantitative assessment >= 5.5
Yellow +	Quantitative assessment >= 4.5
Yellow	Quantitative assessment >= 3.5
Yellow -	Quantitative assessment >= 2.5
Red +	Quantitative assessment >= 1.5
Red	Quantitative assessment < 1.5

I.5.B **Workload**

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I.5.B.1 **Actual Workload**

Relative workload for labs and product centers (seperate goalposts)

Green	Lab|Product Center workload at least 0.50 standard deviations above the mean
Green -	Lab|Product Center workload at least equal to the mean
Yellow +	Lab|Product Center workload at least 0.33 standard deviations below the mean
Yellow	Lab|Product Center workload at least 0.67 standard deviations below the mean
Yellow -	Lab|Product Center workload at least 1.00 standard deviations below the mean
Red +	Lab|Product Center workload at less than 1.00 standard deviations below the mean

I.5.B.2 **Number of Programs**

Weighted sum by Acquisition Category (ACAT) for product centers only

ACAT I times 3
ACAT II times 2
All others times 1

Green	Weighted sum at least 0.50 standard deviations above the mean
Green -	Weighted sum at least equal to the mean
Yellow +	Weighted sum at least 0.33 standard deviations below the mean
Yellow	Weighted sum at least 0.67 standard deviations below the mean
Yellow -	Weighted sum at least 1.00 standard deviations below the mean
Red +	Weighted sum less than 1.00 standard deviations below the mean

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I.5.B.3 **Average Direct Funding**

Average funding per government person

Green	Lab|Product Center average at least 0.50 standard deviations above the mean
Green -	Lab|Product Center average at least equal to the mean
Yellow +	Lab|Product Center average at least 0.33 standard deviations below the mean
Yellow	Lab|Product Center average at least 0.67 standard deviations below the mean
Yellow -	Lab|Product Center average at least 1.00 standard deviations below the mean
Red +	Lab|Product Center average at least 1.50 standard deviations below the mean
Red	Lab|Product Center workload at less than 1.50 standard deviations below the mean

I.5.C **Personnel**

I.5.C.1 **Total Personnel**

Total number of government personnel (seperate goalposts)

Green	Lab|Product Center total at least 0.50 standard deviations above the mean
Green -	Lab|Product Center total at least equal to the mean
Yellow +	Lab|Product Center total at least 0.33 standard deviations below the mean
Yellow	Lab|Product Center total at least 0.67 standard deviations below the mean
Yellow -	Lab|Product Center total at least 1.00 standard deviations below the mean
Red +	Lab|Product Center total at less than 1.00 standard deviations below the mean

I.5.C.2 **Education Level**

Average years of technical and managerial education for government personnel

Green	>= 17 years
Green -	>= 16 years
Yellow +	>= 15 years
Yellow	>= 14 years
Yellow -	>= 13 years
Red +	< 13 years

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I.5.C.3 **Experience Level**

Average years of experience for government personnel

Green	>= 15 years
Green -	>= 13 years
Yellow	>= 11 years
+	
Yellow	>= 9 years
Yellow -	>= 8 years
Red +	< 8 years

I.5.C.4 **Patents Awarded**

Average number of patents awarded each year to 100 government personnel (labs only)

Green	Average at least 0.50 standard deviations above the mean
Green -	Average at least equal to the mean
Yellow	Average at least 0.33 standard deviations below the mean
+	
Yellow	Average less than 0.67 standard deviations below the mean

I.5.C.5 **Papers Published**

Average number technical papers published in peer journals each year to 100 government personnel (labs only)

Green	Average at least 0.50 standard deviations above the mean
Green -	Average at least equal to the mean
Yellow	Average at least 0.33 standard deviations below the mean
+	
Yellow	Average at least 0.67 standard deviations below the mean
Yellow -	Average at least 1.00 standard deviations below the mean
Red +	Average less than 1.00 standard deviations below the mean

I.5.D **Facilities and Equipment**

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I.5.D.1 **Major Facilities**

Replacement costs of major (> 10M) facilities

Green Total at least 0.50 standard deviations above the mean

Green - Total at least equal to the mean

Yellow Average at least 0.33 standard deviations below the mean

+

Yellow Average less than 0.67 standard deviations below the mean

I.5.D.2 **Land Use**

Number of buildable acres

Green >= 10 acres for non-weapons CSFs
>= 50 acres for weapons CSFs

Yellow < 10 acres for non-weapons CSFs
< 50 acres for weapons CSFs

I.5.E **Location**

I.5.E.1 **Interconnectivity**

Count of interconnectivities between Product and Pervasive support functions within an activity

Green Top quartile

Green - Second quartile

Yellow Third quartile

Red Bottom quartile

I.5.E.2 **Geographic/Climatelogical Features**

Geographical or climatelogical feature required to perform mission

Green Yes

Red No

I.5.E.3 **Special Support Infrastructure**

Special support infrastructure item required over and above general operations

Green Yes

Red No

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I.5.E.4 **Proximity to Mission Related Organizations**

Count of nearby organizations which facilitate mission accomplishment

Green	Top quartile
Green -	Second quartile
Yellow	Third quartile
Red	Bottom quartile

I.6 **Depot Evaluation**

I.6.A **Commodity Analysis**

Green	Weighted sum at least 0.50 standard deviations above the mean
Green -	Weighted sum above the mean (>= 886)
Yellow +	Weighted sum at least 0.33 standard deviations below the mean
Yellow	Weighted sum at least 0.67 standard deviations below the mean
Yellow -	Weighted sum at least 1.00 standard deviations below the mean
Red +	Weighted sum at least 1.50 standard deviations below the mean
Red	Weighted sum less than 1.50 standard deviations below the mean

I.6.A.1 **Transport, Tanker, Bomber**

Numerical sum

I.6.A.1.a **Sum (rounded to Integer)**

I.6.A.1.a.1 **Current capacity as % of AF core capability**

Weighted (times 20) numerical score

I.6.A.1.a.2 **Potential capacity as % of AF core capability**

Weighted (times 20) numerical score

I.6.A.1.b **Sum (rounded to Integer)**

I.6.A.1.b.1 **Core workload as % of total workload**

Weighted (times 10) numerical score

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I.6.A.1.b.2 **Core workload as % of total AF core workload**
Weighted (times 20) numerical score

I.6.A.1.c **Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score

I.6.A.1.d **Unique & peculiar core workload test facilities**
Functional expert numerical assessment

I.6.A.1.e **Sum (rounded to Integer)**

I.6.A.1.e.1 **Last source workload as % of total above core workload**
Weighted (times 6) numerical score

I.6.A.1.e.2 **Outside source workload as % of total above core workload**
Weighted (times 4) numerical score

I.6.A.2 **Engines**
Numerical sum

I.6.A.2.a **Sum (rounded to Integer)**

I.6.A.2.a.1 **Current capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.2.a.2 **Potential capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.2.b **Sum (rounded to Integer)**

I.6.A.2.b.1 **Core workload as % of total workload**
Weighted (times 10) numerical score

I.6.A.2.b.2 **Core workload as % of total AF core workload**
Weighted (times 20) numerical score

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I.6.A.2.c **Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score

I.6.A.2.d **Unique & peculiar core workload test facilities**
Functional expert numerical assessment

I.6.A.2.e **Sum (rounded to Integer)**

I.6.A.2.e.1 **Last source workload as % of total above core workload**
Weighted (times 6) numerical score

I.6.A.2.e.2 **Outside source workload as % of total above core workload**
Weighted (times 4) numerical score

I.6.A.3 **All software**
Numerical sum

I.6.A.3.a **Sum (rounded to Integer)**

I.6.A.3.a.1 **Current capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.3.a.2 **Potential capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.3.b **Sum (rounded to Integer)**

I.6.A.3.b.1 **Core workload as % of total workload**
Weighted (times 10) numerical score

I.6.A.3.b.2 **Core workload as % of total AF core workload**
Weighted (times 20) numerical score

I.6.A.3.c **Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score

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I.6.A.3.d **Unique & peculiar core workload test facilities**
Functional expert numerical assessment

I.6.A.3.e **Sum (rounded to Integer)**

I.6.A.3.e.1 **Last source workload as % of total above core workload**
Weighted (times 6) numerical score

I.6.A.3.e.2 **Outside source workload as % of total above core workload**
Weighted (times 4) numerical score

I.6.A.4 **Fighter**
Numerical sum

I.6.A.4.a **Sum (rounded to Integer)**

I.6.A.4.a.1 **Current capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.4.a.1 **Potential capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.4.b **Sum (rounded to Integer)**

I.6.A.4.b.1 **Core workload as % of total workload**
Weighted (times 10) numerical score

I.6.A.4.b.2 **Core workload as % of total AF core workload**
Weighted (times 20) numerical score

I.6.A.4.c **Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score

I.6.A.4.d **Unique & peculiar core workload test facilities**
Functional expert numerical assessment

I.6.A.4.e **Sum (rounded to Integer)**

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I.6.A.4.e.1 **Last source workload as % of total above core workload**
Weighted (times 6) numerical score

I.6.A.4.e.2 **Outside source workload as % of total above core workload**
Weighted (times 4) numerical score

I.6.A.5 **Avionics**
Numerical sum

I.6.A.5.a **Sum (rounded to Integer)**

I.6.A.5.a.1 **Current capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.5.a.2 **Potential capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.5.b **Sum (rounded to Integer)**

I.6.A.5.b.1 **Core workload as % of total workload**
Weighted (times 10) numerical score

I.6.A.5.b.2 **Core workload as % of total AF core workload**
Weighted (times 20) numerical score

I.6.A.5.c **Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score

I.6.A.5.d **Unique & peculiar core workload test facilities**
Functional expert numerical assessment

I.6.A.5.e **Sum (rounded to Integer)**

I.6.A.5.e.1 **Last source workload as % of total above core workload**
Weighted (times 6) numerical score

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I.6.A.5.e.2 **Outside source workload as % of total above core workload**
Weighted (times 4) numerical score

I.6.A.6 **Ground CE**
Numerical sum

I.6.A.6.a **Sum (rounded to Integer)**

I.6.A.6.a.1 **Current capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.6.a.2 **Potential capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.6.b **Sum (rounded to Integer)**

I.6.A.6.b.1 **Core workload as % of total workload**
Weighted (times 10) numerical score

I.6.A.6.b.2 **Core workload as % of total AF core workload**
Weighted (times 20) numerical score

I.6.A.6.c **Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score

I.6.A.6.d **Unique & peculiar core workload test facilities**
Functional expert numerical assessment

I.6.A.6.e **Sum (rounded to Integer)**

I.6.A.6.e.1 **Last source workload as % of total above core workload**
Weighted (times 6) numerical score

I.6.A.6.e.2 **Outside source workload as % of total above core workload**
Weighted (times 4) numerical score

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I.6.A.7 **Aircraft structures**
Numerical sum

I.6.A.7.a **Sum (rounded to Integer)**

I.6.A.7.a.1 **Current capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.7.a.2 **Potential capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.7.b **Sum (rounded to Integer)**

I.6.A.7.b.1 **Core workload as % of total workload**
Weighted (times 10) numerical score

I.6.A.7.b.2 **Core workload as % of total AF core workload**
Weighted (times 20) numerical score

I.6.A.7.c **Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score

I.6.A.7.d **Unique & peculiar core workload test facilities**
Functional expert numerical assessment

I.6.A.7.e **Sum (rounded to Integer)**

I.6.A.7.e.1 **Last source workload as % of total above core workload**
Weighted (times 6) numerical score

I.6.A.7.e.2 **Outside source workload as % of total above core workload**
Weighted (times 4) numerical score

I.6.A.8 **Aircraft components (other)**
Numerical sum

I.6.A.8.a **Sum (rounded to Integer)**

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I.6.A.8.a.1 **Current capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.8.a.2 **Potential capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.8.b **Sum (rounded to Integer)**

I.6.A.8.b.1 **Core workload as % of total workload**
Weighted (times 10) numerical score

I.6.A.8.b.2 **Core workload as % of total AF core workload**
Weighted (times 20) numerical score

I.6.A.8.c **Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score

I.6.A.8.d **Unique & peculiar core workload test facilities**
Functional expert numerical assessment

I.6.A.8.e **Sum (rounded to Integer)**

I.6.A.8.e.1 **Last source workload as % of total above core workload**
Weighted (times 6) numerical score

I.6.A.8.e.2 **Outside source workload as % of total above core workload**
Weighted (times 4) numerical score

I.6.A.9 **Instruments**
Numerical sum

I.6.A.9.a **Sum (rounded to Integer)**

I.6.A.9.a.1 **Current capacity as % of AF core capability**
Weighted (times 20) numerical score

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I.6.A.9.a.2 **Potential capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.9.b **Sum (rounded to Integer)**

I.6.A.9.b.1 **Core workload as % of total workload**
Weighted (times 10) numerical score

I.6.A.9.b.2 **Core workload as % of total AF core workload**
Weighted (times 20) numerical score

I.6.A.9.c **Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score

I.6.A.9.d **Unique & peculiar core workload test facilities**
Functional expert numerical assessment

I.6.A.9.e **Sum (rounded to Integer)**

I.6.A.9.e.1 **Last source workload as % of total above core workload**
Weighted (times 6) numerical score

I.6.A.9.e.2 **Outside source workload as % of total above core workload**
Weighted (times 4) numerical score

I.6.A.10 **All missiles**
Numerical sum

I.6.A.10.a **Sum (rounded to Integer)**

I.6.A.10.a.1 **Current capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.10.a.2 **Potential capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.10.b **Sum (rounded to Integer)**

INSTALLATION EVALUATION CRITERIA

I.6.A.10.b.1 Core workload as % of total workload
Weighted (times 10) numerical score

I.6.A.10.b.2 Core workload as % of total AF core workload
Weighted (times 20) numerical score

I.6.A.10.c Unique & peculiar core workload as % of total AF core workload
Weighted (times 10) numerical score

I.6.A.10.d Unique & peculiar core workload test facilities
Functional expert numerical assessment

I.6.A.10.e Sum (rounded to Integer)

I.6.A.10.e.1 Last source workload as % of total above core workload
Weighted (times 6) numerical score

I.6.A.10.e.2 Outside source workload as % of total above core workload
Weighted (times 4) numerical score

I.6.A.11 Hydraulic/Pneumatics
Numerical sum

I.6.A.11.a Sum (rounded to Integer)

I.6.A.11.a.1 Current capacity as % of AF core capability
Weighted (times 20) numerical score

I.6.A.11.a.2 Potential capacity as % of AF core capability
Weighted (times 20) numerical score

I.6.A.11.b Sum (rounded to Integer)

I.6.A.11.b.1 Core workload as % of total workload
Weighted (times 10) numerical score

INSTALLATION EVALUATION CRITERIA

I.6.A.11.b.2 Core workload as % of total AF core workload
Weighted (times 20) numerical score

I.6.A.11.c Unique & peculiar core workload as % of total AF core workload
Weighted (times 10) numerical score

I.6.A.11.d Unique & peculiar core workload test facilities
Functional expert numerical assessment

I.6.A.11.e Sum (rounded to Integer)

I.6.A.11.e.1 Last source workload as % of total above core workload
Weighted (times 6) numerical score

I.6.A.11.e.2 Outside source workload as % of total above core workload
Weighted (times 4) numerical score

I.6.A.12 Landing gear
Numerical sum

I.6.A.12.a Sum (rounded to Integer)

I.6.A.12.a.1 Current capacity as % of AF core capability
Weighted (times 20) numerical score

I.6.A.12.a.2 Potential capacity as % of AF core capability
Weighted (times 20) numerical score

I.6.A.12.b Sum (rounded to Integer)

I.6.A.12.b.1 Core workload as % of total workload
Weighted (times 10) numerical score

I.6.A.12.b.2 Core workload as % of total AF core workload
Weighted (times 20) numerical score

INSTALLATION EVALUATION CRITERIA

I.6.A.12.c **Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score

I.6.A.12.d **Unique & peculiar core workload test facilities**
Functional expert numerical assessment

I.6.A.12.e **Sum (rounded to Integer)**

I.6.A.12.e.1 **Last source workload as % of total above core workload**
Weighted (times 6) numerical score

I.6.A.12.e.2 **Outside source workload as % of total above core workload**
Weighted (times 4) numerical score

I.6.A.13 **TMDE**
Numerical sum

I.6.A.13.a **Sum (rounded to Integer)**

I.6.A.13.a.1 **Current capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.13.a.2 **Potential capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.13.b **Sum (rounded to Integer)**

I.6.A.13.b.1 **Core workload as % of total workload**
Weighted (times 10) numerical score

I.6.A.13.b.2 **Core workload as % of total AF core workload**
Weighted (times 20) numerical score

I.6.A.13.c **Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score

INSTALLATION EVALUATION CRITERIA

I.6.A.13.d **Unique & peculiar core workload test facilities**
Functional expert numerical assessment

I.6.A.13.e **Sum (rounded to Integer)**

I.6.A.13.e.1 **Last source workload as % of total above core workload**
Weighted (times 6) numerical score

I.6.A.13.e.2 **Outside source workload as % of total above core workload**
Weighted (times 4) numerical score

I.6.A.14 **Command and Control aircraft**
Numerical sum

I.6.A.14.a **Sum (rounded to Integer)**

I.6.A.14.a.1 **Current capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.14.a.2 **Potential capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.14.b **Sum (rounded to Integer)**

I.6.A.14.b.1 **Core workload as % of total workload**
Weighted (times 10) numerical score

I.6.A.14.b.2 **Core workload as % of total AF core workload**
Weighted (times 20) numerical score

I.6.A.14.c **Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score

I.6.A.14.d **Unique & peculiar core workload test facilities**
Functional expert numerical assessment

I.6.A.14.e **Sum (rounded to Integer)**

INSTALLATION EVALUATION CRITERIA

I.6.A.14.e.1 **Last source workload as % of total above core workload**
Weighted (times 6) numerical score

I.6.A.14.e.2 **Outside source workload as % of total above core workload**
Weighted (times 4) numerical score

I.6.A.15 **General purpose (other)**
Numerical sum

I.6.A.15.a **Sum (rounded to Integer)**

I.6.A.15.a.1 **Current capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.15.a.2 **Potential capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.15.b **Sum (rounded to Integer)**

I.6.A.15.b.1 **Core workload as % of total workload**
Weighted (times 10) numerical score

I.6.A.15.b.2 **Core workload as % of total AF core workload**
Weighted (times 20) numerical score

I.6.A.15.c **Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score

I.6.A.15.d **Unique & peculiar core workload test facilities**
Functional expert numerical assessment

I.6.A.15.e **Sum (rounded to Integer)**

I.6.A.15.e.1 **Last source workload as % of total above core workload**
Weighted (times 6) numerical score

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I.6.A.15.e.2 **Outside source workload as % of total above core workload**
Weighted (times 4) numerical score

I.6.A.16 **Munitions (aviation)**
Numerical sum

I.6.A.16.a **Sum (rounded to Integer)**

I.6.A.16.a.1 **Current capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.16.a.2 **Potential capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.16.b **Sum (rounded to Integer)**

I.6.A.16.b.1 **Core workload as % of total workload**
Weighted (times 10) numerical score

I.6.A.16.b.2 **Core workload as % of total AF core workload**
Weighted (times 20) numerical score

I.6.A.16.c **Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score

I.6.A.16.d **Unique & peculiar core workload test facilities**
Functional expert numerical assessment

I.6.A.16.e **Sum (rounded to Integer)**

I.6.A.16.e.1 **Last source workload as % of total above core workload**
Weighted (times 6) numerical score

I.6.A.16.e.2 **Outside source workload as % of total above core workload**
Weighted (times 4) numerical score

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I.6.A.17 **Propellers**
Numerical sum

I.6.A.17.a **Sum (rounded to Integer)**

I.6.A.17.a.1 **Current capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.17.a.2 **Potential capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.17.b **Sum (rounded to Integer)**

I.6.A.17.b.1 **Core workload as % of total workload**
Weighted (times 10) numerical score

I.6.A.17.b.2 **Core workload as % of total AF core workload**
Weighted (times 20) numerical score

I.6.A.17.c **Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score

I.6.A.17.d **Unique & peculiar core workload test facilities**
Functional expert numerical assessment

I.6.A.17.e **Sum (rounded to Integer)**

I.6.A.17.e.1 **Last source workload as % of total above core workload**
Weighted (times 6) numerical score

I.6.A.17.e.2 **Outside source workload as % of total above core workload**
Weighted (times 4) numerical score

I.6.A.18 **APUs**
Numerical sum

I.6.A.18.a **Sum (rounded to Integer)**

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I.6.A.18.a.1 Current capacity as % of AF core capability
Weighted (times 20) numerical score

I.6.A.18.a.2 Potential capacity as % of AF core capability
Weighted (times 20) numerical score

I.6.A.18.b Sum (rounded to Integer)

I.6.A.18.b.1 Core workload as % of total workload
Weighted (times 10) numerical score

I.6.A.18.b.2 Core workload as % of total AF core workload
Weighted (times 20) numerical score

I.6.A.18.c Unique & peculiar core workload as % of total AF core workload
Weighted (times 10) numerical score

I.6.A.18.d Unique & peculiar core workload test facilities
Functional expert numerical assessment

I.6.A.18.e Sum (rounded to Integer)

I.6.A.18.e.1 Last source workload as % of total above core workload
Weighted (times 6) numerical score

I.6.A.18.e.2 Outside source workload as % of total above core workload
Weighted (times 4) numerical score

I.6.A.19 Ground generators
Numerical sum

I.6.A.19.a Sum (rounded to Integer)

I.6.A.19.a.1 Current capacity as % of AF core capability
Weighted (times 20) numerical score

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I.6.A.19.a.2 **Potential capacity as % of AF core capability**
Weighted (times 20) numerical score

I.6.A.19.b **Sum (rounded to Integer)**

I.6.A.19.b.1 **Core workload as % of total workload**
Weighted (times 10) numerical score

I.6.A.19.b.2 **Core workload as % of total AF core workload**
Weighted (times 20) numerical score

I.6.A.19.c **Unique & peculiar core workload as % of total AF core workload**
Weighted (times 10) numerical score

I.6.A.19.d **Unique & peculiar core workload test facilities**
Functional expert numerical assessment

I.6.A.19.e **Sum (rounded to Integer)**

I.6.A.19.e.1 **Last source workload as % of total above core workload**
Weighted (times 6) numerical score

I.6.A.19.e.2 **Outside source workload as % of total above core workload**
Weighted (times 4) numerical score

I.6.B **Costs Analysis**

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I.6.B.1 **Annual Operating Costs**

Annual operating costs ($s per hour) relative to other depots

Green	Average costs no greater than than 0.50 standard deviations below the mean
Green -	Average costs no greater than than the mean
Yellow +	Average costs no greater than than 0.33 standard deviations above the mean
Yellow	Average costs no greater than than 0.67 standard deviations above the mean
Yellow -	Average costs no greater than than 1.00 standard deviations above the mean
Red +	Average costs no greater than than 1.50 standard deviations above the mean
Red	Average costs greater than 1.50 standard deviations above the mean

I.6.B.2 **Labor Rates**

Labor rates

Green	Average rate no greater than than 0.50 standard deviations below the mean
Green -	Average rate no greater than than the mean
Yellow +	Average rate no greater than than 0.33 standard deviations above the mean
Yellow	Average rate no greater than than 0.67 standard deviations above the mean
Yellow -	Average rate no greater than than 1.00 standard deviations above the mean
Red +	Average rate no greater than than 1.50 standard deviations above the mean
Red	Average rate greater than 1.50 standard deviations above the mean

I.7 **Test Center Evaluation**

Joint Group Criteria

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I.7.A **Armament and Weapons**

Green	Weighted sum at least 0.50 standard deviations above the mean
Green -	Weighted sum above the mean
Yellow +	Weighted sum at least 0.33 standard deviations below the mean
Yellow	Weighted sum at least 0.67 standard deviations below the mean
Yellow -	Weighted sum at least 1.00 standard deviations below the mean
Red +	Weighted sum at least 1.50 standard deviations below the mean
Red	Weighted sum less than 1.50 standard deviations below the mean

I.7.A.1 **Physical Value**
Weighted sum

I.7.A.1.a **Critical Air & Sea Space**
Numerical functional value

I.7.A.1.b **Topographic**
Numerical functional value

I.7.A.1.c **Climatic**
Numerical functional value

I.7.A.1.d **Encroachment**
Numerical functional value

I.7.A.1.e **Environment**
Numerical functional value

I.7.A.2 **Technical Value**
Weighted sum

I.7.A.2.a **Digital Models and Simulations**
Numerical functional value

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I.7.A.2.b **Measurement Facilities**
Numerical functional value

I.7.A.2.c **Integration Labs**
Numerical functional value

I.7.A.2.d **Hardware-In-The-Loop**
Numerical functional value

I.7.A.2.e **Installed Systems Test Facilities**
Numerical functional value

I.7.A.2.f **Open Air Ranges**
Numerical functional value

I.7.B **Electronic Combat**

Green	Weighted sum at least 0.50 standard deviations above the mean
Green -	Weighted sum above the mean
Yellow +	Weighted sum at least 0.33 standard deviations below the mean
Yellow	Weighted sum at least 0.67 standard deviations below the mean
Yellow -	Weighted sum at least 1.00 standard deviations below the mean
Red +	Weighted sum at least 1.50 standard deviations below the mean
Red	Weighted sum less than 1.50 standard deviations below the mean

I.7.B.1 **Physical Value**
Weighted sum

I.7.B.1.a **Critical Air & Sea Space**
Numerical functional value

I.7.B.1.b **Topographic**
Numerical functional value

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I.7.B.1.c **Climatic**
Numerical functional value

I.7.B.1.d **Encroachment**
Numerical functional value

I.7.B.1.e **Environment**
Numerical functional value

I.7.B.2 **Technical Value**
Weighted sum

I.7.B.2.a **Digital Models and Simulations**
Numerical functional value

I.7.B.2.b **Measurement Facilities**
Numerical functional value

I.7.B.2.c **Integration Labs**
Numerical functional value

I.7.B.2.d **Hardware-In-The-Loop**
Numerical functional value

I.7.B.2.e **Installed Systems Test Facilities**
Numerical functional value

I.7.B.2.f **Open Air Ranges**
Numerical functional value

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I.7.C **Air Vehicles**

Green	Weighted sum at least 0.50 standard deviations above the mean
Green -	Weighted sum above the mean
Yellow +	Weighted sum at least 0.33 standard deviations below the mean
Yellow	Weighted sum at least 0.67 standard deviations below the mean
Yellow -	Weighted sum at least 1.00 standard deviations below the mean
Red +	Weighted sum at least 1.50 standard deviations below the mean
Red	Weighted sum less than 1.50 standard deviations below the mean

I.7.C.1 **Physical Value**
Weighted sum

I.7.C.1.a **Critical Air & Sea Space**
Numerical functional value

I.7.C.1.b **Topographic**
Numerical functional value

I.7.C.1.c **Climatic**
Numerical functional value

I.7.C.1.d **Encroachment**
Numerical functional value

I.7.C.1.e **Environment**
Numerical functional value

I.7.C.2 **Technical Value**
Weighted sum

I.7.C.2.a **Digital Models and Simulations**
Numerical functional value

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I.7.C.2.b **Measurement Facilities**
Numerical functional value

I.7.C.2.c **Integration Labs**
Numerical functional value

I.7.C.2.d **Hardware-In-The-Loop**
Numerical functional value

I.7.C.2.e **Installed Systems Test Facilities**
Numerical functional value

I.7.C.2.f **Open Air Ranges**
Numerical functional value

INSTALLATION EVALUATION CRITERIA

II **Availability and Condition of Land, Facilities, and Associated Airspace**

II.1 **Facilities Base**

II.1.A **Facilities Capacity: Base**

Facilities Capacity: Base

Questionnaire Elements: II.1.B.1.b, c, d, e, f, g, j, l, m, n, o, p, q, r, s.i, t, u, v, w, x, y, z, aa, bb, cc, dd, ee, ff, AND gg

Green >= the mean

Yellow >= -1 standard deviation and < the mean

Red < -1 standard deviation

II.1.B **Facilities Condition: Building aggregate**

Facilities Condition: Base - Building

Questionnaire Elements: II.1.B.1.b, c, d, e, f, g, j, l, m, n, o, p, q, r, s.i, t, u, v, w, x, y, z, aa, bb, cc, dd, ee, ff, AND gg

Green >= 80% Condition Code 1

Yellow >= 50% Condition Code 1 and < 80% Condition Code 1

Red < 50% Condition Code 1

II.1.C **Facilities Condition: Infrastructure**

Facilities Condition: Base - Infrastructure

Questionnaire Elements: II.1.B.2.a-c,e-k

Green >= 95% Condition Code 1

Yellow >= 70% Condition Code 1 and < 95% Condition Code 1

Red < 70% Condition Code 1

II.1.D **Unique Facilities**

Are there any unique, one of a kind, facilities at the installation which must be replicated if the base is closed?

Questionnaire Elements: II.5.A

Green Yes, unique facilities exist

Red No unique facilities exist

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II.1.E **Utility Capacity**

Utility infrastructure capacity (includes: electricity, water, and sewage)

Questionnaire Elements: II.3.A.1, II.3.A.2, II.3.A.3

Green Can support >= 10% increase in usage without MILCON

Yellow Can support up to 10% increase in usage without MILCON

Red Cannot support increase without costs

II.2 **Facilities Housing**

II.2.A **Facilities Capacity: Housing**

Facilities Capacity: Housing; Number of Units surplus or deficit according to most recent housing market survey

Questionnaire Elements: II.1.C.1.d

Green >= the mean

Yellow >= -1 standard deviation and < the mean

Red < -1 standard deviation

II.2.B **Facilities Condition: Housing**

Facilities Condition: Housing; Number of units needing upgrade to whole house standards

Questionnaire Elements: II.1.C.2.a

Green <= the mean

Yellow > the mean and <= +1 standard deviation

Red > +1 standard deviation

II.3 **Encroachment (Airfield)**

II.3.A **Existing Associated (Special Use) Airspace**

II.3.A.1 **Military Operating Areas/Restricted Airspace**

(Special Use Airspace - Existing Associated Airspace Encroachment) - MOAs/Restricted Airspace

Green Civil and commercial aviation development generally compatible with existing Military Operating Areas and Restricted Airspace

Yellow Civil and commercial aviation development impacts access to some (limited) MOAs.

Red Civil and commercial aviation dominates the development of and access to MOAs or Restricted Airspace

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II.3.A.2 Bomb Ranges/Drop Zones

(Special Use Airspace - Existing Associated Airspace Encroachment) - Bomb Ranges/Drop Zones

Green Regional development generally compatible with Air-to-Ground ranges (or Drop Zones -- large aircraft bases only)

Yellow Regional development incompatible in some (limited) areas, creating restrictions on Air-to-Ground ranges (or Drop Zones -- large aircraft bases only)

Red Regional development severely incompatible in many areas, causing major restrictions to Air-to-Ground ranges (or Drop Zones -- large aircraft bases only)

II.3.A.3 Low Levels

(Special Use Airspace - Existing Associated Airspace Encroachment) - Low Level

Green Regional development generally compatible with low-level route access

Yellow Regional development incompatible in some (limited) areas, creating restrictions on low level route structure

Red Regional development severely incompatible in many areas, causing major restrictions to low level routes

II.3.B Future Associated (Special Use) Airspace

II.3.B.1 Military Operating Areas/Restricted Airspace

(Special Use Airspace - Future Associated Airspace Encroachment) - MOAs/Restricted Airspace

Green Future civil and commercial aviation development generally expected to remain compatible with existing Military Operating Areas and Restricted Airspace

Yellow Future civil and commercial aviation development may impact access to some (limited) MOAs. Future development of MOAs or Restricted Airspace may be limited

Red Future civil and commercial aviation may dominate the area and access to MOAs may become severely limited. Future development of Restricted Airspace incompatible.

II.3.B.2 Bomb Ranges/Drop Zones

(Special Use Airspace - Future Associated Airspace Encroachment) - Bomb Ranges/Drop Zones

Green Future regional development generally expected to remain compatible with Air-to-Ground ranges (or Drop Zones -- large aircraft bases only)

Yellow Future regional development may become incompatible in some (limited) areas, creating restrictions on Air-to-Ground ranges (or Drop Zones -- large aircraft bases only)

Red Future regional development may become severely incompatible in many areas, causing major restrictions to Air-to-Ground ranges (or Drop Zones -- large aircraft bases only)

INSTALLATION EVALUATION CRITERIA

II.3.B.3 **Low Levels**

(Special Use Airspace - Future Associated Airspace Encroachment) - Low Level

Green Future regional development generally expected to be compatible with low-level route access

Yellow Future regional development may become incompatible in some (limited) areas, creating restrictions on low level route structure

Red Future regional development may become severely incompatible in many areas, causing major modifications to low level routes

II.3.C **Existing Local/Regional Airspace Encroachment**

(Existing Local/Regional Airspace Encroachment) - Environs airspace (local flying area)

Questionnaire Elements: i.2.E.15

Green <= 1 hubs within 200 NM

Yellow > 1 hubs and <= 5 hubs within 200 NM

Red > 5 hubs within 200 NM

II.3.D **Future Local/Regional Airspace Encroachment**

(Future Local/Regional Airspace Encroachment) - Environs airspace (local flying area)

Questionnaire Elements: i.2.E.15

Green <= 1 hubs within 200 NM

Yellow > 1 hubs and <= 5 hubs within 200 NM

Red > 5 hubs within 200 NM

II.3.E **Existing Local Community Encroachment**

II.3.E.1 **Clear Zone Compatibility (worst case, all runway ends)**

(Existing Local/Regional Community Encroachment) - Incompatible Development in Clear Zone (CZ)

Questionnaire Elements: II.6.A.1

Green Off-base development compatible (Percent incompatible = 0) within CZ

Red Off-base development incompatible (Percent incompatible > 0) within CZ

INSTALLATION EVALUATION CRITERIA

II.3.E.2 **Accident Potential Zone I Compatibility Aggregate**

(Existing Local/Regional Community Encroachment) - Accident Potential Zone (APZ) I (For each runway end)

Questionnaire Elements: II.6.A.2

Green Off-base development generally compatible within APZ I (0-5% incompatible development)

Yellow Off-base development incompatible in some (limited) areas of APZ I (>5-10% incompatible development)

Red Off-base development significantly incompatible within APZ I (>10% incompatible development)

II.3.E.3 **Accident Potential Zone II Compatibility Aggregate**

(Existing Local/Regional Community Encroachment) - Accident Potential Zone (APZ) II (For each runway end)

Questionnaire Elements: II.6.A.3

Green Off-base development generally compatible within APZ II (0-5% incompatible development)

Yellow Off-base development incompatible in some (limited) areas of APZ II (5-10% incompatible development)

Red Off-base development significantly incompatible within APZ II (>10% incompatible development)

II.3.E.4 **Noise Zone (65-70 db) Compatibility Aggregate**

(Existing Local/Regional Community Encroachment) - 65-70 Ldn Noise Zones (NZ)

Questionnaire Elements: II.6.A.4

Green Off-base development generally compatible within 65-70 Ldn NZ (0-5% incompatible development)

Yellow Off-base development incompatible in some (limited) areas of 65-70 Ldn NZ (>5-10% incompatible development)

Red Off-base development significantly incompatible within 65-70 Ldn NZ (>10% incompatible development)

II.3.E.5 **Noise Zone (70-75 db) Compatibility Aggregate**

(Existing Local/Regional Community Encroachment) - 70-75 Ldn NZ

Questionnaire Elements: II.6.A.5

Green Off-base development generally compatible within 70-75 Ldn NZ (0-5% incompatible development)

Yellow Off-base development incompatible in some (limited) areas of 70-75 Ldn NZ (>5-10% incompatible development)

Red Off-base development significantly incompatible within 70-75 Ldn NZ (>10% incompatible development)

INSTALLATION EVALUATION CRITERIA

II.3.E.6 **Noise Zone (75-80 db) Compatibility Aggregate**

(Existing Local/Regional Community Encroachment) - 75-80 Ldn NZ

Questionnaire Elements: II.6.A.6

Green Off-base development generally compatible within 75-80 Ldn NZ (0-5% incompatible development)

Yellow Off-base development incompatible in some (limited) areas of 75-80 Ldn NZ (>5-10% incompatible development)

Red Off-base development significantly incompatible within 75-80 Ldn NZ (>10% incompatible development)

II.3.E.7 **Noise Zone (over 80 db) Compatibility Aggregate**

(Existing Local/Regional Community Encroachment) - Within 80 Ldn NZ and Above

Questionnaire Elements: II.6.A.7

Green Off-base development generally compatible within 80+ Ldn NZ

Yellow Off-base development incompatible in some (limited) areas of 80+ Ldn NZ (>5-10% incompatible development)

Red Off-base development significantly incompatible within 80+ Ldn NZ (>10% incompatible development)

II.3.F **Future Local Community Encroachment**

II.3.F.1 **Clear Zone Compatibility (worst case, all runway ends)**

(Future Local/Regional Community Encroachment) - Incompatible Development Anticipated in Clear Zone (CZ)

Questionnaire Elements: II.6.B.1

Green Off-base development compatible (Percent incompatible = 0) within CZ

Red Off-base development incompatible (Percent incompatible > 0) within CZ

II.3.F.2 **Accident Potential Zone I Compatibility Aggregate**

(Future Local/Regional Community Encroachment) - Accident Potential Zone (APZ) I (For each runway end)

Questionnaire Elements: II.6.B.2

Green Future off-base development generally expected to be compatible within APZ I (0-5% incompatible development)

Yellow Future off-base development may become incompatible in some (limited) areas of APZ I (5-10% incompatible development)

Red Future off-base development may become significantly incompatible within APZ I (>10% incompatible development)

INSTALLATION EVALUATION CRITERIA

II.3.F.3 **Accident Potential Zone II Compatibility Aggregate**

(Future Local/Regional Community Encroachment) - Accident Potential Zone (APZ) II (For each runway end)

Questionnaire Elements: II.6.B.3

Green Future off-base development generally expected to be compatible within APZ II (0-5% incompatible development)

Yellow Future off-base development may become incompatible in some (limited) areas of APZ II (>5-10% incompatible development)

Red Future off-base development may become significantly incompatible within APZ II (>10% incompatible development)

II.3.F.4 **Noise Zone (65-70 db) Compatibility Aggregate**

(Future Local/Regional Community Encroachment) - 65-70 Ldn Noise Zones (NZ)

Questionnaire Elements: II.6.B.4

Green Future off-base development generally expected to be compatible within 65-70 Ldn NZ (0-5% incompatible development)

Yellow Future off-base development may become incompatible in some (limited) areas of 65-70 Ldn NZ (>5-10% incompatible development)

Red Future off-base development may become significantly incompatible within 65-70 Ldn NZ (>10% incompatible development)

II.3.F.5 **Noise Zone (70-75 db) Compatibility Aggregate**

(Future Local/Regional Community Encroachment) - 70-75 Ldn NZ

Questionnaire Elements: II.6.B.5

Green Future off-base development generally expected to be compatible within 70-75 Ldn NZ (0-5% incompatible development)

Yellow Future off-base development may become incompatible in some (limited) areas of 70-75 Ldn NZ (>5-10% incompatible development)

Red Future off-base development may become significantly incompatible within 70-75 Ldn NZ (>10% incompatible development)

INSTALLATION EVALUATION CRITERIA

II.3.F.6 **Noise Zone (75-80 db) Compatibility Aggregate**

(Future Local/Regional Community Encroachment) - 75-80 Ldn NZ

Questionnaire Elements: II.6.B.6

Green Future off-base development generally expected to be compatible within 75-80 Ldn NZ (0-5% incompatible development)

Yellow Future off-base development may become incompatible in some (limited) areas of 75-80 Ldn NZ (>5-10% incompatible development)

Red Future off-base development may become significantly incompatible within 75-80 Ldn NZ (>10% incompatible development)

II.3.F.7 **Noise Zone (over 80 db) Compatibility Aggregate**

(Future Local/Regional Community Encroachment) - Within 80 Ldn NZ and Above

Questionnaire Elements: II.6.B.7

Green Future off-base development generally expected to be compatible within 80+ Ldn NZ (0-5% incompatible development)

Yellow Future off-base development may become incompatible in some (limited) areas of 80+ Ldn NZ (>5-10% incompatible development)

Red Future off-base development may become significantly incompatible within 80+ Ldn NZ (>10% incompatible development)

II.4 **Air Quality**

II.4.A **Attainment Status**

(The Environmental Impact) - Attainment Status

Questionnaire Elements: VIII.1.B.1

Green Ozone, carbon monoxide and PM-10 in attainment

Yellow Ozone, carbon monoxide or PM-10 is in maintenance or in nonattainment at marginal or moderate levels

Red Ozone, carbon monoxide or PM-10 is in nonattainment at serious, severe or extreme level.

INSTALLATION EVALUATION CRITERIA

II.4.B **Restrictions**

(The Environmental Impact) - Restrictions to Operations

Questionnaire Elements: VIII.1.E.*.* (block.restriction)

Green Not Yellow and not Red

Yellow 1 block >= 40 or 2 blocks >= 30 or 3 blocks >= 20

Red 1 Block >= 50 or 2 Blocks >= 40 or 3 Blocks >= 30

II.4.C **Future Growth**

Ability to accommodate additional operations

Questionnaire Elements: VIII.16.C.1, VIII.16.C.2, VIII.16.E.1, VIII.16.G.1.a, VIII.16.G.1.c, VIII.16.G.1.d, VIII.16.G.1.f, VIII.16.G.2.a, VIII.16.G.2.c, VIII.16.G.2.d, VIII.16.G.2.f, VIII.16.G.3.a, VIII.16.G.3.b, VIII.16.G.3.c, VIII.16.G.3.d, VIII.16.G.4.a, VIII.16.G.4.b, VIII.16.G.4.c, VIII.16.G.4.d, VIII.16.H

Green Carbon monoxide and ozone in attainment

Yellow Not Green And
[O3 in Attainment Or Maintenance Or Nonattainment at Marginal Or (Nonattainment And VOC growth >= 10% And NOX growth >= 20%)] And
[CO in Attainment Or Maintenance Or Nonattainment at Marginal Or (Nonattainment And No VMT limits)]

Red Anything else

II.5 **Encroachment (Electronic)**

(Satellite Control Bases)

II.5.A **Overhead Obstructions**

Overhead obstructions -- Are there any overhead obstructions which reduce electronic transfer?

Questionnaire Elements: I.2.K.3.a

Green Yes

Red No

INSTALLATION EVALUATION CRITERIA

II.5.B **Ground Level Radiation**

Ground Level Radiation -- Does base boundary or easements preclude ground level radiation?

Questionnaire Elements: I.2.K.3.c

Green Yes

Red No

II.5.C **Electronic Devices**

Electronic Devices -- Does base boundary or easements preclude the use of electronic devices?

Questionnaire Elements: I.2.K.3.b

Green Yes

Red No

II.6 **ARC Billeting**

II.6.A **Billeting**

Percent of reservists requiring billeting during drill weekends

Questionnaire Elements: IX.3.A

Green <= 27%

Yellow > 27% and <= 39%

Red > 39%

II.6.B **Commercial Billeting**

Percent of billeting met by commercial billeting

Questionnaire Elements: IX.3.B

Green <= 33%

Yellow > 33% and <= 69%

Red > 69%

INSTALLATION EVALUATION CRITERIA

III **Contingency, Mobility, and Deployability**

III.1 **Maximum on Ground (MOG)**

(Accomodate contingency, mobilization, future force at present and potential locations?) - What is the C-141 equivalent working maximum on (MOG)?

Questionnaire Elements: III.1.A.1

Green >= 4

Yellow < 4 and >= 2

Red < 2

III.2 **Widebody Aircraft Operations**

(Accomodate contingency, mobilization, future force at present and potential locations?) - Can airfield handle wide-body operations?

Questionnaire Elements: III.1.B

Green Can accommodate 3 types of widebody aircraft

Yellow Can accommodate 1 or 2 types of widebody aircraft

Red Accommodates no widebody aircraft

III.3 **Fuel Hydrant System**

(Accomodate contingency, mobilization, future force at present and potential locations?) - Does the base have an operational fuel hydrant system?

Green Yes

Yellow Yes with limitations

Red No

III.4 **Fuel Storage by Pipeline**

(Accomodate contingency, mobilization, future force at present and potential locations?) - Is base fuel storage facility serviced by pipeline?

Questionnaire Elements: III.1.D

Green Yes

Red No

INSTALLATION EVALUATION CRITERIA

III.5 **CAT 1.1 Munitions Storage Capacity**

(Accomodate contingency, mobilization, future force at present and potential locations?) - What is the CAT 1.1 munitions storage capacity of the base?

Questionnaire Elements: III.1.E.1, III.1.E.2

Green >= 1700000 lbs Net Explosive Weight (NEW)

Yellow < 1700000 and >= 200000 NEW

Red < 200000 NEW

III.6 **Hot Cargo Pad**

(Accomodate contingency, mobilization, future force at present and potential locations?) - Dedicated hot cargo pad that can handle?

Green C-141 or larger aircraft

Yellow C-130 or larger

Red Smaller than C-130 or no dedicated hot cargo pad

III.7 **Geographic Location**

III.7.A **Ground Force Installation within 150 NM**

(Accomodate contingency, mobilization, future force at present and potential locations?) - Geographic location - Is the base located within 150 NM of (a) A Ground Force Installation (Army/Marine forces)?

Questionnaire Elements: III.1.G.1

Green Yes

Red No

III.7.B **Rail Access within 150 NM**

(Accomodate contingency, mobilization, future force at present and potential locations?) - Geographic location - Is the base located within 150 NM of (b) A Rail Access?

Questionnaire Elements: III.1.G.2

Green Yes

Red No

INSTALLATION EVALUATION CRITERIA

III.7.C **Port Facility within 150 NM**

(Accomodate contingency, mobilization, future force at present and potential locations?) - Geographic location - Is the base located within 150 NM of (c) A Port Facility?

Questionnaire Elements: III.1.G.3

Green Yes

Red No

INSTALLATION EVALUATION CRITERIA

VII **Community**

VII.1 **Off-Base Housing**

VII.1.A **Affordable**

(Off base housing) - Affordable

Questionnaire Elements: VII.1.A.4

Green <= $625 Monthly Price

Yellow > $625 and <= $938 Monthly Price

Red > $938 Monthly Price

VII.1.B **Suitable**

(Off base housing) - Suitable

Questionnaire Elements: VII.1.A.3

Green <= 5% Unsuitable

Yellow > 5% and <= 14.999 Unsuitable

Red > 14.999 Unsuitable

VII.2 **Transportation**

VII.2.A **Public Transportation**

(Transportation) - Base served by public transportation

Questionnaire Elements: VII.1.B.1

Green Yes

Red No

VII.2.B **Municipal Airport**

(Transportation) - Access to municipal airports

Questionnaire Elements: VII.1.B.2

Green <= 25 from base

Yellow > 25 and <= 50 from base

Red > 50 miles from base

INSTALLATION EVALUATION CRITERIA

VII.2.C **Air Carrier**

(Transportation) - Available air carrier service

Questionnaire Elements: VII.1.B.3

Green >= 3 carriers

Yellow < 3 and >= 2 carriers

Red < 2 carriers or commuter service

VII.2.D **Time: Work Commute**

(Transportation) - Round trip commuting time to work

Questionnaire Elements: VII.1.B.4

Green <= 40 minutes

Yellow > 40 and <= 60 minutes

Red > 60 minutes

VII.3 **Off-Base Recreation**

VII.3.A **Swimming Pool**

(Off-base recreation facilities) - Swimming pool

Questionnaire Elements: VII.1.C.1

Green <= 30 minute drive

Yellow > 30 and <= 45 minute drive

Red > 45 minute drive or not available

VII.3.B **Movie Theater**

(Off-base recreation facilities) - Movie theater

Questionnaire Elements: VII.1.C.2

Green <= 30 minute drive

Yellow > 30 and <= 45 minute drive

Red > 45 minute drive or not available

INSTALLATION EVALUATION CRITERIA

VII.3.C **Public Golf Course**

(Off-base recreation facilities) - Public golf course

Questionnaire Elements: VII.1.C.3

Green <= 30 minute drive

Yellow > 30 and <= 45 minute drive

Red > 45 minute drive or not available

VII.3.D **Bowling Lane**

(Off-base recreation facilities) - Bowling lane

Questionnaire Elements: VII.1.C.4

Green <= 30 minute drive

Yellow > 30 and <= 45 minute drive

Red > 45 minute drive or not available

VII.3.E **Boating**

Off-base recreation facilities - Boating

Questionnaire Elements: VII.1.C.5

Green <= 30 minute drive

Yellow > 30 and <= 45 minute drive

Red > 45 minute drive or not available

VII.3.F **Fishing**

(Off-base recreation facilities) - Fishing

Questionnaire Elements: VII.1.C.6

Green <= 30 minute drive

Yellow > 30 and <= 45 minute drive

Red > 45 minute drive or not available

INSTALLATION EVALUATION CRITERIA

VII.3.G **Zoo**

(Off-base recreation facilities) - Zoo

Questionnaire Elements: VII.1.C.7

Green <= 1.5 hour drive

Yellow > 1.5 and <= 2.5 hour drive

Red > 2.5 hour drive or not available

VII.3.H **Aquarium**

(Off-base recreation facilities) - Aquarium

Questionnaire Elements: VII.1.C.8

Green <= 1.5 hour drive

Yellow > 1.5 and <= 2.5 hour drive

Red > 2.5 hour drive or not available

VII.3.I **Theme Park**

(Off-base recreation facilities) - Family theme park

Questionnaire Elements: VII.1.C.9

Green <= 1.5 hour drive

Yellow > 1.5 and <= 2.5 hour drive

Red > 2.5 hour drive or not available

VII.3.J **Professional Sports**

(Off-base recreation facilities) - Professional sports

Questionnaire Elements: VII.1.C.10

Green <= 1.5 hour drive

Yellow > 1.5 and <= 2.5 hour drive

Red > 2.5 hour drive or not available

INSTALLATION EVALUATION CRITERIA

VII.3.K **Collegiate Sports**

(Off-base recreation facilities) - Collegiate sports

Questionnaire Elements: VII.1.C.11

Green <= 1.5 hour drive

Yellow > 1.5 and <= 2.5 hour drive

Red > 2.5 hour drive or not available

VII.3.L **Camping Facilities**

(Off-base recreation facilities) - Camping facilities

Questionnaire Elements: VII.1.C.12

Green <= 1.5 hour drive

Yellow > 1.5 and <= 2.5 hour drive

Red > 2.5 hour drive or not available

VII.3.M **Beaches**

(Off-base recreation facilities) - Beaches

Questionnaire Elements: VII.1.C.13

Green <= 1.5 hour drive

Yellow > 1.5 and <= 2.5 hour drive

Red > 2.5 hour drive or not available

VII.3.N **Winter Sports**

(Off-base recreation facilities) - Winter sports

Questionnaire Elements: VII.1.C.14

Green <= 1.5 hour drive

Yellow > 1.5 and <= 2.5 hour drive

Red > 2.5 hour drive or not available

INSTALLATION EVALUATION CRITERIA

VII.4 **Shopping Mall**

(Shopping facilities) - mall or similar shopping environment

Questionnaire Elements: VII.1.D

Green <= 20 minute drive

Yellow > 20 and <= 40 minute drive

Red > 40 minute drive

VII.5 **Metro Center**

Distance to Metropolitan center (Population of 100,000 or more)

Questionnaire Elements: VII.1.E

Green <= 1 hour drive

Yellow > 1 and <= 2 hour drive

Red > 2 hour drive

VII.6 **Local Area Crime Rate**

VII.6.A **Violent Crime Rate**

(Local area crime rate) - Violent Crime Rate (Per 100,000)

Questionnaire Elements: VII.1.F.1

Green <= 600

Yellow > 600 and <= 900

Red > 900

VII.6.B **Property Crime Rate**

(Local area crime rate) - Property Crime Rate (Per 100,000)

Questionnaire Elements: VII.1.F.2

Green <= 4000

Yellow > 4000 and <= 6000

Red > 6000

VII.7 **Education**

INSTALLATION EVALUATION CRITERIA

VII.7.A **Pupil/Teacher Ratio**

Pupil to Teacher Ratio (Max allowed ratio) (grades K-12)

Questionnaire Elements: VII.2.A

Green <= 25 to 1

Yellow >25 to 1 and <= 30 to 1

Red > 30 to 1

VII.7.B **Four Year Programs**

Do High Schools offer four year English and Math programs and a foreign language program

Questionnaire Elements: VII.2.B

Green >= 3 available

Yellow < 3 and >= 2 available

Red < 2 available

VII.7.C **Honors Programs**

Does High Schools offer Honors program

Questionnaire Elements: VII.2.C

Green Yes

Red No

VII.7.D **Attend College**

Students that go on to college (Uses numbers for local catchment or within 25 miles of base)

Questionnaire Elements: VII.2.D

Green >= 60%

Yellow < 60% and >= 40%

Red < 40%

VII.7.E **Off-Base Education**

INSTALLATION EVALUATION CRITERIA

VII.7.E.1 **Vocational/Tech Training**

(Opportunity for off-base education within 25 miles) - Vocational/technical training

Questionnaire Elements: VII.2.E.1

Green Yes

Red No

VII.7.E.2 **Undergraduate College**

(Opportunity for off-base education within 25 miles) - Undergraduate College

Questionnaire Elements: VII.2.E.2

Green Yes

Red No

VII.7.E.3 **Graduate College**

(Opportunity for off-base education within 25 miles) - Graduate College

Questionnaire Elements: VII.2.E.3

Green Yes

Red No

VII.8 **Employment Opportunities**

Likelihood of family or off-duty members to obtain employment in the area

Questionnaire Elements: VII.3.C, VII.3.D

Green Job growth > 2.1% and unemployment < 6.8%

Yellow Either growth > 2.1% or unemployment < 6.8% (and not green)

Red Job growth <= 2.1% and unemployment >= 6.8%

VII.9 **Local Medical Care**

VII.9.A **Physicians**

(Local Medical Care) - How does the number of physicians in the community compare to the national norm of 2.2 physicians/1000 population

Questionnaire Elements: VII.4.A

Green Greater than or equal

Red Less than

INSTALLATION EVALUATION CRITERIA

VII.9.B **Hospital Beds**

(Local Medical Care) - How does the number of hospital beds in the community compare to the national norm of 4.0 beds/1000 population

Questionnaire Elements: VII.4.B

Green Greater than or equal

Red Less than

VII.10 **Recruitable Age (ARC Units)**

Percent of the area population of recruitable age

Questionnaire Elements: IX.8

Green >= 20%

Yellow > 20% <= 10%

Red < 10%

VII.11 **Other Local Reserve Units (ARC Units)**

Number of other reserve component units in the local recruiting area

Questionnaire Elements: IX.12

Green <= 2 Units

Yellow > 2 Units and <= 10 Units

Red > 10 Units

VII.12 **Population per Reserve Unit (ARC Units)**

Population in recruiting area per reserve component unit

Questionnaire Elements: IX.12, IX.9

Green >= 200000

Yellow < 200000 and <= 75000

Red < 75000

INSTALLATION EVALUATION CRITERIA

VII.13 **Population (ARC Units)**

Recruiting area's population

Questionnaire Elements: IX.9

Green	>= 200000
Yellow	< 200000 and >= 75000
Red	< 75000

INSTALLATION EVALUATION CRITERIA

VIII **Environmental Impact**

VIII.1 **Water**

(The Environmental Impact) - Water

Green Adequate water supplies and no known contaminants present

Yellow Suspect water supplies; contaminants present within a non-potable water zone

Red Inadequate water supplies and/or region within a state of over draft and/or contaminants detected within potable water sources

VIII.2 **Asbestos**

(The Environmental Impact) - Asbestos

Green <= 10% facilities with asbestos containing materials (ACM)

Yellow 10% to 25% facilities with ACM; survey incomplete or unable to assess percentages

Red > 25% facilities with ACM

VIII.3 **Biological**

VIII.3.A **Habitat**

(The Environmental Impact) - Habitat

Questionnaire Elements: VIII.8.A, VIII.8.A.1, VIII.8.D

Green Resources not present

Yellow Resources present which do not currently constrain construction/operations

Red Resources present which constrain current construction/operations or require "work arounds" to support current operation

VIII.3.B **Threatened and Endangered Species**

(The Environmental Impact) - Threatened and Endangered Species (T&E)

Questionnaire Elements: VIII.9.A, VIII.9.B, VIII.9.C

Green Resources not present

Yellow Resources present which do not currently constrain construction/operations

Red Resources present which constrain current construction/operations or require "work arounds" to support current operation

INSTALLATION EVALUATION CRITERIA

VIII.3.C **Wetlands**

(The Environmental Impact) - Wetlands

Questionnaire Elements: VIII.10.A, VIII.10.D

Green Resources not present

Yellow Resources present which do not currently constrain construction/operations

Red Resources present which constrain current construction/operations or require "work arounds" to support current operation

VIII.3.D **Floodplains**

(The Environmental Impact) - Floodplains

Questionnaire Elements: VIII.10.C, VIII.11.A, VIII.11.A.1

Green Floodplains not present on the base

Yellow Floodplains present which do not currently constrain construction/operations

Red Floodplains present which constrain current construction/operations or require "work arounds" to support current operations

VIII.4 **Cultural**

(The Environmental Impact) - Cultural

Questionnaire Elements: VII.12.A, VII.12.C, VII.12.D.4, VII.12.F

Green No existing cultural resources

Yellow Cultural resources are present, but do not currently constrain construction/operations, or base survey incomplete

Red Cultural resources are present and constrain current construction/operations

VIII.5 **Installation Restoration Program (IRP)**

(The Environmental Impact) - IRP

Questionnaire Elements: VIII.13.A.1, VIII.13.F

Green IRP sites do not exist on base; or it has been determined that no remedial action is required

Yellow IRP sites present which do not currently constrain construction/operations

Red IRP sites present which constrain construction (siting) activities/operations on base

GRADING and WEIGHTING PROCESS

OVERVIEW: At the lowest level, each criterion is either assigned a grade automatically through an automated process or via a direct input where a large number of factors are manually evaluated and a grade is assigned. With the exception of certain aggregate criteria, these grades are either RED, YELLOW, or GREEN. To get to the next higher level, a weighted average of each grade on a level is computed and recoded as a grade. The weighted grade is

$$Weighted_Grade \equiv \frac{\sum_{criterion} (Criterion_Grade * Criterion_Weight)}{\sum_{criterion} Criterion_Weight}$$

The numerical value of each Criterion grade is assigned based on the following table:

RED	RED +	YELLOW -	YELLOW	YELLOW +	GREEN -	GREEN
-1.00	-0.67	-0.33	0.00	0.33	0.67	1.00

If a grade has been marked as Not Applicable (No Grade), both the grade and the weight are omitted from the sums. Use of this formula allows the components of a level grade to be expressed as a percentage (0 to 100) or as a relative weight (N times as important). The color grade and the numeric grade (used in computations at the next higher level) of the weighted grade is determined based on the following table:

If Weighted_Grade Is	< -0.835	>= -0.835 < -0.500	>= -0.500 < -0.165	>= -0.165 < +0.165	>= +0.165 < +0.500	>= +0.500 < +0.835	>= +0.835
Then Color Grade Is	RED	RED +	YELLOW -	YELLOW	YELLOW +	GREEN -	GREEN
And Numeric Grade	-1.00	-0.67	-0.33	0.00	0.33	0.67	1.00

Color grades are assigned to elements in Criterion I, II, III, VII, and VIII. Numerical measures of merit are computed for Criterion IV, V, and VI. The analysis results are presented at the highest level (overall roll-up) for BCEG use in determining which of the 3 Tiers is used to characterize the base.

GRADING and WEIGHTING PROCESS

SECTION I - Current and Future Mission Requirements

The Section I evaluation consisted either of a weighted combination of 2 of the 7 **Level 2** grades within Section I or a direct transfer of 1 or 2 of the **Level 2** grades to the highest level (**Level 1**). For some subcategories, 2 Section I grades are displayed as a dual Section I grade when the tiering process is accomplished

Criterion	Title	Level 1	Level 2
I	Mission Effectiveness	Direct Display	
I.1	Flying Operations		Category Dependent
I.2	Missile Operations		Direct Display
I.3	Space Operations		Direct Display
I.4	Undergraduate Flying Training		Direct Display
I.5	Laboratory Evaluation		Direct Display
I.6	Depot Evaluation		Weighted
I.7	Test Center Evaluation		Weighted

Direct Display - Grades(s) displayed during the tiering process
Weighted - Two **Level 2** grades are combined to form a directly displayed **Level 1** grade
Category Dependent - Varies according to the category and subcategory, i.e.
- Small Aircraft I.1 displayed as a single element Section I grade
- Large Aircraft - I.1 and I.2 displayed as a dual element Section I grade
- Test Centers - I.1 and I.7 combined into a single element Section I grade
- UPT - I.1 is not used, I.4 is displayed as a single element Section I grade

Subelements I.2, I.4, I.5, I.6, and I.7 are direct input grades and have no lower levels in the Air Force evaluation process. I.2 is a weighted combination of classified information while the remaining subelements are derived from the joint cross service process. I.4, I.5, I.6, and I.7 have lower level details included in the appropriate appendix to describe how the Air Force replicated the Joint Cross Service Group process.

GRADING and WEIGHTING PROCESS

SECTION I Subelement 1 - Flying Mission

The Section I subelement 1 evaluation consisted of 4 components.

Criterion	Title	Level 2	Level 3	Level 4
I.1	Flying Operations	Category Dependent		
I.1.A	Operations Evaluation		Category Dependent	
I.1.A.1	Fighter - Operational Effectiveness			Category Dependent
I.1.A.2	Bomber - Operational Effectiveness			Category Dependent
I.1.A.3	Tanker - Operational Effectiveness			Category Dependent
I.1.A.4	Airlift - Operational Effectiveness			Category Dependent
I.1.B	Training Airspace		Category Dependent	
I.1.B.1	Existing Training Airspace			67
I.1.B.2	Future Training Availability			33
I.1.C	Airfield Evaluation		Category Dependent	
I.1.C.1	Runway/Taxiway for Fighter mission			25
I.1.C.2	Runway/Taxiway for Bomber mission			25
I.1.C.3	Runway/Taxiway for Tanker mission			25
I.1.C.4	Runway/Taxiway for Airlift mission			25
I.1.D	ARC Evaluation		Category Dependent	
I.1.D.1	Base Operating Support Integration			20
I.1.D.2	ARC Operations			80

Category Dependent - Varies according to the category and subcategory, i.e.

Small Aircraft I.1 displayed as a single element Section I grade

I.1.A/I.1.B/I.1.C weighted at 70/20/10 respectively (I.1.D was not used)

I.1.A.1 was the sole element of I.1.A (I.1.A.2, I.1.A.3, and I.1.A.4 were not used)

Values for each Category Dependent weight are in the appendix for that category and subcategory.

GRADING and WEIGHTING PROCESS

SECTION I Subelement 1.A.1 - Flying Mission / Operations Evaluation / Fighter Operations Effectiveness

Criterion	Title	Level 4	Level 5	Level 6
I.1.A.1	Fighter - Operational Effectiveness	Category Dependent		
I.1.A.1.a	Fighter - Geographic Location		50	
I.1.A.1.a.1	Alternate Airfield			10
I.1.A.1.a.2	Divert Airfield			15
I.1.A.1.a.3	Ceiling and Visibility			30
I.1.A.1.a.4	Freezing Precipitation			10
I.1.A.1.a.5	Crosswind Component			10
I.1.A.1.a.6	Air Traffic Control Delays			10
I.1.A.1.a.7	Number of Runways			15
I.1.A.1.b	Fighter - Training Areas		40	
I.1.A.1.b.1	Supersonic Air Combat MOAs			16
I.1.A.1.b.2	Other Air Combat MOAs			7.5
I.1.A.1.b.3	Low Altitude MOAs			15
I.1.A.1.b.4	Scorable Range Complexes			16
I.1.A.1.b.5	Electronic Combat Ranges			7.5
I.1.A.1.b.6	Ground Forces/Tactical Aircraft Employment			7.5
I.1.A.1.b.7	Air Combat Maneuvering Instrumentation Ranges			15
I.1.A.1.b.8	Full Scale Weapons Drop Ranges			7.5
I.1.A.1.b.9	Visual Routes/Instrument Routes (VR/IR)			8
I.1.A.1.c	Airspace/Training Area Growth Potential		5	
I.1.A.1.d	Composite/Integrated Force Training		5	

GRADING and WEIGHTING PROCESS

SECTION I Subelement 1.A.2 - Flying Mission / Operations Evaluation / Bomber Operations Effectiveness

Criterion	Title	Level 4	Level 5	Level 6
I.1.A.2	Bomber - Operational Effectiveness	Category Dependent		
I.1.A.2.a	Bomber - Geographic Location		60	
I.1.A.2.a.1	Alternate Base			10
I.1.A.2.a.2	Ceiling and Visibility			25
I.1.A.2.a.3	Freezing Precipitation			15
I.1.A.2.a.4	Crosswind Component			15
I.1.A.2.a.5	Air Traffic Control Delays			10
I.1.A.2.a.6	Number of Runways			25
I.1.A.2.b	Bomber - Training Areas		30	
I.1.A.2.b.1	Low Altitude MOAs			7
I.1.A.2.b.2	Scorable Range Distance			21
I.1.A.2.b.3	Tactical Training Range Complex (TTRC) Distance			13
I.1.A.2.b.4	Electronic Combat Range Distance			13
I.1.A.2.b.5	Full Scale Weapons Drop Range Availability			13
I.1.A.2.b.6	Visual Routes/Instrument Routes (VR/IR)			33
I.1.A.2.c	Airspace/Training Area Growth Potential		10	

GRADING and WEIGHTING PROCESS

SECTION I Subelement 1.A.3 - Flying Mission / Operations Evaluation / Tanker Operations Effectiveness

Criterion	Title	Level 4	Level 5	Level 6
I.1.A.3	Tanker - Operational Effectiveness	Category Dependent		
I.1.A.3.a	Alternate Airfield		7	
I.1.A.3.b	Ceiling and Visibility		13	
I.1.A.3.c	Freezing Precipitation		7	
I.1.A.3.d	Crosswind Component		7	
I.1.A.3.e	Air Traffic Control Delays		13	
I.1.A.3.f	Tanker Saturation		27	
I.1.A.3.g	Refueling Events within 700 NM		13	
I.1.A.3.h	Concentrated Receiver Area Distance		13	

GRADING and WEIGHTING PROCESS

SECTION I Subelement 1.A.4 - Flying Mission / Operations Evaluation / Airlift Operations Effectiveness

Criterion	Title	Level 4	Level 5	Level 6
I.1.A.4	Airlift - Operational Effectiveness	Category Dependent		
I.1.A.4.a	Airlift - Geographic Location		67	
I.1.A.4.a.1	Alternate Airfield			7
I.1.A.4.a.2	Ceiling and Visibility			13
I.1.A.4.a.3	Freezing Precipitation			7
I.1.A.4.a.4	Crosswind Component			7
I.1.A.4.a.5	Air Traffic Control Delays			13
I.1.A.4.a.6	Mobility/deployability			53
I.1.A.4.b	Airlift - Training Areas		33	
I.1.A.4.b.1	Drop Zones (DZs) Formation/day/personnel			7.375
I.1.A.4.b.2	Instrument Routes for DZs (personnel)			7.375
I.1.A.4.b.3	Slow Routes for DZs (personnel)			7.375
I.1.A.4.b.4	Landing Zones - Closest			7.375
I.1.A.4.b.5	DZs - Formation/day/heavy equipment			14
I.1.A.4.b.6	Instrument Routes for DZs (equipment)			7.375
I.1.A.4.b.7	Slow Routes for DZs (equipment)			7.375
I.1.A.4.b.8	Airdrop Employment			27
I.1.A.4.b.9	Full-Scale Airdrop Range			7.375
I.1.A.4.b.10	Air Refueling Routes			7.375

GRADING and WEIGHTING PROCESS

SECTION I Subelement 1.B - Flying Mission / Training Airspace

Criterion	Title	Level 3	Level 4	Level 5
I.1.B	Training Airspace	Category Dependent		
I.1.B.1	Existing Training Airspace		67	
I.1.B.1.a	Military Operating Areas/Bombing Ranges			33
I.1.B.1.b	Military Training Routes			67
I.1.B.2	Future Training Availability		33	
I.1.B.2.a	Military Operating Areas/Bombing Ranges			33
I.1.B.2.b	Military Training Routes			67

GRADING and WEIGHTING PROCESS

SECTION I Subelement 1.D - Flying Mission / ARC Evaluation

Criterion	Title	Level 3	Level 4	Level 5	Level 6
I.1.D	ARC Evaluation	Cat Dependent			
I.1.D.1	Base Operating Support Integration		20		
I.1.D.1.a	Petroleum, Oils, Lubricants			20	
I.1.D.1.b	Security			20	
I.1.D.1.c	Base Supply			20	
I.1.D.1.d	Tower/Air Traffic Control			20	
I.1.D.1.e	Base Civil Engineering			20	
I.1.D.2	ARC Operations		80		
I.1.D.2.a	ARC Fighter Operations			Cat Dependent	
I.1.D.2.a.1	Supersonic Air Combat MOAs				15
I.1.D.2.a.2	Other Air Combat MOAs				15
I.1.D.2.a.3	Low altitude MOAs				15
I.1.D.2.a.4	Scorable Range complexes				15
I.1.D.2.a.5	Electronic Combat Range within 250 NM				8
I.1.D.2.a.6	Ground Forces/Tactical Aircraft Employment				8
I.1.D.2.a.7	Air Combat Maneuvering Instrumentation Ranges				8
I.1.D.2.a.8	Full Scale Weapons Drop Ranges				8
I.1.D.2.a.9	Visual Routes/Instrument Routes (VR/IR)				8
I.1.D.2.b	ARC Tanker Operations			Cat Dependent	
I.1.D.2.b.1	Refueling Events within 700 NM				33
I.1.D.2.b.2	Tanker Saturation				33
I.1.D.2.b.3	Distance to Concentrated Receiver Area				33
I.1.D.2.c	ARC Airlift Operations			Cat Dependent	
I.1.D.2.c.1	DZs - Formation/day/heavy equipment				25
I.1.D.2.c.2	Airdrop Employment Requirements				25
I.1.D.2.c.3	Full Scale Airdrop Availability				25
I.1.D.2.c.4	Number of Visual/Instrument Routes				25

GRADING and WEIGHTING PROCESS

SECTION I Subelement 3 - Space Operations

Criterion	Title	Level 2	Level 3	Level 4	Level 5
I.3	Space Operations	Direct Display			
I.3.A	Mission Capacity		50		
I.3.A.1	Future Mission Projection			33	
I.3.A.2	Capable of Core			33	
I.3.A.3	Future Mission Compatability			33	
I.3.B	Mission Support		30		
I.3.B.1	Data Transmission Bandwidth			50	
I.3.B.1.a	Satellite Terminals				50
I.3.B.1.b	Base Communications Infrastructure				50
I.3.B.2	Processing Capacity - Control Points			25	
I.3.B.2	Processing Capacity - CPU Equivalents			25	
I.3.C	Risk		20		
I.3.C.1	Security Waivers			33	
I.3.C.2	Operational Hours Lost			33	
I.3.C.3	Sustain Core Operations			33	

GRADING and WEIGHTING PROCESS

SECTION I Subelement 5 - Labs and Product Centers

Criterion	Title	Level 2	Level 3	Level 4
I.5	Laboratory Evaluation	Direct Display		
I.5.A	Priority		25	
I.5.A.1	Budgeted			40
I.5.A.2	Pre-eminence			30
I.5.A.3	In-House Capability			30
I.5.B	Workload		25	
I.5.B.1	Actual Workload			30
I.5.B.2	Number of Programs			30
I.5.B.3	Average Direct Funding			40
I.5.C	Personnel		25	
I.5.C.1	Total Personnel			30
I.5.C.2	Education Level			20
I.5.C.3	Experience Level			20
I.5.C.4	Patents Awarded			15
I.5.C.5	Papers Published			15
I.5.D	Facilities and Equipment		10	
I.5.D.1	Major Facilities			70
I.5.D.2	Land Use			30
I.5.E	Location		15	
I.5.E.1	Interconnectivity			25
I.5.E.2	Geographic/Climatelogical Features			25
I.5.E.3	Special Support Infrastructure			25
I.5.E.4	Proximity to Mission Related Organizations			25

GRADING and WEIGHTING PROCESS

SECTION I Subelement 6 - Depots

Criterion	Title	Level 2	Level 3	Level 4
I.6	Depot Evaluation	Weighted		
I.6.A	Commodity Analysis		80	
I.6.A.1	Transport, Tanker, Bomber			3
I.6.A.2	Engines			3
I.6.A.3	All software			3
I.6.A.4	Fighter			3
I.6.A.5	Avionics			3
I.6.A.6	Ground CE			3
I.6.A.7	Aircraft structures			2
I.6.A.8	Aircraft components (other)			2
I.6.A.9	Instruments			2
I.6.A.10	All missiles			2
I.6.A.11	Hydraulic/Pneumatics			2
I.6.A.12	Landing gear			2
I.6.A.13	TMDE			2
I.6.A.14	Command and Control aircraft			2
I.6.A.15	General purpose (other)			1
I.6.A.16	Munitions (aviation)			1
I.6.A.17	Propellers			1
I.6.A.18	APUs			1
I.6.A.19	Ground generators			1
I.6.B	Costs Analysis		20	
I.6.B.1	Annual Operating Costs			50
I.6.B.2	Labor Rates			50

I.6.A.1 thru I.6.A.19 are sums of individual weighted scores. I.A.6 is calculated initially as a weighted sum, and then translated to a color grade using a mean and standard deviation scheme. I.6.B.1 and I.6.B.2 are assigned color grades using a mean and standard deviation scheme. Once they are assigned color grades, the standard Air Force method of computing weighted averages is used.

GRADING and WEIGHTING PROCESS

SECTION I Subelement 7 - Test and Evaluation Centers

Criterion	Title	Level 2	Level 3
I.7	Test Center Evaluation	Weighted	
I.7.A	Armament and Weapons		70
I.7.B	Electronic Combat		15
I.7.C	Air Vehicles		15

Actual weights in this category are dependant on the mission of the facility, with the most weight being assigned to component reflecting the primary mission. All evaluated facilities in the Test and Evaluation subcategory have armament and weapons as their primary mission.

GRADING and WEIGHTING PROCESS

SECTION I Subelement 7.A - Test and Evaluation Centers / Armament and Weapons

Criterion	Title	Level 3	Level 4	Level 5
I.7.A	Armament and Weapons	70		
I.7.A.1	Physical Value		65	
I.7.A.1.a	Critical Air & Sea Space			70
I.7.A.1.b	Topographic			10
I.7.A.1.c	Climatic			10
I.7.A.1.d	Encroachment			5
I.7.A.1.e	Environment			5
I.7.A.2	Technical Value		35	
I.7.A.2.a	Digital Models and Simulations			5
I.7.A.2.b	Measurement Facilities			15
I.7.A.2.c	Integration Labs			5
I.7.A.2.d	Hardware-In-The-Loop			15
I.7.A.2.e	Installed Systems Test Facilities			20
I.7.A.2.f	Open Air Ranges			40

GRADING and WEIGHTING PROCESS

SECTION I Subelement 7.B - Test and Evaluation Centers / Electronic Combat

Criterion	Title	Level 3	Level 4	Level 5
I.7.B	Electronic Combat	15		
I.7.B.1	Physical Value		65	
I.7.B.1.a	Critical Air & Sea Space			70
I.7.B.1.b	Topographic			10
I.7.B.1.c	Climatic			10
I.7.B.1.d	Encroachment			5
I.7.B.1.e	Environment			5
I.7.B.2	Technical Value		35	
I.7.B.2.a	Digital Models and Simulations			5
I.7.B.2.b	Measurement Facilities			15
I.7.B.2.c	Integration Labs			5
I.7.B.2.d	Hardware-In-The-Loop			15
I.7.B.2.e	Installed Systems Test Facilities			20
I.7.B.2.f	Open Air Ranges			40

GRADING and WEIGHTING PROCESS

SECTION I Subelement 7.C - Test and Evaluation Centers / Air Vehicles

Criterion	Title	Level 3	Level 4	Level 5
I.7.C	Air Vehicles	15		
I.7.C.1	Physical Value		65	
I.7.C.1.a	Critical Air & Sea Space			70
I.7.C.1.b	Topographic			10
I.7.C.1.c	Climatic			10
I.7.C.1.d	Encroachment			5
I.7.C.1.e	Environment			5
I.7.C.2	Technical Value		35	
I.7.C.2.a	Digital Models and Simulations			5
I.7.C.2.b	Measurement Facilities			15
I.7.C.2.c	Integration Labs			5
I.7.C.2.d	Hardware-In-The-Loop			15
I.7.C.2.e	Installed Systems Test Facilities			20
I.7.C.2.f	Open Air Ranges			40

GRADING and WEIGHTING PROCESS

SECTION II - Availability and Conditions of Land, Facilities, and Associated Airspace

The Section II evaluation consisted of an overall evaluation up to 4 of the **Level 2** grades.

Criterion	Title	Level 1	Level 2	Level 3
II	Availability and Condition of Land, Facilities, and Associated Airspace	Direct Display		
II.1	Facilities Base		Category Dependent	
II.1.A	Facilities Capacity: Base			45
II.1.B	Facilities Condition: Building aggregate			15
II.1.C	Facilities Condition: Infrastructure			25
II.1.D	Unique Facilities			5
II.1.E	Utility Capacity			10
II.2	Facilities Housing		Category Dependent	
II.2.A	Facilities Capacity: Housing			40
II.2.B	Facilities Condition: Housing			60
II.3	Encroachment (Airfield)		Category Dependent	
II.4	Air Quality		Category Dependent	
II.4.A	Attainment Status			10
II.4.B	Restrictions			40
II.4.C	Future Growth			50
II.5	Encroachment (Electronic)		Category Dependent	
II.5.A	Overhead Obstructions			33
II.5.B	Ground Level Radiation			33
II.5.C	Electronic Devices			33
II.6	ARC Billeting		Category Dependent	
II.6.A	Billeting			60
II.6.B	Commercial Billeting			40

GRADING and WEIGHTING PROCESS

SECTION II Subelement 3 - Encroachment (Airfield)

Criterion	Title	Level 2	Level 3	Level 4
II.3	Encroachment (Airfield)	Category Dependent		
II.3.A	Existing Associated (Special Use) Airspace		Category Dependent	
II.3.A.1	Military Operating Areas/Restricted Airspace			40
II.3.A.2	Bomb Ranges/Drop Zones			50
II.3.A.3	Low Levels			10
II.3.B	Future Associated (Special Use) Airspace		Category Dependent	
II.3.B.1	Military Operating Areas/Restricted Airspace			40
II.3.B.2	Bomb Ranges/Drop Zones			50
II.3.B.3	Low Levels			10
II.3.C	Existing Local/Regional Airspace Encroachment		Category Dependent	
II.3.D	Future Local/Regional Airspace Encroachment		Category Dependent	
II.3.E	Existing Local Community Encroachment		Category Dependent	
II.3.E.1	Clear Zone Compatibility (worst case)			5
II.3.E.2	Accident Potential Zone I Compatibility Aggregate			30
II.3.E.3	Accident Potential Zone II Compatibility Aggregate			10
II.3.E.4	Noise Zone (65-70 db) Compatibility Aggregate			5
II.3.E.5	Noise Zone (70-75 db) Compatibility Aggregate			10
II.3.E.6	Noise Zone (75-80 db) Compatibility Aggregate			15
II.3.E.7	Noise Zone (over 80 db) Compatibility Aggregate			25
II.3.F	Future Local Community Encroachment		Category Dependent	
II.3.F.1	Clear Zone Compatibility (worst case)			5
II.3.F.2	Accident Potential Zone I Compatibility Aggregate			30
II.3.F.3	Accident Potential Zone II Compatibility Aggregate			10
II.3.F.4	Noise Zone (65-70 db) Compatibility Aggregate			5
II.3.F.5	Noise Zone (70-75 db) Compatibility Aggregate			10
II.3.F.6	Noise Zone (75-80 db) Compatibility Aggregate			15
II.3.F.7	Noise Zone (over 80 db) Compatibility Aggregate			25

GRADING and WEIGHTING PROCESS

SECTION III - Ability to accommodate Contingency, Mobilization, and Future Total Force Requirements

The Section III evaluation is standardized over all subcategories.

Criterion	Title	Level 1	Level 2	Level 3
III	Contingency, Mobility, and Deployability	Direct Display		
III.1	Maximum on Ground (MOG)		20	
III.2	Widebody Aircraft Operations		20	
III.3	Fuel Hydrant System		15	
III.4	Fuel Storage by Pipeline		10	
III.5	CAT 1.1 Munitions Storage Capacity		15	
III.6	Hot Cargo Pad		5	
III.7	Geographic Location		15	
III.7.A	Ground Force Installation within 150 NM			33
III.7.B	Rail Access within 150 NM			33
III.7.C	Port Facility within 150 NM			33

GRADING and WEIGHTING PROCESS

SECTION IV- Costs and Manpower Implications

The Section IV evaluation is standardized over all subcategories. It consists of 2 (separated by a /) numbers calculated by the COBRA DoD standard costing model.:

One time closure costs (in millions of dollars) - programming impact, includes environmental compliance costs and excludes one-time environmental restoration costs.

20 year net present value (in millions of dollars) - Savings (costs are negative) derived by discounting costs and savings over a 20 year period.

GRADING and WEIGHTING PROCESS

SECTION V- Return on Investment

The Section V evaluation is standardized over all subcategories. It consists of a single number calculated by the COBRA DoD standard costing model, and represents the number of years from closure to payback. Payback computed from net present value analysis using OMB Circular A-94.

GRADING and WEIGHTING PROCESS

SECTION VI- Economic Impact on Communities

The Section VI evaluation is standardized over all subcategories. It consists of the projected number of jobs lost (direct and indirect) if the base is closed. The projection is expressed as an absolute number and as a percentage of the total employment in the community (in parentheses). An asterisk following the numbers indicates the figures also include job losses or gains from BRAC actions during previous rounds and by other services during this round.

GRADING and WEIGHTING PROCESS

SECTION VII - Community Infrastructure Support to Forces, Mission, and Personnel

The Section VII evaluation consisted of an overall evaluation up to 9 of the **Level 2** grades. All active duty installations use the first 9 subelements while reserve component installations use the other 4.

Criterion	Title	Level 1	Level 2	Level 3
VII	Community	Direct Display		
VII.1	Off-Base Housing		Category Dependent	
VII.1.A	Affordable			50
VII.1.B	Suitable			50
VII.2	Transportation		Category Dependent	
VII.2.A	Public Transportation			20
VII.2.B	Municipal Airport			20
VII.2.C	Air Carrier			20
VII.2.D	Time: Work Commute			40
VII.3	Off-Base Recreation		Category Dependent	
VII.4	Shopping Mall		Category Dependent	
VII.5	Metro Center		Category Dependent	
VII.6	Local Area Crime Rate		Category Dependent	
VII.6.A	Violent Crime Rate			50
VII.6.B	Property Crime Rate			50
VII.7	Education		Category Dependent	
VII.8	Employment Opportunities		Category Dependent	
VII.9	Local Medical Care		Category Dependent	
VII.9.A	Physicians			50
VII.9.B	Hospital Beds			50
VII.10	Recruitable Age (ARC Units)		Category Dependent	
VII.11	Other Local Reserve Units (ARC Units)		Category Dependent	
VII.12	Population per Reserve Unit (ARC Units)		Category Dependent	
VII.13	Population (ARC Units)		Category Dependent	

GRADING and WEIGHTING PROCESS

SECTION VII Subelement 3 - Off-base Recreation

Criterion	Title	Level 2	Level 3
VII.3	Off-Base Recreation	Category Dependent	
VII.3.A	Swimming Pool		7
VII.3.B	Movie Theater		7
VII.3.C	Public Golf Course		7
VII.3.D	Bowling Lane		7
VII.3.E	Boating		7
VII.3.F	Fishing		7
VII.3.G	Zoo		7
VII.3.H	Aquarium		7
VII.3.I	Theme Park		7
VII.3.J	Professional Sports		7
VII.3.K	Collegiate Sports		7
VII.3.L	Camping Facilities		7
VII.3.M	Beaches		7
VII.3.N	Winter Sports		7

GRADING and WEIGHTING PROCESS

SECTION VII Subelement 7 - Education

Criterion	Title	Level 2	Level 3	Level 4
VII.7	Education	Category Dependent		
VII.7.A	Pupil/Teacher Ratio		12.5	
VII.7.B	Four Year Programs		12.5	
VII.7.C	Honors Programs		12.5	
VII.7.D	Attend College		12.5	
VII.7.E	Off-Base Education		50	
VII.7.E.1	Vocational/Tech Training			25
VII.7.E.2	Undergraduate College			50
VII.7.E.3	Graduate College			25

GRADING and WEIGHTING PROCESS

SECTION VIII - Environmental Impact (Assessment of Existing Conditions)

The Section VIII evaluation is standardized for all categories.

Criterion	Title	Level 1	Level 2	Level 3
VIII	Environmental Impact	Direct Display		
VIII.1	Water		40	
VIII.2	Asbestos		5	
VIII.3	Biological		25	
VIII.3.A	Habitat			10
VIII.3.B	Threatened and Endangered Species			25
VIII.3.C	Wetlands			45
VIII.3.D	Floodplains			20
VIII.4	Cultural		15	
VIII.5	Installation Restoration Program (IRP)		15	

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

OVERVIEW: The Large Aircraft Subcategory consists of bases which support the bomber, tanker, and airlift missions. Bases in the Large Aircraft Subcategory are:

Altus AFB, Oklahoma	Barksdale AFB, Louisiana	Beale AFB, California
Charleston AFB, South Carolina	Dover AFB, Delaware	Dyess AFB, Texas
Ellsworth AFB, South Dakota	Fairchild AFB, Washington	Grand Forks AFB, North Dakota
Little Rock AFB, Arkansas	Malmstrom AFB, Montana	McConnell AFB, Kansas
McGuire AFB, New Jersey	Minot AFB, North Dakota	Offutt AFB, Nebraska
Scott AFB, Illinois	Travis AFB, California	Whiteman AFB, Missouri

ATTRIBUTES: Important attributes of large aircraft bases depend on the type mission of the primary assigned aircraft.

ATTRIBUTE:	BOMBER MISSION	TANKER MISSION	AIRLIFT MISSION
Survivability	✔		
Adequate weapons storage	✔		
Geographically located with adequate tanker support	✔		
Proximity to receiver units		✔	
High capacity refueling systems		✔	✔
Minimum traffic congestion/ATC delays	✔	✔	
Access to low level routes	✔		
Access to bombing ranges	✔		
Proximity to major airlift customers			✔
Proximity to drop/landing zones			✔
Proximity to east or west coast			✔
Large passenger handling facilities			✔
Runway and flight line facilities which support large aircraft	✔	✔	✔
Low encroachment ground/airspace	✔	✔	✔

Important attributes of missile bases are detailed in Appendix 12 (classified).

SPECIAL ANALYSIS METHOD: The Large Aircraft Subcategory analysis reflected the same method for Criteria II - VIII as the overall Air Force process, a mission dependent Criterion I analysis was developed for this subcategory. Additionally, the two primary elements of Criterion I, Flying Operations and Missile Operations, were not combined into a single Criterion I grade.

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

SUBCATEGORY DEPENDENT WEIGHTS: (See Appendix 2 for a discussion of weighting and the values of weights which are not functions of subcategory or primary mission.)

I Mission Effectiveness				II Facilities Availability and Condition			VII Community	
I.1 Flying Operations	-			II.1 Facilities Base	25%		VII.1 Off-base Housing	14%
I.1.A Operations Evaluation		88%		II.2 Facilities Housing	10%		VII.2 Transportation	7%
I.1.A.1 EXCLUDED			N/A	II.3 Encroachment (Airfield)	25%		VII.3 Off-base Recreation	7%
I.1.A.2 Bomber Operations			*	II.3.A Existing Assoc Airsp		15%	VII.4 Shopping Mall	7%
I.1.A.3 Tanker Operations			*	II.3.B Future Assoc Airsp		15%	VII.5 Metro Center	7%
I.1.A.4 Airlift Operations			*	II.3.C Existing Local Area		5%	VII.6 Local Area Crime Rate	14%
I.1.B EXCLUDED		N/A		II.3.D Future Local Area		5%	VII.7 Education	14%
I.1.C Airfield Evaluation		12%		II.3.E Existing Local Comm		35%	VII.8 Employment Opportunities	14%
I.1.D EXCLUDED		N/A		II.3.F Future Local Comm		25%	VII.9 Local Medical Care	14%
I.2 Missile Operations	-			II.4 Air Quality	40%		VII.10 thru VII.14 EXCLUDED	N/A
I.3 thru I.7 EXCLUDED	N/A			II.5 and II.6 EXCLUDED	N/A			

* Weights are dependent on the primary mission at each base.

Mission	I.1.A.2	I.1.A.3	I.1.A.4	Bases:	
BOMBER	70%	15%	15%	Barksdale AFB, Louisiana	Dyess AFB, Texas
				Ellsworth AFB, South Dakota	Minot AFB, North Dakota
				Whiteman AFB, Missouri	
TANKER	15%	70%	15%	Beale AFB, California	Fairchild AFB, Washington
				Grand Forks AFB, North Dakota	Malmstrom AFB, Montana
				McConnell AFB, Kansas	Offutt AFB, Nebraska
AIRLIFT	15%	15%	70%	Altus AFB, Oklahoma	Charleston AFB, South Carolina
				Dover AFB, Delaware	Little Rock AFB, Arkansas
				McGuire AFB, New Jersey	Scott AFB, Illinois
				Travis AFB, California	

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

OVERALL

Base Name	I.1 Mission (Flying) Requirements	I.2 Mission (Missile) Requirements	II Facilities and Infrastructure	III Contingency and Mobility	IV Costs and Manpower Implications	V Return on Investment	VI Economic Impact	VII Community	VIII Environmental Impact
Altus AFB	Green	No Grade	Green -	Green -	433/ 18	20	4,827 (35.0%)*	Yellow	Green -
Barksdale AFB	Green -	No Grade	Green -	Green -	221/-378	5	8,906 (5.0%)*	Green -	Yellow
Beale AFB	Green	No Grade	Yellow +	Green -	199/-567	3	4,829 (8.7%)*	Yellow	Yellow +
Charleston AFB	Green -	No Grade	Yellow +	Green -	423/-100	14	33,750 (11.9%)*	Yellow +	Yellow +
Dover AFB	Green	No Grade	Yellow -	Green -	322/-314	8	7,855 (12.6%)	Green -	Red +
Dyess AFB	Green	No Grade	Green -	Green -	132/-443	3	5,898 (8.2%)*	Green -	Green -
Ellsworth AFB	Yellow +	No Grade	Green	Green -	41/-849	1	5,529 (8.4%)*	Green -	Yellow
Fairchild AFB	Green -	No Grade	Green -	Green -	300/-306	8	8,442 (4.0%)	Yellow +	Yellow +
Grand Forks AFB	Yellow +	Red	Green -	Yellow +	129/-731	2	6,934 (15.4%)	Yellow +	Yellow +
Little Rock AFB	Green -	No Grade	Green -	Green -	328/-347	8	8,241 (2.5%)	Yellow +	Yellow +
Malmstrom AFB	Green -	Green	Green -	Yellow	32/-797	1	6,695 (15.2%)*	Yellow +	Green -
McConnell AFB	Green -	No Grade	Green -	Green -	224/-347	6	6,825 (2.2%)*	Green -	Yellow +
McGuire AFB	Green	No Grade	Yellow	Green -	624/-386	10	37,133 (1.4%)*	Yellow +	Yellow
Minot AFB	Yellow +	Yellow	Green -	Yellow +	59/-801	1	6,541 (18.4%)	Green -	Green -
Offutt AFB	Yellow +	No Grade	Green	Yellow +	515/-151	13	16,495 (3.9%)	Green -	Yellow +
Scott AFB	Yellow	No Grade	Yellow +	Yellow	240/-528	5	15,929 (1.1%)	Yellow +	Yellow +
Travis AFB	Green	No Grade	Yellow	Green -	847/-207	14	32,632 (16.4%)*	Yellow +	Yellow
Whiteman AFB	Green -	No Grade	Green -	Yellow +	326/-383	7	4,440 (10.6%)*	Yellow +	Green -

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

I.1 MISSION REQUIREMENTS - FLYING

Base Name	I.1.A Operational Effectiveness	I.1.C Airfield Capabilities	I.1 Flying Mission
Altus AFB	Green	Green -	**Green**
Barksdale AFB	Green -	Green	**Green -**
Beale AFB	Green	Green -	**Green**
Charleston AFB	Green -	Green -	**Green -**
Dover AFB	Green	Green -	**Green**
Dyess AFB	Green -	Green	**Green -**
Ellsworth AFB	Yellow +	Green -	**Yellow +**
Fairchild AFB	Green -	Green -	**Green -**
Grand Forks AFB	Yellow +	Green	**Yellow +**
Little Rock AFB	Green -	Yellow -	**Green -**
Malmstrom AFB	Green -	Green -	**Green -**
McConnell AFB	Green -	Green	**Green -**
McGuire AFB	Green	Green -	**Green**
Minot AFB	Green -	Green	**Green -**
Offutt AFB	Yellow +	Green -	**Yellow +**
Scott AFB	Yellow +	Red	**Yellow**
Travis AFB	Green	Green -	**Green**
Whiteman AFB	Green -	Green -	**Green -**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

I.1.A FLYING MISSION EFFECTIVENESS

Base Name	Bomber Operational Effectiveness I.1.A.2	Tanker Operational Effectiveness I.1.A.3	Airlift Operational Effectiveness I.1.A.4	Effectiveness I.1.A
Altus AFB	Green	Green -	Green	**Green**
Barksdale AFB	Green	Green -	Yellow +	**Green -**
Beale AFB	Green	Green	Green -	**Green**
Charleston AFB	Green	Green	Green -	**Green -**
Dover AFB	Green -	Yellow +	Green	**Green**
Dyess AFB	Green	Green -	Green	**Green**
Ellsworth AFB	Green -	Yellow +	Yellow +	**Yellow +**
Fairchild AFB	Green -	Yellow +	Green -	**Green -**
Grand Forks AFB	Green -	Yellow +	Yellow	**Yellow +**
Little Rock AFB	Green -	Green -	Green -	**Green -**
Malmstrom AFB	Green -	Yellow +	Green -	**Green -**
McConnell AFB	Green -	Green -	Yellow +	**Green -**
McGuire AFB	Green -	Yellow +	Green	**Green**
Minot AFB	Yellow +	Yellow +	Green -	**Yellow +**
Offutt AFB	Green -	Yellow +	Yellow +	**Yellow +**
Scott AFB	Green -	Yellow +	Yellow +	**Yellow +**
Travis AFB	Green	Green	Green	**Green**
Whiteman AFB	Green -	Green -	Yellow +	**Green -**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

I.1.A.2 BOMBER MISSION OPERATIONAL EFFECTIVENESS

Base Name	I.1.A.2.a Geographic Location	I.1.A.2.b Training Areas	I.1.A.2.c Airspace/Training Area Growth	I.1.A.2 Bomber Effectiveness
Altus AFB	Green	Green	Green	**Green**
Barksdale AFB	Green	Green	Green	**Green**
Beale AFB	Green	Green	Green	**Green**
Charleston AFB	Green	Green	Yellow	**Green**
Dover AFB	Green -	Green	Yellow	**Green -**
Dyess AFB	Green	Green	Yellow	**Green**
Ellsworth AFB	Green -	Green	Yellow	**Green -**
Fairchild AFB	Green -	Green	Yellow	**Green -**
Grand Forks AFB	Green -	Green	Yellow	**Green -**
Little Rock AFB	Green -	Green -	Yellow	**Green -**
Malmstrom AFB	Green -	Green	Yellow	**Green -**
McConnell AFB	Green -	Green	Green	**Green -**
McGuire AFB	Green -	Green	Yellow	**Green -**
Minot AFB	Yellow +	Green -	Green	**Yellow +**
Offutt AFB	Green -	Green	Yellow	**Green -**
Scott AFB	Green -	Green	Green	**Green -**
Travis AFB	Green	Green	Green	**Green**
Whiteman AFB	Green -	Green	Yellow	**Green -**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

I.1.A.2.a BOMBER MISSION - GEOGRAPHIC LOCATION

Base Name	I.1.A.2.a.1 Alternate Airfield	I.1.A.2.a.2 Ceiling and Visibility	I.1.A.2.a.3 Freezing Precipitation	I.1.A.2.a.4 Crosswind Component	I.1.A.2.a.5 Air Traffic Control Delays	I.1.A.2.a.6 Number of Runways	I.1.A.2.a Geographic Location
Altus AFB	Green	Green	Yellow	Green	Green	Green	**Green**
Barksdale AFB	Green	Green	Green	Green	Green	Green	**Green**
Beale AFB	Green	Green	Green	Green	Green	Green	**Green**
Charleston AFB	Green	Green	Green	Green	Green	Green	**Green**
Dover AFB	Green	Green	Red	Green	Green	Green	**Green -**
Dyess AFB	Green	Green	Yellow	Green	Green	Green	**Green**
Ellsworth AFB	Green	Green	Red	Green	Green	Green	**Green -**
Fairchild AFB	Green	Green	Red	Green	Green	Green	**Green -**
Grand Forks AFB	Green	Green	Red	Green	Green	Green	**Green -**
Little Rock AFB	Green	Green	Yellow	Green	Green	Yellow	**Green -**
Malmstrom AFB	Green	Green	Red	Green	Green	Green	**Green -**
McConnell AFB	Green	Green	Red	Green	Green	Green	**Green -**
McGuire AFB	Green	Green	Red	Green	Green	Green	**Green -**
Minot AFB	Green	Green	Red	Green	Green	Yellow	**Yellow +**
Offutt AFB	Green	Green	Red	Green	Green	Green	**Green -**
Scott AFB	Green	Green	Red	Green	Green	Green	**Green -**
Travis AFB	Green	Green	Green	Green	Green	Green	**Green**
Whiteman AFB	Green	Green	Red	Green	Green	Green	**Green -**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

I.1.A.2.b BOMBER MISSION - TRAINING AREAS

Base Name	I.1.A.2.b.1 Low Altitude MOAs	I.1.A.2.b.2 Scorable Range Complexes	I.1.A.2.b.3 Tactical Training Range Complex	I.1.A.2.b.4 Electronic Combat Ranges	I.1.A.2.b.5 Full Scale Weapons Drop Range	I.1.A.2.b.6 Visual Routes (VRs)/ Instrument Routes (IRs)	I.1.A.2.b Training Areas
Altus AFB	Green	Green	Green	Green	Green	Green	**Green**
Barksdale AFB	Green	Green	Yellow	Green	Green	Green	**Green**
Beale AFB	Green	Green	Green	Green	Green	Green	**Green**
Charleston AFB	Green	Green	Yellow	Green	Green	Green	**Green**
Dover AFB	Green	Green	Yellow	Green	Green	Green	**Green**
Dyess AFB	Green	Green	Yellow	Green	Green	Green	**Green**
Ellsworth AFB	Green	Green	Green	Yellow	Green	Green	**Green**
Fairchild AFB	Green	Green	Green	Green	Green	Green	**Green**
Grand Forks AFB	Green	Green	Green	Green	Green	Green	**Green**
Little Rock AFB	Yellow	Green	Yellow	Green	Green	Green	**Green -**
Malmstrom AFB	Green	Green	Green	Green	Green	Green	**Green**
McConnell AFB	Green	Green	Green	Green	Green	Green	**Green**
McGuire AFB	Green	Green	Yellow	Green	Green	Green	**Green**
Minot AFB	Green	Yellow	Green	Yellow	Green	Green	**Green -**
Offutt AFB	Green	Green	Green	Green	Green	Green	**Green**
Scott AFB	Yellow	Green	Green	Green	Green	Green	**Green**
Travis AFB	Green	Green	Green	Green	Green	Green	**Green**
Whiteman AFB	Green	Green	Green	Green	Green	Green	**Green**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

I.1.A.3 TANKER MISSION OPERATIONAL EFFECTIVENESS

Base Name	I.1.A.3.a Alternate Airfield	I.1.A.3.b Ceiling and Visibility	I.1.A.3.c Freezing Precipitation	I.1.A.3.d Crosswind Component	I.1.A.3.e Air Traffic Control Delays	I.1.A.3.f Tanker Saturation	I.1.A.3.h Refueling Events	I.1.A.3.h Concentrated Receiver Area	I.1.A.3 Tanker Effectiveness
Altus AFB	Green	Green	Yellow	Green	Green	Yellow	Green	Green	**Green -**
Barksdale AFB	Green	Green	Green	Green	Green	Yellow	Green	Green	**Green -**
Beale AFB	Green	Green	Green	Green	Green	Green	Green	Yellow	**Green**
Charleston AFB	Green	Green	Green	Green	Green	Green	Green	Green	**Green**
Dover AFB	Green	Green	Red	Green	Green	Red	Green	Yellow	**Yellow +**
Dyess AFB	Green	Green	Yellow	Green	Green	Yellow	Green	Green	**Green -**
Ellsworth AFB	Yellow	Green	Red	Green	Green	Red	Green	Green	**Yellow +**
Fairchild AFB	Yellow	Green	Red	Green	Green	Red	Green	Green	**Yellow +**
Grand Forks AFB	Green	Green	Red	Green	Green	Red	Green	Green	**Yellow +**
Little Rock AFB	Green	Green	Yellow	Green	Green	Yellow	Green	Green	**Green -**
Malmstrom AFB	Green	Green	Red	Green	Green	Red	Green	Green	**Yellow +**
McConnell AFB	Green	Green	Red	Green	Green	Yellow	Green	Green	**Green -**
McGuire AFB	Green	Green	Red	Green	Green	Red	Green	Yellow	**Yellow +**
Minot AFB	Green	Green	Red	Green	Green	Red	Green	Green	**Yellow +**
Offutt AFB	Green	Green	Red	Green	Green	Red	Green	Green	**Yellow +**
Scott AFB	Green	Green	Red	Green	Green	Red	Green	Green	**Yellow +**
Travis AFB	Green	Green	Green	Green	Green	Green	Green	Yellow	**Green**
Whiteman AFB	Green	Green	Red	Green	Green	Yellow	Green	Green	**Green -**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

I.1.A.4 AIRLIFT MISSION OPERATIONAL EFFECTIVENESS

Base Name	I.1.A.4.a Geographic Location	I.1.A.4.b Training Areas	I.1.A.4 Airlift Effectiveness
Altus AFB	Green	Green	**Green**
Barksdale AFB	Yellow +	Yellow +	**Yellow +**
Beale AFB	Green	Yellow +	**Green -**
Charleston AFB	Yellow +	Green	**Green -**
Dover AFB	Green	Green -	**Green**
Dyess AFB	Green	Green	**Green**
Ellsworth AFB	Green -	Yellow	**Yellow +**
Fairchild AFB	Green -	Green -	**Green -**
Grand Forks AFB	Yellow +	Yellow -	**Yellow**
Little Rock AFB	Yellow +	Green	**Green -**
Malmstrom AFB	Green	Yellow	**Green -**
McConnell AFB	Yellow +	Yellow	**Yellow +**
McGuire AFB	Green	Green -	**Green**
Minot AFB	Green	Yellow -	**Green -**
Offutt AFB	Yellow +	Yellow	**Yellow +**
Scott AFB	Yellow +	Yellow	**Yellow +**
Travis AFB	Green	Green -	**Green**
Whiteman AFB	Yellow +	Yellow	**Yellow +**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

I.1.A.4.a AIRLIFT MISSION - GEOGRAPHIC LOCATION

Base Name	I.1.A.4.a.1 Alternate Airfield	I.1.A.4.a.2 Ceiling and Visibility	I.1.A.4.a.3 Freezing Precipitation	I.1.A.4.a.4 Crosswind Component	I.1.A.4.a.5 Air Traffic Control Delays	I.1.A.4.a.6 Mobility and Deployability	I.1.A.4.a Geographic Location
Altus AFB	Green	Green	Yellow	Green	Green	Green	**Green**
Barksdale AFB	Green	Green	Green	Green	Green	Yellow	**Yellow +**
Beale AFB	Green	Green	Green	Green	Green	Green	**Green**
Charleston AFB	Green	Green	Green	Green	Green	Yellow	**Yellow +**
Dover AFB	Green	Green	Red	Green	Green	Green	**Green**
Dyess AFB	Green	Green	Yellow	Green	Green	Green	**Green**
Ellsworth AFB	Yellow	Green	Red	Green	Green	Green	**Green -**
Fairchild AFB	Yellow	Green	Red	Green	Green	Green	**Green -**
Grand Forks AFB	Green	Green	Red	Green	Green	Yellow	**Yellow +**
Little Rock AFB	Green	Green	Yellow	Green	Green	Yellow	**Yellow +**
Malmstrom AFB	Green	Green	Red	Green	Green	Green	**Green**
McConnell AFB	Green	Green	Red	Green	Green	Yellow	**Yellow +**
McGuire AFB	Green	Green	Red	Green	Green	Green	**Green**
Minot AFB	Green	Green	Red	Green	Green	Green	**Green**
Offutt AFB	Green	Green	Red	Green	Green	Yellow	**Yellow +**
Scott AFB	Green	Green	Red	Green	Green	Yellow	**Yellow +**
Travis AFB	Green	Green	Green	Green	Green	Green	**Green**
Whiteman AFB	Green	Green	Red	Green	Green	Yellow	**Yellow +**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

I.1.A.4.b AIRLIFT MISSION - TRAINING AREAS (Personnel and Equipment Drop Zones, Landing Zones)

Base Name	I.1.A.4.b.1 Personnel Drop Zones	I.1.A.4.b.2 Personnel DZ Associated IRs	I.1.A.4.b.3 Personnel DZ Associated Slow Routes (SRs)	I.1.A.4.b.4 Landing Zone	I.1.A.4.b.5 Equipment Drop Zones	I.1.A.4.b.6 Equipment DZ Associated IRs	I.1.A.4.b.7 Equipment DZ Associated SRs
Altus AFB	Green	Green	Green	Green	Green	Green	Green
Barksdale AFB	Green	Red	Red	Green	Green	Red	Red
Beale AFB	Green	Green	Red	Yellow	Yellow	Green	Red
Charleston AFB	Green	Green	Green	Green	Green	Green	Green
Dover AFB	Green	Red	Green	Green	Green	Red	Green
Dyess AFB	Green	Green	Green	Green	Green	Green	Green
Ellsworth AFB	Green	Red	Red	Green	Red	Red	Red
Fairchild AFB	Green	Red	Green	Green	Green	Red	Green
Grand Forks AFB	Red	Red	Red	Yellow	Red	Red	Red
Little Rock AFB	Green	Green	Green	Green	Green	Green	Green
Malmstrom AFB	Green	Red	Red	Yellow	Red	Red	Red
McConnell AFB	Yellow	Red	Red	Yellow	Yellow	Red	Red
McGuire AFB	Green	Red	Green	Yellow	Green	Red	Green
Minot AFB	Red	Red	Red	Yellow	Red	Red	Red
Offutt AFB	Red	Red	Red	Yellow	Red	Red	Red
Scott AFB	Yellow	Red	Red	Yellow	Yellow	Red	Red
Travis AFB	Green	Green	Red	Green	Green	Green	Red
Whiteman AFB	Red	Red	Red	Yellow	Red	Red	Red

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

I.1.A.4.b AIRLIFT MISSION - TRAINING AREAS (Cont.) (Airdrop, Refueling)

Base Name	I.1.A.4.b.8 Airdrop Employment	I.1.A.4.b.9 Full Scale Airdrop	I.1.A.4.b.10 Air Refueling Routes	I.1.A.4.b Training Areas
Altus AFB	Green	Yellow	Green	**Green**
Barksdale AFB	Green	Green	Green	**Yellow +**
Beale AFB	Green	Green	Green	**Yellow +**
Charleston AFB	Green	Green	Green	**Green**
Dover AFB	Green	Green	Yellow	**Green -**
Dyess AFB	Green	Green	Green	**Green**
Ellsworth AFB	Green	Green	Green	**Yellow**
Fairchild AFB	Green	Green	Green	**Green -**
Grand Forks AFB	Yellow	Yellow	Green	**Yellow -**
Little Rock AFB	Green	Green	Green	**Green**
Malmstrom AFB	Green	Yellow	Green	**Yellow**
McConnell AFB	Green	Green	Green	**Yellow**
McGuire AFB	Green	Green	Yellow	**Green -**
Minot AFB	Yellow	Yellow	Green	**Yellow -**
Offutt AFB	Green	Green	Green	**Yellow**
Scott AFB	Green	Green	Green	**Yellow**
Travis AFB	Green	Green	Green	**Green -**
Whiteman AFB	Green	Green	Green	**Yellow**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

I.1.C AIRFIELD CAPABILITIES (Runways, Taxiways, Aprons)

Base Name	I.1.C.1 Fighter Mission	I.1.C.2 Bomber Mission	I.1.C.3 Tanker Mission	I1.C.4 Airlift Mission	I.1.C Airfield Capabilities
Altus AFB	Green	Red	Green	Green	Green -
Barksdale AFB	Green	Green	Green	Green	Green
Beale AFB	Green	Green	Green	Red	Green -
Charleston AFB	Green	Red	Green	Green	Green -
Dover AFB	Green	Red	Green	Green	Green -
Dyess AFB	Green	Green	Green	Green	Green
Ellsworth AFB	Green	Red	Green	Green	Green -
Fairchild AFB	Green	Red	Green	Green	Green -
Grand Forks AFB	Green	Green	Green	Green	Green
Little Rock AFB	Green	Red	Red	Red	Yellow -
Malmstrom AFB	Green	Green	Green	Red	Green -
McConnell AFB	Green	Green	Green	Green	Green
McGuire AFB	Green	Red	Green	Green	Green -
Minot AFB	Green	Green	Green	Green	Green
Offutt AFB	Green	Red	Green	Green	Green -
Scott AFB	Red	Red	Red	Red	Red
Travis AFB	Green	Red	Green	Green	Green -
Whiteman AFB	Green	Red	Green	Green	Green -

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

I.2 MISSION REQUIREMENTS - MISSILE

Applies only to bases in the large aircraft category which also have a missile mission.

Detailed grades are classified SECRET
See Classified Appendix 12

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

II FACILITIES AVAILABILITY and CONDITION

Base Name	II.1 Mission Support Facilities	II.2 On Base Housing	II.3 Airspace Encroachment	II.4 Air Quality	II Overall
Altus AFB	Yellow -	Green -	Green	Green	**Green -**
Barksdale AFB	Green -	Green -	Green -	Green	**Green -**
Beale AFB	Yellow +	Yellow +	Green	Yellow -	**Yellow +**
Charleston AFB	Yellow	Green	Yellow +	Green -	**Yellow +**
Dover AFB	Yellow	Yellow -	Green	Red	**Yellow -**
Dyess AFB	Yellow +	Green	Green	Green	**Green -**
Ellsworth AFB	Green	Green	Green -	Green	**Green**
Fairchild AFB	Green -	Green -	Green -	Green	**Green -**
Grand Forks AFB	Yellow	Yellow -	Green	Green	**Green -**
Little Rock AFB	Yellow	Green	Green -	Green	**Green -**
Malmstrom AFB	Yellow	Yellow +	Green	Green -	**Green -**
McConnell AFB	Yellow +	Green -	Yellow +	Green	**Green -**
McGuire AFB	Green -	Yellow	Green	Red +	**Yellow**
Minot AFB	Yellow +	Yellow -	Green	Green	**Green -**
Offutt AFB	Green	Yellow -	Green	Green	**Green**
Scott AFB	Yellow	Green -	Green -	Yellow	**Yellow +**
Travis AFB	Yellow +	Yellow	Green	Red	**Yellow**
Whiteman AFB	Yellow +	Green -	Green -	Green	**Green -**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

II.1 Mission Support Facilities

Base Name	II.1.A Facilities Capacity	II.1.B Facilities Condition Buildings	II.1.C Facilities Condition Infrastructure	II.1.D Unique Facilities	II.1.E Utility Capacity	II.1 Facilities
Altus AFB	Red	Yellow	Yellow	Red	Green	**Yellow -**
Barksdale AFB	Green	Yellow	Yellow	Red	Green	**Green -**
Beale AFB	Yellow	Yellow +	Yellow +	Green	Green	**Yellow +**
Charleston AFB	Yellow	Yellow	Yellow	Red	Green	**Yellow**
Dover AFB	Yellow	Yellow -	Yellow	Red	Yellow +	**Yellow**
Dyess AFB	Yellow	Yellow +	Green -	Red	Green	**Yellow +**
Ellsworth AFB	Green	Green -	Green	Red	Green	**Green**
Fairchild AFB	Green	Yellow +	Green -	Green	Green	**Green -**
Grand Forks AFB	Yellow	Yellow	Yellow +	Red	Yellow +	**Yellow**
Little Rock AFB	Yellow	Yellow -	Yellow -	Green	Green	**Yellow**
Malmstrom AFB	Red	Green -	Green -	Red	Green	**Yellow**
McConnell AFB	Yellow	Green -	Yellow +	Red	Green	**Yellow +**
McGuire AFB	Green	Yellow -	Green -	Red	Green	**Green -**
Minot AFB	Yellow	Green	Green -	Red	Green	**Yellow +**
Offutt AFB	Green	Green	Green -	Green	Green	**Green**
Scott AFB	Yellow	Yellow	Red +	Red	Green	**Yellow**
Travis AFB	Green	Yellow -	Yellow	Red	Yellow +	**Yellow +**
Whiteman AFB	Yellow	Yellow	Yellow +	Green	Green	**Yellow +**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

II.2 ON BASE HOUSING

Base Name	II.2.A Housing Capacity	II.2.B Housing Condition	II.2 On Base Housing
Altus AFB	Yellow	Green	Green -
Barksdale AFB	Yellow	Green	Green -
Beale AFB	Green	Yellow	Yellow +
Charleston AFB	Green	Green	Green
Dover AFB	Red	Yellow	Yellow -
Dyess AFB	Green	Green	Green
Ellsworth AFB	Green	Green	Green
Fairchild AFB	Yellow	Green	Green -
Grand Forks AFB	Green	Red	Yellow -
Little Rock AFB	Green	Green	Green
Malmstrom AFB	Green	Yellow	Yellow +
McConnell AFB	Yellow	Green	Green -
McGuire AFB	Yellow	Yellow	Yellow
Minot AFB	Green	Red	Yellow -
Offutt AFB	Green	Red	Yellow -
Scott AFB	Yellow	Green	Green -
Travis AFB	Yellow	Yellow	Yellow
Whiteman AFB	Yellow	Green	Green -

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

II.3 AIRSPACE ENCROACHMENT

Base Name	Existing Associated Airspace II.3.A	Future Associated Airspace II.3.B	Existing Local Flying Area II.3.C	Future Local Flying Area II.3.D	Existing Local Community II.3.E	Future Local Community II.3.F	ENCROACHMENT II.3
Altus AFB	Green	Green	Green	Green	Green	Green	**Green**
Barksdale AFB	Green	Green	Yellow	Yellow	Green -	Green -	**Green -**
Beale AFB	Green	Green	Green	Green	Green	Green	**Green**
Charleston AFB	Green	Green	Yellow	Yellow	Yellow +	Yellow +	**Yellow +**
Dover AFB	Green	Green	Yellow	Yellow	Green	Green	**Green**
Dyess AFB	Green	Green	Green	Green	Green	Green	**Green**
Ellsworth AFB	Green	Green	Green	Green	Yellow +	Yellow +	**Green -**
Fairchild AFB	Green	Green	Green	Green	Green -	Green -	**Green -**
Grand Forks AFB	Green	Green	Green	Green	Green	Green	**Green**
Little Rock AFB	Green	Green	Green	Green	Green -	Yellow	**Green -**
Malmstrom AFB	Green	Green	Green	Green	Green	Green	**Green**
McConnell AFB	Green	Green	Green	Green	Yellow -	Yellow -	**Yellow +**
McGuire AFB	Green	Green	Yellow	Yellow	Green	Green	**Green**
Minot AFB	Green	Green	Green	Green	Green	Green	**Green**
Offutt AFB	Green	Green	Green	Green	Green	Green	**Green**
Scott AFB	Green	Green	Green	Green	Yellow +	Green	**Green -**
Travis AFB	Green	Green	Green	Green	Green	Green	**Green**
Whiteman AFB	Green	Green	Yellow	Yellow	Green -	Green -	**Green -**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

II.3.A EXISTING ASSOCIATED AIRSPACE

Base Name	MOAs and Restricted Airspace II.3.A.1	Bombing Ranges Drop Zones II.3.A.2	Low Level Routes II.3.A.3	Associated Airspace II.3.A
Altus AFB	Green	Green	Green	**Green**
Barksdale AFB	Green	Green	Green	**Green**
Beale AFB	Green	Green	Green	**Green**
Charleston AFB	Green	Green	Green	**Green**
Dover AFB	Green	Green	Green	**Green**
Dyess AFB	Green	Green	Green	**Green**
Ellsworth AFB	Green	Green	Green	**Green**
Fairchild AFB	Green	Green	Green	**Green**
Grand Forks AFB	Green	Green	Green	**Green**
Little Rock AFB	Green	Green	Green	**Green**
Malmstrom AFB	Green	Green	Green	**Green**
McConnell AFB	Green	Green	Green	**Green**
McGuire AFB	Green	Green	Green	**Green**
Minot AFB	Green	Green	Green	**Green**
Offutt AFB	Green	Green	Green	**Green**
Scott AFB	Green	Green	Green	**Green**
Travis AFB	Green	Green	Green	**Green**
Whiteman AFB	Green	Green	Green	**Green**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

II.3.B FUTURE ASSOCIATED AIRSPACE

Base Name	II.3.B.1 MOAs and Restricted Airspace	II.3.B.2 Bombing Ranges Drop Zones	II.3.B.3 Low Level Routes	II.3.B Associated Airspace
Altus AFB	Green	Green	Green	**Green**
Barksdale AFB	Green	Green	Green	**Green**
Beale AFB	Green	Green	Green	**Green**
Charleston AFB	Green	Green	Green	**Green**
Dover AFB	Green	Green	Green	**Green**
Dyess AFB	Green	Green	Green	**Green**
Ellsworth AFB	Green	Green	Green	**Green**
Fairchild AFB	Green	Green	Green	**Green**
Grand Forks AFB	Green	Green	Green	**Green**
Little Rock AFB	Green	Green	Green	**Green**
Malmstrom AFB	Green	Green	Green	**Green**
McConnell AFB	Green	Green	Green	**Green**
McGuire AFB	Green	Green	Green	**Green**
Minot AFB	Green	Green	Green	**Green**
Offutt AFB	Green	Green	Green	**Green**
Scott AFB	Green	Green	Green	**Green**
Travis AFB	Green	Green	Green	**Green**
Whiteman AFB	Green	Green	Green	**Green**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

II.3.E EXISTING LOCAL COMMUNITY ENCROACHMENT

Base Name	Clear Zone II.3.E.1	Accident Potential Zone I II.3.E.2	Accident Potential Zone II II.3.E.3	Noise Contour 65-70 Ldn II.3.E.4	Noise Contour 70-75 Ldn II.3.E.5	Noise Contour 75-80 Ldn II.3.E.6	Noise Contour 80 Ldn and above II.3.E.7	Existing Local II.3.E
Altus AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Barksdale AFB	Green	Yellow	Green	Green	Green	Yellow	Green	**Green -**
Beale AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Charleston AFB	Red	Yellow	Yellow -	Yellow	Yellow	Green	Green	**Yellow +**
Dover AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Dyess AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Ellsworth AFB	Green	Yellow	Yellow	Green	Green	Green	Yellow	**Yellow +**
Fairchild AFB	Green	Green	Yellow	Red	Green	Yellow	Green	**Green -**
Grand Forks AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Little Rock AFB	Green	Yellow	Green -	Yellow	Yellow	Green	Green	**Green -**
Malmstrom AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
McConnell AFB	Red	Yellow -	Yellow	Red	Red	Red	Yellow	**Yellow -**
McGuire AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Minot AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Offutt AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Scott AFB	Green	Green -	Yellow -	Yellow	Yellow	Yellow	Green	**Yellow +**
Travis AFB	Green	Green -	Green -	Green	Green	Green	Green	**Green**
Whiteman AFB	Green	Yellow	Green	Green	Green	Green	Green	**Green -**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

II.3.F FUTURE LOCAL COMMUNITY ENCROACHMENT

Base Name	Clear Zone II.3.F.1	Accident Potential Zone I II.3.F.2	Accident Potential Zone II II.3.F.3	Noise Contour 65-70 Ldn II.3.F.4	Noise Contour 70-75 Ldn II.3.F.5	Noise Contour 75-80 Ldn II.3.F.6	Noise Contour 80 Ldn and above II.3.F.7	Future Local II.3.F
Altus AFB	Green	Green -	Green	Green	Green	Green	Green	**Green**
Barksdale AFB	Green	Yellow	Green	Green	Green	Yellow	Green	**Green -**
Beale AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Charleston AFB	Red	Yellow	Yellow -	Yellow	Yellow	Green	Green	**Yellow +**
Dover AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Dyess AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Ellsworth AFB	Green	Yellow	Yellow	Green	Green	Green	Yellow	**Yellow +**
Fairchild AFB	Green	Green	Yellow	Red	Green	Green	Green	**Green -**
Grand Forks AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Little Rock AFB	Green	Red	Yellow -	Red	Red	Green	Green	**Yellow**
Malmstrom AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
McConnell AFB	Red	Yellow -	Yellow	Red	Red	Red	Yellow	**Yellow -**
McGuire AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Minot AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Offutt AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Scott AFB	Green	Green	Yellow -	Green	Green	Green	Green	**Green**
Travis AFB	Green	Green -	Green -	Green	Green	Green	Green	**Green**
Whiteman AFB	Green	Yellow	Green	Green	Green	Green	Green	**Green -**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

II.4 AIR QUALITY

Base Name	II.4.A Attainment Status	II.4.B Restrictions	II.4.C Future Growth	II.4 Air Quality
Altus AFB	Green	Green	Green	**Green**
Barksdale AFB	Green	Green	Green	**Green**
Beale AFB	Yellow	Red	Yellow	**Yellow -**
Charleston AFB	Green	Yellow	Green	**Green -**
Dover AFB	Red	Red	Red	**Red**
Dyess AFB	Green	Green	Green	**Green**
Ellsworth AFB	Green	Green	Green	**Green**
Fairchild AFB	Green	Green	Green	**Green**
Grand Forks AFB	Green	Green	Green	**Green**
Little Rock AFB	Green	Green	Green	**Green**
Malmstrom AFB	Green	Yellow	Green	**Green -**
McConnell AFB	Green	Green	Green	**Green**
McGuire AFB	Red	Yellow	Red	**Red +**
Minot AFB	Green	Green	Green	**Green**
Offutt AFB	Green	Green	Green	**Green**
Scott AFB	Yellow	Green	Red	**Yellow**
Travis AFB	Yellow	Red	Red	**Red**
Whiteman AFB	Green	Green	Green	**Green**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

III CONTINGENCY, MOBILITY, and DEPLOYMENT REQUIREMENTS

Base Name	III.1 Maximum on Ground Capacity	III.2 Wide Body Aircraft Operations	III.3 Fuel Hydrant System	III.4 Fuel Storage by Pipeline	III.5 Munitions (Cat 1.1) Capacity	III.6 Hot Cargo Pad	III.7 Geographic Location	III Overall
Altus AFB	Green	Green	Green	Green	Yellow	Green	Yellow +	**Green -**
Barksdale AFB	Yellow	Green	Green	Green	Green	Green	Green	**Green -**
Beale AFB	Yellow	Green	Green	Green	Yellow	Green	Yellow +	**Green -**
Charleston AFB	Green	Green	Green	Green	Red	Green	Green	**Green -**
Dover AFB	Green	Green	Green	Green	Red	Green	Green	**Green -**
Dyess AFB	Yellow	Green	Green	Green	Green	Green	Yellow +	**Green -**
Ellsworth AFB	Yellow	Green	Green	Green	Green	Green	Yellow -	**Green -**
Fairchild AFB	Yellow	Green	Green	Green	Green	Green	Yellow -	**Green -**
Grand Forks AFB	Yellow	Green	Green	Green	Yellow	Green	Yellow -	**Yellow +**
Little Rock AFB	Green	Green	Green	Green	Green	Green	Yellow -	**Green -**
Malmstrom AFB	Red	Green	Green	Red	Yellow	Green	Yellow -	**Yellow**
McConnell AFB	Yellow	Green	Green	Green	Yellow	Green	Yellow +	**Green -**
McGuire AFB	Green	Green	Green	Green	Red	Green	Green	**Green -**
Minot AFB	Red	Green	Green	Red	Green	Green	Yellow -	**Yellow +**
Offutt AFB	Yellow	Green	Green	Green	Red	Green	Yellow +	**Yellow +**
Scott AFB	Yellow	Green	Red	Red	Red	Green	Yellow +	**Yellow**
Travis AFB	Green	Green	Green	Green	Yellow	Green	Yellow +	**Green -**
Whiteman AFB	Yellow	Green	Green	Red	Green	Green	Yellow +	**Yellow +**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

III.7 GEOGRAPHIC LOCATION

Base Name	III.7.A Ground Force Installation	III.7.B Rail Access	III.7.C Port Facility	III.7 Geographic Location
Altus AFB	Green	Green	Red	**Yellow +**
Barksdale AFB	Green	Green	Green	**Green**
Beale AFB	Red	Green	Green	**Yellow +**
Charleston AFB	Green	Green	Green	**Green**
Dover AFB	Green	Green	Green	**Green**
Dyess AFB	Green	Green	Red	**Yellow +**
Ellsworth AFB	Red	Green	Red	**Yellow -**
Fairchild AFB	Red	Green	Red	**Yellow -**
Grand Forks AFB	Red	Green	Red	**Yellow -**
Little Rock AFB	Red	Green	Red	**Yellow -**
Malmstrom AFB	Red	Green	Red	**Yellow -**
McConnell AFB	Green	Green	Red	**Yellow +**
McGuire AFB	Green	Green	Green	**Green**
Minot AFB	Red	Green	Red	**Yellow -**
Offutt AFB	Green	Green	Red	**Yellow +**
Scott AFB	Green	Green	Red	**Yellow +**
Travis AFB	Red	Green	Green	**Yellow +**
Whiteman AFB	Green	Green	Red	**Yellow +**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

IV/V Cost and Manpower Implications/Return on Investment

Base Name	One Time Costs (Closing) IV.1	20 Year Net Present Value IV.2	Steady State Savings	Manpower Savings	Return On Investment V
Altus AFB	433	18	28	833	20
Barksdale AFB	221	-378	41	1094	5
Beale AFB	199	-567	53	1081	3
Charleston AFB	423	-100	36	838	14
Dover AFB	322	-314	44	975	8
Dyess AFB	132	-443	40	906	3
Ellsworth AFB	41	-849	63	1257	1
Fairchild AFB	300	-306	42	1044	8
Grand Forks AFB	129	-731	60	1217	2
Little Rock AFB	328	-347	47	843	8
Malmstrom AFB	32	-797	59	1187	1
McConnell AFB	224	-347	40	765	6
McGuire AFB	624	-386	70	1077	10
Minot AFB	59	-801	61	1221	1
Offutt AFB	515	-151	46	1058	13
Scott AFB	240	-528	54	1102	5
Travis AFB	846	-207	70	1308	14
Whiteman AFB	326	-383	50	1084	7

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VI Economic Impact

Base Name	Economic Area Employment (93)	Direct Job Loss (Current BRAC)	Indirect Job Loss (Current BRAC)	Previous Job Loss (Prior BRACs)	Total Job Loss (Current BRAC)	Percent Job Loss (Current BRAC)	Cumulative Loss (All BRACs)	Percent Job Loss (All BRACs)
Altus AFB	13,775	4,378	1,324	-875	5,702	41.4%	**4,827**	**35.0%**
Barksdale AFB	176,448	6,505	2,402	-1	8,907	5.0%	**8,906**	**5.0%**
Beale AFB	55,424	4,022	1,274	-467	5,296	9.6%	**4,829**	**8.7%**
Charleston AFB	283,695	4,853	2,176	26,721	7,029	2.5%	**33,750**	**11.9%**
Dover AFB	62,375	5,872	1,983	-	7,855	12.6%	-	-
Dyess AFB	72,083	4,503	1,387	8	5,890	8.2%	**5,898**	**8.2%**
Ellsworth AFB	66,035	4,408	1,385	-264	5,793	8.8%	**5,529**	**8.4%**
Fairchild AFB	210,658	5,908	2,534	-	**8,442**	**4.0%**	-	-
Grand Forks AFB	45,092	5,286	1,648	-	6,934	15.4%	-	-
Little Rock AFB	327,777	5,707	2,534	-	**8,241**	**2.5%**	-	-
Malmstrom AFB	44,140	5,089	1,598	8	6,687	15.1%	**6,695**	**15.2%**
McConnell AFB	315,847	4,982	2,205	-362	7,187	2.3%	**6,825**	**2.2%**
McGuire AFB	2,604,793	7,268	3,900	25,965	11,168	0.4%	**37,133**	**1.4%**
Minot AFB	35,475	4,985	1,556	-	**6,541**	**18.4%**	-	-
Offutt AFB	425,842	11,477	5,018	-	**16,495**	**3.9%**	-	-
Scott AFB	1,428,582	10,284	5,645	-	**15,929**	**1.1%**	-	-
Travis AFB	199,322	10,830	4,793	17,009	15,623	7.8%	**32,632**	**16.4%**
Whiteman AFB	41,809	3,753	1,216	-529	4,969	11.9%	**4,440**	**10.6%**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VI Economic Impact - Community Statistics

Base Name	Economic Statistical Area	Population (1992 Census)	Per Capita Income (1991)	1984-1991 Average Income Increase
Altus AFB	Jackson County, OK	28,000	$13,677	5.6%
Barksdale AFB	Bossier-Caddo Parishes, LA	332,000	$17,387	4.5%
Beale AFB	Yuba City, CA MSA	129,000	$16,087	4.9%
Charleston AFB	Charleston - North Charleston, SC MSA	527,000	$16,240	5.9%
Dover AFB	Dover, DE MSA	116,000	$15,909	5.7%
Dyess AFB	Abilene, TX MSA	120,000	$17,263	4.2%
Ellsworth AFB	Meade-Pennington Counties, SD	108,000	$16,415	4.6%
Fairchild AFB	Spokane, WA MSA	381,000	$18,069	5.2%
Grand Forks AFB	Grand Forks County, ND	70,000	$15,844	5.0%
Little Rock AFB	Little Rock-North Little Rock, AR MSA	524,000	$18,657	5.6%
Malmstrom AFB	Great Falls, MT MSA	79,000	$17,452	4.7%
McConnell AFB	Wichita, KS MSA	500,000	$20,591	4.7%
McGuire AFB	Philadelphia, PA PMSA	4,940,000	$23,398	6.1%
Minot AFB	Ward County, ND	57,000	$16,611	5.1%
Offutt AFB	Omaha, NE-IA MSA	655,000	$20,247	5.3%
Scott AFB	St Louis, MO-IL MSA	2,514,000	$21,705	5.2%
Travis AFB	Valleho-Fairfield-NAPA, CA PMSA	474,000	$20,085	4.6%
Whiteman AFB	Johnson County, MO	78,000	$14,556	4.8%

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VI Economic Impact - Unemployment Statistics

Base Name	Economic Statistical Area	Unemployment (10 Year Average)	Unemployment (3 Year Average)	Unemployment (1993)
Altus AFB	Jackson County, OK	6.2%	5.8%	4.6%
Barksdale AFB	Bossier-Caddo Parishes, LA	8.6%	7.0%	6.7%
Beale AFB	Yuba City, CA MSA	14.8%	16.9%	17.0%
Charleston AFB	Charleston - North Charleston, SC MSA	4.8%	5.7%	6.6%
Dover AFB	Dover, DE MSA	5.7%	6.7%	6.0%
Dyess AFB	Abilene, TX MSA	6.5%	6.1%	5.8%
Ellsworth AFB	Meade-Pennington Counties, SD	4.1%	3.5%	3.8%
Fairchild AFB	Spokane, WA MSA	6.9%	6.4%	6.3%
Grand Forks AFB	Grand Forks County, ND	3.5%	3.3%	2.8%
Little Rock AFB	Little Rock-North Little Rock, AR MSA	6.3%	5.7%	4.8%
Malmstrom AFB	Great Falls, MT MSA	6.5%	6.0%	6.1%
McConnell AFB	Wichita, KS MSA	5.0%	4.7%	5.4%
McGuire AFB	Philadelphia, PA PMSA	5.6%	6.9%	6.8%
Minot AFB	Ward County, ND	5.3%	4.7%	4.9%
Offutt AFB	Omaha, NE-IA MSA	4.1%	3.2%	2.9%
Scott AFB	St Louis, MO-IL MSA	6.6%	6.5%	6.5%
Travis AFB	Valleho-Fairfield-NAPA, CA PMSA	6.6%	7.6%	8.0%
Whiteman AFB	Johnson County, MO	5.6%	5.9%	6.2%

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VII COMMUNITY

Base Name	VII.1 Off-Base Housing	VII.2 Transportation	VII.3 Off-Base Recreation	VII.4 Shopping Mall	VII.5 Metro Center	VII.6 Local Area Crime Rate	VII.7 Education	VII.8 Employment Opportunities	VII.9 Local Medical Care	VII Overall
Altus AFB	Yellow	Yellow +	Green -	Red	Red	Yellow	Green -	Green	Red	**Yellow**
Barksdale AFB	Yellow	Green	Green -	Green	Green	Yellow -	Green	Yellow	Green	**Green -**
Beale AFB	Yellow	Yellow	Green -	Yellow	Green	Red	Green	Red	Yellow	**Yellow**
Charleston AFB	Yellow	Green	Green -	Green	Green	Yellow -	Green -	Yellow	Green	**Yellow +**
Dover AFB	Yellow	Green -	Green -	Green	Green	Yellow	Green	Green	Green	**Green -**
Dyess AFB	Yellow	Green	Green -	Green	Green	Yellow	Green	Green	Yellow	**Green -**
Ellsworth AFB	Yellow	Yellow +	Green	Green	Red	Green -	Green	Green	Green	**Green -**
Fairchild AFB	Yellow	Green -	Green	Green	Green	Yellow -	Green -	Green	Yellow	**Yellow +**
Grand Forks AFB	Green -	Yellow +	Yellow +	Yellow	Red	Green -	Green	Green	Yellow	**Yellow +**
Little Rock AFB	Yellow	Green -	Green -	Green	Green	Red	Green -	Green	Yellow	**Yellow +**
Malmstrom AFB	Green -	Green	Yellow +	Green	Red	Yellow	Green -	Yellow	Green	**Yellow +**
McConnell AFB	Yellow	Green	Green -	Green	Green	Yellow -	Green	Green	Green	**Green -**
McGuire AFB	Yellow	Yellow +	Green	Green	Green	Green	Green	Red	Red	**Yellow +**
Minot AFB	Green	Green -	Green -	Green	Red	Green -	Green -	Green	Yellow	**Green -**
Offutt AFB	Yellow	Green	Green	Green	Green	Green -	Green	Green	Green	**Green -**
Scott AFB	Yellow	Green -	Green -	Green	Green	Yellow -	Green -	Yellow	Yellow	**Yellow +**
Travis AFB	Yellow -	Green -	Green -	Green	Green	Yellow	Green	Yellow	Red	**Yellow +**
Whiteman AFB	Green -	Yellow +	Green -	Red	Yellow	Green	Green	Yellow	Red	**Yellow +**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VII.1 OFF-BASE HOUSING

Base Name	VII.1.A Affordable	VII.1.B Suitable	VII.1 Off-Base Housing
Altus AFB	Green	Red	Yellow
Barksdale AFB	Yellow	Yellow	Yellow
Beale AFB	Yellow	Yellow	Yellow
Charleston AFB	Yellow	Yellow	Yellow
Dover AFB	Yellow	Yellow	Yellow
Dyess AFB	Yellow	Yellow	Yellow
Ellsworth AFB	Yellow	Yellow	Yellow
Fairchild AFB	Yellow	Yellow	Yellow
Grand Forks AFB	Green	Yellow	Green -
Little Rock AFB	Yellow	Yellow	Yellow
Malmstrom AFB	Green	Yellow	Green -
McConnell AFB	Yellow	Yellow	Yellow
McGuire AFB	Yellow	Yellow	Yellow
Minot AFB	Green	Green	Green
Offutt AFB	Yellow	Yellow	Yellow
Scott AFB	Yellow	Yellow	Yellow
Travis AFB	Red	Yellow	Yellow -
Whiteman AFB	Green	Yellow	Green -

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VII.2 TRANSPORTATION

Base Name	VII.2.A Public Transportation	VII.2.B Municipal Airport Proximity	VII.2.C Municipal Airport Carriers	VII.2.D Commute Time to Work	VII.2 Transportation
Altus AFB	Green	Red	Yellow	Green	**Yellow +**
Barksdale AFB	Green	Green	Green	Green	**Green**
Beale AFB	Red	Yellow	Green	Yellow	**Yellow**
Charleston AFB	Green	Green	Green	Green	**Green**
Dover AFB	Green	Red	Green	Green	**Green -**
Dyess AFB	Green	Green	Green	Green	**Green**
Ellsworth AFB	Red	Green	Green	Yellow	**Yellow +**
Fairchild AFB	Green	Green	Green	Yellow	**Green -**
Grand Forks AFB	Red	Green	Green	Yellow	**Yellow +**
Little Rock AFB	Red	Green	Green	Green	**Green -**
Malmstrom AFB	Green	Green	Green	Green	**Green**
McConnell AFB	Green	Green	Green	Green	**Green**
McGuire AFB	Green	Yellow	Green	Yellow	**Yellow +**
Minot AFB	Green	Green	Green	Yellow	**Green -**
Offutt AFB	Green	Green	Green	Green	**Green**
Scott AFB	Green	Yellow	Green	Green	**Green -**
Travis AFB	Green	Yellow	Green	Green	**Green -**
Whiteman AFB	Red	Red	Green	Green	**Yellow +**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VII.3 OFF-BASE RECREATION

Base Name	VII.3.A Swimming Pool	VII.3.B Movie Theater	VII.3.C Public Golf Course	VII.3.D Bowling Lane	VII.3.E Boating	VII.3.F Fishing	VII.3.G Zoo
Altus AFB	Green	Green	Green	Green	Green	Green	Yellow
Barksdale AFB	Green	Green	Green	Green	Green	Green	Yellow
Beale AFB	Green	Green	Yellow	Green	Green	Green	Green
Charleston AFB	Green	Green	Green	Green	Green	Green	Green
Dover AFB	Green	Green	Green	Green	Green	Green	Green
Dyess AFB	Green	Green	Green	Green	Green	Green	Green
Ellsworth AFB	Green	Green	Green	Green	Green	Green	Green
Fairchild AFB	Green	Green	Green	Green	Green	Green	Green
Grand Forks AFB	Green	Green	Green	Green	Green	Green	Red
Little Rock AFB	Green	Green	Green	Green	Red	Green	Green
Malmstrom AFB	Green	Green	Green	Green	Green	Green	Red
McConnell AFB	Green	Green	Green	Green	Green	Green	Green
McGuire AFB	Green	Green	Green	Green	Green	Green	Green
Minot AFB	Green	Green	Green	Green	Green	Green	Green
Offutt AFB	Green	Green	Green	Green	Green	Green	Green
Scott AFB	Green	Green	Green	Green	Yellow	Yellow	Green
Travis AFB	Green	Green	Green	Green	Yellow	Yellow	Green
Whiteman AFB	Green	Green	Green	Green	Red	Green	Green

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VII.3 OFF-BASE RECREATION (Cont.)

Base Name	VII.3.H Aquarium	VII.3.I Theme Park	VII.3.J Professional Sports	VII.3.K College Sports	VII.3.L Camping Facilities	VII.3.M Beaches	VII.3.N Winter Sports	VII.3 Off-Base Recreation
Altus AFB	Yellow	Red	Yellow	Green	Green	Green	Red	**Green -**
Barksdale AFB	Red	Green	Green	Green	Green	Green	Red	**Green -**
Beale AFB	Yellow	Green	Green	Green	Green	Yellow	Green	**Green -**
Charleston AFB	Red	Green	Green	Green	Green	Green	Red	**Green -**
Dover AFB	Yellow	Yellow	Green	Green	Green	Green	Red	**Green -**
Dyess AFB	Green	Red	Red	Green	Green	Green	Red	**Green -**
Ellsworth AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Fairchild AFB	Red	Green	Green	Green	Green	Green	Green	**Green**
Grand Forks AFB	Red	Red	Red	Green	Green	Green	Yellow	**Yellow +**
Little Rock AFB	Red	Green	Green	Green	Green	Green	Red	**Green -**
Malmstrom AFB	Red	Red	Red	Green	Green	Green	Green	**Yellow +**
McConnell AFB	Red	Green	Green	Green	Green	Green	Red	**Green -**
McGuire AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Minot AFB	Red	Red	Red	Green	Green	Green	Green	**Green -**
Offutt AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Scott AFB	Red	Green	Green	Green	Green	Green	Green	**Green -**
Travis AFB	Green	Green	Green	Green	Green	Green	Red	**Green -**
Whiteman AFB	Red	Green	Green	Green	Green	Green	Yellow	**Green -**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VII.6 LOCAL AREA CRIME RATE

Base Name	VII.6.A Violent Crime Rate	VII.6.B Property Crime Rate	VII.6 Local Area Crime Rate
Altus AFB	Green	Red	**Yellow**
Barksdale AFB	Red	Yellow	**Yellow -**
Beale AFB	Red	Red	**Red**
Charleston AFB	Red	Yellow	**Yellow -**
Dover AFB	Yellow	Yellow	**Yellow**
Dyess AFB	Yellow	Yellow	**Yellow**
Ellsworth AFB	Green	Yellow	**Green -**
Fairchild AFB	Yellow	Red	**Yellow -**
Grand Forks AFB	Green	Yellow	**Green -**
Little Rock AFB	Red	Red	**Red**
Malmstrom AFB	Green	Red	**Yellow**
McConnell AFB	Yellow	Red	**Yellow -**
McGuire AFB	Green	Green	**Green**
Minot AFB	Green	Yellow	**Green -**
Offutt AFB	Green	Yellow	**Green -**
Scott AFB	Red	Yellow	**Yellow -**
Travis AFB	Yellow	Yellow	**Yellow**
Whiteman AFB	Green	Green	**Green**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VII.7 EDUCATION

Base Name	VII.7.A Pupil Teacher Ratio	VII.7.B Four Year Programs	VII.7.C Honors Programs	VII.7.D College Attendance	VII.7.E Off-base Education	VII.7 Education
Altus AFB	Green	Green	Green	Yellow	Green -	**Green -**
Barksdale AFB	Green	Green	Green	Green	Green	**Green**
Beale AFB	Yellow	Green	Green	Green	Green	**Green**
Charleston AFB	Yellow	Green	Green	Yellow	Green	**Green -**
Dover AFB	Yellow	Green	Green	Green	Green	**Green**
Dyess AFB	Green	Green	Green	Green	Green	**Green**
Ellsworth AFB	Green	Green	Green	Yellow	Green	**Green**
Fairchild AFB	Red	Green	Green	Green	Green	**Green -**
Grand Forks AFB	Green	Green	Green	Green	Green	**Green**
Little Rock AFB	Yellow	Green	Green	Yellow	Green	**Green -**
Malmstrom AFB	Yellow	Green	Green	Yellow	Green	**Green -**
McConnell AFB	Yellow	Green	Green	Green	Green	**Green**
McGuire AFB	Green	Green	Green	Yellow	Green	**Green**
Minot AFB	Yellow	Green	Red	Green	Green	**Green -**
Offutt AFB	Green	Green	Green	Green	Green	**Green**
Scott AFB	Yellow	Yellow	Green	Green	Green	**Green -**
Travis AFB	Yellow	Green	Green	Green	Green	**Green**
Whiteman AFB	Yellow	Green	Green	Green	Green	**Green**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VII.7.E OFF-BASE EDUCATION

Base Name	VII.7.E.1 Vocational / Tech College	VII.7.E.2 Undergraduate College	VII.7.E.3 Graduate College	VII.7.E Off-Base Education
Altus AFB	Green	Green	Red	Green -
Barksdale AFB	Green	Green	Green	Green
Beale AFB	Green	Green	Green	Green
Charleston AFB	Green	Green	Green	Green
Dover AFB	Green	Green	Green	Green
Dyess AFB	Green	Green	Green	Green
Ellsworth AFB	Green	Green	Green	Green
Fairchild AFB	Green	Green	Green	Green
Grand Forks AFB	Green	Green	Green	Green
Little Rock AFB	Green	Green	Green	Green
Malmstrom AFB	Green	Green	Green	Green
McConnell AFB	Green	Green	Green	Green
McGuire AFB	Green	Green	Green	Green
Minot AFB	Green	Green	Green	Green
Offutt AFB	Green	Green	Green	Green
Scott AFB	Green	Green	Green	Green
Travis AFB	Green	Green	Green	Green
Whiteman AFB	Green	Green	Green	Green

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VII.9 LOCAL MEDICAL CARE

Base Name	VII.9.A Physicians	VII.9.B Hospital Beds	VII.9 Local Medical Care
Altus AFB	Red	Red	**Red**
Barksdale AFB	Green	Green	**Green**
Beale AFB	Green	Red	**Yellow**
Charleston AFB	Green	Green	**Green**
Dover AFB	Green	Green	**Green**
Dyess AFB	Red	Green	**Yellow**
Ellsworth AFB	Green	Green	**Green**
Fairchild AFB	Green	Red	**Yellow**
Grand Forks AFB	Red	Green	**Yellow**
Little Rock AFB	Red	Green	**Yellow**
Malmstrom AFB	Green	Green	**Green**
McConnell AFB	Green	Green	**Green**
McGuire AFB	Red	Red	**Red**
Minot AFB	Red	Green	**Yellow**
Offutt AFB	Green	Green	**Green**
Scott AFB	Red	Green	**Yellow**
Travis AFB	Red	Red	**Red**
Whiteman AFB	Red	Red	**Red**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VIII ENVIRONMENTAL IMPACT

Base Name	VIII.1 Water	VIII.2 Asbestos	VIII.3 Biological	VIII.4 Cultural	VIII.5 Installation Restor-ation Program	VIII Overall
Altus AFB	Green	Red	Green -	Yellow	Yellow	**Green -**
Barksdale AFB	Green	Yellow	Red +	Yellow	Red	**Yellow**
Beale AFB	Green	Red	Yellow	Yellow	Yellow	**Yellow +**
Charleston AFB	Green	Red	Yellow +	Green	Red	**Yellow +**
Dover AFB	Red	Red	Yellow	Yellow	Red	**Red +**
Dyess AFB	Green	Yellow	Green -	Green	Red	**Green -**
Ellsworth AFB	Yellow	Yellow	Yellow +	Yellow	Red	**Yellow**
Fairchild AFB	Green	Red	Yellow +	Green	Red	**Yellow +**
Grand Forks AFB	Green	Red	Yellow +	Green	Red	**Yellow +**
Little Rock AFB	Green	Green	Yellow	Green	Red	**Yellow +**
Malmstrom AFB	Green	Red	Green	Green	Red	**Green -**
McConnell AFB	Green	Yellow	Yellow +	Yellow	Red	**Yellow +**
McGuire AFB	Green	Red	Yellow -	Red	Yellow	**Yellow**
Minot AFB	Green	Green	Green -	Green	Yellow	**Green -**
Offutt AFB	Green	Red	Yellow +	Yellow	Yellow	**Yellow +**
Scott AFB	Green	Yellow	Yellow +	Yellow	Red	**Yellow +**
Travis AFB	Yellow	Yellow	Yellow	Yellow	Red	**Yellow**
Whiteman AFB	Green	Green	Yellow +	Green	Red	**Green -**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

VIII.3 BIOLOGICAL

Base Name	VIII.3.A Habitat	VIII.3.B Threatened and Endangered Species	VIII.3.C Wetlands	VIII.3.D Floodplains	VIII.3 Biological
Altus AFB	Green	Green	Green	Red	**Green -**
Barksdale AFB	Yellow	Yellow	Red	Red	**Red +**
Beale AFB	Yellow	Yellow	Yellow	Yellow	**Yellow**
Charleston AFB	Green	Green	Yellow	Yellow	**Yellow +**
Dover AFB	Yellow	Yellow	Yellow	Yellow	**Yellow**
Dyess AFB	Green	Green	Green	Yellow	**Green -**
Ellsworth AFB	Green	Yellow	Yellow	Green	**Yellow +**
Fairchild AFB	Green	Yellow	Yellow	Green	**Yellow +**
Grand Forks AFB	Yellow	Green	Yellow	Yellow	**Yellow +**
Little Rock AFB	Green	Green	Red	Yellow	**Yellow**
Malmstrom AFB	Green	Green	Green	Green	**Green**
McConnell AFB	Green	Green	Yellow	Yellow	**Yellow +**
McGuire AFB	Yellow	Red	Yellow	Yellow	**Yellow -**
Minot AFB	Green	Green	Yellow	Green	**Green -**
Offutt AFB	Yellow	Green	Yellow	Yellow	**Yellow +**
Scott AFB	Yellow	Green	Yellow	Yellow	**Yellow +**
Travis AFB	Yellow	Yellow	Yellow	Yellow	**Yellow**
Whiteman AFB	Yellow	Yellow	Yellow	Green	**Yellow +**

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

ANALYSIS RESULTS at TIERING (3 Nov)

The following grades and data reflect the information on which the BCEG members based their tiering determination. Information in this chart was updated as the result of a number of factors between initial tiering and final recommendations.

Base Name	I.1 Mission (Flying) Requirements	I.2 Mission (Missile) Requirements	II Facilities and Infrastructure	III Contingency and Mobility	IV Costs and Manpower Implications	V Return on Investment	VI Economic Impact	VII Community	VIII Environmental Impact
Altus AFB	Green	No Grade	Green -	Green -	433/ 18	20	4,392 (43.9%)	Yellow	Green -
Barksdale AFB	Green -	No Grade	Green -	Green -	221/-378	5	9,963 (7.0%)	Green -	Yellow
Beale AFB	Green	No Grade	Yellow +	Green -	199/-567	3	4,795 (10.0%)	Yellow	Yellow +
Charleston AFB	Green -	No Grade	Yellow +	Green -	423/-100	14	34,210 (14.9%)*	Yellow +	Yellow +
Dover AFB	Green	No Grade	Yellow	Green -	322/-314	8	8,215 (13.1%)	Green -	Red +
Dyess AFB	Green -	No Grade	Green -	Green -	132/-443	3	6,983 (12.7%)	Green -	Green -
Ellsworth AFB	Yellow +	No Grade	Green	Green -	41/-849	1	6,427 (12.6%)	Green -	Yellow
Fairchild AFB	Green -	No Grade	Green -	Green -	300/-306	8	7,850 (4.5%)	Yellow +	Yellow +
Grand Forks AFB	Yellow +	Red	Green -	Yellow +	129/-731	2	7,054 (16.7%)	Yellow +	Yellow +
Little Rock AFB	Green -	No Grade	Green -	Green -	328/-347	8	7,798 (2.9%)	Yellow +	Yellow +
Malmstrom AFB	Green -	Green	Green -	Yellow	32/-797	1	6,722 (19.4%)	Yellow +	Green -
McConnell AFB	Green -	No Grade	Green -	Green -	224/-347	6	5,760 (2.3%)	Green -	Yellow +
McGuire AFB	Green	No Grade	Yellow +	Green -	624/-386	10	32,627 (1.4%)*	Yellow +	Yellow
Minot AFB	Green -	Yellow	Green -	Yellow +	59/-801	1	7,320 (29.7%)	Green -	Green -
Offutt AFB	Yellow +	No Grade	Green	Yellow +	515/-151	13	16,085 (4.8%)	Green -	Yellow +
Scott AFB	Yellow	No Grade	Yellow +	Yellow	240/-528	5	16,245 (1.4%)	Yellow +	Yellow +
Travis AFB	Green	No Grade	Yellow	Green -	846/-207	14	31,570 (14.8%)*	Yellow +	Yellow
Whiteman AFB	Green -	No Grade	Green -	Yellow +	326/-383	7	4,551 (12.3%)	Yellow +	Green -

OPERATIONS - LARGE AIRCRAFT and MISSILES Subcategories

TIERING OF BASES

As an intermediate step in the Air Force Process, the BCEG members established the following tiering of bases based on the relative merit of bases within the subcategory as measured using the eight selection criteria. Tier I represents the highest relative merit,

TIER I
Altus AFB
Barksdale AFB
Charleston AFB
Dover AFB
Dyess AFB
Fairchild AFB
Little Rock AFB
McConnell AFB
Travis AFB
Whiteman AFB

TIER II
Beale AFB
Malmstrom AFB
McGuire AFB
Minot AFB
Offutt AFB

TIER III
Ellsworth AFB
Grand Forks AFB
Scott AFB

OPERATIONS - SMALL AIRCRAFT Subcategory

OVERVIEW: The Small Aircraft subcategory consists of bases which provide trained combat ready aircrews, aircraft, and support personnel for deployment in support of theater war plans and contingency operations. Bases in the small aircraft subcategory are:

Cannon AFB, New Mexico
Hurlburt Field, Florida
Moody AFB, Georgia
Shaw AFB, South Carolina
Davis-Monthan AFB, Arizona
Langley AFB, Virginia
Mountain Home AFB, Idaho
Tyndall AFB, Florida
Holloman AFB, New Mexico
Luke AFB, Arizona
Seymour Johnson AFB, North Carolina

ATTRIBUTES: Important attributes of small aircraft bases:

- Proximity to adequate training airspace:
  - -- Supersonic airspace with Air Combat Maneuvering Instrumentation capability, surface to 50000'
  - -- Low altitude Military Operating Areas
  - -- Low altitude training routes
  - -- Scorable air-to-ground ranges with tactical target arrays
  - -- Joint/Composite training areas capable of supporting fighter tactical maneuvering
- Good flying weather
- Adequate divert and alternate airfields
- Minimum traffic congestion/ATC delays
- Infrastructure to support mobility operations
- Low encroachment ground/airspace

SPECIAL ANALYSIS METHOD: None

OPERATIONS - SMALL AIRCRAFT Subcategory

SUBCATEGORY DEPENDENT WEIGHTS: : (See Appendix 2 for a discussion of weighting and the values of weights which are not functions of subcategory or primary mission.)

I Mission Effectiveness				**II Facilities Availability and Condition**			**VII Community**	
I.1 Flying Operations	100%			II.1 Facilities Base	25%		VII.1 Off-base Housing	14%
I.1.A Operations Evaluation		70%		II.2 Facilities Housing	10%		VII.2 Transportation	7%
I.1.A.1 Fighter Operations			100%	II.3 Encroachment (Airfield)	25%		VII.3 Off-base Recreation	7%
I.1.A.2 thru 4 EXCLUDED			N/A	II.3.A Existing Assoc Airsp		15%	VII.4 Shopping Mall	7%
I.1.B Associated Airspace		20%		II.3.B Future Assoc Airsp		15%	VII.5 Metro Center	7%
I.1.C Airfield Evaluation		10%		II.3.C Existing Local Area		5%	VII.6 Local Area Crime Rate	14%
I.1.D EXCLUDED		N/A		II.3.D Future Local Area		5%	VII.7 Education	14%
I.2 thru I.7 EXCLUDED	N/A			II.3.E Existing Local Comm		35%	VII.8 Employment Opportunities	14%
				II.3.F Future Local Comm		25%	VII.9 Local Medical Care	14%
				II.4 Air Quality	40%		VII.10 thru VII.14 EXCLUDED	N/A
				II.5 and II.6 EXCLUDED	N/A			

OPERATIONS - SMALL AIRCRAFT Subcategory

OVERALL

Base Name	I.1 Mission (Flying) Requirements	II Facilities and Infrastructure	III Contingency and Mobility	IV Costs and Manpower Implications	V Return on Investment	VI Economic Impact	VII Community	VIII Environmental Impact
Cannon AFB	Yellow	Green -	Yellow +	73/-502	2	6,553 (22.6%)	Yellow	Yellow +
Davis-Monthan AFB	Green -	Green -	Green -	360/-16	17	10,071 (3.0%)	Yellow +	Yellow +
Holloman AFB	Yellow +	Green -	Green -	257/-633	4	8,435 (31.4%)	Yellow	Yellow -
Hurlburt Fld	Green -	Green -	Yellow +	129/-400	4	9,457 (10.9%)	Green -	Yellow
Langley AFB	Green -	Green -	Yellow +	294/-517	5	11,716 (1.4%)*	Green -	Yellow
Luke AFB	Green -	Yellow	Yellow	180/-343	5	10,031 (0.8%)	Yellow +	Yellow +
Moody AFB	Green -	Green -	Yellow +	98/-438	2	5,420 (12.3%)*	Yellow +	Yellow +
Mt Home AFB	Yellow +	Green -	Green -	245/-414	5	5,252 (49.1%)	Yellow	Yellow
Seymour Johnson AFB	Green -	Green -	Green -	179/-462	4	6,804 (12.9%)	Yellow	Yellow +
Shaw AFB	Green -	Green -	Yellow +	194/-513	4	7,717 (16.0%)	Yellow +	Yellow +
Tyndall AFB	Green -	Green -	Yellow +	179/-373	5	6,753 (9.3%)*	Yellow	Yellow +

OPERATIONS - SMALL AIRCRAFT Subcategory

I.1 MISSION REQUIREMENTS - FLYING

Base Name	I.1.A.1 Operational Effectiveness	I.1.B Associated Airspace	I.1.C Airfield Capabilities	I.1 Flying Mission
Cannon AFB	Yellow	Yellow	Yellow -	**Yellow**
Davis-Monthan AFB	Green -	Yellow	Green -	**Green -**
Holloman AFB	Green -	Yellow +	Red	**Yellow +**
Hurlburt Fld	Green -	Green	Green -	**Green -**
Langley AFB	Green -	Green	Yellow -	**Green -**
Luke AFB	Green -	Yellow +	Yellow -	**Green -**
Moody AFB	Green -	Green	Red	**Green -**
Mt Home AFB	Yellow +	Yellow	Yellow	**Yellow +**
Seymour Johnson AFB	Green -	Green	Green -	**Green -**
Shaw AFB	Green -	Green	Yellow -	**Green -**
Tyndall AFB	Green -	Green	Yellow -	**Green -**

OPERATIONS - SMALL AIRCRAFT Subcategory

I.1.A.1 FIGHTER MISSION OPERATIONAL EFFECTIVENESS

Base Name	I.1.A.1.a Geographic Location	I.1.A.1.b Training Areas	I.1.A.1.c Airspace/Training Area Growth	I.1.A.1.d Composite Force Training	I.1.A.1 Fighter Effectiveness
Cannon AFB	Green -	Red +	Yellow	Green	**Yellow**
Davis-Monthan AFB	Green	Yellow	Yellow	Green	**Green -**
Holloman AFB	Green	Yellow	Yellow	Green	**Green -**
Hurlburt Fld	Green	Green -	Yellow	Green	**Green -**
Langley AFB	Green	Yellow +	Yellow	Green	**Green -**
Luke AFB	Green	Yellow	Yellow	Green	**Green -**
Moody AFB	Green	Yellow +	Green	Green	**Green -**
Mt Home AFB	Green -	Yellow	Green	Yellow	**Yellow +**
Seymour Johnson AFB	Green	Green -	Yellow	Green	**Green -**
Shaw AFB	Green	Yellow +	Yellow	Green	**Green -**
Tyndall AFB	Green	Green -	Yellow	Green	**Green -**

OPERATIONS - SMALL AIRCRAFT Subcategory

I.1.A.1.a FIGHTER MISSION - GEOGRAPHIC LOCATION

Base Name	I.1.A.1.a.1 Alternate Airfield	I.1.A.1.a.2 Divert Airfield	I.1.A.1.a.3 Ceiling and Visibility	I.1.A.1.a.4 Freezing Precipitation	I.1.A.1.a.5 Crosswind Component	I.1.A.1.a.6 Air Traffic Control Delays	I.1.A.1.a.7 Number of Runways	I.1.A.1.a Geographic Location
Cannon AFB	Green	Green	Green	Red	Green	Green	Green	**Green -**
Davis-Monthan AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Holloman AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Hurlburt Fld	Green	Green	Green	Green	Green	Green	Green	**Green**
Langley AFB	Green	Green	Green	Yellow	Green	Green	Green	**Green**
Luke AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Moody AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Mt Home AFB	Green	Green	Green	Red	Green	Green	Green	**Green -**
Seymour Johnson AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Shaw AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Tyndall AFB	Green	Green	Green	Green	Green	Green	Green	**Green**

OPERATIONS - SMALL AIRCRAFT Subcategory

I.1.A.1.b FIGHTER MISSION - TRAINING AREAS (Military Operating Areas (MOAs) and Ranges)

Base Name	I.1.A.1.b.1 Supersonic Air Combat MOAs	I.1.A.1.b.2 Other Air Combat MOAs	I.1.A.1.b.3 Low Altitude MOAs	I.1.A.1.b.4 Scorable Range Complexes	I.1.A.1.b.5 Electronic Combat Ranges
Cannon AFB	Red	Red	Red	Red	Green
Davis-Monthan AFB	Red	Red	Red	Green	Red
Holloman AFB	Red	Green	Green	Red	Green
Hurlburt Fld	Green	Green	Green	Green	Green
Langley AFB	Yellow	Yellow	Yellow	Green	Green
Luke AFB	Red	Red	Red	Green	Red
Moody AFB	Yellow	Red	Red	Green	Green
Mt Home AFB	Red	Red	Green	Green	Green
Seymour Johnson AFB	Green	Yellow	Yellow	Green	Green
Shaw AFB	Yellow	Yellow	Yellow	Green	Green
Tyndall AFB	Green	Green	Green	Green	Red

OPERATIONS - SMALL AIRCRAFT Subcategory

I.1.A.1.b FIGHTER MISSION - TRAINING AREAS (Cont.) (Tactical Employment, Ranges and Routes)

Base Name	Tactical Aircraft Employment I.1.A.1.b.6	Air Combat Maneuvering Instrumentation I.1.A.1.b.7	Full Scale Weapons Drop Range I.1.A.1.b.8	Visual Routes (VRs)/ Instrument Routes (IRs) I.1.A.1.b.9	Training Areas I.1.A.1.b
Cannon AFB	Red	Red	Green	Yellow	**Red +**
Davis-Monthan AFB	Green	Green	Green	Yellow	**Yellow**
Holloman AFB	Green	Red	Green	Green	**Yellow**
Hurlburt Fld	Red	Yellow	Green	Green	**Green -**
Langley AFB	Red	Green	Green	Green	**Yellow +**
Luke AFB	Red	Green	Green	Green	**Yellow**
Moody AFB	Green	Yellow	Green	Green	**Yellow +**
Mt Home AFB	Green	Red	Green	Yellow	**Yellow**
Seymour Johnson AFB	Green	Yellow	Green	Green	**Green -**
Shaw AFB	Yellow	Red	Green	Green	**Yellow +**
Tyndall AFB	Red	Green	Green	Green	**Green -**

OPERATIONS - SMALL AIRCRAFT Subcategory

I.1.B ASSOCIATED AIRSPACE

Base Name	Existing Availibility Encroachment I.1.B.1	Future Availibility Encroachment I.1.B.2	Associated Airspace I.1.B
Cannon AFB	Yellow	Yellow	**Yellow**
Davis-Monthan AFB	Yellow	Yellow	**Yellow**
Holloman AFB	Yellow +	Yellow +	**Yellow +**
Hurlburt Fld	Green	Green	**Green**
Langley AFB	Green	Green	**Green**
Luke AFB	Yellow +	Yellow +	**Yellow +**
Moody AFB	Green	Green	**Green**
Mt Home AFB	Yellow	Yellow	**Yellow**
Seymour Johnson AFB	Green	Green	**Green**
Shaw AFB	Green	Green	**Green**
Tyndall AFB	Green	Green	**Green**

OPERATIONS - SMALL AIRCRAFT Subcategory

I.1.B.1 EXISTING AVAILABILITY and ENCROACHMENT

Base Name	I.1.B.1.a Military Operating Areas/ Ranges	I.1.B.1.b Military Training Routes	I.1.B.1 Existing Availability
Cannon AFB	Yellow	Yellow	**Yellow**
Davis-Monthan AFB	Yellow	Yellow	**Yellow**
Holloman AFB	Yellow	Green	**Yellow +**
Hurlburt Fld	Green	Green	**Green**
Langley AFB	Green	Green	**Green**
Luke AFB	Yellow	Green	**Yellow +**
Moody AFB	Green	Green	**Green**
Mt Home AFB	Yellow	Yellow	**Yellow**
Seymour Johnson AFB	Green	Green	**Green**
Shaw AFB	Green	Green	**Green**
Tyndall AFB	Green	Green	**Green**

OPERATIONS - SMALL AIRCRAFT Subcategory

I.1.B.2 FUTURE AVAILABILITY and ENCROACHMENT

Base Name	I.1.B.2.a Military Operating Areas/ Ranges	I.1.B.2.b Military Training Routes	I.1.B.2 Future Availability
Cannon AFB	Yellow	Yellow	Yellow
Davis-Monthan AFB	Yellow	Yellow	Yellow
Holloman AFB	Yellow	Green	Yellow +
Hurlburt Fld	Green	Green	Green
Langley AFB	Green	Green	Green
Luke AFB	Yellow	Green	Yellow +
Moody AFB	Green	Green	Green
Mt Home AFB	Yellow	Yellow	Yellow
Seymour Johnson AFB	Green	Green	Green
Shaw AFB	Green	Green	Green
Tyndall AFB	Green	Green	Green

OPERATIONS - SMALL AIRCRAFT Subcategory

I.1.C AIRFIELD CAPABILITIES (Runways, Taxiways, Aprons)

Base Name	I.1.C.1 Fighter Mission	I.1.C.2 Bomber Mission	I.1.C.3 Tanker Mission	I1.C.4 Airlift Mission	I.1.C Airfield Capabilities
Cannon AFB	Green	Red	Red	Red	Yellow -
Davis-Monthan AFB	Green	Red	Green	Green	Green -
Holloman AFB	Red	Red	Red	Red	Red
Hurlburt Fld	Green	Red	Green	Green	Green -
Langley AFB	Green	Red	Red	Red	Yellow -
Luke AFB	Green	Red	Red	Red	Yellow -
Moody AFB	Red	Red	Red	Red	Red
Mt Home AFB	Green	Red	Green	Red	Yellow
Seymour Johnson AFB	Green	Red	Green	Green	Green -
Shaw AFB	Green	Red	Red	Red	Yellow -
Tyndall AFB	Green	Red	Red	Red	Yellow -

OPERATIONS - SMALL AIRCRAFT Subcategory

II FACILITIES AVAILABILITY and CONDITION

Base Name	II.1 Mission Support Facilities	II.2 On Base Housing	II.3 Airspace Encroachment	II.4 Air Quality	II Overall
Cannon AFB	Yellow +	Yellow +	Green	Green	**Green -**
Davis-Monthan AFB	Green -	Yellow +	Green -	Green -	**Green -**
Holloman AFB	Green -	Yellow +	Green	Green -	**Green -**
Hurlburt Fld	Yellow +	Green -	Green	Green	**Green -**
Langley AFB	Green -	Yellow +	Green	Yellow +	**Green -**
Luke AFB	Green -	Yellow +	Green	Red	**Yellow**
Moody AFB	Yellow	Green	Green	Green	**Green -**
Mt Home AFB	Yellow +	Yellow	Green	Green	**Green -**
Seymour Johnson AFB	Green -	Yellow -	Yellow +	Green	**Green -**
Shaw AFB	Yellow +	Yellow +	Yellow +	Green	**Green -**
Tyndall AFB	Green	Yellow	Green	Green -	**Green -**

OPERATIONS - SMALL AIRCRAFT Subcategory

II.1 Mission Support Facilities

Base Name	II.1.A Facilities Capacity	II.1.B Facilities Condition Buildings	II.1.C Facilities Condition Infrastructure	II.1.D Unique Facilities	II.1.E Utility Capacity	II.1 Facilities
Cannon AFB	Yellow	Yellow +	Green -	Red	Green	**Yellow +**
Davis-Monthan AFB	Green	Yellow +	Yellow	Green	Green	**Green -**
Holloman AFB	Green	Yellow +	Yellow	Green	Green	**Green -**
Hurlburt Fld	Yellow	Green -	Green -	Red	Green	**Yellow +**
Langley AFB	Green	Yellow +	Green -	Red	Green	**Green -**
Luke AFB	Green	Green -	Green -	Red	Green	**Green -**
Moody AFB	Red	Green -	Green -	Red	Green	**Yellow**
Mt Home AFB	Yellow	Yellow +	Green -	Red	Green	**Yellow +**
Seymour Johnson AFB	Green	Yellow +	Green -	Red	Green	**Green -**
Shaw AFB	Yellow	Green -	Green -	Red	Green	**Yellow +**
Tyndall AFB	Green	Green -	Green	Green	Green	**Green**

OPERATIONS - SMALL AIRCRAFT Subcategory

II.2 ON BASE HOUSING

Base Name	II.2.A Housing Capacity	II.2.B Housing Condition	II.2 On Base Housing
Cannon AFB	Red	Green	Yellow +
Davis-Monthan AFB	Green	Yellow	Yellow +
Holloman AFB	Green	Yellow	Yellow +
Hurlburt Fld	Yellow	Green	Green -
Langley AFB	Green	Yellow	Yellow +
Luke AFB	Red	Green	Yellow +
Moody AFB	Green	Green	Green
Mt Home AFB	Yellow	Yellow	Yellow
Seymour Johnson AFB	Green	Red	Yellow -
Shaw AFB	Green	Yellow	Yellow +
Tyndall AFB	Yellow	Yellow	Yellow

OPERATIONS - SMALL AIRCRAFT Subcategory

II.3 AIRSPACE ENCROACHMENT

Base Name	Existing Associated Airspace II.3.A	Future Associated Airspace II.3.B	Existing Local Flying Area II.3.C	Future Local Flying Area II.3.D	Existing Local Community II.3.E	Future Local Community II.3.F	ENCROACHMENT II.3
Cannon AFB	Green	Green	Green	Green	Green	Green	**Green**
Davis-Monthan AFB	Green	Green	Green	Green	Green -	Green -	**Green -**
Holloman AFB	Green	Green	Green	Green	Green	Green	**Green**
Hurlburt Fld	Green	Green	Green	Green	Green	Green	**Green**
Langley AFB	Green	Green	Yellow	Yellow	Green	Green	**Green**
Luke AFB	Green	Green	Green	Green	Green	Green	**Green**
Moody AFB	Green	Green	Yellow	Yellow	Green	Green	**Green**
Mt Home AFB	Green	Green	Green	Green	Green	Green	**Green**
Seymour Johnson AFB	Green	Green	Yellow	Yellow	Yellow	Yellow	**Yellow +**
Shaw AFB	Green	Green	Yellow	Yellow	Yellow +	Yellow +	**Yellow +**
Tyndall AFB	Green	Green	Green	Green	Green	Green	**Green**

OPERATIONS - SMALL AIRCRAFT Subcategory

II.3.A EXISTING ASSOCIATED AIRSPACE

Base Name	MOAs and Restricted Airspace II.3.A.1	Bombing Ranges Drop Zones II.3.A.2	Low Level Routes II.3.A.3	Associated Airspace II.3.A
Cannon AFB	Green	Green	Green	Green
Davis-Monthan AFB	Green	Green	Green	Green
Holloman AFB	Green	Green	Green	Green
Hurlburt Fld	Green	Green	Green	Green
Langley AFB	Green	Green	Green	Green
Luke AFB	Green	Green	Green	Green
Moody AFB	Green	Green	Green	Green
Mt Home AFB	Green	Green	Green	Green
Seymour Johnson AFB	Green	Green	Green	Green
Shaw AFB	Green	Green	Green	Green
Tyndall AFB	Green	Green	Green	Green

OPERATIONS - SMALL AIRCRAFT Subcategory

II.3.B FUTURE ASSOCIATED AIRSPACE

Base Name	MOAs and Restricted Airspace II.3.B.1	Bombing Ranges Drop Zones II.3.B.2	Low Level Routes II.3.B.3	Associated Airspace II.3.B
Cannon AFB	Green	Green	Green	**Green**
Davis-Monthan AFB	Green	Green	Green	**Green**
Holloman AFB	Green	Green	Green	**Green**
Hurlburt Fld	Green	Green	Green	**Green**
Langley AFB	Green	Green	Green	**Green**
Luke AFB	Green	Green	Green	**Green**
Moody AFB	Green	Green	Green	**Green**
Mt Home AFB	Green	Green	Green	**Green**
Seymour Johnson AFB	Green	Green	Green	**Green**
Shaw AFB	Green	Green	Green	**Green**
Tyndall AFB	Green	Green	Green	**Green**

OPERATIONS - SMALL AIRCRAFT Subcategory

II.3.E EXISTING LOCAL COMMUNITY ENCROACHMENT

Base Name	Clear Zone II.3.E.1	Accident Potential Zone I II.3.E.2	Accident Potential Zone II II.3.E.3	Noise Contour 65-70 Ldn II.3.E.4	Noise Contour 70-75 Ldn II.3.E.5	Noise Contour 75-80 Ldn II.3.E.6	Noise Contour 80 Ldn and above II.3.E.7	Existing Local II.3.E
Cannon AFB	Green	Green -	Green	Green	Green	Green	Green	**Green**
Davis-Monthan AFB	Green	Yellow	Yellow	Yellow	Green	Green	Green	**Green -**
Holloman AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Hurlburt Fld	Green	Green	Green	Green	Green	Green	Green	**Green**
Langley AFB	Green	Green	Yellow	Green	Green	Green	Green	**Green**
Luke AFB	Green	Green	Green	Green	Green	Yellow	Green	**Green**
Moody AFB	Green	Green -	Green -	Green	Green	Green	Green	**Green**
Mt Home AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Seymour Johnson AFB	Green	Yellow	Red	Green	Green	Red	Yellow	**Yellow**
Shaw AFB	Green	Green	Yellow	Red	Red	Red	Green	**Yellow +**
Tyndall AFB	Green	Green	Green	Green	Green	Green	Green	**Green**

OPERATIONS - SMALL AIRCRAFT Subcategory

II.3.F FUTURE LOCAL COMMUNITY ENCROACHMENT

Base Name	Clear Zone II.3.F.1	Accident Potential Zone I II.3.F.2	Accident Potential Zone II II.3.F.3	Noise Contour 65-70 Ldn II.3.F.4	Noise Contour 70-75 Ldn II.3.F.5	Noise Contour 75-80 Ldn II.3.F.6	Noise Contour 80 Ldn and above II.3.F.7	Future Local II.3.F
Cannon AFB	Green	Green -	Green	Green	Green	Green	Green	**Green**
Davis-Monthan AFB	Green	Yellow	Yellow	Yellow	Green	Green	Green	**Green -**
Holloman AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Hurlburt Fld	Green	Green	Green	Green	Green	Green	Green	**Green**
Langley AFB	Green	Green	Yellow	Green	Green	Green	Green	**Green**
Luke AFB	Green	Green	Green	Green	Green	Yellow	Green	**Green**
Moody AFB	Green	Green -	Green -	Green	Green	Green	Green	**Green**
Mt Home AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Seymour Johnson AFB	Green	Yellow	Red	Green	Green	Red	Yellow	**Yellow**
Shaw AFB	Green	Green	Yellow -	Red	Red	Red	Green	**Yellow +**
Tyndall AFB	Green	Green	Green	Green	Green	Green	Green	**Green**

OPERATIONS - SMALL AIRCRAFT Subcategory

II.4 AIR QUALITY

Base Name	II.4.A Attainment Status	II.4.B Restrictions	II.4.C Future Growth	II.4 Air Quality
Cannon AFB	Green	Green	Green	**Green**
Davis-Monthan AFB	Green	Yellow	Green	**Green -**
Holloman AFB	Green	Yellow	Green	**Green -**
Hurlburt Fld	Green	Green	Green	**Green**
Langley AFB	Yellow	Green	Yellow	**Yellow +**
Luke AFB	Yellow	Red	Red	**Red**
Moody AFB	Green	Green	Green	**Green**
Mt Home AFB	Green	Green	Green	**Green**
Seymour Johnson AFB	Green	Green	Green	**Green**
Shaw AFB	Green	Green	Green	**Green**
Tyndall AFB	Green	Yellow	Green	**Green -**

OPERATIONS - SMALL AIRCRAFT Subcategory

III CONTINGENCY, MOBILITY, and DEPLOYMENT REQUIREMENTS

Base Name	III.1 Maximum on Ground Capacity	III.2 Wide Body Aircraft Operations	III.3 Fuel Hydrant System	III.4 Fuel Storage by Pipeline	III.5 Munitions (Cat 1.1) Capacity	III.6 Hot Cargo Pad	III.7 Geographic Location	III Overall
Cannon AFB	Green	Green	Red	Green	Yellow	Green	Yellow -	**Yellow +**
Davis-Monthan AFB	Yellow	Green	Yellow	Green	Green	Green	Yellow +	**Green -**
Holloman AFB	Yellow	Green	Green	Green	Green	Red	Yellow +	**Green -**
Hurlburt Fld	Green	Green	Red	Red	Yellow	Green	Green	**Yellow +**
Langley AFB	Yellow	Green	Green	Red	Red	Green	Green	**Yellow +**
Luke AFB	Yellow	Green	Red	Green	Yellow	Green	Yellow -	**Yellow**
Moody AFB	Yellow	Green	Green	Red	Yellow	Green	Green	**Yellow +**
Mt Home AFB	Yellow	Green	Green	Green	Green	Green	Yellow +	**Green -**
Seymour Johnson AFB	Yellow	Green	Green	Green	Green	Green	Green	**Green -**
Shaw AFB	Yellow	Green	Green	Red	Yellow	Green	Green	**Yellow +**
Tyndall AFB	Yellow	Green	Red	Red	Green	Green	Green	**Yellow +**

OPERATIONS - SMALL AIRCRAFT Subcategory

III.7 GEOGRAPHIC LOCATION

Base Name	III.7.A Ground Force Installation	III.7.B Rail Access	III.7.C Port Facility	III.7 Geographic Location
Cannon AFB	Red	Green	Red	**Yellow -**
Davis-Monthan AFB	Green	Green	Red	**Yellow +**
Holloman AFB	Green	Green	Red	**Yellow +**
Hurlburt Fld	Green	Green	Green	**Green**
Langley AFB	Green	Green	Green	**Green**
Luke AFB	Red	Green	Red	**Yellow -**
Moody AFB	Green	Green	Green	**Green**
Mt Home AFB	Green	Green	Red	**Yellow +**
Seymour Johnson AFB	Green	Green	Green	**Green**
Shaw AFB	Green	Green	Green	**Green**
Tyndall AFB	Green	Green	Green	**Green**

OPERATIONS - SMALL AIRCRAFT Subcategory

IV/V Cost and Manpower Implications/Return on Investment

Base Name	One Time Costs (Closing) IV.1	20 Year Net Present Value IV.2	Steady State Savings	Manpower Savings	Return On Investment V
Cannon AFB	73	-502	40	961	2
Davis-Monthan AFB	360	-16	25	761	17
Holloman AFB	257	-633	65	1392	4
Hurlburt Fld	129	-400	38	865	4
Langley AFB	294	-517	57	1161	5
Luke AFB	180	-343	37	1048	5
Moody AFB	98	-438	37	839	2
Mt Home AFB	245	-414	45	1005	5
Seymour Johnson AFB	179	-462	45	964	4
Shaw AFB	194	-513	49	1055	4
Tyndall AFB	179	-373	39	952	5

OPERATIONS - SMALL AIRCRAFT Subcategory

VI Economic Impact

Base Name	Economic Area Employment (93)	Direct Job Loss (Current BRAC)	Indirect Job Loss (Current BRAC)	Previous Job Loss (Prior BRACs)	Total Job Loss (Current BRAC)	Percent Job Loss (Current BRAC)	Cumulative Loss (All BRACs)	Percent Job Loss (All BRACs)
Cannon AFB	28,945	5,016	1,537	-	**6,553**	**22.6%**	-	-
Davis-Monthan AFB	334,470	7,031	3,040	-	10,071	3.0%	-	-
Holloman AFB	26,873	6,332	2,103	-	**8,435**	**31.4%**	-	-
Hurlburt Fld	86,772	7,262	2,195	-	**9,457**	**10.9%**	-	-
Langley AFB	855,094	10,023	5,320	-3,627	**15,343**	**1.8%**	11,716	1.4%
Luke AFB	1,296,646	6,558	3,473	-	**10,031**	**0.8%**	-	-
Moody AFB	44,056	4,245	1,319	-144	**5,564**	**12.6%**	5,420	12.3%
Mt Home AFB	10,696	3,993	1,259	-	5,252	49.1%	-	-
Seymour Johnson AFB	52,660	5,187	1,617	-	**6,804**	**12.9%**	-	-
Shaw AFB	48,222	5,903	1,814	-	**7,717**	**16.0%**	-	-
Tyndall AFB	72,657	5,548	1,788	-583	7,336	10.1%	**6,753**	**9.3%**

OPERATIONS - SMALL AIRCRAFT Subcategory

VI Economic Impact - Community Statistics

Base Name	Economic Statistical Area	Population (1992 Census)	Per Capita Income (1991)	1984-1991 Average Income Increase
Cannon AFB	Curry-Roosevelt Counties, NM	62,000	$14,500	5.0%
Davis-Monthan AFB	Tuscon, AZ MSA	690,000	$16,651	4.3%
Holloman AFB	Otero County, NM	51,000	$13,662	4.4%
Hurlburt Fld	Fort Walton Beach, FL MSA	153,000	$17,656	5.7%
Langley AFB	Norfolk - Virginia Beach - Newport News, VA-NC MSA	1,493,303	$18,080	4.7%
Luke AFB	Pheonix - Mesa, AZ MSA	2,329,000	$19,020	4.4%
Moody AFB	Lowndes County, GA	78,000	$15,510	6.3%
Mt Home AFB	Elmore County, ID	20,000	$17,390	8.1%
Seymour Johnson AFB	Goldsboro, NC MSA	107,000	$14,325	5.2%
Shaw AFB	Sumter, SC MSA	105,000	$13,171	5.5%
Tyndall AFB	Panama City, FL MSA	134,000	$16,445	5.1%

OPERATIONS - SMALL AIRCRAFT Subcategory

VI Economic Impact - Unemployment Statistics

Base Name	Economic Statistical Area	Unemployment (10 Year Average)	Unemployment (3 Year Average)	Unemployment (1993)
Cannon AFB	Curry-Roosevelt Counties, NM	6.4%	6.1%	6.7%
Davis-Monthan AFB	Tuscon, AZ MSA	4.8%	4.5%	4.3%
Holloman AFB	Otero County, NM	7.2%	8.2%	8.3%
Hurlburt Fld	Fort Walton Beach, FL MSA	6.2%	6.5%	6.2%
Langley AFB	Norfolk - Virginia Beach - Newport News, VA-NC MSA	5.2%	6.1%	5.4%
Luke AFB	Pheonix - Mesa, AZ MSA	5.1%	5.5%	5.1%
Moody AFB	Lowndes County, GA	5.7%	5.3%	5.7%
Mt Home AFB	Elmore County, ID	6.0%	6.6%	6.6%
Seymour Johnson AFB	Goldsboro, NC MSA	5.7%	6.6%	5.3%
Shaw AFB	Sumter, SC MSA	7.6%	8.8%	9.0%
Tyndall AFB	Panama City, FL MSA	9.0%	8.6%	9.1%

OPERATIONS - SMALL AIRCRAFT Subcategory

VII COMMUNITY

Base Name	VII.1 Off-Base Housing	VII.2 Transportation	VII.3 Off-Base Recreation	VII.4 Shopping Mall	VII.5 Metro Center	VII.6 Local Area Crime Rate	VII.7 Education	VII.8 Employment Opportunities	VII.9 Local Medical Care	VII Overall
Cannon AFB	Yellow -	Yellow +	Yellow +	Green	Yellow	Yellow -	Green -	Yellow	Red	**Yellow**
Davis-Monthan AFB	Yellow	Green	Yellow +	Green	Green	Red	Green -	Green	Yellow	**Yellow +**
Holloman AFB	Green -	Yellow -	Yellow +	Yellow	Yellow	Green -	Green	Red	Red	**Yellow**
Hurlburt Fld	Yellow	Green -	Green -	Green	Green	Green	Green	Green	Green	**Green -**
Langley AFB	Yellow	Green	Green	Green	Green	Green -	Green	Yellow	Green	**Green -**
Luke AFB	Yellow	Yellow	Green -	Green	Green	Red	Green -	Green	Yellow	**Yellow +**
Moody AFB	Yellow -	Yellow +	Yellow +	Green	Red	Red	Green	Green	Green	**Yellow +**
Mt Home AFB	Yellow	Yellow -	Green -	Red	Yellow	Green -	Yellow -	Green	Red	**Yellow**
Seymour Johnson AFB	Yellow	Yellow +	Green -	Green	Yellow	Red	Green -	Yellow	Yellow	**Yellow**
Shaw AFB	Yellow	Green -	Green -	Green	Green	Red	Green	Yellow	Green	**Yellow +**
Tyndall AFB	Yellow	Yellow +	Green -	Green	Green	Red	Green	Yellow	Red	**Yellow**

OPERATIONS - SMALL AIRCRAFT Subcategory

VII.1 OFF-BASE HOUSING

Base Name	VII.1.A Affordable	VII.1.B Suitable	VII.1 Off-Base Housing
Cannon AFB	Yellow	Red	**Yellow -**
Davis-Monthan AFB	Yellow	Yellow	**Yellow**
Holloman AFB	Green	Yellow	**Green -**
Hurlburt Fld	Yellow	Yellow	**Yellow**
Langley AFB	Yellow	Yellow	**Yellow**
Luke AFB	Yellow	Yellow	**Yellow**
Moody AFB	Yellow	Red	**Yellow -**
Mt Home AFB	Green	Red	**Yellow**
Seymour Johnson AFB	Yellow	Yellow	**Yellow**
Shaw AFB	Yellow	Yellow	**Yellow**
Tyndall AFB	Yellow	Yellow	**Yellow**

OPERATIONS - SMALL AIRCRAFT Subcategory

VII.2 TRANSPORTATION

Base Name	VII.2.A Public Transportation	VII.2.B Municipal Airport Proximity	VII.2.C Municipal Airport Carriers	VII.2.D Commute Time to Work	VII.2 Transportation
Cannon AFB	Red	Green	Red	Green	**Yellow +**
Davis-Monthan AFB	Green	Green	Green	Green	**Green**
Holloman AFB	Red	Green	Red	Yellow	**Yellow -**
Hurlburt Fld	Red	Green	Green	Green	**Green -**
Langley AFB	Green	Green	Green	Green	**Green**
Luke AFB	Red	Yellow	Green	Yellow	**Yellow**
Moody AFB	Red	Green	Red	Green	**Yellow +**
Mt Home AFB	Red	Red	Green	Yellow	**Yellow -**
Seymour Johnson AFB	Red	Green	Red	Green	**Yellow +**
Shaw AFB	Green	Yellow	Green	Green	**Green -**
Tyndall AFB	Red	Green	Green	Yellow	**Yellow +**

OPERATIONS - SMALL AIRCRAFT Subcategory

VII.3 OFF-BASE RECREATION

Base Name	VII.3.A Swimming Pool	VII.3.B Movie Theater	VII.3.C Public Golf Course	VII.3.D Bowling Lane	VII.3.E Boating	VII.3.F Fishing	VII.3.G Zoo
Cannon AFB	Green	Green	Green	Green	Red	Green	Green
Davis-Monthan AFB	Green	Green	Green	Green	Red	Green	Green
Holloman AFB	Green	Green	Green	Green	Red	Red	Green
Hurlburt Fld	Green	Green	Green	Green	Green	Green	Green
Langley AFB	Green	Green	Green	Green	Green	Green	Green
Luke AFB	Green	Green	Green	Green	Red	Red	Green
Moody AFB	Green	Green	Green	Green	Green	Green	Yellow
Mt Home AFB	Green	Green	Green	Green	Yellow	Yellow	Green
Seymour Johnson AFB	Green	Green	Green	Green	Green	Green	Yellow
Shaw AFB	Green	Green	Green	Green	Green	Green	Green
Tyndall AFB	Green	Green	Green	Green	Green	Green	Green

OPERATIONS - SMALL AIRCRAFT Subcategory

VII.3 OFF-BASE RECREATION (Cont.)

Base Name	VII.3.H Aquarium	VII.3.I Theme Park	VII.3.J Professional Sports	VII.3.K College Sports	VII.3.L Camping Facilities	VII.3.M Beaches	VII.3.N Winter Sports	VII.3 Off-Base Recreation
Cannon AFB	Red	Yellow	Red	Green	Green	Red	Red	**Yellow +**
Davis-Monthan AFB	Red	Red	Green	Green	Green	Red	Green	**Yellow +**
Holloman AFB	Red	Yellow	Yellow	Green	Green	Red	Green	**Yellow +**
Hurlburt Fld	Green	Green	Red	Green	Green	Green	Red	**Green -**
Langley AFB	Green	Green	Green	Green	Green	Green	Red	**Green**
Luke AFB	Green	Green	Green	Green	Green	Green	Yellow	**Green -**
Moody AFB	Yellow	Red	Red	Green	Green	Green	Red	**Yellow +**
Mt Home AFB	Red	Green	Green	Green	Green	Green	Yellow	**Green -**
Seymour Johnson AFB	Green	Green	Red	Green	Green	Green	Red	**Green -**
Shaw AFB	Green	Yellow	Green	Green	Green	Green	Red	**Green -**
Tyndall AFB	Green	Green	Red	Green	Green	Green	Red	**Green -**

OPERATIONS - SMALL AIRCRAFT Subcategory

VII.6 LOCAL AREA CRIME RATE

Base Name	VII.6.A Violent Crime Rate	VII.6.B Property Crime Rate	VII.6 Local Area Crime Rate
Cannon AFB	Red	Yellow	**Yellow -**
Davis-Monthan AFB	Red	Red	**Red**
Holloman AFB	Green	Yellow	**Green -**
Hurlburt Fld	Green	Green	**Green**
Langley AFB	Green	Yellow	**Green -**
Luke AFB	Red	Red	**Red**
Moody AFB	Red	Red	**Red**
Mt Home AFB	Green	Yellow	**Green -**
Seymour Johnson AFB	Red	Red	**Red**
Shaw AFB	Red	Red	**Red**
Tyndall AFB	Red	Red	**Red**

OPERATIONS - SMALL AIRCRAFT Subcategory

VII.7 EDUCATION

Base Name	VII.7.A Pupil Teacher Ratio	VII.7.B Four Year Programs	VII.7.C Honors Programs	VII.7.D College Attendance	VII.7.E Off-base Education	VII.7 Education
Cannon AFB	Red	Green	Green	Green	Green	**Green -**
Davis-Monthan AFB	Yellow	Green	Green	Yellow	Green	**Green -**
Holloman AFB	Green	Green	Green	Green	Green	**Green**
Hurlburt Fld	Yellow	Green	Green	Green	Green	**Green**
Langley AFB	Green	Green	Green	Green	Green	**Green**
Luke AFB	Yellow	Green	Green	Yellow	Green	**Green -**
Moody AFB	Green	Green	Green	Green	Green	**Green**
Mt Home AFB	Red	Green	Red	Yellow	Yellow -	**Yellow -**
Seymour Johnson AFB	Yellow	Green	Green	Green	Green -	**Green -**
Shaw AFB	Green	Green	Green	Yellow	Green	**Green**
Tyndall AFB	Green	Green	Green	Green	Green	**Green**

OPERATIONS - SMALL AIRCRAFT Subcategory

VII.7.E OFF-BASE EDUCATION

Base Name	VII.7.E.1 Vocational / Tech College	VII.7.E.2 Undergraduate College	VII.7.E.3 Graduate College	VII.7.E Off-Base Education
Cannon AFB	Green	Green	Green	Green
Davis-Monthan AFB	Green	Green	Green	Green
Holloman AFB	Green	Green	Green	Green
Hurlburt Fld	Green	Green	Green	Green
Langley AFB	Green	Green	Green	Green
Luke AFB	Green	Green	Green	Green
Moody AFB	Green	Green	Green	Green
Mt Home AFB	Green	Red	Red	Yellow -
Seymour Johnson AFB	Green	Green	Red	Green -
Shaw AFB	Green	Green	Green	Green
Tyndall AFB	Green	Green	Green	Green

OPERATIONS - SMALL AIRCRAFT Subcategory

VII.9 LOCAL MEDICAL CARE

Base Name	VII.9.A Physicians	VII.9.B Hospital Beds	VII.9 Local Medical Care
Cannon AFB	Red	Red	**Red**
Davis-Monthan AFB	Green	Red	**Yellow**
Holloman AFB*	Red	Red	**Red**
Hurlburt Fld	Green	Green	**Green**
Langley AFB	Green	Green	**Green**
Luke AFB	Green	Red	**Yellow**
Moody AFB	Green	Green	**Green**
Mt Home AFB	Red	Red	**Red**
Seymour Johnson AFB	Green	Red	**Yellow**
Shaw AFB	Green	Green	**Green**
Tyndall AFB	Red	Red	**Red**

OPERATIONS - SMALL AIRCRAFT Subcategory

VIII ENVIRONMENTAL IMPACT

Base Name	VIII.1 Water	VIII.2 Asbestos	VIII.3 Biological	VIII.4 Cultural	VIII.5 Installation Restoration Program	VIII Overall
Cannon AFB	Green	Red	Green	Red	Red	Yellow +
Davis-Monthan AFB	Green	Yellow	Green -	Yellow	Red	Yellow +
Holloman AFB	Green	Red	Red	Red	Red	Yellow -
Hurlburt Fld	Green	Red	Yellow -	Yellow	Red	Yellow
Langley AFB	Green	Red	Red +	Red	Red	Yellow
Luke AFB	Green	Red	Red +	Yellow	Yellow	Yellow +
Moody AFB	Green	Red	Yellow -	Yellow	Yellow	Yellow +
Mt Home AFB	Yellow	Red	Yellow +	Yellow	Red	Yellow
Seymour Johnson AFB	Green	Yellow	Yellow +	Yellow	Red	Yellow +
Shaw AFB	Green	Red	Yellow	Yellow	Yellow	Yellow +
Tyndall AFB	Green	Yellow	Red +	Yellow	Yellow	Yellow +

OPERATIONS - SMALL AIRCRAFT Subcategory

VIII.3 BIOLOGICAL

Base Name	VIII.3.A Habitat	VIII.3.B Threatened and Endangered Species	VIII.3.C Wetlands	VIII.3.D Floodplains	VIII.3 Biological
Cannon AFB	Green	Green	Green	Green	**Green**
Davis-Monthan AFB	Green	Yellow	Green	Green	**Green -**
Holloman AFB	Yellow	Red	Red	Red	**Red**
Hurlburt Fld	Green	Yellow	Red	Yellow	**Yellow -**
Langley AFB	Yellow	Yellow	Red	Red	**Red +**
Luke AFB	Red	Red	Yellow	Red	**Red +**
Moody AFB	Red	Red	Yellow	Yellow	**Yellow -**
Mt Home AFB	Green	Yellow	Yellow	Green	**Yellow +**
Seymour Johnson AFB	Green	Green	Yellow	Yellow	**Yellow +**
Shaw AFB	Green	Yellow	Yellow	Yellow	**Yellow**
Tyndall AFB	Red	Red	Yellow	Red	**Red +**

OPERATIONS - SMALL AIRCRAFT Subcategory

ANALYSIS RESULTS at TIERING (25 Oct)

The following grades and data reflect the information on which the BCEG members based their tiering determination. Information in this chart was updated as the result of a number of factors between initial tiering and final recommendations.

Base Name	I.1 Mission (Flying) Requirements	II Facilities and Infrastructure	III Contingency and Mobility	IV Costs and Manpower Implications	V Return on Investment	VI Economic Impact	VII Community	VIII Environmental Impact
Cannon AFB	Yellow	Green -	Yellow +	73/-502	2	7,479 (31.5%)	Yellow -	Yellow +
Davis-Monthan AFB	Green -	Green -	Green -	360/-16	17	9,746 (3.1%)	Yellow +	Yellow +
Holloman AFB	Yellow +	Green -	Green -	257/-633	4	8,625 (47.5%)	Yellow	Yellow -
Hurlburt Fld	Green -	Green -	Yellow +	129/-400	4	9,381 (14.4%)	Green -	Yellow
Langley AFB	Green -	Green -	Yellow +	294/-517	5	16,372 (2.5%)*	Green -	Yellow
Luke AFB	Green -	Yellow	Yellow	180/-343	5	11,002 (1.0%)	Yellow +	Yellow +
Moody AFB	Green -	Green -	Yellow +	98/-438	2	5,477 (16.1%)	Yellow +	Yellow +
Mt Home AFB	Yellow +	Green -	Green -	245/-414	5	5,269 (69.7%)	Yellow	Yellow
Seymour Johnson AFB	Green -	Green -	Green -	179/-462	4	7,452 (17.5%)	Yellow	Yellow +
Shaw AFB	Green -	Green -	Yellow +	194/-513	4	7,852 (19.5%)	Yellow +	Yellow +
Tyndall AFB	Green -	Green -	Yellow +	179/-373	5	7,503 (13.0%)	Yellow	Yellow +

OPERATIONS - SMALL AIRCRAFT Subcategory

TIERING OF BASES

As an intermediate step in the Air Force Process, the BCEG members established the following tiering of bases based on the relative merit of bases within the subcategory as measured using the eight selection criteria. Tier I represents the highest relative merit,

TIER I
Davis-Monthan AFB
Langley AFB
TIER II
Hurlburt Fld
Luke AFB
Mt Home AFB
Seymour Johnson AFB
Shaw AFB
Tyndall AFB
TIER III
Cannon AFB
Holloman AFB
Moody AFB

SPACE - SATELLITE CONTROL Subcategory

OVERVIEW: The Satellite Control subcategory consists of bases which monitor the status and provide controlling commands to defense assets orbiting the Earth. Bases in the satellite subcategory are:

Falcon AFB, Colorado

Onizuka AFB, California

ATTRIBUTES: Important attributes of satellite control:

- Adequate data processing equipment and facilities to support the mission
- Ability to continue to support critical processes during emergencies and natural disasters
- Unrestricted ability to track and command satellites

SPECIAL ANALYSIS METHOD: Not applicable

SUBCATEGORY DEPENDENT WEIGHTS: (See Appendix 2 for a discussion of weighting and the values of weights which are not functions of subcategory or primary mission.)

I Mission Effectiveness		II Facilities Availability and Condition		VII Community	
I.1 and 1.2 EXCLUDED	N/A	II.1 Facilities Base	25%	VII.1 Off-base Housing	14%
I.3 Satellite Control Ops	-	II.2 Facilities Housing	10%	VII.2 Transportation	7%
I.4 thru I.7 EXCLUDED	N/A	II.3 EXCLUDED	N/A	VII.3 Off-base Recreation	7%
		II.4 Air Quality	40%	VII.4 Shopping Mall	7%
		II.5 Encroachment (Electronic)	25%	VII.5 Metro Center	7%
		II.6 EXCLUDED	N/A	VII.6 Local Area Crime Rate	14%
				VII.7 Education	14%
				VII.8 Employment Opportunities	14%
				VII.9 Local Medical Care	14%
				VII.10 thru VII.14 EXCLUDED	N/A

SPACE - SATELLITE CONTROL Subcategory

OVERALL

Base Name	I.3 Satellite Control Operations	II Facilities and Infrastructure	III Contingency and Mobility	IV Costs and Manpower Implications	V Return on Investment	VI Economic Impact	VII Community	VIII Environmental Impact
Falcon AFB	Yellow +	Green -	Red +	575/ 660	Never	3,158 (1.3%)*	Yellow +	Yellow +
Onizuka AFB	Yellow +	Yellow -	Red +	291/-82	10	4,082 (0.4%)*	Yellow +	Yellow +

SPACE - SATELLITE CONTROL Subcategory

I.3 SATELLITE CONTROL OPERATIONS

Base Name	I.3.A Mission Capacity	I.3.B Mission Support	I.3.C Risk	I.3 Satellite Control Ops
Falcon AFB	Green -	Yellow -	Green	**Yellow +**
Onizuka AFB	Yellow +	Green	Yellow -	**Yellow +**

SPACE - SATELLITE CONTROL Subcategory

I.3.A MISSION CAPACITY

Base Name	I.3.A.1 Future Mission Projection	I.3.A.2 Core Mission Capable	I.3.A.3 Future Mission Compatibility	I.3.A Mission Capacity
Falcon AFB	Green	Yellow	Green	**Green -**
Onizuka AFB	Red	Green	Green	**Yellow +**

SPACE - SATELLITE CONTROL Subcategory

I.3.B MISSION SUPPORT

Base Name	I.3.B.1 Data Transmission Bandwidth	I.3.B.2 Control Points	I.3.B.3 CPU Equivalents	I.3.B Mission Support
Falcon AFB	Yellow	Red	Red	**Yellow -**
Onizuka AFB	Green -	Green	Green	**Green**

SPACE - SATELLITE CONTROL Subcategory

I.3.B.1 DATA TRANSMISSION BANDWIDTH

Base Name	I.3.B.1.a Satellite Terminal Bandwidth	I.3.B.1.b Base Comm Infrastructure	I.3.B.1 Data Bandwidth
Falcon AFB	Green	Red	**Yellow**
Onizuka AFB	Yellow	Green	**Green -**

SPACE - SATELLITE CONTROL Subcategory

I.3.C RISK

Base Name	I.3.C.1 Security	I.3.C.2 Operational Hours Lost	I.3.C.3 Sustaining Core Operations	I.3.C RISK
Falcon AFB	Green	Green	Green	**Green**
Onizuka AFB	Red	Green	Red	**Yellow -**

SPACE - SATELLITE CONTROL Subcategory

II FACILITIES AVAILABILITY and CONDITION

Base Name	II.1 Mission Support Facilities	II.2 On Base Housing	II.4 Air Quality	II.5 Electronic Encroachment	II Overall
Falcon AFB	Green	Green -	Yellow +	Green	**Green -**
Onizuka AFB	Yellow	Yellow +	Yellow -	Yellow -	**Yellow -**

SPACE - SATELLITE CONTROL Subcategory

II.1 Mission Support Facilities

Base Name	II.1.A Facilities Capacity	II.1.B Facilities Condition Buildings	II.1.C Facilities Condition Infrastructure	II.1.D Unique Facilities	II.1.E Utility Capacity	II.1 Facilities
Falcon AFB	Green	Green -	Green	Green	Green	**Green**
Onizuka AFB	Yellow	Green -	Yellow	Red	Green	**Yellow**

SPACE - SATELLITE CONTROL Subcategory

II.2 ON BASE HOUSING

Base Name	II.2.A Housing Capacity	II.2.B Housing Condition	II.2 On Base Housing
Falcon AFB	Yellow	Green	**Green -**
Onizuka AFB	Green	Yellow	**Yellow +**

SPACE - SATELLITE CONTROL Subcategory

II.4 AIR QUALITY

Base Name	II.4.A Attainment Status	II.4.B Restrictions	II.4.C Future Growth	II.4 Air Quality
Falcon AFB	Yellow	Green	Yellow	**Yellow +**
Onizuka AFB	Yellow	Red	Yellow	**Yellow -**

SPACE - SATELLITE CONTROL Subcategory

II.5 ELECTRONIC ENCROACHMENT

Base Name	II.5.A Overhead Obstructions	II.5.B Ground Level Radiation	II.5.C Electronic Devices	II.5 Electronic Encroachment
Falcon AFB	Yellow	Green	Yellow	**Yellow +**
Onizuka AFB	Yellow	Red	Yellow	**Yellow -**

SPACE - SATELLITE CONTROL Subcategory

III CONTINGENCY, MOBILITY, and DEPLOYMENT REQUIREMENTS

Base Name	III.1 Maximum on Ground Capacity	III.2 Wide Body Aircraft Operations	III.3 Fuel Hydrant System	III.4 Fuel Storage by Pipeline	III.5 Munitions (Cat 1.1) Capacity	III.6 Hot Cargo Pad	III.7 Geographic Location	III Overall
Falcon AFB	Red	Red	Red	Red	Red	Red	Yellow +	**Red +**
Onizuka AFB	Red	Red	Red	Red	Red	Red	Green	**Red +**

SPACE - SATELLITE CONTROL Subcategory

III.7 GEOGRAPHIC LOCATION

Base Name	III.7.A Ground Force Installation	III.7.B Rail Access	III.7.C Port Facility	III.7 Geographic Location
Falcon AFB	Green	Green	Red	**Yellow +**
Onizuka AFB	Green	Green	Green	**Green**

SPACE - SATELLITE CONTROL Subcategory

IV/V Cost and Manpower Implications/Return on Investment

Base Name	One Time Costs (Closing)	20 Year Net Present Value	Steady State Savings	Manpower Savings	Return On Investment
	IV.1	IV.2			V
Falcon AFB	575	660	-8	323	Never
Onizuka AFB	291	-82	33	388	10

SPACE - SATELLITE CONTROL Subcategory

VI Economic Impact

Base Name	Economic Area Employment (93)	Direct Job Loss (Current BRAC)	Indirect Job Loss (Current BRAC)	Previous Job Loss (Prior BRACs)	Total Job Loss (Current BRAC)	Percent Job Loss (Current BRAC)	Cumulative Loss (All BRACs)	Percent Job Loss (All BRACs)
Falcon AFB	246,218	3,257	1,456	-1,555	4,713	1.9%	**3,158**	**1.3%**
Onizuka AFB	1,002,008	1,403	789	1,890	2,192	0.2%	**4,082**	**0.4%**

SPACE - SATELLITE CONTROL Subcategory

VI Economic Impact - Community Statistics

Base Name	Economic Statistical Area	Population (1992 Census)	Per Capita Income (1991)	1984-1991 Average Income Increase
Falcon AFB	Colorado Springs, Co MSA	421,000	$18,300	4.2%
Onizuka AFB	San Jose, CA MSA	1,528,000	$25,924	4.2%

SPACE - SATELLITE CONTROL Subcategory

VI Economic Impact - Unemployment Statistics

Base Name	Economic Statistical Area	Unemployment (10 Year Average)	Unemployment (3 Year Average)	Unemployment (1993)
Falcon AFB	Colorado Springs, Co MSA	6.5%	6.0%	5.9%
Onizuka AFB	San Jose, CA MSA	5.2%	6.4%	6.8%

SPACE - SATELLITE CONTROL Subcategory

VII COMMUNITY

Base Name	VII.1 Off-Base Housing	VII.2 Transportation	VII.3 Off-Base Recreation	VII.4 Shopping Mall	VII.5 Metro Center	VII.6 Local Area Crime Rate	VII.7 Education	VII.8 Employment Opportunities	VII.9 Local Medical Care	VII Overall
Falcon AFB	Yellow	Yellow +	Green -	Yellow	Green	Green -	Green	Green	Red	**Yellow +**
Onizuka AFB	Red	Green -	Green -	Green	Green	Green -	Green	Red	Yellow	**Yellow +**

SPACE - SATELLITE CONTROL Subcategory

VII.1 OFF-BASE HOUSING

Base Name	VII.1.A Affordable	VII.1.B Suitable	VII.1 Off-Base Housing
Falcon AFB	Yellow	Yellow	**Yellow**
Onizuka AFB	Red	Red	**Red**

SPACE - SATELLITE CONTROL Subcategory

VII.2 TRANSPORTATION

Base Name	VII.2.A Public Transportation	VII.2.B Municipal Airport Proximity	VII.2.C Municipal Airport Carriers	VII.2.D Commute Time to Work	VII.2 Transportation
Falcon AFB	Red	Green	Green	Yellow	**Yellow +**
Onizuka AFB	Green	Green	Green	Yellow	**Green -**

SPACE - SATELLITE CONTROL Subcategory

VII.3 OFF-BASE RECREATION

Base Name	VII.3.A Swimming Pool	VII.3.B Movie Theater	VII.3.C Public Golf Course	VII.3.D Bowling Lane	VII.3.E Boating	VII.3.F Fishing	VII.3.G Zoo
Falcon AFB	Green	Green	Green	Green	Green	Green	Green
Onizuka AFB	Green	Green	Green	Green	Green	Red	Green

SPACE - SATELLITE CONTROL Subcategory

VII.3 OFF-BASE RECREATION (Cont.)

Base Name	VII.3.H Aquarium	VII.3.I Theme Park	VII.3.J Professional Sports	VII.3.K College Sports	VII.3.L Camping Facilities	VII.3.M Beaches	VII.3.N Winter Sports	VII.3 Off-Base Recreation
Falcon AFB	Red	Green	Green	Green	Green	Green	Yellow	**Green -**
Onizuka AFB	Yellow	Green	Green	Green	Green	Green	Red	**Green -**

SPACE - SATELLITE CONTROL Subcategory

VII.6 LOCAL AREA CRIME RATE

Base Name	VII.6.A Violent Crime Rate	VII.6.B Property Crime Rate	VII.6 Local Area Crime Rate
Falcon AFB	Green	Yellow	**Green -**
Onizuka AFB	Green	Yellow	**Green -**

SPACE - SATELLITE CONTROL Subcategory

VII.7 EDUCATION

Base Name	VII.7.A Pupil Teacher Ratio	VII.7.B Four Year Programs	VII.7.C Honors Programs	VII.7.D College Attendance	VII.7.E Off-base Education	VII.7 Education
Falcon AFB	Green	Green	Green	Green	Green	**Green**
Onizuka AFB	Yellow	Green	Green	Green	Green	**Green**

SPACE - SATELLITE CONTROL Subcategory

VII.7.E OFF-BASE EDUCATION

Base Name	VII.7.E.1 Vocational / Tech College	VII.7.E.2 Undergraduate College	VII.7.E.3 Graduate College	VII.7.E Off-Base Education
Falcon AFB	Green	Green	Green	**Green**
Onizuka AFB	Green	Green	Green	**Green**

SPACE - SATELLITE CONTROL Subcategory

VII.9 LOCAL MEDICAL CARE

Base Name	VII.9.A Physicians	VII.9.B Hospital Beds	VII.9 Local Medical Care
Falcon AFB	Red	Red	**Red**
Onizuka AFB	Green	Red	**Yellow**

SPACE - SATELLITE CONTROL Subcategory

VIII ENVIRONMENTAL IMPACT

Base Name	VIII.1 Water	VIII.2 Asbestos	VIII.3 Biological	VIII.4 Cultural	VIII.5 Installation Restor-ation Program	VIII Overall
Falcon AFB	Yellow	Green	Yellow +	Green	Green	**Yellow +**
Onizuka AFB	Yellow	Red	Green -	Green	Yellow	**Yellow +**

SPACE - SATELLITE CONTROL Subcategory

VIII.3 BIOLOGICAL

Base Name	VIII.3.A Habitat	VIII.3.B Threatened and Endangered Species	VIII.3.C Wetlands	VIII.3.D Floodplains	VIII.3 Biological
Falcon AFB	Green	Green	Yellow	Yellow	**Yellow +**
Onizuka AFB	Green	Yellow	Green	Yellow	**Green -**

SPACE - SATELLITE CONTROL Subcategory

ANALYSIS RESULTS at TIERING (12 Dec)

The following grades and data reflect the information on which the BCEG members based their tiering determination. Information in this chart was updated as the result of a number of factors between initial tiering and final recommendations.

Base Name	I.3 Satellite Control Operations	II Facilities and Infrastructure	III Contingency and Mobility	IV Costs and Manpower Implications	V Return on Investment	VI Economic Impact	VII Community	VIII Environmental Impact
Falcon AFB	Yellow +	Green -	Red +	575/ 660	Never	4,722 (2.5%)	Yellow +	Yellow +
Onizuka AFB	Yellow +	Yellow -	Red +	291/-82	10	4,082 (0.5%)*	Yellow +	Yellow +

SPACE - SATELLITE CONTROL Subcategory

TIERING OF BASES

As an intermediate step in the Air Force Process, the BCEG members established the following tiering of bases based on the relative merit of bases within the subcategory as measured using the eight selection criteria. Tier I represents the highest relative merit,

TIER I
Falcon AFB
TIER III
Onizuka AFB

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

OVERVIEW: The Air National Guard subcategory consists of installations that support the Air Force in federal military missions and their state governors in state assigned missions. Non-mobilized Air National Guard units are commanded by the governors of the state in which they reside. The governor can mobilize these units in times of state crises and disaster relief. The President mobilizes these units in times of national emergency, and they are assigned to their gaining Air Force major commands. Each unit manages its day to day recruiting and training following directives set by the National Guard Bureau, the gaining Air Force major command, and each states Adjutant General's office. Bases in the Air National Guard subcategory are:

Boise Air Terminal ANGS, Idaho	Buckley ANGB, Colorado	Greater Pittsburgh IAP ANGS, Pennsylvania
Lambert Field ANGS, Missouri	Martin State APT ANGS, Maryland	Otis ANGB, Massachusetts
Portland IAP ANGS, Oregon	Rickenbacker ANGB, Ohio	Salt Lake City IAP ANGS, Utah
Selfridge ANGB, Michigan	Stewart IAP ANGS, New York	Tuscon IAP ANGS, Arizona

ATTRIBUTES: Important attributes of Air National Guard bases and stations are:

- Maintain presence in civilian communities
- Proximity to large recruiting areas
- Proximity to adequate training airspace, ranges, and facilities
- Cost effective basing of force structure

SPECIAL ANALYSIS METHOD: Installations were not tiered. Air National Guard units have a special relationship with their respective states and local communities and do not necessarily compete directly with each other.

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

SUBCATEGORY DEPENDENT WEIGHTS:

I Mission Effectiveness				II Facilities Availability and Condition			VII Community	
I.1 Flying Operations				II.1 Facilities Base	28%		VII.1 thru VII.9 EXCLUDED	N/A
I.1.A and I.1.B EXCLUDED	N/A			II.2 EXCLUDED	N/A		VII.10 Recruitable Pool	20%
I.1.C Airfield Evaluation	12%			II.3 Encroachment (Airfield)	28%		VII.11 Other Reserve/Guard Units	20%
I.1.D ARC Operations	88%			II.3.A Existing Assoc Airsp		37%	VII.12 Population per Unit	40%
I.1.D.1 BOS Integration		20%		II.3.B Future Assoc Airsp		37%	VII.13 Total Population	20%
I.1.D.2 ARC Flying Ops		80%		II.3.C Existing Local Area		12%		
I.1.D.2.a Fighter Trng			*	II.3.D Future Local Area		12%		
I.1.D.2.b Tanker Trng			*	II.3.E and II.3.F EXCLUDED		N/A		
I.1.D.2.c Airlift Trng			*	II.4 Air Quality	44%			
I.2 thru I.7 EXCLUDED				II.5 and II.6 EXCLUDED	N/A			

* Weights are dependant on the primary mission at each base.

Mission	I.1.D.2.a	I.1.D.2.b	I.1.D.2.c	Bases:	
FIGHTER	70%	15%	15%	Boise Air Terminal ANGS	Buckley ANGB
				Lambert Field ANGS	Martin State APT ANGS
				Otis ANGB	Portland IAP ANGS
				Selfridge ANGB	Tuscon IAP ANGS
TANKER	15%	70%	15%	Greater Pittsburgh IAP ANGS	Rickenbacker ANGB
				Salt Lake City IAP ANGS	
AIRLIFT	15%	15%	70%	Stewart IAP ANGS	

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

OVERALL

Base Name	I.1 Mission (Flying) Requirements	II Facilities and Infrastructure	III Contingency and Mobility	IV Costs and Manpower Implications	V Return on Investment	VI Economic Impact	VII Community	VIII Environmental Impact
Boise Air Terminal ANGS	Yellow	Green -	Yellow	48/-7	15	458 (0.3%)	Yellow +	Green -
Buckley ANGB	Yellow -	Yellow +	Yellow	76/-99	7	8,195 (0.7%)*	Green -	Yellow +
Greater Pittsburgh IAP ANGS	Yellow	Yellow +	Yellow	-		707 (0.1%)	Green -	Green -
Lambert Field ANGS	Yellow -	Yellow +	Yellow -	59/ 32	86	585 (0.0%)	Green -	Green
Martin State APT ANGS	Yellow	Yellow	Yellow	93/ 66	100+	-428 (0.0%)*	Green -	Green -
Otis ANGB	Yellow	Yellow +	Yellow	57/-154	4	2,603 (2.7%)	Green -	Yellow -
Portland IAP ANGS	Yellow	Green -	Yellow -	-		1,197 (0.1%)	Green -	Yellow -
Rickenbacker ANGB	Yellow	Green -	Yellow	78/-1	18	3,876 (0.4%)*	Red +	Yellow +
Salt Lake City IAP ANGS	Green -	Yellow +	Yellow +	57/ 17	32	806 (0.1%)*	Green -	Green -
Selfridge ANGB	Yellow -	Green -	Yellow +	-		2,818 (0.1%)*	Green -	Yellow +
Stewart IAP ANGS	Green -	Green -	Yellow +	-		1,263 (0.9%)*	Green -	Green -
Tucson IAP ANGS	Yellow +	Yellow +	Yellow -	79/ 34	45	1,185 (0.4%)	Yellow +	Green -

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

I.1 MISSION REQUIREMENTS - FLYING

Base Name	I.1.C Airfield Capabilities	I.1.D ARC Operational Effectiveness	I.1 Flying Mission
Boise Air Terminal ANGS	Red	Yellow	**Yellow**
Buckley ANGB	Yellow -	Yellow -	**Yellow -**
Greater Pittsburgh IAP ANGS	Red	Yellow	**Yellow**
Lambert Field ANGS	Red	Yellow -	**Yellow -**
Martin State APT ANGS	Red	Yellow +	**Yellow**
Otis ANGB	Red	Yellow	**Yellow**
Portland IAP ANGS	Yellow -	Yellow	**Yellow**
Rickenbacker ANGB	Yellow -	Yellow	**Yellow**
Salt Lake City IAP ANGS	Yellow -	Green -	**Green -**
Selfridge ANGB	Green -	Yellow -	**Yellow -**
Stewart IAP ANGS	Yellow	Green -	**Green -**
Tucson IAP ANGS	Yellow -	Yellow +	**Yellow +**

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

I.1.C AIRFIELD CAPABILITIES (Runways, Taxiways, Aprons)

Base Name	I.1.C.1 Fighter Mission	I.1.C.2 Bomber Mission	I.1.C.3 Tanker Mission	I1.C.4 Airlift Mission	I.1.C Airfield Capabilities
Boise Air Terminal ANGS	Red	Red	Red	Red	Red
Buckley ANGB	Green	Red	Red	Red	Yellow -
Greater Pittsburgh IAP ANGS	Red	Red	Red	Red	Red
Lambert Field ANGS	Red	Red	Red	Red	Red
Martin State APT ANGS	Red	Red	Red	Red	Red
Otis ANGB	Red	Red	Red	Red	Red
Portland IAP ANGS	Green	Red	Red	Red	Yellow -
Rickenbacker ANGB	Green	Red	Red	Red	Yellow -
Salt Lake City IAP ANGS	Green	Red	Red	Red	Yellow -
Selfridge ANGB	Green	Red	Green	Green	Green -
Stewart IAP ANGS	Green	Red	Green	Red	Yellow
Tucson IAP ANGS	Green	Red	Red	Red	Yellow -

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

I.1.D ARC FLYING MISSION EFFECTIVENESS

Base Name	I.1.D.1 Base Operating Support Integration	I.1.D.2 ARC Training Effectiveness	I.1.D ARC Effectiveness
Boise Air Terminal ANGS	Yellow +	Yellow	**Yellow**
Buckley ANGB	Yellow	Yellow -	**Yellow -**
Greater Pittsburgh IAP ANGS	Red +	Yellow'	**Yellow**
Lambert Field ANGS	Yellow +	Yellow -	**Yellow -**
Martin State APT ANGS	Yellow	Yellow +	**Yellow +**
Otis ANGB	Yellow	Yellow	**Yellow**
Portland IAP ANGS	Yellow +	Yellow	**Yellow**
Rickenbacker ANGB	Red +	Yellow +	**Yellow**
Salt Lake City IAP ANGS	Red +	Green	**Green -**
Selfridge ANGB	Yellow -	Yellow -	**Yellow -**
Stewart IAP ANGS	Yellow +	Green -	**Green -**
Tucson IAP ANGS	Yellow	Yellow +	**Yellow +**

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

I.1.D.1 BASE OPERATING SUPPORT INTEGRATION

Base Name	I.1.D.1.a Petroleum, Oils and Lubricants	I.1.D.1.b Security	I.1.D.1.c Base Supply	I.1.D.1.d Tower/ Air Traffic Control	I.1.D.1.e Base Civil Engineering	I.1.D.1 BOS Integration
Boise Air Terminal ANGS	Yellow	Yellow	Yellow	Green	Yellow	**Yellow +**
Buckley ANGB	Yellow	Yellow	Yellow	Yellow	Yellow	**Yellow**
Greater Pittsburgh IAP ANGS	Red	Red	Red	Green	Red	**Red +**
Lambert Field ANGS	Yellow	Yellow	Yellow	Green	Yellow	**Yellow +**
Martin State APT ANGS	Yellow	Yellow	Yellow	Yellow	Yellow	**Yellow**
Otis ANGB	Yellow	Green	Red	Yellow	Yellow	**Yellow**
Portland IAP ANGS	Yellow	Yellow	Yellow	Green	Yellow	**Yellow +**
Rickenbacker ANGB	Red	Red	Red	Green	Red	**Red +**
Salt Lake City IAP ANGS	Red	Red	Red	Green	Red	**Red +**
Selfridge ANGB	Yellow	Yellow	Red	Yellow	Yellow	**Yellow -**
Stewart IAP ANGS	Yellow	Yellow	Yellow	Green	Yellow	**Yellow +**
Tucson IAP ANGS	Yellow	Yellow	Yellow	Yellow	Yellow	**Yellow**

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

I.1.D.2 ARC TRAINING EFFECTIVENESS

Base Name	I.1.D.2.a Fighter Training	I.1.D.2.b Tanker Training	I.1.D.2.c Airlift Training	I.1.D.2 ARC Effectiveness
Boise Air Terminal ANGS	Yellow	Yellow +	Green -	**Yellow**
Buckley ANGB	Red +	Green -	Green	**Yellow -**
Greater Pittsburgh IAP ANGS	Red	Yellow	Green	**Yellow**
Lambert Field ANGS	Red +	Green -	Green	**Yellow -**
Martin State APT ANGS	Yellow +	Yellow	Green	**Yellow +**
Otis ANGB	Yellow	Yellow	Green	**Yellow**
Portland IAP ANGS	Yellow -	Yellow +	Green	**Yellow**
Rickenbacker ANGB	Red +	Yellow +	Green	**Yellow +**
Salt Lake City IAP ANGS	Green -	Green	Green	**Green**
Selfridge ANGB	Red +	Yellow	Green	**Yellow -**
Stewart IAP ANGS	Red +	Yellow	Green	**Green -**
Tucson IAP ANGS	Yellow	Green -	Green	**Yellow +**

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

I.1.D.2.a ARC FIGHTER TRAINING AREAS

Base Name	I.1.D.2.a.1 Supersonic Air Combat MOAs	I.1.D.2.a.2 Other Air Combat MOAs	I.1.D.2.a.3 Low Altitude MOAs	I.1.D.2.a.4 Scorable Range Complexes	I.1.D.2.a.5 Electronic Combat Ranges
Boise Air Terminal ANGS	Red	Red	Green	Red	Green
Buckley ANGB	Red	Red	Red	Red	Red
Greater Pittsburgh IAP ANGS	Red	Red	Red	Red	Red
Lambert Field ANGS	Red	Red	Red	Red	Green
Martin State APT ANGS	Green	Yellow	Yellow	Green	Green
Otis ANGB	Green	Green	Green	Red	Green
Portland IAP ANGS	Green	Yellow	Yellow	Red	Red
Rickenbacker ANGB	Red	Red	Red	Red	Green
Salt Lake City IAP ANGS	Red	Green	Green	Green	Green
Selfridge ANGB	Red	Red	Red	Red	Green
Stewart IAP ANGS	Yellow	Red	Red	Red	Green
Tucson IAP ANGS	Red	Red	Red	Green	Red

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

I.1.D.2.a ARC FIGHTER TRAINING AREAS (Cont.)

Base Name	Tactical Aircraft Employment I.1.D.2.a.6	Air Combat Maneuvering Instrumentation I.1.D.2.a.7	Full Scale Weapons Drop Range I.1.D.2.a.8	Visual Routes (VRs)/ Instrument Routes (IRs) I.1.D.2.a.9	ARC Fighter Training Areas I.1.A.1.b
Boise Air Terminal ANGS	Green	Red	Green	Green	**Yellow**
Buckley ANGB	Green	Red	Green	Yellow	**Red +**
Greater Pittsburgh IAP ANGS	Red	Red	Yellow	Red	**Red**
Lambert Field ANGS	Red	Red	Green	Yellow	**Red +**
Martin State APT ANGS	Red	Red	Green	Green	**Yellow +**
Otis ANGB	Red	Red	Yellow	Red	**Yellow**
Portland IAP ANGS	Yellow	Red	Red	Yellow	**Yellow -**
Rickenbacker ANGB	Red	Red	Green	Yellow	**Red +**
Salt Lake City IAP ANGS	Green	Green	Green	Yellow	**Green -**
Selfridge ANGB	Yellow	Red	Green	Yellow	**Red +**
Stewart IAP ANGS	Red	Red	Green	Red	**Red +**
Tucson IAP ANGS	Green	Green	Green	Yellow	**Yellow**

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

I.1.D.2.b ARC TANKER TRAINING

Base Name	I.1.D.2.b.1 Refueling Events	I.1.D.2.b.2 Tanker Saturation	I.1.D.2.b.3 Concentrated Receiver Area	I.1.D.2.b ARC Tanker Training
Boise Air Terminal ANGS	Green	Red	Green	**Yellow +**
Buckley ANGB	Green	Yellow	Green	**Green -**
Greater Pittsburgh IAP ANGS	Green	Red	Yellow	**Yellow**
Lambert Field ANGS	Green	Yellow	Green	**Green -**
Martin State APT ANGS	Green	Red	Yellow	**Yellow**
Otis ANGB	Green	Red	Yellow	**Yellow**
Portland IAP ANGS	Green	Red	Green	**Yellow +**
Rickenbacker ANGB	Green	Red	Green	**Yellow +**
Salt Lake City IAP ANGS	Green	Green	Green	**Green**
Selfridge ANGB	Green	Red	Yellow	**Yellow**
Stewart IAP ANGS	Green	Red	Yellow	**Yellow**
Tucson IAP ANGS	Green	Green	Yellow	**Green -**

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

I.1.D.2.c ARC AIRLIFT TRAINING AREAS

Base Name	I.1.D.2.c.1 Drop Zones	I.1.D.2.c.2 Airdrop Employment	I.1.D.2.c.3 Full Scale Airdrop	I.1.D.2.c.4 Instrument Routes and Visual Routes (IRs and VRs)	I.1.D.2.c ARC Airlift Training
Boise Air Terminal ANGS	Yellow	Green	Green	Green	Green -
Buckley ANGB	Green	Green	Green	Green	Green
Greater Pittsburgh IAP ANGS	Green	Green	Green	Green	Green
Lambert Field ANGS	Green	Green	Green	Green	Green
Martin State APT ANGS	Green	Green	Green	Green	Green
Otis ANGB	Green	Green	Green	Green	Green
Portland IAP ANGS	Green	Green	Green	Green	Green
Rickenbacker ANGB	Green	Green	Green	Green	Green
Salt Lake City IAP ANGS	Green	Green	Green	Green	Green
Selfridge ANGB	Green	Green	Green	Green	Green
Stewart IAP ANGS	Green	Green	Green	Green	Green
Tucson IAP ANGS	Green	Green	Green	Green	Green

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

II FACILITIES AVAILABILITY and CONDITION

Base Name	II.1 Mission Support Facilities	II.3 Airspace Encroachment	II.4 Air Quality	II Overall
Boise Air Terminal ANGS	Green -	Green	Yellow +	**Green -**
Buckley ANGB	Green -	Green	Yellow	**Yellow +**
Greater Pittsburgh IAP ANGS	Yellow -	Green -	Yellow +	**Yellow +**
Lambert Field ANGS	Yellow -	Green	Yellow	**Yellow +**
Martin State APT ANGS	Yellow	Green -	Yellow -	**Yellow**
Otis ANGB	Green -	Green -	Yellow -	**Yellow +**
Portland IAP ANGS	Green	Green	Yellow +	**Green -**
Rickenbacker ANGB	Green -	Green -	Yellow +	**Green -**
Salt Lake City IAP ANGS	Yellow	Green	Yellow	**Yellow +**
Selfridge ANGB	Yellow +	Green -	Green -	**Green -**
Stewart IAP ANGS	Green -	Green -	Green	**Green -**
Tucson IAP ANGS	Red +	Green	Yellow +	**Yellow +**

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

II.1 Mission Support Facilities

Base Name	II.1.A Facilities Capacity	II.2.B Facilities Condition Buildings	II.2.C Facilities Condition Infrastructure	II.2.D Unique Facilities	II.2.E Utility Capacity	II.2 Facilities
Boise Air Terminal ANGS	Green	Yellow	Yellow +	Red	Green	**Green -**
Buckley ANGB	Green	Green -	Yellow +	Green	Green	**Green -**
Greater Pittsburgh IAP ANGS	Yellow	Red	Yellow -	Red	Green	**Yellow -**
Lambert Field ANGS	Red	Yellow +	Green -	Red	Green	**Yellow -**
Martin State APT ANGS	Yellow	Yellow -	Yellow	Red	Green	**Yellow**
Otis ANGB	Green	Green -	Yellow	Red	Green	**Green -**
Portland IAP ANGS	Green	Green -	Green	Red	Green	**Green**
Rickenbacker ANGB	Green	Green	Green -	Red	Green	**Green -**
Salt Lake City IAP ANGS	Yellow	Yellow -	Yellow -	Red	Green	**Yellow**
Selfridge ANGB	Green	Yellow	Yellow -	Red	Green	**Yellow +**
Stewart IAP ANGS	Green	Green -	Green -	Red	Yellow +	**Green -**
Tucson IAP ANGS	Red	Red	Yellow	Red	Green	**Red +**

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

II.3 AIRSPACE ENCROACHMENT

Base Name	II.3.A Existing Associated Airspace	II.3.B Future Associated Airspace	II.3.C Existing Local Flying Area	II.3.D Future Local Flying Area	II.3 ENCROACHMENT
Boise Air Terminal ANGS	Green	Green	Green	Green	**Green**
Buckley ANGB	Green	Green -	Green	Green	**Green**
Greater Pittsburgh IAP ANGS	Green	Green	Red	Red	**Green -**
Lambert Field ANGS	Green	Green	Green	Green	**Green**
Martin State APT ANGS	Green	Green	Red	Red	**Green -**
Otis ANGB	Green	Green	Yellow	Yellow	**Green -**
Portland IAP ANGS	Green	Green	Green	Green	**Green**
Rickenbacker ANGB	Green	Green	Yellow	Yellow	**Green -**
Salt Lake City IAP ANGS	Green	Green	Green	Green	**Green**
Selfridge ANGB	Green	Green	Yellow	Yellow	**Green -**
Stewart IAP ANGS	Green	Green	Yellow	Yellow	**Green -**
Tucson IAP ANGS	Green	Green	Green	Green	**Green**

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

II.3.A EXISTING ASSOCIATED AIRSPACE

Base Name	MOAs and Restricted Airspace II.3.A.1	Bombing Ranges Drop Zones II.3.A.2	Low Level Routes II.3.A.3	Associated Airspace II.3.A
Boise Air Terminal ANGS	Green	Green	Green	Green
Buckley ANGB	Green	Green	Green	Green
Greater Pittsburgh IAP ANGS	Green	Green	Green	Green
Lambert Field ANGS	Green	Green	Green	Green
Martin State APT ANGS	Green	Green	Green	Green
Otis ANGB	Green	Green	Green	Green
Portland IAP ANGS	Green	Green	Green	Green
Rickenbacker ANGB	Green	Green	Green	Green
Salt Lake City IAP ANGS	Green	Green	Green	Green
Selfridge ANGB	Green	Green	Green	Green
Stewart IAP ANGS	Green	Green	Green	Green
Tucson IAP ANGS	Green	Green	Green	Green

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

II.3.B FUTURE ASSOCIATED AIRSPACE

Base Name	MOAs and Restricted Airspace II.3.B.1	Bombing Ranges Drop Zones II.3.B.2	Low Level Routes II.3.B.3	Associated Airspace II.3.B
Boise Air Terminal ANGS	Green	Green	Green	Green
Buckley ANGB	Yellow	Green	Green	Green -
Greater Pittsburgh IAP ANGS	Green	Green	Green	Green
Lambert Field ANGS	Green	Green	Green	Green
Martin State APT ANGS	Green	Green	Green	Green
Otis ANGB	Green	Green	Green	Green
Portland IAP ANGS	Green	Green	Green	Green
Rickenbacker ANGB	Green	Green	Green	Green
Salt Lake City IAP ANGS	Green	Green	Green	Green
Selfridge ANGB	Green	Green	Green	Green
Stewart IAP ANGS	Green	Green	Green	Green
Tucson IAP ANGS	Green	Green	Green	Green

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

II.4 AIR QUALITY

Base Name	II.4.A Attainment Status	II.4.B Restrictions	II.4.C Future Growth	II.4 Air Quality
Boise Air Terminal ANGS	Yellow	Green	Yellow	**Yellow +**
Buckley ANGB	Yellow	Yellow	Yellow	**Yellow**
Greater Pittsburgh IAP ANGS	Yellow	Green	Yellow	**Yellow +**
Lambert Field ANGS	Yellow	Green	Red	**Yellow**
Martin State APT ANGS	Red	Green	Red	**Yellow -**
Otis ANGB	Red	Green	Red	**Yellow -**
Portland IAP ANGS	Yellow	Green	Yellow	**Yellow +**
Rickenbacker ANGB	Yellow	Green	Yellow	**Yellow +**
Salt Lake City IAP ANGS	Yellow	Yellow	Yellow	**Yellow**
Selfridge ANGB	Green	Green	Yellow	**Green -**
Stewart IAP ANGS	Green	Green	Green	**Green**
Tucson IAP ANGS	Yellow	Green	Yellow	**Yellow +**

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

III CONTINGENCY, MOBILITY, and DEPLOYMENT REQUIREMENTS

Base Name	III.1 Maximum on Ground Capacity	III.2 Wide Body Aircraft Operations	III.3 Fuel Hydrant System	III.4 Fuel Storage by Pipeline	III.5 Munitions (Cat 1.1) Capacity	III.6 Hot Cargo Pad	III.7 Geographic Location	III Overall
Boise Air Terminal ANGS	Yellow	Green	Red	Green	Red	Green	Yellow +	**Yellow**
Buckley ANGB	Yellow	Green	Red	Red	Red	Green	Yellow +	**Yellow**
Greater Pittsburgh IAP ANGS	Yellow	Green	Green	Red	Red	Red	Yellow -	**Yellow**
Lambert Field ANGS	Yellow	Green	Red	Red	Red	Red	Yellow +	**Yellow -**
Martin State APT ANGS	Yellow	Green	Red	Red	Red	Green	Green	**Yellow**
Otis ANGB	Yellow	Green	Green	Red	Red	Green	Yellow -	**Yellow**
Portland IAP ANGS	Red	Green	Red	Red	Red	Red	Yellow +	**Yellow -**
Rickenbacker ANGB	Yellow	Green	Green	Red	Red	Red	Yellow +	**Yellow**
Salt Lake City IAP ANGS	Yellow	Green	Green	Green	Red	Red	Yellow -	**Yellow +**
Selfridge ANGB	Green	Green	Red	Red	Yellow	Green	Yellow +	**Yellow +**
Stewart IAP ANGS	Green	Green	Green	Red	Red	Red	Green	**Yellow +**
Tucson IAP ANGS	Red	Green	Red	Red	Red	Green	Yellow +	**Yellow -**

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

III.7 GEOGRAPHIC LOCATION

Base Name	III.7.A Ground Force Installation	III.7.B Rail Access	III.7.C Port Facility	III.7 Geographic Location
Boise Air Terminal ANGS	Green	Green	Red	Yellow +
Buckley ANGB	Green	Green	Red	Yellow +
Greater Pittsburgh IAP ANGS	Red	Green	Red	Yellow -
Lambert Field ANGS	Green	Green	Red	Yellow +
Martin State APT ANGS	Green	Green	Green	Green
Otis ANGB	Red	Green	Red	Yellow -
Portland IAP ANGS	Green	Green	Red	Yellow +
Rickenbacker ANGB	Green	Green	Red	Yellow +
Salt Lake City IAP ANGS	Red	Green	Red	Yellow -
Selfridge ANGB	Green	Green	Red	Yellow +
Stewart IAP ANGS	Green	Green	Green	Green
Tucson IAP ANGS	Green	Green	Red	Yellow +

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

IV/V Cost and Manpower Implications/Return on Investment

Base Name	IV.1 (One Time Costs (Closing))	IV.2 (20 Year Net Present Value)	(Steady State Savings)	(Manpower Savings)	V (Return On Investment)
Boise Air Terminal ANGS	48	-7	3	31	15
Buckley ANGB	76	-99	12	253	7
Greater Pittsburgh IAP ANGS					
Lambert Field ANGS	59	32	2	28	86
Martin State APT ANGS	93	66	2	25	100+
Otis ANGB	57	-154	15	298	4
Portland IAP ANGS					
Rickenbacker ANGB	78	-1	5	31	18
Salt Lake City IAP ANGS	57	17	3	34	32
Selfridge ANGB					
Stewart IAP ANGS					
Tucson IAP ANGS	79	34	3	37	45

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

VI Economic Impact

Base Name	Economic Area Employment (93)	Direct Job Loss (Current BRAC)	Indirect Job Loss (Current BRAC)	Previous Job Loss (Prior BRACs)	Total Job Loss (Current BRAC)	Percent Job Loss (Current BRAC)	Cumulative Loss (All BRACs)	Percent Job Loss (All BRACs)
Boise Air Terminal ANGS	152,843	325	133	-	**458**	**0.3%**	-	-
Buckley ANGB	1,133,380	2,501	1,485	4,209	3,986	0.4%	**8,195**	**0.7%**
Greater Pittsburgh IAP ANGS	1,112,994	441	266	-	**707**	**0.1%**	-	-
Lambert Field ANGS	1,428,582	365	220	-	**585**	**0.0%**	-	-
Martin State APT ANGS	1,357,930	510	303	-1,241	**813**	**0.1%**	-	-
Otis ANGB	97,525	1,876	727	-	**2,603**	**2.7%**	-	-
Portland IAP ANGS	813,415	744	453	-	**1,197**	**0.1%**	-	-
Rickenbacker ANGB	863,325	458	270	3,148	728	0.1%	**3,876**	**0.4%**
Salt Lake City IAP ANGS	659,460	447	267	92	714	0.1%	**806**	**0.1%**
Selfridge ANGB	2,197,742	1,790	1,069	-41	2,859	0.1%	**2,818**	**0.1%**
Stewart IAP ANGS	140,567	905	361	-3	1,266	0.9%	**1,263**	**0.9%**
Tucson IAP ANGS	334,470	781	404	-	**1,185**	**0.4%**	-	-

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

VI Economic Impact - Community Statistics

Base Name	Economic Statistical Area	Population (1992 Census)	Per Capita Income (1991)	1984-1991 Average Income Increase
Boise Air Terminal ANGS	ADA County, ID	223,000	$21,105	5.8%
Buckley ANGB	Denver, CO PMSA	1,712,000	$22,930	4.5%
Greater Pittsburgh IAP ANGS	Allegheny-Fayette-Washington-Westmoreland Co, PA	2,060,000	$21,784	6.2%
Lambert Field ANGS	St Louis, MO-IL MSA	2,514,000	$21,705	5.2%
Martin State APT ANGS	Baltimore, MD PMSA	2,431,000	$22,411	5.4%
Otis ANGB	Barnstable-Yarmouth, MA NECMA	189,000	$23,592	4.4%
Portland IAP ANGS	Portland Vancouver, OR-WA PMSA	1,303,000	$21,160	5.3%
Rickenbacker ANGB	Colombus, OH MSA	1,393,000	$19,975	5.6%
Salt Lake City IAP ANGS	Salt Lake City-Ogden, UT MSA	1,127,000	$16,684	5.0%
Selfridge ANGB	Detroit, MI PMSA	4,306,000	$21,796	5.3%
Stewart IAP ANGS	Newburgh, NY-PA PMSA	315,000	$19,762	5.2%
Tucson IAP ANGS	Tucson, AZ MSA	690,000	$16,651	4.3%

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

VI Economic Impact - Unemployment Statistics

Base Name	Economic Statistical Area	Unemployment (10 Year Average)	Unemployment (3 Year Average)	Unemployment (1993)
Boise Air Terminal ANGS	ADA County, ID	4.6%	4.1%	4.1%
Buckley ANGB	Denver, CO PMSA	5.5%	5.0%	4.7%
Greater Pittsburgh IAP ANGS	Allegheny-Fayette-Washington-Westmoreland Co, PA	7.0%	6.5%	6.8%
Lambert Field ANGS	St Louis, MO-IL MSA	6.6%	6.5%	6.5%
Martin State APT ANGS	Baltimore, MD PMSA	5.7%	7.1%	7.3%
Otis ANGB	Barnstable-Yarmouth, MA NECMA	6.5%	10.1%	8.9%
Portland IAP ANGS	Portland Vancouver, OR-WA PMSA	5.8%	5.7%	5.9%
Rickenbacker ANGB	Colombus, OH MSA	5.5%	4.9%	4.7%
Salt Lake City IAP ANGS	Salt Lake City-Ogden, UT MSA	4.8%	4.3%	3.6%
Selfridge ANGB	Detroit, MI PMSA	8.5%	8.5%	7.1%
Stewart IAP ANGS	Newburgh, NY-PA PMSA	5.3%	6.6%	6.0%
Tucson IAP ANGS	Tucson, AZ MSA	4.8%	4.5%	4.3%

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

VII COMMUNITY

Base Name	VII.10 Recruitable Population	VII.11 Other Local Guard / Reserve Units	VII.12 Population per Guard / Reserve Unit	VII.13 Total Population	VII Overall
Boise Air Terminal ANGS	Green	Yellow	Yellow	Green	Yellow +
Buckley ANGB	Green	Yellow	Green	Green	Green -
Greater Pittsburgh IAP ANGS	Green	Yellow	Green	Green	Green -
Lambert Field ANGS	Green	Yellow	Green	Green	Green -
Martin State APT ANGS	Green	Yellow	Green	Green	Green -
Otis ANGB	Green	Yellow	Green	Green	Green -
Portland IAP ANGS	Green	Yellow	Green	Green	Green -
Rickenbacker ANGB	Red	Yellow	Red	Red	Red +
Salt Lake City IAP ANGS	Green	Yellow	Green	Green	Green -
Selfridge ANGB	Green	Yellow	Green	Green	Green -
Stewart IAP ANGS	Green	Yellow	Green	Green	Green -
Tucson IAP ANGS	Green	Yellow	Yellow	Green	Yellow +

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

VIII ENVIRONMENTAL IMPACT

Base Name	VIII.1 Water	VIII.2 Asbestos	VIII.3 Biological	VIII.4 Cultural	VIII.5 Installation Restor-ation Program	VIII Overall
Boise Air Terminal ANGS	Green	Yellow	Green -	Green	Red	**Green -**
Buckley ANGB	Green	Yellow	Red +	Green	Yellow	**Yellow +**
Greater Pittsburgh IAP ANGS	Green	Red	Yellow	Green	Yellow	**Green -**
Lambert Field ANGS	Green	Red	Green	Green	Green	**Green**
Martin State APT ANGS	Green	Green	Yellow	Green	Yellow	**Green -**
Otis ANGB	Red	Red	Yellow	Green	Red	**Yellow -**
Portland IAP ANGS	Red	Yellow	Green -	Yellow	Yellow	**Yellow -**
Rickenbacker ANGB	Green	Red	Green	Yellow	Red	**Yellow +**
Salt Lake City IAP ANGS	Green	Yellow	Green	Green	Yellow	**Green -**
Selfridge ANGB	Green	Red	Yellow +	Green	Red	**Yellow +**
Stewart IAP ANGS	Green	Green	Green	Green	Red	**Green -**
Tucson IAP ANGS	Green	Yellow	Yellow +	Green	Yellow	**Green -**

AIR RESERVE COMPONENT - AIR NATIONAL GUARD Subcategory

VIII.3 BIOLOGICAL

Base Name	VIII.3.A Habitat	VIII.3.B Threatened and Endangered Species	VIII.3.C Wetlands	VIII.3.D Floodplains	VIII.3 Biological
Boise Air Terminal ANGS	Green	Green	Green	Yellow	**Green -**
Buckley ANGB	Green	Red	Red	Red	**Red +**
Greater Pittsburgh IAP ANGS	Green	Green	Red	Green	**Yellow**
Lambert Field ANGS	Green	Green	Green	Green	**Green**
Martin State APT ANGS	Yellow	Green	Yellow	Red	**Yellow**
Otis ANGB	Red	Red	Yellow	Green	**Yellow**
Portland IAP ANGS	Yellow	Green	Green	Yellow	**Green -**
Rickenbacker ANGB	Green	Green	Green	Green	**Green**
Salt Lake City IAP ANGS	Green	Green	Green	Green	**Green**
Selfridge ANGB	Green	Green	Yellow	Yellow	**Yellow +**
Stewart IAP ANGS	Green	Green	Green	Green	**Green**
Tucson IAP ANGS	Green	Green	Yellow	Yellow	**Yellow +**

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

OVERVIEW: The Air Force Reserve subcategory consists of installations that support the Air Force Reserve in its federal mission to supplement the Air Force active duty missions with combat ready units to support the Air Force major commands. The President mobilizes these units in time of national emergency, at which time they are assigned to their gaining major commands. The Air Forces Reserve manages the day to day recruiting and training of AFRES units. Installations in the Air Force Reserve subcategory are:

Bergstrom ARB, Texas
Gen Mitchell IAP, ARS, Wisconson
Homestead ARS, Florida
Niagara Falls IAP, ARS, New York
Westover ARB, Massachusetts
Carswell ARS, NAS Ft Worth JRB, Texas
Greater Pittsburgh IAP, ARS, Pennsylvania
March ARB, California
O'Hare IAP, ARS, Illinois
Youngstown-Warren MPT, ARS, Ohio
Dobbins ARB, Georgia
Grissom ARB, Indiana
Minneapolis-St Paul IAP, ARS, Minnesota
NAS Willow Grove ARS, Pennsylvania

ATTRIBUTES: Important attributes of Air Force Reserve bases and stations are:

- Proximity to large recruiting populations
- Proximity to adequate training airspace, ranges, and facilities
- Cost effective basing of force structure

SPECIAL ANALYSIS METHOD: The Air Force Reserve installations were not tiered. The Air Force analyzed the installations by mission type. The installations were divided into four weapon system groups - Fighter, Strategic Airlift, Tankers, and C-130 Tactical Airlift. Each group was analyzed using the eight base closure criteria, then cost effective realignments were analyzed to determine a recommendation.

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

SUBCATEGORY DEPENDENT WEIGHTS: (See Appendix 2 for a discussion of weighting and the values of weights which are not functions of subcategory or primary mission.)

I Mission Effectiveness				II Facilities Availability and Condition			VII Community	
I.1 Flying Operations				II.1 Facilities Base	25%		VII.1 thru VII.9 EXCLUDED	N/A
I.1.A and I.1.B EXCLUDED	N/A			II.2 EXCLUDED	N/A		VII.10 Recruitable Pool	20%
I.1.C Airfield Evaluation	12%			II.3 Encroachment (Airfield)	25%		VII.11 Other Reserve/Guard Units	20%
I.1.D ARC Operations	88%			II.3.A Existing Assoc Airsp		37%	VII.12 Population per Unit	40%
I.1.D.1 BOS Integration		20%		II.3.B Future Assoc Airsp		37%	VII.13 Total Population	20%
I.1.D.2 ARC Flying Ops		80%		II.3.C Existing Local Area		12%		
I.1.D.2.a Fighter Trng			*	II.3.D Future Local Area		12%		
I.1.D.2.b Tanker Trng			*	II.3.E and II.3.F EXCLUDED		N/A		
I.1.D.2.c Airlift Trng			*	II.4 Air Quality	40%			
I.2 thru I.7 EXCLUDED				II.5 EXCLUDED	N/A			
				II.6 Billeting	10%			

* Weights are dependant on the primary mission at each base.

Mission	I.1.D.2.a	I.1.D.2.b	I.1.D.2.c	Bases:	
FIGHTER	70%	15%	15%	Bergstrom ARB	Carswell ARS
				Homestead ARB	
TANKER	15%	70%	15%	Grissom ARB	
AIRLIFT (Strategic)	15%	15%	70%	March ARB	Westover ARB
AIRLIFT (Tactical)	15%	15%	70%	Dobbins ARB	General Billy Mitchell IAP, ARB
				Greater Pittsburgh IAP, ARS	Minneapolis- St Paul IAP, ARB
				Niagara Falls IAP, ARS	O'Hare IAP, ARS
				NAS Willow Grove ARS	Youngstown MPT, ARS

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

OVERALL

Base Name	I.1 Mission (Flying) Requirements	II Facilities and Infrastructure	III Contingency and Mobility	IV Costs and Manpower Implications	V Return on Investment	VI Economic Impact	VII Community	VIII Environmental Impact
Bergstrom ARB	Yellow -	Yellow	Yellow +	34/-84	2	1,513 (0.3%)*	Green -	Green
Carswell AFB	Yellow	Yellow +	Yellow	26/ 55	Never	975 (0.1%)	Green -	Green
Dobbins ARB	Yellow +	Green -	Yellow	20/-110	3	10,774 (0.6%)	Green -	Green -
Gen Mitchell IAP ARS	Yellow +	Yellow	Yellow	13/-124	1	629 (0.1%)	Green -	Green -
Greater Pittsburgh IAP ARS	Green -	Yellow +	Yellow	14/-138	1	701 (0.1%)	Green -	Green -
Grissom AFB	Yellow +	Yellow +	Yellow	81/-161	5	3,757 (4.3%)*	Green -	Yellow +
Homestead ARB	Yellow +	Yellow +	Yellow	8/-194	0	693 (0.1%)*	Green -	Yellow
March ARB	Yellow +	Yellow	Green -	184/-212	7	18,772 (1.8%)*	Green -	Yellow -
Minneapolis-St Paul IAP ARS	Yellow +	Green -	Yellow -	14/-119	2	1,111 (0.1%)*	Green -	Yellow +
NAS Willow Grove ARS	Yellow +	Yellow	Yellow	12/-60	3	26,933 (1.0%)*	Green -	Green -
Niagara Falls IAP ARS	Yellow +	Yellow +	Yellow	14/ 115	1	1,039 (1.1%)*	Green -	Yellow +
O'Hare IAP, ARS	Green -	Yellow +	Yellow	14/-152	1	4,584 (0.1%)*	Green -	Green -
Westover ARB	Green -	Yellow	Green -	149/ 190	7	2,268 (0.8%)*	Green -	Yellow +
Youngstown-Warren MPT ARS	Yellow +	Yellow +	Yellow -	13/-107	2	1,193 (0.5%)	Green -	Green -

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

I.1 MISSION REQUIREMENTS - FLYING

Base Name	I.1.C Airfield Capabilities	I.1.D ARC Operational Effectiveness	I.1 Flying Mission
Bergstrom ARB	Yellow -	Yellow -	**Yellow -**
Carswell AFB	Green -	Yellow	**Yellow**
Dobbins ARB	Red	Green -	**Yellow +**
Gen Mitchell IAP ARS	Yellow -	Yellow +	**Yellow +**
Greater Pittsburgh IAP ARS	Yellow -	Green -	**Green -**
Grissom AFB	Yellow -	Yellow +	**Yellow +**
Homestead ARB	Yellow -	Yellow +	**Yellow +**
March ARB	Red	Green -	**Yellow +**
Minneapolis-St Paul IAP ARS	Yellow -	Yellow +	**Yellow +**
NAS Willow Grove ARS	Red	Green -	**Yellow +**
Niagara Falls IAP ARS	Yellow -	Yellow +	**Yellow +**
O'Hare IAP, ARS	Yellow	Green -	**Green -**
Westover ARB	Yellow	Green -	**Green -**
Youngstown-Warren MPT ARS	Red	Green -	**Yellow +**

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

I.1.C AIRFIELD CAPABILITIES (Runways, Taxiways, Aprons)

Base Name	I.1.C.1 Fighter Mission	I.1.C.2 Bomber Mission	I.1.C.3 Tanker Mission	I1.C.4 Airlift Mission	I.1.C Airfield Capabilities
Bergstrom ARB	Green	Red	Red	Red	**Yellow -**
Carswell AFB	Green	Red	Green	Green	**Green -**
Dobbins ARB	Red	Red	Red	Red	**Red**
Gen Mitchell IAP ARS	Green	Red	Red	Red	**Yellow -**
Greater Pittsburgh IAP ARS	Green	Red	Red	Red	**Yellow -**
Grissom AFB	Green	Red	Red	Red	**Yellow -**
Homestead ARB	Green	Red	Red	Red	**Yellow -**
March ARB	Red	Red	Red	Red	**Red**
Minneapolis-St Paul IAP ARS	Green	Red	Red	Red	**Yellow -**
NAS Willow Grove ARS	Red	Red	Red	Red	**Red**
Niagara Falls IAP ARS	Green	Red	Red	Red	**Yellow -**
O'Hare IAP, ARS	Green	Red	Green	Red	**Yellow**
Westover ARB	Red	Red	Green	Green	**Yellow**
Youngstown-Warren MPT ARS	Red	Red	Red	Red	**Red**

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

I.1.D ARC FLYING MISSION EFFECTIVENESS

Base Name	I.1.D.1 Base Operating Support Integration	I.1.D.2 ARC Training Effectiveness	I.1.A ARC Effectiveness
Bergstrom ARB	Yellow	Yellow -	**Yellow -**
Carswell AFB	Yellow	Yellow	**Yellow**
Dobbins ARB	Yellow	Green -	**Green -**
Gen Mitchell IAP ARS	Red +	Green -	**Yellow +**
Greater Pittsburgh IAP ARS	Yellow +	Green -	**Green -**
Grissom AFB	Yellow	Yellow +	**Yellow +**
Homestead ARB	Yellow	Yellow +	**Yellow +**
March ARB	Yellow	Green	**Green -**
Minneapolis-St Paul IAP ARS	Yellow -	Green -	**Yellow +**
NAS Willow Grove ARS	Yellow +	Green -	**Green -**
Niagara Falls IAP ARS	Yellow -	Green -	**Yellow +**
O'Hare IAP, ARS	Yellow +	Green -	**Green -**
Westover ARB	Yellow	Green -	**Green -**
Youngstown-Warren MPT ARS	Yellow +	Green -	**Green -**

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

I.1.D.1 BASE OPERATING SUPPORT INTEGRATION

Base Name	I.1.D.1.a Petroleum, Oils and Lubricants	I.1.D.1.b Security	I.1.D.1.c Base Supply	I.1.D.1.d Tower/ Air Traffic Control	I.1.D.1.e Base Civil Engineering	I.1.D.1 BOS Integration
Bergstrom ARB	Yellow	Yellow	Yellow	Yellow	Yellow	**Yellow**
Carswell AFB	Yellow	Yellow	Yellow	Yellow	Yellow	**Yellow**
Dobbins ARB	Green	Yellow	Yellow	Yellow	Red	**Yellow**
Gen Mitchell IAP ARS	Red	Red	Red	Green	Red	**Red +**
Greater Pittsburgh IAP ARS	Yellow	Yellow	Yellow	Green	Yellow	**Yellow +**
Grissom AFB	Yellow	Yellow	Yellow	Yellow	Yellow	**Yellow**
Homestead ARB	Yellow	Yellow	Yellow	Yellow	Yellow	**Yellow**
March ARB	Yellow	Yellow	Yellow	Yellow	Yellow	**Yellow**
Minneapolis-St Paul IAP ARS	Yellow	Red	Red	Green	Red	**Yellow -**
NAS Willow Grove ARS	Yellow	Yellow	Yellow	Green	Yellow	**Yellow +**
Niagara Falls IAP ARS	Yellow	Red	Red	Green	Yellow	**Yellow -**
O'Hare IAP, ARS	Yellow	Yellow	Red	Green	Green	**Yellow +**
Westover ARB	Yellow	Yellow	Yellow	Yellow	Yellow	**Yellow**
Youngstown-Warren MPT ARS	Yellow	Yellow	Yellow	Green	Yellow	**Yellow +**

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

I.1.D.2 ARC TRAINING EFFECTIVENESS

Base Name	I.1.D.2.a Fighter Training	I.1.D.2.b Tanker Training	I.1.D.2.c Airlift Training	I.1.D.2 ARC Effectiveness
Bergstrom ARB	Red +	Green -	Green	**Yellow -**
Carswell AFB	Yellow -	Green -	Green	**Yellow**
Dobbins ARB	Red +	Green	Green	**Green -**
Gen Mitchell IAP ARS	Red +	Yellow +	Green	**Green -**
Greater Pittsburgh IAP ARS	Red	Yellow	Green	**Green -**
Grissom AFB	Red +	Yellow +	Green -	**Yellow +**
Homestead ARB	Yellow	Green -	Green	**Yellow +**
March ARB	Yellow +	Green -	Green	**Green**
Minneapolis-St Paul IAP ARS	Red +	Yellow +	Green	**Green -**
NAS Willow Grove ARS	Yellow	Yellow	Green	**Green -**
Niagara Falls IAP ARS	Red	Yellow	Green	**Green -**
O'Hare IAP, ARS	Yellow -	Yellow +	Green	**Green -**
Westover ARB	Yellow	Yellow	Green	**Green -**
Youngstown-Warren MPT ARS	Red	Yellow	Green	**Green -**

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

I.1.D.2.a ARC FIGHTER TRAINING AREAS

Base Name	I.1.D.2.a.1 Supersonic Air Combat MOAs	I.1.D.2.a.2 Other Air Combat MOAs	I.1.D.2.a.3 Low Altitude MOAs	I.1.D.2.a.4 Scorable Range Complexes	I.1.D.2.a.5 Electronic Combat Ranges
Bergstrom ARB	Red	Red	Red	Red	Red
Carswell AFB	Red	Red	Red	Red	Green
Dobbins ARB	Red	Red	Red	Yellow	Green
Gen Mitchell IAP ARS	Red	Red	Red	Red	Green
Greater Pittsburgh IAP ARS	Red	Red	Red	Red	Red
Grissom AFB	Red	Red	Red	Red	Green
Homestead ARB	Yellow	Green	Green	Red	Red
March ARB	Yellow	Yellow	Yellow	Yellow	Green
Minneapolis-St Paul IAP ARS	Red	Red	Red	Red	Green
NAS Willow Grove ARS	Green	Yellow	Yellow	Red	Green
Niagara Falls IAP ARS	Red	Red	Red	Red	Red
O'Hare IAP, ARS	Red	Red	Red	Yellow	Green
Westover ARB	Green	Yellow	Yellow	Red	Green
Youngstown-Warren MPT ARS	Red	Red	Red	Red	Red

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

I.1.D.2.a ARC FIGHTER TRAINING AREAS (Cont.)

Base Name	I.1.D.2.a.6 Tactical Aircraft Employment	I.1.D.2.a.7 Air Combat Maneuvering Instrumentation	I.1.D.2.a.8 Full Scale Weapons Drop Range	I.1.D.2.a.9 Visual Routes (VRs)/ Instrument Routes (IRs)	I.1.D.2.a ARC Fighter Training Areas
Bergstrom ARB	Green	Red	Red	Green	**Red +**
Carswell AFB	Yellow	Red	Green	Green	**Yellow -**
Dobbins ARB	Red	Red	Yellow	Yellow	**Red +**
Gen Mitchell IAP ARS	Red	Green	Green	Red	**Red +**
Greater Pittsburgh IAP ARS	Red	Red	Yellow	Red	**Red**
Grissom AFB	Red	Red	Green	Yellow	**Red +**
Homestead ARB	Red	Green	Green	Yellow	**Yellow**
March ARB	Green	Yellow	Green	Green	**Yellow +**
Minneapolis-St Paul IAP ARS	Red	Green	Green	Red	**Red +**
NAS Willow Grove ARS	Red	Red	Green	Yellow	**Yellow**
Niagara Falls IAP ARS	Red	Red	Green	Red	**Red**
O'Hare IAP, ARS	Red	Yellow	Green	Red	**Yellow -**
Westover ARB	Red	Red	Green	Yellow	**Yellow**
Youngstown-Warren MPT ARS	Red	Red	Red	Red	**Red**

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

I.1.D.2.b ARC TANKER TRAINING

Base Name	I.1.D.2.b.1 Refueling Events	I.1.D.2.b.2 Tanker Saturation	I.1.D.2.b.3 Concentrated Receiver Area	I.1.D.2.b ARC Tanker Training
Bergstrom ARB	Green	Yellow	Green	**Green -**
Carswell AFB	Green	Yellow	Green	**Green -**
Dobbins ARB	Green	Green	Green	**Green**
Gen Mitchell IAP ARS	Green	Red	Green	**Yellow +**
Greater Pittsburgh IAP ARS	Green	Red	Yellow	**Yellow**
Grissom AFB	Green	Red	Green	**Yellow +**
Homestead ARB	Green	Green	Yellow	**Green -**
March ARB	Green	Green	Yellow	**Green -**
Minneapolis-St Paul IAP ARS	Green	Red	Green	**Yellow +**
NAS Willow Grove ARS	Green	Red	Yellow	**Yellow**
Niagara Falls IAP ARS	Green	Red	Yellow	**Yellow**
O'Hare IAP, ARS	Green	Red	Green	**Yellow +**
Westover ARB	Green	Red	Yellow	**Yellow**
Youngstown-Warren MPT ARS	Green	Red	Yellow	**Yellow**

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

I.1.D.2.c ARC AIRLIFT TRAINING AREAS

Base Name	I.1.D.2.c.1 Drop Zones	I.1.D.2.c.2 Airdrop Employment	I.1.D.2.c.3 Full Scale Airdrop	I.1.D.2.c.4 Instrument Routes and Visual Routes (IRs and VRs)	I.1.D.2.c ARC Airlift Training
Bergstrom ARB	Green	Green	Green	Green	**Green**
Carswell AFB	Green	Green	Green	Green	**Green**
Dobbins ARB	Green	Green	Green	Green	**Green**
Gen Mitchell IAP ARS	Green	Green	Green	Green	**Green**
Greater Pittsburgh IAP ARS	Green	Green	Green	Green	**Green**
Grissom AFB	Yellow	Green	Green	Green	**Green -**
Homestead ARB	Green	Green	Green	Green	**Green**
March ARB	Green	Green	Green	Green	**Green**
Minneapolis-St Paul IAP ARS	Green	Green	Green	Green	**Green**
NAS Willow Grove ARS	Green	Green	Green	Green	**Green**
Niagara Falls IAP ARS	Green	Green	Green	Green	**Green**
O'Hare IAP, ARS	Green	Green	Green	Green	**Green**
Westover ARB	Green	Green	Green	Green	**Green**
Youngstown-Warren MPT ARS	Green	Green	Green	Green	**Green**

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

II FACILITIES AVAILABILITY and CONDITION

Base Name	II.1 Mission Support Facilities	II.3 Airspace Encroachment	II.4 Air Quality	II.6 Billeting Requirements	II Overall
Bergstrom ARB	Yellow -	Red +	Green -	Yellow	Yellow
Carswell AFB	Green	Red +	Yellow	Green	Yellow +
Dobbins ARB	Green	Green -	Yellow +	Green -	Green -
Gen Mitchell IAP ARS	Yellow -	Green	Yellow -	Yellow +	Yellow
Greater Pittsburgh IAP ARS	Yellow +	Yellow +	Yellow	Yellow +	Yellow +
Grissom AFB	Green -	Yellow -	Green	Yellow	Yellow +
Homestead ARB	Green -	Yellow +	Yellow	Green	Yellow +
March ARB	Green -	Green -	Red	Green -	Yellow
Minneapolis-St Paul IAP ARS	Yellow +	Green	Yellow +	Green	Green -
NAS Willow Grove ARS	Yellow	Green -	Yellow -	Yellow +	Yellow
Niagara Falls IAP ARS	Green -	Yellow +	Yellow +	Green	Yellow +
O'Hare IAP, ARS	Green -	Yellow +	Yellow +	Yellow +	Yellow +
Westover ARB	Yellow	Yellow +	Yellow -	Yellow -	Yellow
Youngstown-Warren MPT ARS	Yellow +	Yellow +	Yellow +	Yellow -	Yellow +

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

II.1 Mission Support Facilities

Base Name	II.1.A Facilities Capacity	II.1.B Facilities Condition Buildings	II.1.C Facilities Condition Infrastructure	II.1.D Unique Facilities	II.1.E Utility Capacity	II.1 Facilities
Bergstrom ARB	Red	Yellow +	Yellow	Red	Green	**Yellow -**
Carswell AFB	Green	Green -	Green	Red	Green	**Green**
Dobbins ARB	Green	Green -	Green	Red	Green	**Green**
Gen Mitchell IAP ARS	Red	Yellow -	Yellow	Red	Green	**Yellow -**
Greater Pittsburgh IAP ARS	Yellow	Yellow +	Green -	Red	Green	**Yellow +**
Grissom AFB	Green	Yellow	Green -	Red	Green	**Green -**
Homestead ARB	Green	Yellow	Green -	Red	Green	**Green -**
March ARB	Green	Yellow +	Green -	Red	Green	**Green -**
Minneapolis-St Paul IAP ARS	Green	Yellow	Yellow -	Red	Green	**Yellow +**
NAS Willow Grove ARS	Yellow	Yellow +	Yellow -	Red	Green	**Yellow**
Niagara Falls IAP ARS	Green	Green -	Yellow	Red	Green	**Green -**
O'Hare IAP, ARS	Green	Yellow +	Yellow	Red	Green	**Green -**
Westover ARB	Yellow	Yellow -	Yellow -	Red	Green	**Yellow**
Youngstown-Warren MPT ARS	Yellow	Green -	Yellow +	Red	Green	**Yellow +**

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

II.3 AIRSPACE ENCROACHMENT

Base Name	II.3.A Existing Associated Airspace	II.3.B Future Associated Airspace	II.3.C Existing Local Flying Area	II.3.D Future Local Flying Area	II.3 ENCROACHMENT
Bergstrom ARB	Red +	Red +	Yellow	Yellow	**Red +**
Carswell AFB	Red +	Red +	Yellow	Yellow	**Red +**
Dobbins ARB	Green	Green	Yellow	Yellow	**Green -**
Gen Mitchell IAP ARS	Green	Green -	Green	Green	**Green**
Greater Pittsburgh IAP ARS	Green -	Green -	Red	Red	**Yellow +**
Grissom AFB	Yellow -	Yellow -	Yellow	Yellow	**Yellow -**
Homestead ARB	Yellow	Yellow	Green	Green	**Yellow +**
March ARB	Green	Green	Yellow	Yellow	**Green -**
Minneapolis-St Paul IAP ARS	Green	Green	Green	Green	**Green**
NAS Willow Grove ARS	Green	Green	Yellow	Yellow	**Green -**
Niagara Falls IAP ARS	Yellow +	Yellow +	Yellow	Yellow	**Yellow +**
O'Hare IAP, ARS	Yellow +	Yellow +	Green	Green	**Yellow +**
Westover ARB	Green -	Yellow +	Yellow	Yellow	**Yellow +**
Youngstown-Warren MPT ARS	Yellow +	Yellow +	Yellow	Yellow	**Yellow +**

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

II.3.A EXISTING ASSOCIATED AIRSPACE

Base Name	MOAs and Restricted Airspace II.3.A.1	Bombing Ranges Drop Zones II.3.A.2	Low Level Routes II.3.A.3	Associated Airspace II.3.A
Bergstrom ARB	Red	Red	Green	**Red +**
Carswell AFB	Red	Red	Green	**Red +**
Dobbins ARB	Green	Green	Green	**Green**
Gen Mitchell IAP ARS	Green	Green	Yellow	**Green**
Greater Pittsburgh IAP ARS	Green	Green	Red	**Green -**
Grissom AFB	Green	Red	Red	**Yellow -**
Homestead ARB	Yellow	Yellow	Yellow	**Yellow**
March ARB	Green	Green	Yellow	**Green**
Minneapolis-St Paul IAP ARS	Green	Green	Yellow	**Green**
NAS Willow Grove ARS	Green	Green	Yellow	**Green**
Niagara Falls IAP ARS	Green	Yellow	Yellow	**Yellow +**
O'Hare IAP, ARS	Green	Yellow	Red	**Yellow +**
Westover ARB	Green	Yellow	Green	**Green -**
Youngstown-Warren MPT ARS	Green	Yellow	Yellow	**Yellow +**

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

II.3.B FUTURE ASSOCIATED AIRSPACE

Base Name	II.3.B.1 MOAs and Restricted Airspace	II.3.B.2 Bombing Ranges Drop Zones	II.3.B.3 Low Level Routes	II.3.B Associated Airspace
Bergstrom ARB	Red	Red	Green	**Red +**
Carswell AFB	Red	Red	Green	**Red +**
Dobbins ARB	Green	Green	Green	**Green**
Gen Mitchell IAP ARS	Green	Green	Red	**Green -**
Greater Pittsburgh IAP ARS	Green	Green	Red	**Green -**
Grissom AFB	Green	Red	Red	**Yellow -**
Homestead ARB	Yellow	Yellow	Yellow	**Yellow**
March ARB	Green	Green	Yellow	**Green**
Minneapolis-St Paul IAP ARS	Green	Green	Yellow	**Green**
NAS Willow Grove ARS	Green	Green	Yellow	**Green**
Niagara Falls IAP ARS	Green	Yellow	Red	**Yellow +**
O'Hare IAP, ARS	Green	Yellow	Red	**Yellow +**
Westover ARB	Green	Yellow	Yellow	**Yellow +**
Youngstown-Warren MPT ARS	Green	Yellow	Red	**Yellow +**

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

II.4 AIR QUALITY

Base Name	II.4.A Attainment Status	II.4.B Restrictions	II.4.C Future Growth	II.4 Air Quality
Bergstrom ARB	Green	Yellow	Green	**Green -**
Carswell AFB	Yellow	Yellow	Yellow	**Yellow**
Dobbins ARB	Red	Green	Yellow	**Yellow +**
Gen Mitchell IAP ARS	Red	Green	Red	**Yellow -**
Greater Pittsburgh IAP ARS	Yellow	Green	Red	**Yellow**
Grissom AFB	Green	Green	Green	**Green**
Homestead ARB	Yellow	Green	Red	**Yellow**
March ARB	Red	Red	Red	**Red**
Minneapolis-St Paul IAP ARS	Yellow	Green	Yellow	**Yellow +**
NAS Willow Grove ARS	Red	Green	Red	**Yellow -**
Niagara Falls IAP ARS	Yellow	Green	Yellow	**Yellow +**
O'Hare IAP, ARS	Red	Green	Yellow	**Yellow +**
Westover ARB	Red	Green	Red	**Yellow -**
Youngstown-Warren MPT ARS	Yellow	Green	Yellow	**Yellow +**

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

II.6 BILLETING REQUIREMENTS

Base Name	II.6.A Installation Billeting	II.6.B Commercial Billeting	II.6 Billeting Requirements
Bergstrom ARB	Yellow	Yellow	**Yellow**
Carswell AFB	Green	Green	**Green**
Dobbins ARB	Green	Yellow	**Green -**
Gen Mitchell IAP ARS	Green	Red	**Yellow +**
Greater Pittsburgh IAP ARS	Yellow	Green	**Yellow +**
Grissom AFB	Yellow	Yellow	**Yellow**
Homestead ARB	Green	Green	**Green**
March ARB	Green	Yellow	**Green -**
Minneapolis-St Paul IAP ARS	Green	Green	**Green**
NAS Willow Grove ARS	Green	Red	**Yellow +**
Niagara Falls IAP ARS	Green	Green	**Green**
O'Hare IAP, ARS	Green	Red	**Yellow +**
Westover ARB	Red	Green	**Yellow -**
Youngstown-Warren MPT ARS	Red	Green	**Yellow -**

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

III CONTINGENCY, MOBILITY, and DEPLOYMENT REQUIREMENTS

Base Name	III.1 Maximum on Ground Capacity	III.2 Wide Body Aircraft Operations	III.3 Fuel Hydrant System	III.4 Fuel Storage by Pipeline	III.5 Munitions (Cat 1.1) Capacity	III.6 Hot Cargo Pad	III.7 Geographic Location	III Overall
Bergstrom ARB	Yellow	Green	Green	Red	Red	Red	Green	**Yellow +**
Carswell AFB	Yellow	Green	Red	Green	Red	Green	Yellow +	**Yellow**
Dobbins ARB	Yellow	Green	Red	Red	Red	Green	Yellow +	**Yellow**
Gen Mitchell IAP ARS	Green	Green	Red	Red	Red	Red	Yellow +	**Yellow**
Greater Pittsburgh IAP ARS	Yellow	Green	Green	Red	Red	Red	Yellow -	**Yellow**
Grissom AFB	Red	Green	Green	Red	Red	Green	Yellow +	**Yellow**
Homestead ARB	Yellow	Green	Red	Green	Red	Red	Yellow -	**Yellow**
March ARB	Yellow	Green	Green	Green	Yellow	Green	Green	**Green -**
Minneapolis-St Paul IAP ARS	Yellow	Green	Red	Red	Red	Red	Yellow +	**Yellow -**
NAS Willow Grove ARS	Yellow	Green	Red	Red	Red	Red	Green	**Yellow**
Niagara Falls IAP ARS	Yellow	Green	Green	Red	Red	Green	Yellow -	**Yellow**
O'Hare IAP, ARS	Yellow	Green	Yellow	Red	Red	Red	Yellow -	**Yellow**
Westover ARB	Green	Green	Green	Green	Red	Green	Yellow +	**Green -**
Youngstown-Warren MPT ARS	Yellow	Green	Red	Red	Red	Red	Yellow -	**Yellow -**

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

III.7 GEOGRAPHIC LOCATION

Base Name	III.7.A Ground Force Installation	III.7.B Rail Access	III.7.C Port Facility	III.7 Geographic Location
Bergstrom ARB	Green	Green	Green	**Green**
Carswell AFB	Green	Green	Red	**Yellow +**
Dobbins ARB	Green	Green	Red	**Yellow +**
Gen Mitchell IAP ARS	Green	Green	Red	**Yellow +**
Greater Pittsburgh IAP ARS	Red	Green	Red	**Yellow -**
Grissom AFB	Green	Green	Red	**Yellow +**
Homestead ARB	Red	Green	Red	**Yellow -**
March ARB	Green	Green	Green	**Green**
Minneapolis-St Paul IAP ARS	Green	Green	Red	**Yellow +**
NAS Willow Grove ARS	Green	Green	Green	**Green**
Niagara Falls IAP ARS	Red	Green	Red	**Yellow -**
O'Hare IAP, ARS	Red	Green	Red	**Yellow -**
Westover ARB	Red	Green	Green	**Yellow +**
Youngstown-Warren MPT ARS	Red	Green	Red	**Yellow -**

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

IV/V Cost and Manpower Implications/Return on Investment

Base Name	IV.1 One Time Costs (Closing)	IV.2 20 Year Net Present Value	Steady State Savings	Manpower Savings	V Return On Investment
Bergstrom ARB	34	-84	7	0	2
Carswell AFB	26	55	-2	0	Never
Dobbins ARB	20	-110	10	145	3
Gen Mitchell IAP ARS	13	-124	10	143	1
Greater Pittsburgh IAP ARS	14	-138	11	110	1
Grissom AFB	81	-161	17	305	5
Homestead ARB	8	-194	12	247	0
March ARB	184	-212	27	297	7
Minneapolis-St Paul IAP ARS	14	-119	10	84	2
NAS Willow Grove ARS	12	-60	5	56	3
Niagara Falls IAP ARS	14	115	9	81	1
O'Hare IAP, ARS	14	-152	12	142	1
Westover ARB	149	190	24	396	7
Youngstown-Warren MPT ARS	13	-107	9	143	2

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

VI Economic Impact

Base Name	Economic Area Employment (93)	Direct Job Loss (Current BRAC)	Indirect Job Loss (Current BRAC)	Previous Job Loss (Prior BRACs)	Total Job Loss (Current BRAC)	Percent Job Loss (Current BRAC)	Cumulative Loss (All BRACs)	Percent Job Loss (All BRACs)
Bergstrom ARB	558,028	954	560	-1	1,514	0.3%	**1,513**	**0.3%**
Carswell AFB	769,553	599	376	-	**975**	**0.1%**	-	-
Dobbins ARB	1,923,937	7,052	3,722	-	**10,774**	**0.6%**	-	-
Gen Mitchell IAP ARS	890,741	386	243	-	**629**	**0.1%**	-	-
Greater Pittsburgh IAP ARS	1,112,994	433	268	-	**701**	**0.1%**	-	-
Grissom AFB	87,142	932	408	2,417	1,340	1.5%	**3,757**	**4.3%**
Homestead ARB	1,064,241	635	399	-341	1,034	0.1%	**693**	**0.1%**
March ARB	1,032,616	5,287	2,899	10,586	8,186	0.8%	**18,772**	**1.8%**
Minneapolis-St Paul IAP ARS	1,738,779	713	435	-37	1,148	0.1%	**1,111**	**0.1%**
NAS Willow Grove ARS	2,604,793	600	368	25,965	968	0.0%	**26,933**	**1.0%**
Niagara Falls IAP ARS	98,215	721	311	7	1,032	1.1%	**1,039**	**1.1%**
O'Hare IAP, ARS	3,654,586	1,048	649	2,887	1,697	0.0%	**4,584**	**0.1%**
Westover ARB	299,248	1,491	763	14	2,254	0.8%	**2,268**	**0.8%**
Youngstown-Warren MPT ARS	240,626	807	386	-	**1,193**	**0.5%**	-	-

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

VI Economic Impact - Community Statistics

Base Name	Economic Statistical Area	Population (1992 Census)	Per Capita Income (1991)	1984-1991 Average Income Increase
Bergstrom ARB	Austin-San Marcos, TX MSA	899,000	$18,870	4.2%
Carswell AFB	Fort Worth-Arlington, TX PMSA	1,418,000	$20,253	4.5%
Dobbins ARB	Atlanta, GA MSA	3,133,000	$21,858	5.2%
Gen Mitchell IAP ARS	Milwaukee-Waukesha, WI PMSA	1,448,000	$21,797	5.1%
Greater Pittsburgh IAP ARS	Allegheny-Fayette-Washington-Westmoreland Co, PA	2,060,000	$21,784	6.2%
Grissom AFB	Cass- Howard-Miami counties, IN	157,000	$17,598	4.8%
Homestead ARB	Miami, FL PMSA	2,008,000	$17,124	3.4%
March ARB	Riverside-San Bernardino, Ca	2,822,000	$17,021	3.5%
Minneapolis-St Paul IAP ARS	Minneapolis-St Paul, MN-WI MSA	2,614,000	$23,292	5.1%
NAS Willow Grove ARS	Philadelphia, PA-NJ PMSA	4,940,000	$23,398	6.1%
Niagara Falls IAP ARS	Niagara County, NY	221,000	$18,103	4.8%
O'Hare IAP, ARS	Cook-Dupage- McHenry Counties, IL	6,155,000	$23,888	5.5%
Westover ARB	Springfield, MA MSA	599,000	$19,188	5.1%
Youngstown-Warren MPT ARS	Mahoning-Trumbull Counties, OH	494,000	$17,923	5.1%

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

VI Economic Impact - Unemployment Statistics

Base Name	Economic Statistical Area	Unemployment (10 Year Average)	Unemployment (3 Year Average)	Unemployment (1993)
Bergstrom ARB	Austin-San Marcos, TX MSA	5.0%	4.6%	4.0%
Carswell AFB	Fort Worth-Arlington, TX PMSA	5.9%	6.6%	6.4%
Dobbins ARB	Atlanta, GA MSA	5.2%	5.5%	5.2%
Gen Mitchell IAP ARS	Milwaukee-Waukesha, WI PMSA	4.9%	4.5%	4.4%
Greater Pittsburgh IAP ARS	Allegheny-Fayette-Washington-Westmoreland Co, PA	7.0%	6.5%	6.8%
Grissom AFB	Cass- Howard-Miami counties, IN	7.2%	7.3%	6.2%
Homestead ARB	Miami, FL PMSA	7.3%	8.8%	7.7%
March ARB	Riverside-San Bernardino, Ca	7.6%	10.2%	10.5%
Minneapolis-St Paul IAP ARS	Minneapolis-St Paul, MN-WI MSA	4.3%	4.5%	4.3%
NAS Willow Grove ARS	Philadelphia, PA-NJ PMSA	5.6%	6.9%	6.8%
Niagara Falls IAP ARS	Niagara County, NY	7.9%	8.4%	7.3%
O'Hare IAP, ARS	Cook-Dupage- McHenry Counties, IL	7.0%	7.2%	7.3%
Westover ARB	Springfield, MA MSA	5.5%	8.5%	7.5%
Youngstown-Warren MPT ARS	Mahoning-Trumbull Counties, OH	9.0%	8.3%	8.2%

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

VII COMMUNITY

Base Name	VII.10 Recruitable Population	VII.11 Other Local Guard / Reserve Units	VII.12 Population per Guard / Reserve Unit	VII.13 Total Population	VII Overall
Bergstrom ARB	Green	Yellow	Green	Green	Green -
Carswell AFB	Green	Yellow	Green	Green	Green -
Dobbins ARB	Green	Yellow	Green	Green	Green -
Gen Mitchell IAP ARS	Green	Yellow	Green	Green	Green -
Greater Pittsburgh IAP ARS	Green	Yellow	Green	Green	Green -
Grissom AFB	Green	Yellow	Green	Green	Green -
Homestead ARB	Green	Yellow	Green	Green	Green -
March ARB	Green	Yellow	Green	Green	Green -
Minneapolis-St Paul IAP ARS	Green	Yellow	Green	Green	Green -
NAS Willow Grove ARS	Green	Yellow	Green	Green	Green -
Niagara Falls IAP ARS	Green	Yellow	Green	Green	Green -
O'Hare IAP, ARS	Green	Yellow	Green	Green	Green -
Westover ARB	Green	Yellow	Green	Green	Green -
Youngstown-Warren MPT ARS	Green	Yellow	Green	Green	Green -

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

VIII ENVIRONMENTAL IMPACT

Base Name	VIII.1 Water	VIII.2 Asbestos	VIII.3 Biological	VIII.4 Cultural	VIII.5 Installation Restor-ation Program	VIII Overall
Bergstrom ARB	Green	Green	Green	Green	Yellow	**Green**
Carswell AFB	Green	Red	Green	Green	Green	**Green**
Dobbins ARB	Green	Red	Green -	Yellow	Yellow	**Green -**
Gen Mitchell IAP ARS	Green	Red	Green	Yellow	Yellow	**Green -**
Greater Pittsburgh IAP ARS	Green	Yellow	Yellow	Green	Yellow	**Green -**
Grissom AFB	Green	Yellow	Yellow +	Green	Red	**Yellow +**
Homestead ARB	Yellow	Red	Yellow	Green	Red	**Yellow**
March ARB	Yellow	Yellow	Yellow -	Red	Red	**Yellow -**
Minneapolis-St Paul IAP ARS	Green	Red	Yellow +	Yellow	Yellow	**Yellow +**
NAS Willow Grove ARS	Green	Red	Green	Green	Red	**Green -**
Niagara Falls IAP ARS	Green	Red	Yellow -	Green	Red	**Yellow +**
O'Hare IAP, ARS	Green	Red	Green -	Green	Yellow	**Green -**
Westover ARB	Green	Yellow	Yellow	Yellow	Yellow	**Yellow +**
Youngstown-Warren MPT ARS	Green	Red	Green	Green	Yellow	**Green -**

AIR RESERVE COMPONENT - AIR FORCE RESERVE Subcategory

VIII.3 BIOLOGICAL

Base Name	VIII.3.A Habitat	VIII.3.B Threatened and Endangered Species	VIII.3.C Wetlands	VIII.3.D Floodplains	VIII.3 Biological
Bergstrom ARB	Green	Green	Green	Green	**Green**
Carswell AFB	Yellow	Green	Green	Green	**Green**
Dobbins ARB	Green	Green	Green	Yellow	**Green -**
Gen Mitchell IAP ARS	Yellow	Green	Green	Green	**Green**
Greater Pittsburgh IAP ARS	Green	Green	Red	Green	**Yellow**
Grissom AFB	Yellow	Yellow	Yellow	Green	**Yellow +**
Homestead ARB	Green	Yellow	Yellow	Red	**Yellow**
March ARB	Red	Red	Yellow	Yellow	**Yellow -**
Minneapolis-St Paul IAP ARS	Yellow	Green	Yellow	Yellow	**Yellow +**
NAS Willow Grove ARS	Green	Green	Green	Green	**Green**
Niagara Falls IAP ARS	Yellow	Green	Red	Yellow	**Yellow -**
O'Hare IAP, ARS	Yellow	Green	Green	Yellow	**Green -**
Westover ARB	Yellow	Yellow	Yellow	Yellow	**Yellow**
Youngstown-Warren MPT ARS	Green	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

OVERVIEW: The Depot subcategory consists of bases that provide maintenance and upgrade/modification support for Air Force weapon systems. Bases in the depot subcategory are:

Hill AFB, Utah
Robins AFB, Georgia
Kelly AFB, Texas
Tinker AFB, Oklahoma
McClellan AFB, California

ATTRIBUTES: Important attributes of depots:

- Large industrial type facilities
- Access to a technically oriented labor pool
- Runway and ramp to support large aircraft
- Specialized equipment and facilities
- Administrative space

SPECIAL ANALYSIS METHOD: Although the Depot subcategory analysis reflected the same method for Criteria II - VIII as the overall Air Force process, a tailored Criterion I analysis was developed for this subcategory. This tailored approach was necessary because of the Depot Maintenance Joint Cross Service Group (JCSG-DM), which was established to reduce duplication, excess capacity, and take advantage of available cross-service opportunities. As chartered by OSD, the JCSGs were to develop guidelines, standards, assumptions, measures of merit, data elements and milestone schedules for DoD Component conduct of cross-service analyses of common support functions. The products of the JCSGs were to be closure or realignment alternatives for service consideration and inclusion in their processes.

As a result of this effort, and seeking to integrate the cross-service analysis into the Air Force process to the extent possible, the Air Force used the Joint Group data for its depot-particular evaluation of Criterion I for depot activities. The Air Force collected data on behalf of and under the direction of the JCSG-DM relating to the functional capabilities of depot common support functions.

The Air Force BCEG appointed a special Base Closure Working Group Subgroup to develop a means of analyzing the Depot functions. That Subgroup briefed the BCEG on its proposed analytical method, received BCEG approval, and conducted the analysis in accordance with the method.

Criterion I for Depot bases was split into two parts. The first part, which accounted for seventy percent of the overall Criterion I grade, was a rolled up rating of the depot functional analysis. This rating was represented by a color and consisted of two parts, a commodity analysis worth eighty percent of the overall depot functional grade, and a cost analysis worth twenty percent of the overall grade. The Air Force, attempting to keep its analysis close to the JCSG-DM analysis, used the data and measures of merit developed by the JCSG-DM to the extent possible in developing the commodity analysis grades.

The commodity grade was determined by scoring each commodity group for each depot. Commodity scores were determined by applying five measures of merit to the JCSG data. The maximum possible score for each measure of merit represented its weight, as a percentage of one hundred, relative to the other measures of merit, and was determined by the BCEG. Thus, a measure of merit with a possible score of 20 was half as important as a measure of merit with a possible score of 40. Once a score for each measure of merit was obtained, the overall commodity score was assigned by summing

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

up the measure of merit scores. The individual commodity scores were then multiplied by the weight of that commodity group relative to the other commodity groups. These weights (3,2, or 1 multiplier), approved by the BCEG, reflected the commodity group's relative importance to the core workload accomplished in support of DoD.

For example, the Engine commodity might receive scores of 20, 17, 6, 7, and 0 for each of the Measures of Merit (Capacity, Core Workload and Capabilities, Unique and Peculiar Core Workloads, Unique and Peculiar Core Workload Test Facilities, and Other Workloads). This sum (50) of the measures of merit was multiplied by the weighting applied for that commodity. Engine workload was highly valued as core therefore the multiplier was 3, giving an overall score of 150 for that commodity. Colors were also portrayed for BCEG reference. These were established with the highest total being green, the lowest red, and the others yellow. These colors were for ease of reference only, and were not rolled up using the normal color grade rollup system.

After deriving a score for each commodity for every depot, those scores were summed, providing a "Commodity Roll-Up" for each depot activity. These commodity totals were then compared by applying the standard deviation grading scheme, detailed in Tab X. The overall commodity color grade reflects the position of particular depot's commodity score in the distribution of depot commodity scores.

The Other Factors (Cost) grade was determined by applying the standard deviation grading scheme to the two subelements for cost comparison, then rolling up the resulting colors into an overall cost factor color grade. After developing a commodity color grade (80% weighting), and a cost factor color grade (20% weighting), these two grades were then rolled up into an overall depot value functional grade, using the standard color roll-up methodology. This final color represented the first part of the Criterion I grade, reflecting the depot value.

The second part of the Criterion I grade was an Operational capabilities analysis. The operational analysis measured how well a base could perform a small aircraft, bomber, tanker, and airlift mission. A grade for each mission capability was assigned, then those grades were rolled up with equal weighting for each mission. The rolled-up grade constituted the Operational Grade portion of the Criterion I overall grade.

The depot functional grade and the operational grade were then rolled up into one Criterion I grade, with 70 percent of the grade based on the depot grade and 30 percent based on the operational grade. The remaining criteria were determined in a manner consistent with the other categories of bases. All criteria were then reviewed prior to tiering by the BCEG using secret written ballots.

The Air Force was also tasked to provide a "military value" of depot activity bases to the Joint Group. Because the Air Force does not produce a value based solely on the first four criteria, it forwarded the initial tiering of the bases within their respective categories. In addition to the installation values, the Air Force also forwarded tiering by depot activity only, corresponding to the special Criterion I analysis performed for the depot bases. The following values were forwarded to the Depot Joint Group:

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

Base	Installation Tiering	Depot Activity Tiering	
Davis-Monthan AFB	1	N/A	Not analyzed as a depot, but the AMARC portion of Davis-Monthan AFB was analyzed by the Joint Group
Hill AFB	1	1	
Kelly AFB	3	3	
McClellan AFB	3	2	
Robins AFB	2	1	
Tinker AFB	1	2	

The Air Force was also directed to provide an analysis of various alternatives provided by the Joint Group. The Air Force analyzed the alternatives, comparing them with the Air Force analysis, accomplished a functional feasibility review, and participated in COBRA analysis accomplished by the losing Service. The following alternatives were analyzed:

Description of Alternative	COBRA Analysis (One-time costs, NPV, ROI)	Functional Assessment
Close Kelly AFB depot activities	$589 M, ($255M), 9 yrs	Can be accommodated with high costs
Close Kelly AFB and McClellan AFB depot activities	$1,159 M, ($626M), 8 yrs	Decrease in available capacity imposes excessive risk and entails extremely high cost, High mission impact by disrupting workload supporting mission readiness

The Air Force continued to discuss possible realignment and closures options concerning depot activities with the Depot Joint Group throughout the process.

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

SUBCATEGORY DEPENDENT WEIGHTS: (See Appendix 2 for a discussion of weighting and the values of weights which are not functions of subcategory or primary mission.)

I Mission Effectiveness				II Facilities Availability and Condition			VII Community	
I.1 Flying Operations	30%			II.1 Facilities Base	25%		VII.1 Off-base Housing	14%
I.1.A Operations Evaluation		70%		II.2 Facilities Housing	10%		VII.2 Transportation	7%
I.1.A.1 Fighter Operations			25%	II.3 Encroachment (Airfield)	25%		VII.3 Off-base Recreation	7%
I.1.A.2 Bomber Operations			25%	II.3.A Existing Assoc Airsp		15%	VII.4 Shopping Mall	7%
I.1.A.3 Tanker Operations			25%	II.3.B Future Assoc Airsp		15%	VII.5 Metro Center	7%
I.1.A.4 Airlift Operations			25%	II.3.C Existing Local Area		5%	VII.6 Local Area Crime Rate	14%
I.1.B Associated Airspace		20%		II.3.D Future Local Area		5%	VII.7 Education	14%
I.1.C Airfield Evaluation		10%		II.3.E Existing Local Comm		35%	VII.8 Employment Opportunities	14%
I.1.D EXCLUDED		N/A		II.3.F Future Local Comm		25%	VII.9 Local Medical Care	14%
I.2 thru I.5 EXCLUDED	N/A			II.4 Air Quality	40%		VII.10 thru VII.14 EXCLUDED	N/A
I.6 Depot Evaluation	70%			II.5 and II.6 EXCLUDED	N/A			
I.7 EXCLUDED	N/A							

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

OVERALL

Base Name	I Overall Mission Requirements	II Facilities and Infrastructure	III Contingency and Mobility	IV Costs and Manpower Implications	V Return on Investment	VI Economic Impact	VII Community	VIII Environmental Impact
Hill AFB	Green -	Yellow +	Green -	1,409/ 514	30	31,908 (4.8%)*	Green -	Yellow +
Kelly AFB	Yellow	Green -	Yellow +	653/-180	10	43,136 (5.9%)*	Green -	Red +
McClellan AFB	Yellow +	Yellow +	Yellow +	514/-607	5	32,772 (4.3%)*	Yellow	Yellow +
Robins AFB	Green -	Green -	Green	1,011/ 133	18	31,103 (19.7%)*	Green -	Yellow +
Tinker AFB	Yellow +	Green	Green	1,312/ 633	42	47,733 (8.2%)*	Green -	Yellow +

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I MISSION REQUIREMENTS

Base Name	I.1 Flying Operations	I.6 Depot Evaluation	I Overall
Hill AFB	Green	Green -	**Green -**
Kelly AFB	Green -	Yellow -	**Yellow**
McClellan AFB	Green -	Yellow	**Yellow +**
Robins AFB	Green -	Green -	**Green -**
Tinker AFB	Green -	Yellow	**Yellow +**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1 MISSION REQUIREMENTS - FLYING

Base Name	I.1.A Operational Effectiveness	I.1.B Associated Airspace	I.1.C Airfield Capabilities	I.1 Flying Mission
Hill AFB	Green	Green	Green -	**Green**
Kelly AFB	Green -	Green	Green	**Green -**
McClellan AFB	Green -	Green	Green	**Green -**
Robins AFB	Green -	Green	Green	**Green -**
Tinker AFB	Green -	Green	Green -	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A FLYING MISSION EFFECTIVENESS

Base Name	Fighter Operational Effectiveness I.1.A.1	Bomber Operational Effectiveness I.1.A.2	Tanker Operational Effectiveness I.1.A.3	Airlift Operational Effectiveness I.1.A.4	Effectiveness I.1.A
Hill AFB	Green -	Green -	Green	Green	**Green**
Kelly AFB	Yellow	Green	Green -	Green	**Green -**
McClellan AFB	Yellow	Green	Green	Green	**Green -**
Robins AFB	Yellow +	Green	Green	Green -	**Green -**
Tinker AFB	Yellow +	Green	Green -	Green -	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.1 FIGHTER MISSION OPERATIONAL EFFECTIVENESS

Base Name	Geographic Location I.1.A.1.a	Training Areas I.1.A.1.b	Airspace/Training Area Growth I.1.A.1.c	Composite Force Training I.1.A.1.d	Fighter Effectiveness I.1.A.1
Hill AFB	Green -	Yellow +	Yellow	Green	**Green -**
Kelly AFB	Green -	Red +	Yellow	Yellow	**Yellow**
McClellan AFB	Green	Red	Yellow	Green	**Yellow**
Robins AFB	Green	Yellow -	Yellow	Yellow	**Yellow +**
Tinker AFB	Green	Red +	Yellow	Red	**Yellow +**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.1.a FIGHTER MISSION - GEOGRAPHIC LOCATION

Base Name	I.1.A.1.a.1 Alternate Airfield	I.1.A.1.a.2 Divert Airfield	I.1.A.1.a.3 Ceiling and Visibility	I.1.A.1.a.4 Freezing Precipitation	I.1.A.1.a.5 Crosswind Component	I.1.A.1.a.6 Air Traffic Control Delays	I.1.A.1.a.7 Number of Runways	I.1.A.1.a Geographic Location
Hill AFB	Green	Green	Green	Red	Green	Green	Green	**Green -**
Kelly AFB	Green	Green	Yellow	Green	Green	Green	Green	**Green -**
McClellan AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Robins AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Tinker AFB	Green	Green	Green	Yellow	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.1.b FIGHTER MISSION - TRAINING AREAS (Military Operating Areas (MOAs) and Ranges)

Base Name	I.1.A.1.b.1 Supersonic Air Combat MOAs	I.1.A.1.b.2 Other Air Combat MOAs	I.1.A.1.b.3 Low Altitude MOAs	I.1.A.1.b.4 Scorable Range Complexes	I.1.A.1.b.5 Electronic Combat Ranges
Hill AFB	Red	Yellow	Yellow	Green	Green
Kelly AFB	Red	Red	Red	Red	Red
McClellan AFB	Red	Red	Red	Red	Red
Robins AFB	Red	Red	Red	Yellow	Green
Tinker AFB	Red	Red	Red	Red	Red

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.1.b FIGHTER MISSION - TRAINING AREAS (Cont.) (Tactical Employment, Ranges and Routes)

Base Name	Tactical Aircraft Employment I.1.A.1.b.6	Air Combat Maneuvering Instrumentation I.1.A.1.b.7	Full Scale Weapons Drop Range I.1.A.1.b.8	Visual Routes (VRs)/ Instrument Routes (IRs) I.1.A.1.b.9	Training Areas I.1.A.1.b
Hill AFB	Green	Green	Green	Yellow	**Yellow +**
Kelly AFB	Yellow	Red	Red	Green	**Red +**
McClellan AFB	Red	Red	Green	Red	**Red**
Robins AFB	Yellow	Red	Green	Yellow	**Yellow -**
Tinker AFB	Green	Red	Green	Green	**Red +**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.2 BOMBER MISSION OPERATIONAL EFFECTIVENESS

Base Name	Geographic Location I.1.A.2.a	Training Areas I.1.A.2.b	Airspace/Training Area Growth I.1.A.2.c	Bomber Effectiveness I.1.A.2
Hill AFB	Green -	Green	Yellow	**Green -**
Kelly AFB	Green	Green	Yellow	**Green**
McClellan AFB	Green	Green	Yellow	**Green**
Robins AFB	Green	Green	Yellow	**Green**
Tinker AFB	Green	Green	Yellow	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.2.a BOMBER MISSION - GEOGRAPHIC LOCATION

Base Name	I.1.A.2.a.1 Alternate Airfield	I.1.A.2.a.2 Ceiling and Visibility	I.1.A.2.a.3 Freezing Precipitation	I.1.A.2.a.4 Crosswind Component	I.1.A.2.a.5 Air Traffic Control Delays	I.1.A.2.a.6 Number of Runways	I.1.A.2.a Geographic Location
Hill AFB	Green	Green	Red	Green	Green	Green	**Green -**
Kelly AFB	Green	Green	Green	Green	Green	Green	**Green**
McClellan AFB	Green	Green	Green	Green	Green	Green	**Green**
Robins AFB	Green	Green	Green	Green	Green	Green	**Green**
Tinker AFB	Green	Green	Yellow	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.2.b BOMBER MISSION - TRAINING AREAS

Base Name	I.1.A.2.b.1 Low Altitude MOAs	I.1.A.2.b.2 Scorable Range Complexes	I.1.A.2.b.3 Tactical Training Range Complex	I.1.A.2.b.4 Electronic Combat Ranges	I.1.A.2.b.5 Full Scale Weapons Drop Range	I.1.A.2.b.6 Visual Routes (VRs)/ Instrument Routes (IRs)	I.1.A.2.b Training Areas
Hill AFB	Green	Green	Green	Green	Green	Green	**Green**
Kelly AFB	Green	Green	Yellow	Green	Green	Green	**Green**
McClellan AFB	Green	Green	Green	Green	Green	Green	**Green**
Robins AFB	Green	Green	Yellow	Green	Green	Green	**Green**
Tinker AFB	Green	Green	Green	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.3 TANKER MISSION OPERATIONAL EFFECTIVENESS

Base Name	I.1.A.3.a Alternate Airfield	I.1.A.3.b Ceiling and Visibility	I.1.A.3.c Freezing Precipitation	I.1.A.3.d Crosswind Component	I.1.A.3.e Air Traffic Control Delays	I.1.A.3.f Tanker Saturation	I.1.A.3.g Refueling Events	I.1.A.3.h Concentrated Receiver Area	I.1.A.3 Bomber Effectiveness
Hill AFB	Green	Green	Red	Green	Green	Green	Green	Green	**Green**
Kelly AFB	Green	Green	Green	Green	Green	Yellow	Green	Green	**Green -**
McClellan AFB	Green	Green	Green	Green	Green	Green	Green	Yellow	**Green**
Robins AFB	Green	Green	Green	Green	Green	Green	Green	Green	**Green**
Tinker AFB	Green	Green	Yellow	Green	Green	Yellow	Green	Green	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.4 AIRLIFT MISSION OPERATIONAL EFFECTIVENESS

Base Name	I.1.A.4.a Geographic Location	I.1.A.4.b Training Areas	I.1.A.4 Airlift Effectiveness
Hill AFB	Green	Green -	**Green**
Kelly AFB	Green	Green	**Green**
McClellan AFB	Green	Green -	**Green**
Robins AFB	Yellow +	Green	**Green -**
Tinker AFB	Yellow +	Green	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.4.a AIRLIFT MISSION - GEOGRAPHIC LOCATION

Base Name	I.1.A.4.a.1 Alternate Airfield	I.1.A.4.a.2 Ceiling and Visibility	I.1.A.4.a.3 Freezing Precipitation	I.1.A.4.a.4 Crosswind Component	I.1.A.4.a.5 Air Traffic Control Delays	I.1.A.4.a.6 Mobility and Deployability	I.1.A.4.a Geographic Location
Hill AFB	Green	Green	Red	Green	Green	Green	**Green**
Kelly AFB	Green	Green	Green	Green	Green	Green	**Green**
McClellan AFB	Green	Green	Green	Green	Green	Green	**Green**
Robins AFB	Green	Green	Green	Green	Green	Yellow	**Yellow +**
Tinker AFB	Green	Green	Yellow	Green	Green	Yellow	**Yellow +**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.4.b AIRLIFT MISSION - TRAINING AREAS (Personnel and Equipment Drop Zones, Landing Zones)

Base Name	I.1.A.4.b.1 Personnel Drop Zones	I.1.A.4.b.2 Personnel DZ Associated IRs	I.1.A.4.b.3 Personnel DZ Associated Slow Routes (SRs)	I.1.A.4.b.4 Landing Zone	I.1.A.4.b.5 Equipment Drop Zones	I.1.A.4.b.6 Equipment DZ Associated IRs	I.1.A.4.b.7 Equipment DZ Associated SRs
Hill AFB	Green	Green	Red	Yellow	Green	Green	Red
Kelly AFB	Green	Green	Green	Green	Green	Green	Green
McClellan AFB	Green	Green	Red	Yellow	Green	Green	Red
Robins AFB	Green	Green	Green	Green	Green	Green	Green
Tinker AFB	Green	Green	Green	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.A.4.b AIRLIFT MISSION - TRAINING AREAS (Cont.) (Airdrop, Refueling)

Base Name	I.1.A.4.b.8 Airdrop Employment	I.1.A.4.b.9 Full Scale Airdrop	I.1.A.4.b.10 Air Refueling Routes	I.1.A.4.b Training Areas
Hill AFB	Green	Green	Green	**Green -**
Kelly AFB	Green	Green	Green	**Green**
McClellan AFB	Green	Green	Green	**Green -**
Robins AFB	Green	Green	Green	**Green**
Tinker AFB	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.B ASSOCIATED AIRSPACE

Base Name	Existing Availibility Encroachment I.1.B.1	Future Availibility Encroachment I.1.B.2	Associated Airspace I.1.B
Hill AFB	Green	Green	**Green**
Kelly AFB	Green	Green	**Green**
McClellan AFB	Green	Green	**Green**
Robins AFB	Green	Green -	**Green**
Tinker AFB	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.B.1 EXISTING AVAILABILITY and ENCROACHMENT

Base Name	I.1.B.1.a Military Operating Areas/ Ranges	I.1.B.1.b Military Training Routes	I.1.B.1 Existing Availability
Hill AFB	Green	Green	**Green**
Kelly AFB	Green	Green	**Green**
McClellan AFB	Green	Green	**Green**
Robins AFB	Green	Green	**Green**
Tinker AFB	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.B.2 FUTURE AVAILABILITY and ENCROACHMENT

Base Name	I.1.B.2.a Military Operating Areas/ Ranges	I.1.B.2.b Military Training Routes	I.1.B.2 Future Availability
Hill AFB	Green	Green	**Green**
Kelly AFB	Green	Green	**Green**
McClellan AFB	Green	Green	**Green**
Robins AFB	Green	Yellow	**Green -**
Tinker AFB	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.1.C AIRFIELD CAPABILITIES (Runways, Taxiways, Aprons)

Base Name	I.1.C.1 Fighter Mission	I.1.C.2 Bomber Mission	I.1.C.3 Tanker Mission	I1.C.4 Airlift Mission	I.1.C Airfield Capabilities
Hill AFB	Green	Red	Green	Green	**Green -**
Kelly AFB	Green	Green	Green	Green	**Green**
McClellan AFB	Green	Green	Green	Green	**Green**
Robins AFB	Green	Green	Green	Green	**Green**
Tinker AFB	Green	Red	Green	Green	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6 MISSION EFFECTIVENESS - DEPOTS

Base Name	I.6.A Commodity Analysis	I.6.B Costs Analysis	I.6 Depot Effectiveness
Hill AFB	Green	Yellow -	**Green -**
Kelly AFB	Red +	Green	**Yellow -**
McClellan AFB	Yellow +	Red	**Yellow**
Robins AFB	Green -	Green	**Green -**
Tinker AFB	Yellow	Green -	**Yellow**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A DEPOTS - Commodity Values

Base Name	I.6.A.1 Transport Tanker Bomber	I.6.A.2 Engines	I.6.A.3 All Software	I.6.A.4 Fighter	I.6.A.5 Avionics	I.6.A.6 Ground CE	I.6.A.7 Aircraft Structures	I.6.A.8 Aircraft Components (other)	I.6.A.9 Instruments	I.6.A.10 All Missiles
Hill AFB	16	2	28	52	23	0	27	39	17	89
Kelly AFB	39	63	14	0	6	0	9	26	7	16
McClellan AFB	16	0	19	44	20	79	33	0	24	0
Robins AFB	37	0	41	33	58	10	47	32	29	11
Tinker AFB	40	51	20	0	14	0	34	44	26	0

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A DEPOTS - Commodity Values (cont.)

Base Name	Hydraulic/ Pneumatics I.6.A.11	Landing Gear I.6.A.12	TMDE I.6.A.13	Command and Control Aircraft I.6.A.14	General Purpose (other) I.6.A.15	Munitions (aviation) I.6.A.16	Propellers I.6.A.17	APUs I.6.A.18	Ground Generators I.6.A.19	Weighted Sum	Overall I.6.A
Hill AFB	13	78	0	0	67	77	0	44	0	1077	Green
Kelly AFB	10	11	69	0	0	0	0	73	0	735	Red +
McClellan AFB	65	0	0	0	24	0	0	0	77	879	Yellow +
Robins AFB	10	10	0	0	0	10	80	0	0	905	Green -
Tinker AFB	51	0	1	69	0	0	0	0	0	825	Yellow

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.1 Transport/Tanker/Bomber Commodity

Base Name	I.6.A.1.a (1/2) Current and Potential Capacity Relative to AF Core Capability	I.6.A.1.b (1/2) Core Workload Relative to Total Depot and AF Core Workloads	I.6.A.1.c Unique & Peculiar Workload	I.6.A.1.d Unique & Peculiar Core Test Facilities	I.6.A.1.e (1/2) Last and Outside Source Relative to Total Above Core Workload	I.6.A.1 Commodity Score
Hill AFB	4 (2.2/2.2)	12 (10.0/2.0)	0	0	0 (0.0/0.0)	**16**
Kelly AFB	23 (7.3/15.5)	11 (8.3/2.6)	1	4	0 (0.0/0.0)	**39**
McClellan AFB	8 (3.9/4.5)	8 (6.9/1.4)	0	0	0 (0.0/0.0)	**16**
Robins AFB	20 (10.0/10.0)	17 (9.3/7.4)	0	0	0 (0.0/0.0)	**37**
Tinker AFB	24 (10.5/13.5)	16 (9.7/6.7)	0	0	0 (0.0/0.0)	**40**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.2 Engines Commodity

Base Name	I.6.A.2.a (1/2) Current and Potential Capacity Relative to AF Core Capability	I.6.A.2.b (1/2) Core Workload Relative to Total Depot and AF Core Workloads	I.6.A.2.c Unique & Peculiar Workload	I.6.A.2.d Unique & Peculiar Core Test Facilities	I.6.A.2.e (1/2) Last and Outside Source Relative to Total Above Core Workload	I.6.A.2 Commodity Score
Hill AFB	1 (0.5/0.5)	1 (1.1/0.1)	0	0	0 (0.0/0.0)	**2**
Kelly AFB	39 (19.4/20.0)	17 (7.1/10.3)	1	4	2 (0.0/1.5)	**63**
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Robins AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Tinker AFB	31 (10.7/20.0)	19 (9.8/9.6)	0	1	0 (0.0/0.0)	**51**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.3 All Software Commodity

Base Name	I.6.A.3.a (1/2) Current and Potential Capacity Relative to AF Core Capability	I.6.A.3.b (1/2) Core Workload Relative to Total Depot and AF Core Workloads	I.6.A.3.c Unique & Peculiar Workload	I.6.A.3.d Unique & Peculiar Core Test Facilities	I.6.A.3.e (1/2) Last and Outside Source Relative to Total Above Core Workload	I.6.A.3 Commodity Score
Hill AFB	12 (6.0/6.0)	15 (10.0/5.3)	1	0	0 (0.0/0.0)	**28**
Kelly AFB	3 (1.1/1.5)	10 (9.3/1.1)	0	0	1 (0.0/0.7)	**14**
McClellan AFB	9 (4.0/5.1)	9 (6.7/2.3)	1	0	0 (0.0/0.1)	**19**
Robins AFB	20 (7.4/12.6)	18 (10.0/7.6)	3	0	0 (0.0/0.0)	**41**
Tinker AFB	8 (3.9/3.9)	12 (8.3/3.7)	0	0	0 (0.0/0.3)	**20**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.4 Fighter Commodity

Base Name	I.6.A.4.a (1/2) Current and Potential Capacity Relative to AF Core Capability	I.6.A.4.b (1/2) Core Workload Relative to Total Depot and AF Core Workloads	I.6.A.4.c Unique & Peculiar Workload	I.6.A.4.d Unique & Peculiar Core Test Facilities	I.6.A.4.e (1/2) Last and Outside Source Relative to Total Above Core Workload	I.6.A.4 Commodity Score
Hill AFB	30 (12.9/17.5)	17 (9.5/7.0)	0	1	4 (0.0/4.0)	**52**
Kelly AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
McClellan AFB	27 (13.5/13.6)	14 (7.1/7.3)	0	3	0 (0.0/0.0)	**44**
Robins AFB	20 (10.1/10.1)	13 (7.1/5.7)	0	0	0 (0.0/0.0)	**33**
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.5 Avionics Commodity

Base Name	I.6.A.5.a (1/2) Current and Potential Capacity Relative to AF Core Capability	I.6.A.5.b (1/2) Core Workload Relative to Total Depot and AF Core Workloads	I.6.A.5.c Unique & Peculiar Workload	I.6.A.5.d Unique & Peculiar Core Test Facilities	I.6.A.5.e (1/2) Last and Outside Source Relative to Total Above Core Workload	I.6.A.5 Commodity Score
Hill AFB	8 (2.9/4.7)	14 (10.0/3.7)	0	1	0 (0.0/0.0)	**23**
Kelly AFB	2 (0.7/0.8)	4 (3.5/0.3)	0	0	0 (0.0/0.0)	**6**
McClellan AFB	7 (2.6/4.5)	13 (9.2/3.3)	0	0	0 (0.0/0.0)	**20**
Robins AFB	23 (10.2/12.4)	22 (10.0/12.1)	6	7	0 (0.0/0.0)	**58**
Tinker AFB	2 (1.0/1.3)	11 (10.0/0.6)	0	1	0 (0.0/0.0)	**14**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.6 Ground CE Commodity

Base Name	I.6.A.6.a (1/2) Current and Potential Capacity Relative to AF Core Capability	I.6.A.6.b (1/2) Core Workload Relative to Total Depot and AF Core Workloads	I.6.A.6.c Unique & Peculiar Workload	I.6.A.6.d Unique & Peculiar Core Test Facilities	I.6.A.6.e (1/2) Last and Outside Source Relative to Total Above Core Workload	I.6.A.6 Commodity Score
Hill AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Kelly AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
McClellan AFB	40 (20.0/20.0)	28 (7.5/20.0)	6	4	1 (0.6/0.1)	**79**
Robins AFB	0 (0.0/0.0)	10 (10.0/0.0)	0	0	0 (0.0/0.0)	**10**
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.7 Aircraft Structures Commodity

Base Name	I.6.A.7.a (1/2) Current and Potential Capacity Relative to AF Core Capability	I.6.A.7.b (1/2) Core Workload Relative to Total Depot and AF Core Workloads	I.6.A.7.c Unique & Peculiar Workload	I.6.A.7.d Unique & Peculiar Core Test Facilities	I.6.A.7.e (1/2) Last and Outside Source Relative to Total Above Core Workload	I.6.A.7 Commodity Score
Hill AFB	12 (6.1/6.1)	10 (7.3/2.7)	0	0	5 (3.2/1.9)	**27**
Kelly AFB	5 (1.8/3.2)	3 (3.0/0.3)	1	0	0 (0.0/0.0)	**9**
McClellan AFB	18 (4.5/13.2)	13 (10.0/2.8)	1	1	0 (0.0/0.0)	**33**
Robins AFB	29 (12.9/15.8)	18 (10.0/7.5)	0	0	0 (0.0/0.0)	**47**
Tinker AFB	17 (8.5/8.6)	17 (10.0/6.7)	0	0	0 (0.0/0.0)	**34**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.8 Aircraft Components (other) Commodity

Base Name	I.6.A.8.a (1/2) Current and Potential Capacity Relative to AF Core Capability	I.6.A.8.b (1/2) Core Workload Relative to Total Depot and AF Core Workloads	I.6.A.8.c Unique & Peculiar Workload	I.6.A.8.d Unique & Peculiar Core Test Facilities	I.6.A.8.e (1/2) Last and Outside Source Relative to Total Above Core Workload	I.6.A.8 Commodity Score
Hill AFB	22 (1.7/20.0)	16 (10.0/6.0)	0	1	0 (0.0/0.0)	**39**
Kelly AFB	16 (5.4/10.1)	9 (5.1/3.4)	0	1	0 (0.0/0.2)	**26**
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Robins AFB	16 (9.9/6.1)	16 (10.0/5.9)	0	0	0 (0.0/0.0)	**32**
Tinker AFB	32 (13.3/18.7)	11 (5.9/4.7)	1	0	0 (0.0/0.0)	**44**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.9 Instruments Commodity

Base Name	I.6.A.9.a (1/2) Current and Potential Capacity Relative to AF Core Capability	I.6.A.9.b (1/2) Core Workload Relative to Total Depot and AF Core Workloads	I.6.A.9.c Unique & Peculiar Workload	I.6.A.9.d Unique & Peculiar Core Test Facilities	I.6.A.9.e (1/2) Last and Outside Source Relative to Total Above Core Workload	I.6.A.9 Commodity Score
Hill AFB	4 (2.0/2.0)	12 (10.0/2.3)	0	1	0 (0.0/0.0)	**17**
Kelly AFB	0 (0.1/0.3)	7 (7.1/0.1)	0	0	0 (0.0/0.0)	**7**
McClellan AFB	9 (3.0/5.6)	15 (10.0/4.7)	0	0	0 (0.0/0.0)	**24**
Robins AFB	10 (4.4/5.3)	17 (10.0/6.5)	2	0	0 (0.0/0.0)	**29**
Tinker AFB	10 (2.5/7.6)	16 (10.0/6.4)	0	0	0 (0.0/0.0)	**26**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.10 All Missiles Commodity

Base Name	I.6.A.10.a (1/2) Current and Potential Capacity Relative to AF Core Capability	I.6.A.10.b (1/2) Core Workload Relative to Total Depot and AF Core Workloads	I.6.A.10.c Unique & Peculiar Workload	I.6.A.10.d Unique & Peculiar Core Test Facilities	I.6.A.10.e (1/2) Last and Outside Source Relative to Total Above Core Workload	I.6.A.10 Commodity Score
Hill AFB	40 (20.0/20.0)	28 (9.6/18.5)	6	9	6 (6.0/0.0)	**89**
Kelly AFB	8 (2.6/4.9)	7 (5.9/1.3)	0	1	0 (0.0/0.0)	**16**
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Robins AFB	1 (0.4/0.5)	10 (10.0/0.3)	0	0	0 (0.0/0.0)	**11**
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.11 Hydraulic/Pneumatics Commodity

Base Name	Current and Potential Capacity Relative to AF Core Capability (I.6.A.11.a (1/2))	Core Workload Relative to Total Depot and AF Core Workloads (I.6.A.11.b (1/2))	Unique & Peculiar Workload (I.6.A.11.c)	Unique & Peculiar Core Test Facilities (I.6.A.11.d)	Last and Outside Source Relative to Total Above Core Workload (I.6.A.11.e (1/2))	Commodity Score (I.6.A.11)
Hill AFB	2 (1.1/1.1)	11 (10.0/0.5)	0	0	0 (0.0/0.0)	**13**
Kelly AFB	0 (0.1/0.1)	10 (9.5/0.1)	0	0	0 (0.0/0.0)	**10**
McClellan AFB	33 (12.9/19.7)	22 (8.9/12.7)	7	3	0 (0.0/0.0)	**65**
Robins AFB	0 (0.0/0.0)	10 (10.0/0.0)	0	0	0 (0.0/0.0)	**10**
Tinker AFB	28 (7.5/20.0)	17 (10.0/6.7)	1	5	0 (0.0/0.0)	**51**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.12 Landing Gear Commodity

Base Name	Current and Potential Capacity Relative to AF Core Capability (I.6.A.12.a (1/2))	Core Workload Relative to Total Depot and AF Core Workloads (I.6.A.12.b (1/2))	Unique & Peculiar Workload (I.6.A.12.c)	Unique & Peculiar Core Test Facilities (I.6.A.12.d)	Last and Outside Source Relative to Total Above Core Workload (I.6.A.12.e (1/2))	Commodity Score (I.6.A.12)
Hill AFB	40 (20.0/20.0)	30 (10.0/19.8)	8	0	0 (0.0/0.0)	**78**
Kelly AFB	1 (0.2/0.5)	10 (9.9/0.2)	0	0	0 (0.0/0.0)	**11**
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Robins AFB	0 (0.1/0.0)	10 (10.0/0.0)	0	0	0 (0.0/0.0)	**10**
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.13 Test, Measurement & Diagnostic Equipment Commodity

Base Name	I.6.A.13.a (1/2) Current and Potential Capacity Relative to AF Core Capability	I.6.A.13.b (1/2) Core Workload Relative to Total Depot and AF Core Workloads	I.6.A.13.c Unique & Peculiar Workload	I.6.A.13.d Unique & Peculiar Core Test Facilities	I.6.A.13.e (1/2) Last and Outside Source Relative to Total Above Core Workload	I.6.A.13 Commodity Score
Hill AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Kelly AFB	40 (20.0/20.0)	29 (8.9/20.0)	0	0	0 (0.0/0.1)	**69**
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Robins AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Tinker AFB	1 (0.6/0.6)	0 (0.1/0.0)	0	0	0 (0.0/0.0)	**1**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.14 Command and Control Aircraft Commodity

Base Name	I.6.A.14.a (1/2) Current and Potential Capacity Relative to AF Core Capability	I.6.A.14.b (1/2) Core Workload Relative to Total Depot and AF Core Workloads	I.6.A.14.c Unique & Peculiar Workload	I.6.A.14.d Unique & Peculiar Core Test Facilities	I.6.A.14.e (1/2) Last and Outside Source Relative to Total Above Core Workload	I.6.A.14 Commodity Score
Hill AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Kelly AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Robins AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Tinker AFB	40 (20.0/20.0)	29 (8.5/20.0)	0	0	0 (0.0/0.0)	**69**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.15 General Purpose (other) Commodity

Base Name	I.6.A.15.a (1/2) Current and Potential Capacity Relative to AF Core Capability	I.6.A.15.b (1/2) Core Workload Relative to Total Depot and AF Core Workloads	I.6.A.15.c Unique & Peculiar Workload	I.6.A.15.d Unique & Peculiar Core Test Facilities	I.6.A.15.e (1/2) Last and Outside Source Relative to Total Above Core Workload	I.6.A.15 Commodity Score
Hill AFB	37 (18.7/18.7)	30 (10.0/20.0)	0	0	0 (0.0/0.0)	**67**
Kelly AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
McClellan AFB	24 (12.1/12.1)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**24**
Robins AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.16 Munitions (aviation) Commodity

Base Name	I.6.A.16.a (1/2) Current and Potential Capacity Relative to AF Core Capability	I.6.A.16.b (1/2) Core Workload Relative to Total Depot and AF Core Workloads	I.6.A.16.c Unique & Peculiar Workload	I.6.A.16.d Unique & Peculiar Core Test Facilities	I.6.A.16.e (1/2) Last and Outside Source Relative to Total Above Core Workload	I.6.A.16 Commodity Score
Hill AFB	40 (20.0/20.0)	30 (10.0/19.9)	0	7	0 (0.0/0.0)	**77**
Kelly AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Robins AFB	0 (0.1/0.1)	10 (10.0/0.1)	0	0	0 (0.0/0.0)	**10**
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.17 Propellers Commodity

Base Name	I.6.A.17.a (1/2) Current and Potential Capacity Relative to AF Core Capability	I.6.A.17.b (1/2) Core Workload Relative to Total Depot and AF Core Workloads	I.6.A.17.c Unique & Peculiar Workload	I.6.A.17.d Unique & Peculiar Core Test Facilities	I.6.A.17.e (1/2) Last and Outside Source Relative to Total Above Core Workload	I.6.A.17 Commodity Score
Hill AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Kelly AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Robins AFB	40 (20.0/20.0)	30 (10.0/20.0)	10	0	0 (0.0/0.0)	**80**
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.18 APUs Commodity

Base Name	I.6.A.18.a (1/2) Current and Potential Capacity Relative to AF Core Capability	I.6.A.18.b (1/2) Core Workload Relative to Total Depot and AF Core Workloads	I.6.A.18.c Unique & Peculiar Workload	I.6.A.18.d Unique & Peculiar Core Test Facilities	I.6.A.18.e (1/2) Last and Outside Source Relative to Total Above Core Workload	I.6.A.18 Commodity Score
Hill AFB	28 (13.8/13.8)	14 (10.0/3.9)	0	2	0 (0.0/0.0)	**44**
Kelly AFB	40 (20.0/20.0)	23 (7.0/16.1)	0	8	2 (0.0/2.3)	**73**
McClellan AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Robins AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.A.19 Ground Generators Commodity

Base Name	I.6.A.19.a (1/2) Current and Potential Capacity Relative to AF Core Capability	I.6.A.19.b (1/2) Core Workload Relative to Total Depot and AF Core Workloads	I.6.A.19.c Unique & Peculiar Workload	I.6.A.19.d Unique & Peculiar Core Test Facilities	I.6.A.19.e (1/2) Last and Outside Source Relative to Total Above Core Workload	I.6.A.19 Commodity Score
Hill AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Kelly AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
McClellan AFB	40 (20.0/20.0)	27 (6.5/20.0)	10	0	0 (0.0/0.0)	**77**
Robins AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**
Tinker AFB	0 (0.0/0.0)	0 (0.0/0.0)	0	0	0 (0.0/0.0)	**0**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

I.6.B Costs Analysis

Base Name	I.6.B.1 Annual Operating Costs	I.6.B.2 Labor Rates	I.6.B Costs Analysis
Hill AFB	Red +	Yellow +	**Yellow -**
Kelly AFB	Green	Green	**Green**
McClellan AFB	Red +	Red	**Red**
Robins AFB	Green	Green	**Green**
Tinker AFB	Green	Yellow +	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II FACILITIES AVAILABILITY and CONDITION

Base Name	II.1 Mission Support Facilities	II.2 On Base Housing	II.3 Airspace Encroachment	II.4 Air Quality	II Overall
Hill AFB	Green	Yellow +	Yellow +	Yellow	**Yellow +**
Kelly AFB	Green -	Green -	Yellow +	Green -	**Green -**
McClellan AFB	Yellow	Yellow +	Green -	Yellow	**Yellow +**
Robins AFB	Yellow +	Red +	Green	Green	**Green -**
Tinker AFB	Green -	Green	Green -	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II.1 Mission Support Facilities

Base Name	II.1.A Facilities Capacity	II.1.B Facilities Condition Buildings	II.1.C Facilities Condition Infrastructure	II.1.D Unique Facilities	II.1.E Utility Capacity	II.1 Facilities
Hill AFB	Green	Green -	Green -	Green	Green	**Green**
Kelly AFB	Green	Yellow +	Green -	Green	Green	**Green -**
McClellan AFB	Red	Yellow +	Green -	Green	Green	**Yellow**
Robins AFB	Yellow	Green -	Green -	Green	Green	**Yellow +**
Tinker AFB	Green	Yellow	Yellow	Green	Green	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II.2 ON BASE HOUSING

Base Name	II.2.A Housing Capacity	II.2.B Housing Condition	II.2 On Base Housing
Hill AFB	Green	Yellow	**Yellow +**
Kelly AFB	Yellow	Green	**Green -**
McClellan AFB	Red	Green	**Yellow +**
Robins AFB	Yellow	Red	**Red +**
Tinker AFB	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II.3 AIRSPACE ENCROACHMENT

Base Name	Existing Associated Airspace II.3.A	Future Associated Airspace II.3.B	Existing Local Flying Area II.3.C	Future Local Flying Area II.3.D	Existing Local Community II.3.E	Future Local Community II.3.F	ENCROACHMENT II.3
Hill AFB	Green	Green	Green	Green	Yellow	Yellow	**Yellow +**
Kelly AFB	Green	Green	Green	Green	Yellow	Yellow -	**Yellow +**
McClellan AFB	Green	Green	Green	Green	Green -	Green -	**Green -**
Robins AFB	Green	Green	Yellow	Yellow	Green	Green	**Green**
Tinker AFB	Green	Green	Green	Green	Green -	Green -	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II.3.A EXISTING ASSOCIATED AIRSPACE

Base Name	MOAs and Restricted Airspace II.3.A.1	Bombing Ranges Drop Zones II.3.A.2	Low Level Routes II.3.A.3	Associated Airspace II.3.A
Hill AFB	Green	Green	Green	**Green**
Kelly AFB	Green	Green	Green	**Green**
McClellan AFB	Green	Green	Green	**Green**
Robins AFB	Green	Green	Green	**Green**
Tinker AFB	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II.3.B FUTURE ASSOCIATED AIRSPACE

Base Name	MOAs and Restricted Airspace II.3.B.1	Bombing Ranges Drop Zones II.3.B.2	Low Level Routes II.3.B.3	Associated Airspace II.3.B
Hill AFB	Green	Green	Green	**Green**
Kelly AFB	Green	Green	Green	**Green**
McClellan AFB	Green	Green	Green	**Green**
Robins AFB	Green	Green	Green	**Green**
Tinker AFB	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II.3.E EXISTING LOCAL COMMUNITY ENCROACHMENT

Base Name	II.3.E.1 Clear Zone	II.3.E.2 Accident Potential Zone I	II.3.E.3 Accident Potential Zone II	II.3.E.4 Noise Contour 65-70 Ldn	II.3.E.5 Noise Contour 70-75 Ldn	II.3.E.6 Noise Contour 75-80 Ldn	II.3.E.7 Noise Contour 80 Ldn and above	II.3.E Existing Local
Hill AFB	Red	Yellow	Green	Yellow	Green	Red	Yellow	**Yellow**
Kelly AFB	Green	Red	Yellow	Green	Green	Yellow	Yellow	**Yellow**
McClellan AFB	Red	Green	Yellow	Green	Green	Red	Green	**Green -**
Robins AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Tinker AFB	Red	Green	Yellow	Green	Green	Red	Green	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II.6 FUTURE LOCAL COMMUNITY ENCROACHMENT

Base Name	Clear Zone II.3.F.1	Accident Potential Zone I II.3.F.2	Accident Potential Zone II II.3.F.3	Noise Contour 65-70 Ldn II.3.F.4	Noise Contour 70-75 Ldn II.3.F.5	Noise Contour 75-80 Ldn II.3.F.6	Noise Contour 80 Ldn and above II.3.F.7	Future Local II.3.F
Hill AFB	Red	Yellow	Green	Yellow	Green	Red	Yellow	**Yellow**
Kelly AFB	Red	Red	Yellow	Green	Green	Yellow	Yellow	**Yellow -**
McClellan AFB	Red	Green	Yellow	Green	Green	Red	Green	**Green -**
Robins AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Tinker AFB	Red	Green	Yellow	Green	Green	Red	Green	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

II.4 AIR QUALITY

Base Name	II.4.A Attainment Status	II.4.B Restrictions	II.4.C Future Growth	II.4 Air Quality
Hill AFB	Yellow	Yellow	Yellow	**Yellow**
Kelly AFB	Green	Yellow	Green	**Green -**
McClellan AFB	Red	Yellow	Yellow	**Yellow**
Robins AFB	Green	Green	Green	**Green**
Tinker AFB	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

III CONTINGENCY, MOBILITY, and DEPLOYMENT REQUIREMENTS

Base Name	III.1 Maximum on Ground Capacity	III.2 Wide Body Aircraft Operations	III.3 Fuel Hydrant System	III.4 Fuel Storage by Pipeline	III.5 Munitions (Cat 1.1) Capacity	III.6 Hot Cargo Pad	III.7 Geographic Location	III Overall
Hill AFB	Green	Green	Yellow	Green	Green	Green	Yellow -	**Green -**
Kelly AFB	Yellow	Green	Green	Red	Green	Green	Yellow +	**Yellow +**
McClellan AFB	Green	Green	Red	Green	Yellow	Green	Yellow +	**Yellow +**
Robins AFB	Green	Green	Green	Green	Yellow	Green	Green	**Green**
Tinker AFB	Green	Green	Green	Green	Green	Green	Yellow +	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

III.7 GEOGRAPHIC LOCATION

Base Name	III.7.A Ground Force Installation	III.7.B Rail Access	III.7.C Port Facility	III.7 Geographic Location
Hill AFB	Red	Green	Red	**Yellow -**
Kelly AFB	Green	Green	Red	**Yellow +**
McClellan AFB	Red	Green	Green	**Yellow +**
Robins AFB	Green	Green	Green	**Green**
Tinker AFB	Green	Green	Red	**Yellow +**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

IV/V Cost and Manpower Implications/Return on Investment

Base Name	One Time Costs (Closing) IV.1	20 Year Net Present Value IV.2	Steady State Savings	Manpower Savings	Return On Investment V
Hill AFB	1409	514	70	1450	30
Kelly AFB	653	-180	70	1492	10
McClellan AFB	514	-607	96	1756	5
Robins AFB	1011	133	75	1744	18
Tinker AFB	1312	633	56	1393	42

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VI Economic Impact

Base Name	Economic Area Employment (93)	Direct Job Loss (Current BRAC)	Indirect Job Loss (Current BRAC)	Previous Job Loss (Prior BRACs)	Total Job Loss (Current BRAC)	Percent Job Loss (Current BRAC)	Cumulative Loss (All BRACs)	Percent Job Loss (All BRACs)
Hill AFB	659,460	14,677	18,751	-1,520	33,428	5.1%	**31,908**	**4.8%**
Kelly AFB	730,857	18,051	25,144	-59	43,195	5.9%	**43,136**	**5.9%**
McClellan AFB	763,605	12,763	18,368	1,641	31,131	4.1%	**32,772**	**4.3%**
Robins AFB	157,770	15,604	15,490	9	31,094	19.7%	**31,103**	**19.7%**
Tinker AFB	582,865	21,955	25,779	-1	47,734	8.2%	**47,733**	**8.2%**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VI Economic Impact - Community Statistics

Base Name	Economic Statistical Area	Population (1992 Census)	Per Capita Income (1991)	1984-1991 Average Income Increase
Hill AFB	Salt Lake City-Ogden, UT MSA	1,127,000	$16,864	4.7%
Kelly AFB	San Antonio, TX MSA	1,377,000	$17,284	4.6%
McClellan AFB	Sacramento, CA PMSA	1,148,000	$20,398	5.3%
Robins AFB	Macon, GA MSA	296,000	$17,542	5.8%
Tinker AFB	Oklahoma City, OK MSA	981,000	$17,649	3.7%

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VI Economic Impact - Unemployment Statistics

Base Name	Economic Statistical Area	Unemployment (10 Year Average)	Unemployment (3 Year Average)	Unemployment (1993)
Hill AFB	Salt Lake City-Ogden, UT MSA	4.8%	4.3%	3.6%
Kelly AFB	San Antonio, TX MSA	6.7%	6.2%	5.6%
McClellan AFB	Sacramento, CA PMSA	6.3%	7.4%	8.3%
Robins AFB	Macon, GA MSA	5.7%	5.5%	5.8%
Tinker AFB	Oklahoma City, OK MSA	5.6%	5.3%	5.0%

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII COMMUNITY

Base Name	VII.1 Off-Base Housing	VII.2 Transportation	VII.3 Off-Base Recreation	VII.4 Shopping Mall	VII.5 Metro Center	VII.6 Local Area Crime Rate	VII.7 Education	VII.8 Employment Opportunities	VII.9 Local Medical Care	VII Overall
Hill AFB	Yellow	Green -	Green	Green	Green	Yellow	Green	Green	Yellow	**Green -**
Kelly AFB	Yellow	Green -	Green	Green	Green	Yellow -	Green	Green	Yellow	**Green -**
McClellan AFB	Yellow	Green	Green	Green	Green	Yellow -	Green -	Red	Red	**Yellow**
Robins AFB	Yellow	Yellow +	Green -	Green	Green	Green -	Green	Green	Yellow	**Green -**
Tinker AFB	Yellow	Green	Green	Green	Green	Green	Green	Green	Yellow	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII.1 OFF-BASE HOUSING

Base Name	VII.1.A Affordable	VII.1.B Suitable	VII.1 Off-Base Housing
Hill AFB	Yellow	Yellow	**Yellow**
Kelly AFB	Yellow	Yellow	**Yellow**
McClellan AFB	Yellow	Yellow	**Yellow**
Robins AFB	Yellow	Yellow	**Yellow**
Tinker AFB	Yellow	Yellow	**Yellow**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII.2 TRANSPORTATION

Base Name	VII.2.A Public Transportation	VII.2.B Municipal Airport Proximity	VII.2.C Municipal Airport Carriers	VII.2.D Commute Time to Work	VII.2 Transportation
Hill AFB	Green	Yellow	Green	Green	**Green -**
Kelly AFB	Green	Green	Green	Yellow	**Green -**
McClellan AFB	Green	Green	Green	Green	**Green**
Robins AFB	Red	Green	Red	Green	**Yellow +**
Tinker AFB	Green	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII.3 OFF-BASE RECREATION

Base Name	VII.3.A Swimming Pool	VII.3.B Movie Theater	VII.3.C Public Golf Course	VII.3.D Bowling Lane	VII.3.E Boating	VII.3.F Fishing	VII.3.G Zoo
Hill AFB	Green	Green	Green	Green	Green	Green	Green
Kelly AFB	Green	Green	Green	Green	Green	Green	Green
McClellan AFB	Green	Green	Green	Green	Green	Green	Green
Robins AFB	Green	Green	Green	Green	Green	Green	Green
Tinker AFB	Green	Green	Green	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII.3 OFF-BASE RECREATION (Cont.)

Base Name	VII.3.H Aquarium	VII.3.I Theme Park	VII.3.J Professional Sports	VII.3.K College Sports	VII.3.L Camping Facilities	VII.3.M Beaches	VII.3.N Winter Sports	VII.3 Off-Base Recreation
Hill AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Kelly AFB	Green	Green	Green	Green	Green	Green	Red	**Green**
McClellan AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Robins AFB	Green	Yellow	Green	Green	Green	Green	Red	**Green -**
Tinker AFB	Green	Green	Green	Green	Green	Green	Red	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII.6 LOCAL AREA CRIME RATE

Base Name	VII.6.A Violent Crime Rate	VII.6.B Property Crime Rate	VII.6 Local Area Crime Rate
Hill AFB	Green	Red	**Yellow**
Kelly AFB	Yellow	Red	**Yellow -**
McClellan AFB	Yellow	Red	**Yellow -**
Robins AFB	Green	Yellow	**Green -**
Tinker AFB	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII.7 EDUCATION

Base Name	VII.7.A Pupil Teacher Ratio	VII.7.B Four Year Programs	VII.7.C Honors Programs	VII.7.D College Attendance	VII.7.E Off-base Education	VII.7 Education
Hill AFB	Yellow	Green	Green	Green	Green	**Green**
Kelly AFB	Green	Green	Green	Yellow	Green	**Green**
McClellan AFB	Red	Green	Green	Green	Green	**Green -**
Robins AFB	Green	Green	Green	Green	Green	**Green**
Tinker AFB	Green	Green	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII.7.E OFF-BASE EDUCATION

Base Name	VII.7.E.1 Vocational / Tech College	VII.7.E.2 Undergraduate College	VII.7.E.3 Graduate College	VII.7.E Off-Base Education
Hill AFB	Green	Green	Green	**Green**
Kelly AFB	Green	Green	Green	**Green**
McClellan AFB	Green	Green	Green	**Green**
Robins AFB	Green	Green	Green	**Green**
Tinker AFB	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VII.9 LOCAL MEDICAL CARE

Base Name	VII.9.A Physicians	VII.9.B Hospital Beds	VII.9 Local Medical Care
Hill AFB	Green	Red	**Yellow**
Kelly AFB	Red	Green	**Yellow**
McClellan AFB	Red	Red	**Red**
Robins AFB	Red	Green	**Yellow**
Tinker AFB	Red	Green	**Yellow**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VIII ENVIRONMENTAL IMPACT

Base Name	VIII.1 Water	VIII.2 Asbestos	VIII.3 Biological	VIII.4 Cultural	VIII.5 Installation Restoration Program	VIII Overall
Hill AFB	Green	Red	Green -	Yellow	Red	**Yellow +**
Kelly AFB	Red	Red	Yellow -	Red	Red	**Red +**
McClellan AFB	Green	Red	Yellow	Yellow	Red	**Yellow +**
Robins AFB	Green	Red	Yellow	Yellow	Red	**Yellow +**
Tinker AFB	Green	Yellow	Yellow	Yellow	Yellow	**Yellow +**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

VIII.3 BIOLOGICAL

Base Name	VIII.3.A Habitat	VIII.3.B Threatened and Endangered Species	VIII.3.C Wetlands	VIII.3.D Floodplains	VIII.3 Biological
Hill AFB	Green	Green	Yellow	Green	**Green -**
Kelly AFB	Green	Green	Red	Red	**Yellow -**
McClellan AFB	Yellow	Yellow	Yellow	Yellow	**Yellow**
Robins AFB	Yellow	Yellow	Yellow	Yellow	**Yellow**
Tinker AFB	Yellow	Yellow	Yellow	Yellow	**Yellow**

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

ANALYSIS RESULTS at TIERING (13 Sep)

The following grades and data reflect the information on which the BCEG members based their tiering determination. Information in this chart was updated as the result of a number of factors between initial tiering and final recommendations.

Base Name	I.3 Satellite Control Operations	II Facilities and Infrastructure	III Contingency and Mobility	IV Costs and Manpower Implications	V Return on Investment	VI Economic Impact	VII Community	VIII Environmental Impact
Hill AFB	Green -	Yellow +	Green -	1,409/ 514	30	38,748 (6.8%)	Green -	Yellow +
Kelly AFB	Yellow	Green -	Yellow +	653/-179	10	41,125 (6.4%)	Green -	Red +
McClellan AFB	Yellow +	Yellow +	Yellow +	514/-607	5	32,438 (5.2%)*	Yellow	Yellow +
Robins AFB	Green -	Green -	Green	1,011/ 133	18	32,004 (24.3%)	Green -	Yellow +
Tinker AFB	Yellow +	Green -	Green	1,312/ 633	42	47,590 (10.1%)	Green -	Yellow +

INDUSTRIAL/TECHNICAL SUPPORT - DEPOT Subcategory

TIERING OF BASES

As an intermediate step in the Air Force Process, the BCEG members established the following tiering of bases based on the relative merit of bases within the subcategory as measured using the eight selection criteria. Tier I represents the highest relative merit,

TIER I
Hill AFB
Tinker AFB
TIER II
Robins AFB
TIER III
Kelly AFB
McClellan AFB

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

OVERVIEW: The Product Centers and Laboratories subcategory consists of bases that conduct research, development, and acquisition functions requiring specialized and expensive facilities. Bases in the Product Centers and Laboratories subcategory are:

Brooks AFB, Texas	Hanscom AFB, Massechusetts	Kirtland AFB, New Mexico
Los Angeles AFB, California	Rome Lab, New York	Wright-Patterson AFB, Ohio

ATTRIBUTES: Important attributes of product centers and laboratories:

- Population of highly skilled personnel
- Unique geographical and climatological features
- Need for in-house capability and Air Force preeminence in the subject work
- Specialized equipment and facilities
- Administrative space

SPECIAL ANALYSIS METHOD: Although the Product Center and Laboratory subcategory analysis reflected the same method for Criteria II - VIII as the overall Air Force process, a tailored Criterion I analysis was developed for this subcategory. This tailored approach was necessary because of the DoD establishment of a Laboratory Joint Cross Service Group (LJCSG) to take advantage of available cross-service asset sharing opportunities. As chartered by OSD, the JCSGs were to develop guidelines, standards, assumptions, measures of merit, data elements and milestone schedules for DoD Component conduct of cross-service analyses of common support functions. In addition, the JCSGs were to develop closure or realignment alternatives and numerical excess capacity reduction targets.

As a result of this effort, and seeking to integrate the cross-service analysis into the Air Force process to the maximum extent possible, the Air Force collected data on behalf of and under the direction of the LJCSG relating to the functional capabilities of product center and laboratory common support functions.

The Air Force BCEG appointed a special Base Closure Working Group Subgroup to develop a means of analyzing the Product Center and Laboratory functions. That Subgroup briefed the BCEG on its proposed analytical method, received BCEG approval, and conducted the analysis in accordance with the method.

Criterion I for Product Center and Laboratory bases was split into two parts. The first part was a rolled up rating of the product center and laboratory functional analysis. This rating was represented by a color and resulted from rolling up the color grades from each of five measures of merit (Priority, Workload, Personnel, Facilities and Equipment, and Location.) The Air Force, attempting to keep its analysis close to the LJCSG analysis, used the data and measures of merit developed by the LJCSG to the maximum extent possible in developing its functional analysis. The measures of merit developed for the Product Center and Laboratory base analysis were designed to capture those elements that reflected the relative capabilities of those types

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

of activities. In some cases, the standard deviation grading scheme was used to develop grades for the subelements of the measures of merit. For others, a specific goalpost was used to determine the grade.

The second part of the Criterion I grade was an Operational capabilities analysis. The operational analysis measured how well a base could perform a small aircraft, bomber, tanker, and airlift mission. A grade for each mission capability was assigned, then those grades were rolled up with equal weighting for each mission. The rolled-up grade constituted the Operational Grade portion of the Criterion I overall grade. Bases without runways were given a Red grade for the operational portion of Criterion I, recognizing the lack of flexibility and other mission support such an installation could provide. On the other hand, because a runway is not essential to the mission of the bases in this subcategory, the two parts of Criterion I were not rolled together into an overall grade. This allowed the BCEG members individually to consider the importance to be given to that factor. The remaining criteria were determined in a manner consistent with the other categories of bases. All criteria were then reviewed prior to grouping by the BCEG by secret written ballot.

The Air Force was also tasked to provide a "military value" of lab activity bases to the Joint Group. Because the Air Force does not produce a value based solely on the first four criteria, it forwarded the initial tiering of the bases within their respective categories. In addition to the installation values, the Air Force also forwarded tiering by lab and product center activity only, corresponding to the special Criterion I analysis performed for the lab and product center bases. Because the lab activities did not correlate to the installations, separate tierings were provided. The following values were forwarded to the Laboratory Joint Group:

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

Base	Installation Tiering
Brooks AFB	3
Edwards AFB	1
Eglin AFB	1
Hanscom AFB	1
Hill AFB	1
Kelly AFB	3
Kirtland AFB	2
Los Angeles AFB	2
McClellan AFB	3
Mesa, AZ, Armstrong Lab	3
Peterson AFB	1
Robins AFB	2
Rome Lab, Rome, NY	1
San Bernadino, CA	3
Tinker AFB	1
Tyndall AFB	2
Wright-Patterson AFB	1

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

Lab/Product Center	Lab Activity Tiering	Product Center Tiering
Armstrong Lab, Brooks AFB	2	
Armstrong Lab, Mesa, AZ	2	
Armstrong Lab, Wright-Patterson AFB	1	
Philips Lab, Hanscom AFB	1	
Philips Lab, Kirtland AFB	1	
Rome Lab, Hanscom AFB	1	
Rome Lab, Rome, NY	1	
Wright Lab, Wright-Patterson AFB	1	
ASC (Mod), Wright-Patterson AFB		2
ASC (SPO), Wright-Patterson AFB		1
ESC, Hanscom AFB		1
Human Systems Center, Brooks AFB		2
SMC, San Bernadino		2
Space & Missile Systems Center, Los Angeles AFB		2

The Air Force was also directed to provide an analysis of various alternatives provided by the Joint Group and the chairman's staff. The Air Force provided an analysis of the alternatives, comparing them with the Air Force analysis, performed a functional feasibility review, and participated in COBRA analysis accomplished by the losing Service. . The following alternatives were analyzed:

Description of Alternative	COBRA Analysis (One-time costs, NPV, ROI)	Functional Assessment
Air to Air and Air to Ground Weapons: Consolidate RDT&E at China Lake	Incomplete data from Navy precluded COBRA analysis	Eglin AFB is the best alternative to host this work, based on an analysis of the Lab and T&E JCSG data. Eglin AFB has the full capability and capacity to satisfy requirements, and leverages collocated S&T, EMD, T&E, operational testing, and user participation. Additionally, significant joint activity already takes place at Eglin (e.g. AMRAAM, JDAM).

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

Description of Alternative	COBRA Analysis (One-time costs, NPV, ROI)	Functional Assessment
Air Vehicles: Consolidation of RDT&E at "core" T&E installations at Edwards AFB, NAWC Patuxent River, Arnold EDC, and Yuma Proving Ground	None	No Air Vehicle R&D activity considered for realignment or closure. No further assessment required per DDR&E Memo #4, LJCSG Alternatives
Airborne C4I: Consolidate NCCOSC, NRL, and China Lake work at ESC-Hanscom AFB and CERDEC-Ft Monmouth	No request for data from Navy	The Air Force believes substantial synergy would result from this move.
C4I Airborne: Collocate Rome Lab-Griffiss work at Rome Lab-Hanscom AFB	Intra-Air Force move	Most suitable intra-AF realignment of Rome Lab; however, the Air Force recommends a combination of this option and the next one as most beneficial to DoD.
C4I: Realign Rome Lab, Rome, NY, to combination of NRaD, Ft Monmouth, Ft Belvoir, and Wright Lab, Wright-Patterson AFB or Hanscom AFB	$52M, ($102M), 4 yrs	Most suitable "joint-only" realignment of Rome Lab; however, the Air Force recommends a combination of this option and the previous one as most beneficial to DoD.
C4I: Realign ESC and Rome Lab Hanscom AFB to Ft Monmouth	$441M, ($107M), 11 yrs	No match of product lines, product technical characteristics, or technical infrastructure
C4I: Realign SPAWAR to Ft Monmouth or Hanscom AFB	Navy to perform COBRA	The Air Force believes substantial synergy would result in this move.
Conventional Missiles and Rockets: Collocate ASC and Wright Lab - Eglin AFB at MRDEC-RSA or China Lake	$11M, ($10M), 100+ yrs	Both China Lake and MERDEC are unsuitable as a host for this work. See Air to Air and Air to Ground Weapons discussion above
Directed Energy Weapons: Collocate ARL-ADELPHI work at Phillips Lab-Kirtland AFB	Army to perform COBRA	The Air Force believes substantial synergy would result in this move.
Electronic Devices: Collocate Wright Lab-Wright-Patterson AFB work at Rome Lab-Hanscom AFB	Intra - Air Force move	This move would break as many interconnects as it creates

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

Description of Alternative	COBRA Analysis (One-time costs, NPV, ROI)	Functional Assessment
Electronic Devices: Collocate Wright Lab-Wright-Patterson AFB work at ARL-ADELPHI	$31M, $53M, Never	Functional value difference is due to organizational structure
Energetics - Explosives: Consolidate at China Lake and Picatinny	Incomplete data received from Navy precluded COBRA analysis	Eglin AFB is the best alternative to host this work, based on an analysis of the Lab and T&E JCSG data. Eglin AFB has the full capability and capacity to satisfy requirements, and leverages collocated S&T, EMD, T&E, operational testing, and user participation. Additionally, significant joint activity already takes place at Eglin (e.g. AMRAAM, JDAM).
Energetics - Propellants: Consolidate RDT&E at China Lake	Incomplete data received from Navy precluded COBRA analysis	Phillips Lab at Edwards AFB is the best alternative to host this work, based on an analysis of the Lab and T&E JCSG data. Phillips Lab has full Science & Technology capability/capacity, as well as significantly higher capital investment in its facilities than China Lake.
Fixed C4I: Collocate ESC-Hanscom AFB work at NCCOSC	$3.9M, $6.4M, Never	No match of product lines, product technical characteristics, or technical infrastructure
Fixed Flight Substsems: Collocate HSC-Brooks AFB work at ASC-Wright-Patterson AFB	Intra-Air Force move	Some synergy possible
Fixed Propulsion: Consolidate NAWC-PAX & China Lake at Wright Lab-Wright-Patterson AFB	No request for data received from the Navy	The Air Force believes substantial synergy could result from this move
Fixed Wing: Collocate AVRDEC-STL work at ALC-Tinker AFB	Army to perform COBRA	The Air Force believes substantial synergy could result from this move.
Fixed Wing: Collocate MRDEC-RSA work at ASC-Wright-Patterson AFB	Army to perform COBRA	The Air Force believes substantial synergy could result from this move.
Ground Control System: Collocate NRL work at SMC-Los Angeles AFB	No request for data received from the Navy	SMC-LA lacks available capacity to host this work.

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

Description of Alternative	COBRA Analysis (One-time costs, NPV, ROI)	Functional Assessment
Guns and Ammo: Collocate ASC and Wright Lab - Eglin work at ARDEC-PICATINNY	$0.3M, $0.5M, Never	The Air Force will continue to support Army as Reliance lead in this CSF
Mobile C4I: Collocate ESC-Hanscom AFB work at CERDEC-Ft Monmouth	$1M, $0.9M, 100+ yrs	This move would break as many interconnects as it creates
Satellite: Consolidate NRL, NCCOSC, and Dahlgren work at SMC-Los Angeles AFB	NRL only request received from Navy. Navy to perform COBRA	This move would break as many interconnects as it creates
Satellites: Collocate Phillips Lab-Edwards AFB at Phillips Lab-Kirtland AFB	Intra-Air Force move	The nature of the test facilities at Phillips Lab, Edwards, makes this option not feasible for consideration
Space Launch Vehicles: Collocate Phillips Lab-Edwards AFB at SMC-Los Angeles AFB	Intra-Air Force move	Propulsion Science and Technology work is not compatible with the location of Los Angeles AFB in the downtown Los Angeles area
Training Systems: Collocate Armstrong Lab-Brooks and Armstrong Lab-Williams (Mesa, AZ) at Orlando, Florida	No data received from Navy - COBRA analysis not available	Changes in Orlando have reduced necessary resources for these activities.

The Air Force continued to discuss possible realignment and closures options concerning laboratory activities with the Laboratory Joint Group throughout the process.

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

SUBCATEGORY DEPENDENT WEIGHTS: (See Appendix 2 for a discussion of weighting and the values of weights which are not functions of subcategory or primary mission.)

I Mission Effectiveness				II Facilities Availability and Condition			VII Community	
I.1 Flying Operations	-			II.1 Facilities Base	40%		VII.1 Off-base Housing	14%
1.1.A Operations Evaluation		70%		II.2 Facilities Housing	10%		VII.2 Transportation	7%
I.1.A.1 Fighter Operations			25%	II.3 Encroachment (Airfield)	10%		VII.3 Off-base Recreation	7%
I.1.A.2 Bomber Operations			25%	II.3.A Existing Assoc Airsp		15%	VII.4 Shopping Mall	7%
I.1.A.3 Tanker Operations			25%	II.3.B Future Assoc Airsp		15%	VII.5 Metro Center	7%
I.1.A.4 Airlift Operations			25%	II.3.C Existing Local Area		5%	VII.6 Local Area Crime Rate	14%
1.1.B Associated Airspace		20%		II.3.D Future Local Area		5%	VII.7 Education	14%
1.1.C Airfield Evaluation		10%		II.3.E Existing Local Comm		35%	VII.8 Employment Opportunities	14%
1.1.D EXCLUDED		N/A		II.3.F Future Local Comm		25%	VII.9 Local Medical Care	14%
I.2 thru I.4 EXCLUDED	N/A			II.4 Air Quality	40%		VII.10 thru VII.14 EXCLUDED	N/A
I.5 Laboratory Evaluation	-			II.5 and II.6 EXCLUDED	N/A			
I.6 and I.7 EXCLUDED	N/A							

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

OVERALL

Base Name	I.1 Flying Operations	I.5 Product Center/ Lab Evaluation	II Facilities and Infrastructure	III Contingency and Mobility	IV Costs and Manpower Implications	V Return on Investment	VI Economic Impact	VII Community	VIII Environmental Impact
Brooks AFB	Red	Yellow	Green -	Red +	246/-78	10	7,777 (1.1%)*	Green -	Red +
Hanscom AFB	Red	Green -	Yellow +	Red +	421/-158	9	20,737 (0.9%)*	Green -	Yellow +
Kirtland AFB	Yellow +	Green -	Yellow +	Yellow	448/-469	6	21,433 (6.6%)	Green -	Green -
Los Angeles AFB	Red	Yellow +	Yellow	Red +	450/-142	10	24,984 (0.5%)*	Yellow	Green -
Rome Lab	Red	Green -	Green -	Red +	134/ 112	100+	10,344 (6.7%)*	Yellow +	Yellow +
Wright-Patterson AFB	Yellow +	Green -	Yellow +	Green -	1,567/ 834	49	49,809 (9.3%)*	Green -	Yellow -

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1 MISSION REQUIREMENTS - FLYING

Base Name	I.1.A Operational Effectiveness	I.1.B Associated Airspace	I.1.C Airfield Capabilities	I.1 Flying Mission
Brooks AFB	No Grade	No Grade	No Grade	**Red**
Hanscom AFB	No Grade	No Grade	No Grade	**Red**
Kirtland AFB	Green -	Yellow +	Red	**Yellow +**
Los Angeles AFB	No Grade	No Grade	No Grade	**Red**
Rome Lab	No Grade	No Grade	No Grade	**Red**
Wright-Patterson AFB	Yellow +	Yellow +	Green	**Yellow +**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.A FLYING MISSION EFFECTIVENESS

Base Name	Fighter Operational Effectiveness I.1.A.1	Bomber Operational Effectiveness I.1.A.2	Tanker Operational Effectiveness I.1.A.3	Airlift Operational Effectiveness I.1.A.4	Effectiveness I.1.A
Brooks AFB	No Grade	No Grade	No Grade	No Grade	**No Grade**
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	**No Grade**
Kirtland AFB	Yellow +	Green -	Green -	Green	**Green -**
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	**No Grade**
Rome Lab	No Grade	No Grade	No Grade	No Grade	**No Grade**
Wright-Patterson AFB	Yellow	Green -	Yellow +	Yellow +	**Yellow +**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.A.1 FIGHTER MISSION OPERATIONAL EFFECTIVENESS

Base Name	I.1.A.1.a Geographic Location	I.1.A.1.b Training Areas	I.1.A.1.c Airspace/Training Area Growth	I.1.A.1.d Composite Force Training	I.1.A.1 Fighter Effectiveness
Brooks AFB	No Grade	No Grade	No Grade	No Grade	**No Grade**
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	**No Grade**
Kirtland AFB	Green -	Yellow -	Yellow	Green	**Yellow +**
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	**No Grade**
Rome Lab	No Grade	No Grade	No Grade	No Grade	**No Grade**
Wright-Patterson AFB	Green -	Red +	Yellow	Red	**Yellow**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.A.1.a FIGHTER MISSION - GEOGRAPHIC LOCATION

Base Name	I.1.A.1.a.1 Alternate Airfield	I.1.A.1.a.2 Divert Airfield	I.1.A.1.a.3 Ceiling and Visibility	I.1.A.1.a.4 Freezing Precipitation	I.1.A.1.a.5 Crosswind Component	I.1.A.1.a.6 Air Traffic Control Delays	I.1.A.1.a.7 Number of Runways	I.1.A.1.a Geographic Location
Brooks AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Kirtland AFB	Yellow	Green	Green	Red	Green	Green	Green	**Green -**
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Rome Lab	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Wright-Patterson AFB	Green	Green	Yellow	Red	Green	Green	Green	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.A.1.b FIGHTER MISSION - TRAINING AREAS (Military Operating Areas (MOAs) and Ranges)

Base Name	I.1.A.1.b.1 Supersonic Air Combat MOAs	I.1.A.1.b.2 Other Air Combat MOAs	I.1.A.1.b.3 Low Altitude MOAs	I.1.A.1.b.4 Scorable Range Complexes	I.1.A.1.b.5 Electronic Combat Ranges
Brooks AFB	No Grade	No Grade	No Grade	No Grade	No Grade
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	No Grade
Kirtland AFB	Red	Yellow	Yellow	Red	Green
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	No Grade
Rome Lab	No Grade	No Grade	No Grade	No Grade	No Grade
Wright-Patterson AFB	Red	Red	Red	Red	Green

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.A.1.b FIGHTER MISSION - TRAINING AREAS (Cont.) (Tactical Employment, Ranges and Routes)

Base Name	Tactical Aircraft Employment I.1.A.1.b.6	Air Combat Maneuvering Instrumentation I.1.A.1.b.7	Full Scale Weapons Drop Range I.1.A.1.b.8	Visual Routes (VRs)/ Instrument Routes (IRs) I.1.A.1.b.9	Training Areas I.1.A.1.b
Brooks AFB	No Grade	No Grade	No Grade	No Grade	**No Grade**
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	**No Grade**
Kirtland AFB	Red	Red	Green	Yellow	**Yellow -**
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	**No Grade**
Rome Lab	No Grade	No Grade	No Grade	No Grade	**No Grade**
Wright-Patterson AFB	Yellow	Red	Green	Yellow	**Red +**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.A.2 BOMBER MISSION OPERATIONAL EFFECTIVENESS

Base Name	I.1.A.2.a Geographic Location	I.1.A.2.b Training Areas	I.1.A.2.c Airspace/Training Area Growth	I.1.A.2 Bomber Effectiveness
Brooks AFB	No Grade	No Grade	No Grade	**No Grade**
Hanscom AFB	No Grade	No Grade	No Grade	**No Grade**
Kirtland AFB	Green -	Green	Yellow	**Green -**
Los Angeles AFB	No Grade	No Grade	No Grade	**No Grade**
Rome Lab	No Grade	No Grade	No Grade	**No Grade**
Wright-Patterson AFB	Green -	Green -	Yellow	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.A.2.a BOMBER MISSION - GEOGRAPHIC LOCATION

Base Name	I.1.A.2.a.1 Alternate Airfield	I.1.A.2.a.2 Ceiling and Visibility	I.1.A.2.a.3 Freezing Precipitation	I.1.A.2.a.4 Crosswind Component	I.1.A.2.a.5 Air Traffic Control Delays	I.1.A.2.a.6 Number of Runways	I.1.A.2.a Geographic Location
Brooks AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade,**
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Kirtland AFB	Green	Green	Red	Green	Green	Green	**Green -**
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Rome Lab	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Wright-Patterson AFB	Green	Green	Red	Green	Green	Green	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.A.2.b BOMBER MISSION - TRAINING AREAS

Base Name	I.1.A.2.b.1 Low Altitude MOAs	I.1.A.2.b.2 Scorable Range Complexes	I.1.A.2.b.3 Tactical Training Range Complex	I.1.A.2.b.4 Electronic Combat Ranges	I.1.A.2.b.5 Full Scale Weapons Drop Range	I.1.A.2.b.6 Visual Routes (VRs)/ Instrument Routes (IRs)	I.1.A.2.b Training Areas
Brooks AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Kirtland AFB	Green	Green	Green	Green	Green	Green	**Green**
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Rome Lab	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Wright-Patterson AFB	Yellow	Green	Yellow	Green	Green	Green	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.A.3 TANKER MISSION OPERATIONAL EFFECTIVENESS

Base Name	I.1.A.3.a Alternate Airfield	I.1.A.3.b Ceiling and Visibility	I.1.A.3.c Freezing Precipitation	I.1.A.3.d Crosswind Component	I.1.A.3.e Air Traffic Control Delays	I.1.A.3.f Tanker Saturation	I.1.A.3.h Refueling Events	I.1.A.3.h Concentrated Receiver Area	I.1.A.3 Bomber Effectiveness
Brooks AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Kirtland AFB	Green	Green	Red	Green	Green	Yellow	Green	Green	**Green -**
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Rome Lab	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Wright-Patterson AFB	Green	Green	Red	Green	Green	Red	Green	Green	**Yellow +**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.A.4 AIRLIFT MISSION OPERATIONAL EFFECTIVENESS

Base Name	I.1.A.4.a Geographic Location	I.1.A.4.b Training Areas	I.1.A.4 Airlift Effectiveness
Brooks AFB	No Grade	No Grade	**No Grade**
Hanscom AFB	No Grade	No Grade	**No Grade**
Kirtland AFB	Green	Green -	**Green**
Los Angeles AFB	No Grade	No Grade	**No Grade**
Rome Lab	No Grade	No Grade	**No Grade**
Wright-Patterson AFB	Yellow +	Yellow	**Yellow +**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.A.4.a AIRLIFT MISSION - GEOGRAPHIC LOCATION

Base Name	I.1.A.4.a.1 Alternate Airfield	I.1.A.4.a.2 Ceiling and Visibility	I.1.A.4.a.3 Freezing Precipitation	I.1.A.4.a.4 Crosswind Component	I.1.A.4.a.5 Air Traffic Control Delays	I.1.A.4.a.6 Mobility and Deployability	I.1.A.4.a Geographic Location
Brooks AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Kirtland AFB	Green	Green	Red	Green	Green	Green	**Green**
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Rome Lab	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Wright-Patterson AFB	Green	Green	Red	Green	Green	Yellow	**Yellow +**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.A.4.b AIRLIFT MISSION - TRAINING AREAS (Personnel and Equipment Drop Zones, Landing Zones)

Base Name	I.1.A.4.b.1 Personnel Drop Zones	I.1.A.4.b.2 Personnel DZ Associated IRs	I.1.A.4.b.3 Personnel DZ Associated Slow Routes (SRs)	I.1.A.4.b.4 Landing Zone	I.1.A.4.b.5 Equipment Drop Zones	I.1.A.4.b.6 Equipment DZ Associated IRs	I.1.A.4.b.7 Equipment DZ Associated SRs
Brooks AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Kirtland AFB	Green	Green	Green	Yellow	Green	Red	Red
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Rome Lab	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade
Wright-Patterson AFB	Red	Red	Red	Green	Red	Red	Red

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.A.4.b AIRLIFT MISSION - TRAINING AREAS (Cont.) (Airdrop, Refueling)

Base Name	I.1.A.4.b.8 Airdrop Employment	I.1.A.4.b.9 Full Scale Airdrop	I.1.A.4.b.10 Air Refueling Routes	I.1.A.4.b Training Areas
Brooks AFB	No Grade	No Grade	No Grade	**No Grade**
Hanscom AFB	No Grade	No Grade	No Grade	**No Grade**
Kirtland AFB	Green	Green	Green	**Green -**
Los Angeles AFB	No Grade	No Grade	No Grade	**No Grade**
Rome Lab	No Grade	No Grade	No Grade	**No Grade**
Wright-Patterson AFB	Green	Yellow	Green	**Yellow**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.B ASSOCIATED AIRSPACE

Base Name	Existing Availibility Encroachment I.1.B.1	Future Availibility Encroachment I.1.B.2	Associated Airspace I.1.B
Brooks AFB	No Grade	No Grade	**No Grade**
Hanscom AFB	No Grade	No Grade	**No Grade**
Kirtland AFB	Yellow +	Green -	**Yellow +**
Los Angeles AFB	No Grade	No Grade	**No Grade**
Rome Lab	No Grade	No Grade	**No Grade**
Wright-Patterson AFB	Yellow +	Green -	**Yellow +**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.B.1 EXISTING AVAILABILITY and ENCROACHMENT

Base Name	Military Operating Areas/ Ranges I.1.B.1.a	Military Training Routes I.1.B.1.b	Existing Availability I.1.B.1
Brooks AFB	No Grade	No Grade	**No Grade**
Hanscom AFB	No Grade	No Grade	**No Grade**
Kirtland AFB	Yellow	Green	**Yellow +**
Los Angeles AFB	No Grade	No Grade	**No Grade**
Rome Lab	No Grade	No Grade	**No Grade**
Wright-Patterson AFB	Yellow	Green	**Yellow +**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.B.2 FUTURE AVAILABILITY and ENCROACHMENT

Base Name	Military Operating Areas/ Ranges I.1.B.2.a	Military Training Routes I.1.B.2.b	Future Availability I.1.B.2
Brooks AFB	No Grade	No Grade	**No Grade**
Hanscom AFB	No Grade	No Grade	**No Grade**
Kirtland AFB	Yellow	Green	**Green -**
Los Angeles AFB	No Grade	No Grade	**No Grade**
Rome Lab	No Grade	No Grade	**No Grade**
Wright-Patterson AFB	Yellow	Green	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.1.C AIRFIELD CAPABILITIES (Runways, Taxiways, Aprons)

Base Name	I.1.C.1 Fighter Mission	I.1.C.2 Bomber Mission	I.1.C.3 Tanker Mission	I1.C.4 Airlift Mission	I.1.C Airfield Capabilities
Brooks AFB	No Grade	No Grade	No Grade	No Grade	**No Grade**
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	**No Grade**
Kirtland AFB	Red	Red	Red	Red	**Red**
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	**No Grade**
Rome Lab	No Grade	No Grade	No Grade	No Grade	**No Grade**
Wright-Patterson AFB	Green	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.5 MISSION REQUIREMENTS - PRODUCT CENTERS and LABS

Base / Facility Name	I.5.A Priority	I.5.B Workload	I.5.C Personnel	I.5.D Facilities	I.5.E Location	Overall by Facility	Facility Workload	I.5 Overall
Brooks AFB/ Armstrong Lab	Yellow +	Yellow -	Yellow +	Yellow +	Yellow -	Yellow	77%	**Yellow**
Brooks AFB/ Human Systems Center	Yellow +	Yellow -	Yellow	Yellow +	Yellow -	Yellow	23%	
Hanscom AFB/ Electronic Systems Center	Green	Green	Green -	Yellow +	Yellow -	Green -	84%	**Green -**
Hanscom AFB/ Phillips Lab	Yellow +	Yellow -	Green -	Yellow +	Yellow -	Yellow	14%	**Green -**
Hanscom AFB/ Rome Lab	Green	Yellow	Green -	Yellow +	Yellow -	Yellow +	4%	
Kirtland AFB/ Phillips Lab	Green	Yellow +	Yellow +	Green	Yellow	Green -	100%	
Los Angeles AFB/ Space & Missile Center	Green -	Green -	Green -	Yellow +	Yellow -	Yellow +	100%	**Yellow +**
Rome Lab	Green	Green -	Yellow +	Green -	Yellow -	Green -	100%	**Green -**
Wright-Patterson AFB/ Aeronautical Systems Center (Mod Ctr)	Yellow +	Yellow -	Yellow	Yellow +	Yellow	Yellow	4%	**Green -**
Wright-Patterson AFB/ Aeronautical Systems Center (SPOs)	Green -	Green	Green	Green	Yellow	Green -	64%	
Wright-Patterson AFB/ Armstrong Lab	Yellow +	Yellow +	Yellow +	Yellow +	Yellow -	Yellow +	5%	
Wright-Patterson AFB/ Wright Lab	Green -	Green	Green -	Green	Yellow	Green -	27%	

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.5.A PRODUCT CENTERS and LABS - Priority

Base / Facility Name	I.5.A.1 Budget	I.5.A.2 Need for Pre-emminence	I.5.A.3 Need for In-house Capability	I.5.A Priority
Brooks AFB/ Armstrong Lab	Green	Yellow -	Yellow -	**Yellow +**
Brooks AFB/ Human Systems Center	Green	Yellow -	Yellow -	**Yellow +**
Hanscom AFB/ Electronic Systems Center	Green	Green	Green	**Green**
Hanscom AFB/ Phillips Lab	Green	Yellow -	Yellow +	**Yellow +**
Hanscom AFB/ Rome Lab	Green	Green	Green	**Green**
Kirtland AFB/ Phillips Lab	Green	Green	Green -	**Green**
Los Angeles AFB/ Space & Missile Center	Green	Green -	Yellow +	**Green -**
Rome Lab	Green	Green	Green	**Green**
Wright-Patterson AFB/ Aeronautical Systems Center (Mod Ctr)	Green	Yellow +	Yellow	**Yellow +**
Wright-Patterson AFB/ Aeronautical Systems Center (SPOs)	Green	Green -	Yellow +	**Green -**
Wright-Patterson AFB/ Armstrong Lab	Green	Yellow -	Yellow -	**Yellow +**
Wright-Patterson AFB/ Wright Lab	Green	Yellow +	Yellow +	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.5.B PRODUCT CENTERS and LABS - Workload

Base / Facility Name	I.5.B.1 Actual Workload (FY93)	I.5.B.2 Number of Projects	I.5.B.3 Direct Funding	I.5.B Workload
Brooks AFB/ Armstrong Lab	Yellow +	No Grade	Red	Yellow -
Brooks AFB/ Human Systems Center	Red +	Yellow +	Yellow -	Yellow -
Hanscom AFB/ Electronic Systems Center	Green -	Green	Green	Green
Hanscom AFB/ Phillips Lab	Yellow	No Grade	Yellow -	Yellow -
Hanscom AFB/ Rome Lab	Yellow -	No Grade	Yellow	Yellow
Kirtland AFB/ Phillips Lab	Green	No Grade	Yellow	Yellow +
Los Angeles AFB/ Space & Missile Center	Green	Yellow	Green	Green -
Rome Lab	Yellow +	No Grade	Green	Green -
Wright-Patterson AFB/ Aeronautical Systems Center (Mod Ctr)	Yellow -	Yellow -	Red +	Yellow -
Wright-Patterson AFB/ Aeronautical Systems Center (SPOs)	Green	Green	Green	Green
Wright-Patterson AFB/ Armstrong Lab	Yellow	No Grade	Green -	Yellow +
Wright-Patterson AFB/ Wright Lab	Green	No Grade	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.5.C PRODUCT CENTERS and LABS - Personnel

Base / Facility Name	I.5.C.1 Total Personnel	I.5.C.2 Average Education	I.5.C.3 Average Experience	I.5.C.4 Average Patents Held	I.5.C.5 Average Papers Published	I.5.C Personnel
Brooks AFB/ Armstrong Lab	Yellow +	Green -	Yellow	Yellow	Yellow	**Yellow +**
Brooks AFB/ Human Systems Center	Red +	Green -	Yellow +	No Grade	No Grade	**Yellow**
Hanscom AFB/ Electronic Systems Center	Green -	Green	Green -	No Grade	No Grade	**Green -**
Hanscom AFB/ Phillips Lab	Yellow	Green	Green	Yellow	Green	**Green -**
Hanscom AFB/ Rome Lab	Yellow -	Green	Green	Green	Green	**Green -**
Kirtland AFB/ Phillips Lab	Green	Green	Yellow -	Yellow	Yellow	**Yellow +**
Los Angeles AFB/ Space & Missile Center	Green	Yellow +	Yellow +	No Grade	No Grade	**Green -**
Rome Lab	Green -	Green -	Green -	Yellow	Red +	**Yellow +**
Wright-Patterson AFB/ Aeronautical Systems Center (Mod Ctr)	Yellow -	Yellow -	Green -	No Grade	No Grade	**Yellow**
Wright-Patterson AFB/ Aeronautical Systems Center (SPOs)	Green	Green -	Green	No Grade	No Grade	**Green**
Wright-Patterson AFB/ Armstrong Lab	Yellow	Green	Yellow +	Yellow +	Yellow -	**Yellow +**
Wright-Patterson AFB/ Wright Lab	Green	Green -	Green -	Green -	Green	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.5.D PRODUCT CENTERS and LABS - Facilities

Base / Facility Name	I.5.D.1 Major Facilities and Equipment	I.5.D.2 Land Use (Buildable Acres)	I.5.D Facilities
Brooks AFB/ Armstrong Lab.	Yellow	Green	Yellow +
Brooks AFB/ Human Systems Center	Yellow	Green	Yellow +
Hanscom AFB/ Electronic Systems Center	Yellow	Green	Yellow +
Hanscom AFB/ Phillips Lab	Yellow	Green	Yellow +
Hanscom AFB/ Rome Lab	Yellow	Green	Yellow +
Kirtland AFB/ Phillips Lab	Green	Green	Green
Los Angeles AFB/ Space & Missile Center	Yellow +	Yellow	Yellow +
Rome Lab	Yellow +	Green	Green -
Wright-Patterson AFB/ Aeronautical Systems Center (Mod Ctr)	Yellow	Green	Yellow +
Wright-Patterson AFB/ Aeronautical Systems Center (SPOs)	Green	Green	Green
Wright-Patterson AFB/ Armstrong Lab	Yellow	Green	Yellow +
Wright-Patterson AFB/ Wright Lab	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

I.5.E PRODUCT CENTERS and LABS - Location

Base / Facility Name	I.5.E.1 Interconnectivity	I.5.E.2 Geographic and Climatological	I.5.E.3 Special Support Infrastructure	I.5.E.4 Proximity to Mission Related Orgs	I.5.E Location
Brooks AFB/ Armstrong Lab	Yellow	Red	Red	Green	Yellow -
Brooks AFB/ Human Systems Center	Red	Red	Red	Green	Yellow -
Hanscom AFB/ Electronic Systems Center	Yellow	Red	Red	Green	Yellow -
Hanscom AFB/ Phillips Lab	Red	Red	Red	Green	Yellow -
Hanscom AFB/ Rome Lab	Red	Red	Red	Green	Yellow -
Kirtland AFB/ Phillips Lab	Red	Green	Red	Green	Yellow
Los Angeles AFB/ Space & Missile Center	Yellow	Red	Red	Green	Yellow -
Rome Lab	Red	Red	Red	Green	Yellow -
Wright-Patterson AFB/ Aeronautical Systems Center (Mod Ctr)	Green	Red	Red	Green	Yellow
Wright-Patterson AFB/ Aeronautical Systems Center (SPOs)	Green	Red	Red	Green	Yellow
Wright-Patterson AFB/ Armstrong Lab	Red	Red	Red	Green	Yellow -
Wright-Patterson AFB/ Wright Lab	Green	Red	Red	Green	Yellow

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

II FACILITIES AVAILABILITY and CONDITION

Base Name	II.1 Mission Support Facilities	II.2 On Base Housing	II.3 Airspace Encroachment	II.4 Air Quality	II Overall
Brooks AFB	Yellow +	Green -	No Grade	Green -	**Green -**
Hanscom AFB	Yellow +	Yellow +	No Grade	Yellow +	**Yellow +**
Kirtland AFB	Green -	Yellow -	Green -	Yellow +	**Yellow +**
Los Angeles AFB	Yellow	Green -	No Grade	Yellow -	**Yellow**
Rome Lab	Green -	Green	No Grade	Yellow +	**Green -**
Wright-Patterson AFB	Green -	Yellow +	Green	Yellow -	**Yellow +**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

II.1 Mission Support Facilities

Base Name	II.1.A Facilities Capacity	II.2.B Facilities Condition Buildings	II.2.C Facilities Condition Infrastructure	II.2.D Unique Facilities	II.2.E Utility Capacity	II.2 Facilities
Brooks AFB	Yellow	Yellow	Green -	Green	Green	**Yellow +**
Hanscom AFB	Yellow	Yellow	Yellow +	Green	Green	**Yellow +**
Kirtland AFB	Green	Yellow	Yellow	Green	Green	**Green -**
Los Angeles AFB	Yellow	Red +	Yellow	Green	Green	**Yellow**
Rome Lab	Yellow	Green	Green	Green	Green	**Green -**
Wright-Patterson AFB	Green	Yellow	Yellow -	Green	Green	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

II.2 ON BASE HOUSING

Base Name	II.2.A Housing Capacity	II.2.B Housing Condition	II.2 On Base Housing
Brooks AFB	Yellow	Green	**Green -**
Hanscom AFB	Red	Green	**Yellow +**
Kirtland AFB	Green	Red	**Yellow -**
Los Angeles AFB	Yellow	Green	**Green -**
Rome Lab	Green	No Grade	**Green**
Wright-Patterson AFB	Green	Yellow	**Yellow +**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

II.3 AIRSPACE ENCROACHMENT

Base Name	Existing Associated Airspace II.3.A	Future Associated Airspace II.3.B	Existing Local Flying Area II.3.C	Future Local Flying Area II.3.D	Existing Local Community II.3.E	Future Local Community II.3.F	ENCROACHMENT II.3
Brooks AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Kirtland AFB	Green -	Green -	Green	Green	Green -	Green -	**Green -**
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Rome Lab	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Wright-Patterson AFB	Green	Green	Yellow	Yellow	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

II.3.A EXISTING ASSOCIATED AIRSPACE

Base Name	MOAs and Restricted Airspace II.3.A.1	Bombing Ranges Drop Zones II.3.A.2	Low Level Routes II.3.A.3	Associated Airspace II.3.A
Brooks AFB	No Grade	No Grade	No Grade	**No Grade**
Hanscom AFB	No Grade	No Grade	No Grade	**No Grade**
Kirtland AFB	Yellow	Green	Green	**Green -**
Los Angeles AFB	No Grade	No Grade	No Grade	**No Grade**
Rome Lab	No Grade	No Grade	No Grade	**No Grade**
Wright-Patterson AFB	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

II.3.B FUTURE ASSOCIATED AIRSPACE

Base Name	MOAs and Restricted Airspace II.3.B.1	Bombing Ranges Drop Zones II.3.B.2	Low Level Routes II.3.B.3	Associated Airspace II.3.B
Brooks AFB	No Grade	No Grade	No Grade	**No Grade**
Hanscom AFB	No Grade	No Grade	No Grade	**No Grade**
Kirtland AFB	Yellow	Green	Green	**Green -**
Los Angeles AFB	No Grade	No Grade	No Grade	**No Grade**
Rome Lab	No Grade	No Grade	No Grade	**No Grade**
Wright-Patterson AFB	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

II.3.E EXISTING LOCAL COMMUNITY ENCROACHMENT

Base Name	Clear Zone II.3.E.1	Accident Potential Zone I II.3.E.2	Accident Potential Zone II II.3.E.3	Noise Contour 65-70 Ldn II.3.E.4	Noise Contour 70-75 Ldn II.3.E.5	Noise Contour 75-80 Ldn II.3.E.6	Noise Contour 80 Ldn and above II.3.E.7	Existing Local II.3.E
Brooks AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Kirtland AFB	Red	Yellow	Yellow	Green	Green	Green	Green	**Green -**
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Rome Lab	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Wright-Patterson AFB	Green	Green	Green -	Green	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

II.3.F FUTURE LOCAL COMMUNITY ENCROACHMENT

Base Name	II.3.F.1 Clear Zone	II.3.F.2 Accident Potential Zone I	II.3.F.3 Accident Potential Zone II	II.3.F.4 Noise Contour 65-70 Ldn	II.3.F.5 Noise Contour 70-75 Ldn	II.3.F.6 Noise Contour 75-80 Ldn	II.3.F.7 Noise Contour 80 Ldn and above	II.3.F Future Local
Brooks AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Hanscom AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Kirtland AFB	Red	Yellow	Yellow	Green	Green	Green	Green	**Green -**
Los Angeles AFB	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Rome Lab	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	No Grade	**No Grade**
Wright-Patterson AFB	Green	Green	Green -	Green	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

II.4 AIR QUALITY

Base Name	II.4.A Attainment Status	II.4.B Restrictions	II.4.C Future Growth	II.4 Air Quality
Brooks AFB	Green	Yellow	Green	**Green -**
Hanscom AFB	Red	Green	Yellow	**Yellow +**
Kirtland AFB	Yellow	Green	Yellow	**Yellow +**
Los Angeles AFB	Red	Red	Yellow	**Yellow -**
Rome Lab	Yellow	Green	Yellow	**Yellow +**
Wright-Patterson AFB	Yellow	Yellow	Red	**Yellow -**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

III CONTINGENCY, MOBILITY, and DEPLOYMENT REQUIREMENTS

Base Name	III.1 Maximum on Ground Capacity	III.2 Wide Body Aircraft Operations	III.3 Fuel Hydrant System	III.4 Fuel Storage by Pipeline	III.5 Munitions (Cat 1.1) Capacity	III.6 Hot Cargo Pad	III.7 Geographic Location	III Overall
Brooks AFB	Red	Red	Red	Red	Red	Red	Yellow +	**Red +**
Hanscom AFB	Red	Red	Red	Red	Red	Green	Yellow -	**Red +**
Kirtland AFB	Yellow	Green	Red	Red	Green	Green	Yellow -	**Yellow**
Los Angeles AFB	Red	Red	Red	Red	Red	Red	Green	**Red +**
Rome Lab	Red	Red	Red	Red	Red	Red	Yellow +	**Red +**
Wright-Patterson AFB	Green	Green	Green	Green	Red	Green	Yellow +	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

III.7 GEOGRAPHIC LOCATION

Base Name	III.7.A Ground Force Installation	III.7.B Rail Access	III.7.C Port Facility	III.7 Geographic Location
Brooks AFB	Green	Green	Red	**Yellow +**
Hanscom AFB	Red	Green	Red	**Yellow -**
Kirtland AFB	Red	Green	Red	**Yellow -**
Los Angeles AFB	Green	Green	Green	**Green**
Rome Lab	Green	Green	Red	**Yellow +**
Wright-Patterson AFB	Green	Green	Red	**Yellow +**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

IV/V Cost and Manpower Implications/Return on Investment

Base Name	One Time Costs (Closing)	20 Year Net Present Value	Steady State Savings	Manpower Savings	Return On Investment
	IV.1	IV.2			V
Brooks AFB	246	-78	28	438	10
Hanscom AFB	421	-158	50	744	9
Kirtland AFB	448	-469	81	1492	6
Los Angeles AFB	450	-142	50	325	10
Rome Lab	134	112	1	5	100+
Wright-Patterson AFB	1567	834	64	2029	49

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

VI Economic Impact

Base Name	Economic Area Employment (93)	Direct Job Loss (Current BRAC)	Indirect Job Loss (Current BRAC)	Previous Job Loss (Prior BRACs)	Total Job Loss (Current BRAC)	Percent Job Loss (Current BRAC)	Cumulative Loss (All BRACs)	Percent Job Loss (All BRACs)
Brooks AFB	730,857	3,654	4,182	-59	7,836	1.1%	**7,777**	**1.1%**
Hanscom AFB	2,373,945	6,811	11,612	2,314	18,423	0.8%	**20,737**	**0.9%**
Kirtland AFB	327,209	10,915	10,518	-	**21,433**	**6.6%**	-	-
Los Angeles AFB	4,989,503	6,257	12,031	6,696	18,288	0.4%	**24,984**	**0.5%**
Rome Lab	154,638	1,641	1,633	7,070	3,274	2.1%	**10,344**	**6.7%**
Wright-Patterson AFB	536,415	22,233	27,702	-126	49,935	9.3%	**49,809**	**9.3%**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

VI Economic Impact - Community Statistics

Base Name	Economic Statistical Area	Population (1992 Census)	Per Capita Income (1991)	1984-1991 Average Income Increase
Brooks AFB	San Antonio, TX MSA	1,377,000	$17,284	4.6%
Hanscom AFB	Middleset-Norfolk-Plymouth-Suffolk-Essex Co, MA	3,763,000	$25,911	5.9%
Kirtland AFB	Bernallio County, NM	499,000	$18,582	4.8%
Los Angeles AFB	Los Angeles - Long Beach, CA PMSA	9,053,000	$21,434	4.1%
Rome Lab	Utica - Rome, NY MSA	318,000	$16,870	5.1%
Wright-Patterson AFB	Dayton - Springfield, OH MSA	959,000	$19,413	5.2%

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

VI Economic Impact - Unemployment Statistics

Base Name	Economic Statistical Area	Unemployment (10 Year Average)	Unemployment (3 Year Average)	Unemployment (1993)
Brooks AFB	San Antonio, TX MSA	6.7%	6.2%	5.6%
Hanscom AFB	Middleset-Norfolk-Plymouth-Suffolk-Essex Co, MA	4.9%	7.5%	6.3%
Kirtland AFB	Bernallio County, NM	5.8%	5.5%	6.6%
Los Angeles AFB	Los Angeles - Long Beach, CA PMSA	7.0%	9.1%	9.7%
Rome Lab	Utica - Rome, NY MSA	6.3%	7.0%	6.4%
Wright-Patterson AFB	Dayton - Springfield, OH MSA	6.1%	5.9%	5.5%

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

VII COMMUNITY

Base Name	VII.1 Off-Base Housing	VII.2 Transportation	VII.3 Off-Base Recreation	VII.4 Shopping Mall	VII.5 Metro Center	VII.6 Local Area Crime Rate	VII.7 Education	VII.8 Employment Opportunities	VII.9 Local Medical Care	VII Overall
Brooks AFB	Yellow	Green -	Green	Green	Green	Yellow -	Green	Green	Yellow	**Green -**
Hanscom AFB	Yellow -	Yellow +	Green	Green	Green	Green -	Green	Yellow	Green	**Green -**
Kirtland AFB	Yellow	Green -	Green -	Green	Green	Red	Green	Green	Green	**Green -**
Los Angeles AFB	Red	Yellow +	Green	Yellow	Green	Yellow -	Green	Red	Green	**Yellow**
Rome Lab	Yellow -	Green -	Green	Yellow	Green	Green	Green	Yellow	Red	**Yellow +**
Wright-Patterson AFB	Green -	Green	Green	Green	Green	Yellow	Green	Yellow	Green	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

VII.1 OFF-BASE HOUSING

Base Name	VII.1.A Affordable	VII.1.B Suitable	VII.1 Off-Base Housing
Brooks AFB	Yellow	Yellow	**Yellow**
Hanscom AFB	Red	Yellow	**Yellow -**
Kirtland AFB	Yellow	Yellow	**Yellow**
Los Angeles AFB	Red	Red	**Red**
Rome Lab	Yellow	Red	**Yellow -**
Wright-Patterson AFB	Yellow	Green	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

VII.2 TRANSPORTATION

Base Name	VII.2.A Public Transportation	VII.2.B Municipal Airport Proximity	VII.2.C Municipal Airport Carriers	VII.2.D Commute Time to Work	VII.2 Transportation
Brooks AFB	Green	Green	Green	Yellow	**Green -**
Hanscom AFB	Green	Green	Green	Red	**Yellow +**
Kirtland AFB	Green	Green	Green	Yellow	**Green -**
Los Angeles AFB	Green	Green	Green	Red	**Yellow +**
Rome Lab	Green	Green	Red	Green	**Green -**
Wright-Patterson AFB	Green	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

VII.3 OFF-BASE RECREATION

Base Name	VII.3.A Swimming Pool	VII.3.B Movie Theater	VII.3.C Public Golf Course	VII.3.D Bowling Lane	VII.3.E Boating	VII.3.F Fishing	VII.3.G Zoo
Brooks AFB	Green	Green	Green	Green	Green	Green	Green
Hanscom AFB	Green	Green	Green	Green	Green	Green	Green
Kirtland AFB	Green	Green	Green	Green	Red	Green	Green
Los Angeles AFB	Green	Green	Green	Green	Green	Green	Green
Rome Lab	Green	Green	Green	Green	Green	Green	Green
Wright-Patterson AFB	Green	Green	Green	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

VII.3 OFF-BASE RECREATION (Cont.)

Base Name	VII.3.H Aquarium	VII.3.I Theme Park	VII.3.J Professional Sports	VII.3.K College Sports	VII.3.L Camping Facilities	VII.3.M Beaches	VII.3.N Winter Sports	VII.3 Off-Base Recreation
Brooks AFB	Green	Green	Green	Green	Green	Green	Red	**Green**
Hanscom AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Kirtland AFB	Red	Green	Green	Green	Green	Green	Green	**Green -**
Los Angeles AFB	Yellow	Green	Green	Green	Green	Green	Green	**Green**
Rome Lab	Red	Green	Green	Green	Green	Green	Green	**Green**
Wright-Patterson AFB	Green	Green	Green	Green	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

VII.6 LOCAL AREA CRIME RATE

Base Name	VII.6.A Violent Crime Rate	VII.6.B Property Crime Rate	VII.6 Local Area Crime Rate
Brooks AFB	Yellow	Red	**Yellow -**
Hanscom AFB	Yellow	Green	**Green -**
Kirtland AFB	Red	Red	**Red**
Los Angeles AFB	Red	Yellow	**Yellow -**
Rome Lab	Green	Green	**Green**
Wright-Patterson AFB	Yellow	Yellow	**Yellow**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

VII.7 EDUCATION

Base Name	VII.7.A Pupil Teacher Ratio	VII.7.B Four Year Programs	VII.7.C Honors Programs	VII.7.D College Attendance	VII.7.E Off-base Education	VII.7 Education
Brooks AFB	Green	Green	Green	Green	Green	**Green**
Hanscom AFB	Green	Green	Green	Green	Green	**Green**
Kirtland AFB	Green	Green	Green	Yellow	Green	**Green**
Los Angeles AFB	Yellow	Green	Green	Green	Green	**Green**
Rome Lab	Yellow	Green	Green	Green	Green	**Green**
Wright-Patterson AFB	Green	Green	Green	Yellow	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

VII.7.E OFF-BASE EDUCATION

Base Name	VII.7.E.1 Vocational / Tech College	VII.7.E.2 Undergraduate College	VII.7.E.3 Graduate College	VII.7.E Off-Base Education
Brooks AFB	Green	Green	Green	**Green**
Hanscom AFB	Green	Green	Green	**Green**
Kirtland AFB	Green	Green	Green	**Green**
Los Angeles AFB	Green	Green	Green	**Green**
Rome Lab	Green	Green	Green	**Green**
Wright-Patterson AFB	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

VII.9 LOCAL MEDICAL CARE

Base Name	VII.9.A Physicians	VII.9.B Hospital Beds	VII.9 Local Medical Care
Brooks AFB	Red	Green	**Yellow**
Hanscom AFB	Green	Green	**Green**
Kirtland AFB	Green	Green	**Green**
Los Angeles AFB	Green	Green	**Green**
Rome Lab	Red	Red	**Red**
Wright-Patterson AFB	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

VIII ENVIRONMENTAL IMPACT

Base Name	VIII.1 Water	VIII.2 Asbestos	VIII.3 Biological	VIII.4 Cultural	VIII.5 Installation Restoration Program	VIII Overall
Brooks AFB	Red	Red	Yellow -	Yellow	Red	**Red +**
Hanscom AFB	Green	Yellow	Yellow -	Green	Red	**Yellow +**
Kirtland AFB	Green	Yellow	Green -	Yellow	Yellow	**Green -**
Los Angeles AFB	Green	Red	Green	Yellow	Yellow	**Green -**
Rome Lab	Green	Red	Yellow	Green	Red	**Yellow +**
Wright-Patterson AFB	Yellow	Red	Red	Yellow	Red	**Yellow -**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

VIII.3 BIOLOGICAL

Base Name	VIII.3.A Habitat	VIII.3.B Threatened and Endangered Species	VIII.3.C Wetlands	VIII.3.D Floodplains	VIII.3 Biological
Brooks AFB	Green	Green	Red	Red	**Yellow -**
Hanscom AFB	Yellow	Green	Red	Yellow	**Yellow -**
Kirtland AFB	Red	Green	Green	Yellow	**Green -**
Los Angeles AFB	Yellow	Green	Green	Green	**Green**
Rome Lab	Yellow	Yellow	Yellow	Yellow	**Yellow**
Wright-Patterson AFB	Red	Red	Red	Red	**Red**

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

ANALYSIS RESULTS at TIERING (20 Oct)

The following grades and data reflect the information on which the BCEG members based their tiering determination. Information in this chart was updated as the result of a number of factors between initial tiering and final recommendations.

Base Name	I.1 Flying Operations	I.5 Product Center/ Lab Evaluation	II Facilities and Infrastructure	III Contingency and Mobility	IV Costs and Manpower Implications	V Return on Investment	VI Economic Impact	VII Community	VIII Environmental Impact
Brooks AFB	Red	Yellow	Green -	Red +	246/-78	10	7,723 (1.2%)	Green -	Red +
Hanscom AFB	Red	Green -	Yellow +	Red +	421/-158	9	18,769 (1.0%)*	Green -	Yellow +
Kirtland AFB	Yellow +	Green -	Yellow +	Yellow	448/-469	6	20,364 (8.0%)	Green -	Green -
Los Angeles AFB	Red	Yellow +	Yellow	Red +	450/-142	10	22,935 (0.6%)*	Yellow	Green -
Rome Lab	Red	Yellow +	Green -	Red +	134/ 112	100+	10,931 (8.2%)*	Yellow +	Yellow +
Wright-Patterson AFB	Yellow +	Green -	Yellow +	Green -	1,567/ 834	49	52,399 (11.9%)	Green -	Yellow -

INDUSTRIAL/TECHNICAL SUPPORT - PRODUCT CENTERS and LABORATORIES Subcategory

TIERING OF BASES

As an intermediate step in the Air Force Process, the BCEG members established the following tiering of bases based on the relative merit of bases within the subcategory as measured using the eight selection criteria. Tier I represents the highest relative merit,

TIER I

Hanscom AFB
Rome Lab
Wright-Patterson AFB

TIER II

Kirtland AFB
Los Angeles AFB

TIER III

Brooks AFB

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

OVERVIEW: The primary purpose of installations in this category is to conduct testing and evaluation of weapons systems, air vehicles, and associated components. requiring specialized and expensive facilities. Bases in the test facility subcategory are:

Eglin AFB, Florida

ATTRIBUTES: Important attributes of test facilities:

- Physical attributes of open air ranges
- Technical attributes of facilities, instrumentation, and unique equipment

SPECIAL ANALYSIS METHOD: Although the Test and Evaluation subcategory analysis reflected the same method for Criteria II - VIII as the overall Air Force process, a tailored Criterion I analysis was developed for this subcategory. This tailored approach was necessary because of the DoD establishment of a Test and Evaluation Joint Cross Service Group (JCSG-TE) to identify cross-service asset sharing opportunities. As chartered by OSD, the JCSGs were to develop guidelines, standards, assumptions, measures of merit, data elements and milestone schedules for DoD Component conduct of cross-service analyses of common support functions. In addition, the JCSGs were to develop closure or realignment alternatives and numerical excess capacity reduction targets.

As a result of this effort, and seeking to integrate the cross-service analysis into the Air Force process to the maximum extent possible, the Air Force collected data on behalf of and under the direction of the JCSG-TE relating to the functional capabilities and workload capacity of test and evaluation activities.

The Air Force BCEG appointed a special Base Closure Working Group Subgroup to develop a means of analyzing the Test and Evaluation functions. That Subgroup briefed the BCEG on its proposed analytical method, which basically followed the JCSG-TE methodology and used JCSG-TE data, received BCEG approval, and conducted the analysis in accordance with the method.

Criterion I for Test and Evaluation bases was split into two parts. The first part was a rolled up rating of the test and evaluation functional analysis. This rating was represented by a color and resulted from rolling up the color grades from each of three functional areas, Armaments/Weapons, Electronic Combat, and Air Vehicles. In rolling up these grades, the bases' primary mission (as determined by AF/TE) was weighted as 70 percent of the grade, with the other two areas given weights of 15 percent each.

The grades for each of the functional areas was determined using two major factors, Physical Value and Technical Value. The value of the Physical Value component was determined by summing weighted values of five measures of merit; Critical Air/Land/Sea Space, Topography, Climate, Encroachment, and Environment. (These last two measures of merit evaluate encroachment and environmental factors only as they impact test activities. They do not duplicate either the Criterion II or Criterion VIII subelements.) Individual scores were derived for each measure of merit, and the measure of merit score (not a color, but a grade between 1 and 100) was multiplied by the weight of the measure of merit.

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

The same process was conducted for the Technical Value factor, using six measures of merit; Digital Modeling & Simulation, Measurement Facilities, System Integration Lab, Hardware-In-The-Loop, Installed System Test Facility, and Open Air Ranges. Once a score was derived for the Physical Value and Technical Value factors (a score from 1 to 100), those scores were multiplied by the weights assigned to each factor, and summed. This process produced a single Functional Value for the base for each of the three functional areas. A color was applied to each of the Functional Value grades by applying the standard deviation grading method across all the Test and Evaluation bases. The color grades for each of the functional areas were then rolled up into an overall activity grade, reflecting the weighting given to the primary and secondary functions performed by that activity. This color grade constituted the color for the Test and Evaluation portion of Criterion I.

The second part of the Criterion I grade was an Operational capabilities analysis. The operational analysis measured how well a base could perform a small aircraft, bomber, tanker, and airlift mission. A grade for each mission capability was assigned, then those grades were rolled up with equal weighting for each mission. The overall Operational capabilities grade and the Test and Evaluation grade were then rolled up into an overall Criterion I color grade.

The Air Force was also tasked to provide a "military value" of test and evaluation activity bases to the Joint Group. Because the Air Force does not produce a value based solely on the first four criteria, it forwarded the initial tiering of the bases within their respective categories. The following values were forwarded to the Test and Evaluation Joint Group:

Base	Initial Installation Tiering
Arnold AFB	1
Edwards AFB	1
Eglin AFB	1
Hill AFB (UTTR)	1
Holloman AFB (test assets)	3
Tyndall AFB	2

The Air Force was also directed to provide an analysis of various alternatives provided by the Joint Group. The Air Force provided an analysis of these alternatives, comparing them with the Air Force analysis, performed a functional feasibility review, and participated in COBRA analyses accomplished by the losing Service. The Air Force did not consider in its process alternatives for which no analysis was provided. The Air Force, in an effort to address concerns over of Co-Chairmen over excess capacity in "core" activities, did conduct its own analysis in accordance with the JCSG-TE approved Analysis Plan. The results of this analysis were provided to the JCSG-TE. The following JCSG-TE alternatives were analyzed:

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

Description of Alternative	COBRA Analysis (One-time costs, NPV, ROI)	Functional Assessment
Air Vehicles: AQTD-Edwards AFB to Edwards AFB	Army to perform COBRA	AQTD is currently a tenant at Edwards AFB and utilizes Air Force test and test support facilities. No change is necessary.
Air Vehicles: ATTC-Ft Rucker to Edwards AFB	Army to perform COBRA	Capability and capacity match as well as adequate facilities exist at Edwards AFB. The Air Force is already hosting the similar Army capability at Edwards (AQTD).
Air Vehicles: NAWC-Indianapolis to Edwards AFB	No request from Navy for data	The Air Force has no equivalent organic T&E capability or requirement for such capability. There is no benefit to the Air Force or DoD from this cross-servicing
Air Vehicles: NAWC-Indianapolis to Eglin AFB	No request from Navy for data	The Air Force has no equivalent organic T&E capability or requirement for such capability. There is no benefit to the Air Force or DoD from this cross-servicing.
Air Vehicles: Relocate 475 WEG Radar Test Facility (Tyndall AFB) to Edwards AFB	Not accomplished	The RTF primarily conducts OT&E. Insufficient gain unless base otherwise recommended for closure.
Arm/Weapons: NSWC-Crane to Eglin AFB	No request from Navy for data	Capability and capacity match exists for the Ordnance Test Area Facility and the Transient Velocity Windstream Apparatus Facility. The Air Force has no requirement for the Automated Infrared Test Facility.
Arm/Weapons: NSWC-Dahlgren to Eglin AFB	No request for data from Navy	Capacity and capability match exists at Eglin for the Explosive Experimental Area Facility and the Air Force is willing to accommodate the workload. The Air Force has no requirement for the Electromagnetic Vulnerability Assessment Facility.
Arm/Weapons: NSWC-Indian Head to Arnold AFB	No request for data from Navy	The Air Force has no requirement for the Environmental Test Facility and partial capability to cross-service the Navy for the Propulsion Component Test Facility. There is no benefit to the Air Force or DoD from this cross-servicing.
Arm/Weapons: RTTC-Redstone Arsenal to Eglin AFB	Army to perform COBRA	The Air Force has no requirement for the Induced Environmental Facility and Non-Destructive Test and Natural Environment Facility and partial capability for the

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

Description of Alternative	COBRA Analysis (One-time costs, NPV, ROI)	Functional Assessment
		Component Test Facility. Capability and capacity exists for the Small Missile Test Range and the Air Force is willing to accommodate the workload at AFDTC Eglin AFB.
Arm/Weapons: RTTC-Redstone Arsenal to Holloman AFB	Army to perform COBRA	AFDTC Holloman AFB is a partial capability match for the Component Test Facility and is not a capability match for the Small Missile Test Range. There is no benefit to the Air Force or DoD from this cross-servicing.
EC: AFDTC-Buffalo (REDCAP) to AFFTC (Edwards AFB)	$1.7 M, ($11.0 M), 1 yr	Edwards AFB provides an overall capability and capacity match. This would provide DoD with a bomber-sized combination HITL and ISTF and result in the greatest capability and cost savings for DoD.
EC: AFDTC-Buffalo (REDCAP) to NAWC (Pax River) or NAWC (Pt Mugu)	Pax: $3.9 M, ($7.3M), 4 yrs; Pt Mugu: $4.8 M, $2.7 M, 100+ yrs	A move to Pt Mugu is not cost effective. A move to Pax River does not provide either the cost savings or the large aircraft test capability that a move to Edwards accomplishes.
EC: AFDTC-Ft Worth (AFEWES) to AFFTC (Edwards AFB)	$5.8 M, ($5.8 M), 7 yrs	Edwards AFB provides an overall capability and capacity match. This would provide DoD with a bomber-sized combination HITL and ISTF and result in the greatest capability and cost savings for DoD.
EC: AFDTC-Ft Worth (AFEWES) to NAWC (Pax River) or NAWC (Pt Mugu)	Pax: $6.1 M, ($.9M), 14 yrs; Pt Mugu: $10.7 M, $6.5 M, 100+ yrs	A move to Pt Mugu is not cost effective. A move to Pax River does not provide either the cost savings or the large aircraft test capability that a move to Edwards accomplishes.

The remaining criteria were determined in a manner consistent with the other categories of bases. All criteria were then reviewed prior to grouping by the BCEG by secret written ballot.

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

SUBCATEGORY DEPENDENT WEIGHTS: (See Appendix 2 for a discussion of weighting and the values of weights which are not functions of subcategory or primary mission.)

I Mission Effectiveness				II Facilities Availability and Condition			VII Community	
I.1 Flying Operations	30%			II.1 Facilities Base	25%		VII.1 Off-base Housing	14%
1.1.A Operations Evaluation		70%		II.2 Facilities Housing	10%		VII.2 Transportation	7%
I.1.A.1 Fighter Operations			25%	II.3 Encroachment (Airfield)	25%		VII.3 Off-base Recreation	7%
I.1.A.2 Bomber Operations			25%	II.3.A Existing Assoc Airsp		15%	VII.4 Shopping Mall	7%
I.1.A.3 Tanker Operations			25%	II.3.B Future Assoc Airsp		15%	VII.5 Metro Center	7%
I.1.A.4 Airlift Operations			25%	II.3.C Existing Local Area		5%	VII.6 Local Area Crime Rate	14%
1.1.B Associated Airspace		20%		II.3.D Future Local Area		5%	VII.7 Education	14%
1.1.C Airfield Evaluation		10%		II.3.E Existing Local Comm		35%	VII.8 Employment Opportunities	14%
1.1.D EXCLUDED		N/A		II.3.F Future Local Comm		25%	VII.9 Local Medical Care	14%
I.2 Thru I.6 EXCLUDED	N/A			II.4 Air Quality	40%		VII.10 thru VII.14 EXCLUDED	N/A
I.7 Test Facility Evaluation	70%			II.5 and II.6 EXCLUDED	N/A			

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

OVERALL

Base Name	I Overall Mission Requirements	II Facilities and Infrastructure	III Contingency and Mobility	IV Costs and Manpower Implications	V Return on Investment	VI Economic Impact	VII Community	VIII Environmental Impact
Eglin AFB	Green	Green -	Green -	1,805/ 427	21	22,086 (25.5%)	Green -	Yellow

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I MISSION REQUIREMENTS

Base Name	I.1 Flying Operations	I.7 Test Facility Evaluation	I Overall
Eglin AFB	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1 MISSION REQUIREMENTS - FLYING

Base Name	I.1.A Operational Effectiveness	I.1.B Associated Airspace	I.1.C Airfield Capabilities	I.1 Flying Mission
Eglin AFB	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A FLYING MISSION EFFECTIVENESS

Base Name	Fighter Operational Effectiveness I.1.A.1	Bomber Operational Effectiveness I.1.A.2	Tanker Operational Effectiveness I.1.A.3	Airlift Operational Effectiveness I.1.A.4	Effectiveness I.1.A
Eglin AFB	Green	Green	Green	Green -	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A.1 FIGHTER MISSION OPERATIONAL EFFECTIVENESS

Base Name	Geographic Location I.1.A.1.a	Training Areas I.1.A.1.b	Airspace/Training Area Growth I.1.A.1.c	Composite Force Training I.1.A.1.d	Fighter Effectiveness I.1.A.1
Eglin AFB	Green	Green -	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A.1.a FIGHTER MISSION - GEOGRAPHIC LOCATION

Base Name	I.1.A.1.a.1 Alternate Airfield	I.1.A.1.a.2 Divert Airfield	I.1.A.1.a.3 Ceiling and Visibility	I.1.A.1.a.4 Freezing Precipitation	I.1.A.1.a.5 Crosswind Component	I.1.A.1.a.6 Air Traffic Control Delays	I.1.A.1.a.7 Number of Runways	I.1.A.1.a Geographic Location
Eglin AFB	Green	Green	Green	Green	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A.1.b FIGHTER MISSION - TRAINING AREAS (Military Operating Areas (MOAs) and Ranges)

Base Name	I.1.A.1.b.1 Supersonic Air Combat MOAs	I.1.A.1.b.2 Other Air Combat MOAs	I.1.A.1.b.3 Low Altitude MOAs	I.1.A.1.b.4 Scorable Range Complexes	I.1.A.1.b.5 Electronic Combat Ranges
Eglin AFB	Green	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A.1.b FIGHTER MISSION - TRAINING AREAS (Cont.)
(Tactical Employment, Ranges and Routes)

Base Name	I.1.A.1.b.6 Tactical Aircraft Employment	I.1.A.1.b.7 Air Combat Maneuvering Instrumentation	I.1.A.1.b.8 Full Scale Weapons Drop Range	I.1.A.1.b.9 Visual Routes (VRs)/ Instrument Routes (IRs)	I.1.A.1.b Training Areas
Eglin AFB	Red	Yellow	Green	Green	Green -

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A.2 BOMBER MISSION OPERATIONAL EFFECTIVENESS

Base Name	Geographic Location I.1.A.2.a	Training Areas I.1.A.2.b	Airspace/Training Area Growth I.1.A.2.c	Bomber Effectiveness I.1.A.2
Eglin AFB	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A.2.a BOMBER MISSION - GEOGRAPHIC LOCATION

Base Name	I.1.A.2.a.1 Alternate Airfield	I.1.A.2.a.2 Ceiling and Visibility	I.1.A.2.a.3 Freezing Precipitation	I.1.A.2.a.4 Crosswind Component	I.1.A.2.a.5 Air Traffic Control Delays	I.1.A.2.a.6 Number of Runways	I.1.A.2.a Geographic Location
Eglin AFB	Green	Green	Green	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A.2.b BOMBER MISSION - TRAINING AREAS

Base Name	I.1.A.2.b.1 Low Altitude MOAs	I.1.A.2.b.2 Scorable Range Complexes	I.1.A.2.b.3 Tactical Training Range Complex	I.1.A.2.b.4 Electronic Combat Ranges	I.1.A.2.b.5 Full Scale Weapons Drop Range	I.1.A.2.b.6 Visual Routes (VRs)/ Instrument Routes (IRs)	I.1.A.2.b Training Areas
Eglin AFB	Green	Green	Yellow	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A.3 TANKER MISSION OPERATIONAL EFFECTIVENESS

Base Name	I.1.A.3.a Alternate Airfield	I.1.A.3.b Ceiling and Visibility	I.1.A.3.c Freezing Precipitation	I.1.A.3.d Crosswind Component	I.1.A.3.e Air Traffic Control Delays	I.1.A.3.f Tanker Saturation	I.1.A.3.h Refueling Events	I.1.A.3.h Concentrated Receiver Area	I.1.A.3 Bomber Effectiveness
Eglin AFB	Green	Green	Green	Green	Green	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A.4 AIRLIFT MISSION OPERATIONAL EFFECTIVENESS

Base Name	I.1.A.4.a Geographic Location	I.1.A.4.b Training Areas	I.1.A.4 Airlift Effectiveness
Eglin AFB	Yellow +	Green	Green -

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A.4.a AIRLIFT MISSION - GEOGRAPHIC LOCATION

Base Name	I.1.A.4.a.1 Alternate Airfield	I.1.A.4.a.2 Ceiling and Visibility	I.1.A.4.a.3 Freezing Precipitation	I.1.A.4.a.4 Crosswind Component	I.1.A.4.a.5 Air Traffic Control Delays	I.1.A.4.a.6 Mobility and Deployability	I.1.A.4.a Geographic Location
Eglin AFB	Green	Green	Green	Green	Green	Yellow	Yellow +

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A.4.b AIRLIFT MISSION - TRAINING AREAS (Personnel and Equipment Drop Zones, Landing Zones)

Base Name	I.1.A.4.b.1 Personnel Drop Zones	I.1.A.4.b.2 Personnel DZ Associated IRs	I.1.A.4.b.3 Personnel DZ Associated Slow Routes (SRs)	I.1.A.4.b.4 Landing Zone	I.1.A.4.b.5 Equipment Drop Zones	I.1.A.4.b.6 Equipment DZ Associated IRs	I.1.A.4.b.7 Equipment DZ Associated SRs
Eglin AFB	Green	Green	Green	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.A.4.b AIRLIFT MISSION - TRAINING AREAS (Cont.) (Airdrop, Refueling)

Base Name	I.1.A.4.b.8 Airdrop Employment	I.1.A.4.b.9 Full Scale Airdrop	I.1.A.4.b.10 Air Refueling Routes	I.1.A.4.b Training Areas
Eglin AFB	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.B ASSOCIATED AIRSPACE

Base Name	Existing Availibility Encroachment I.1.B.1	Future Availibility Encroachment I.1.B.2	Associated Airspace I.1.B
Eglin AFB	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.B.1 EXISTING AVAILABILITY and ENCROACHMENT

Base Name	Military Operating Areas/ Ranges I.1.B.1.a	Military Training Routes I.1.B.1.b	Existing Availability I.1.B.1
Eglin AFB	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.B.2 FUTURE AVAILABILITY and ENCROACHMENT

Base Name	Military Operating Areas/ Ranges I.1.B.2.a	Military Training Routes I.1.B.2.b	Future Availability I.1.B.2
Eglin AFB	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.1.C AIRFIELD CAPABILITIES (Runways, Taxiways, Aprons)

Base Name	I.1.C.1 Fighter Mission	I.1.C.2 Bomber Mission	I.1.C.3 Tanker Mission	I1.C.4 Airlift Mission	I.1.C Airfield Capabilities
Eglin AFB	Green	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.7 MISSION REQUIREMENTS - TEST FACILITIES

Base Name	I.7.A Armament and Weapons	I.7.B Electronic Combat	I.7.C Air Vehicles	I.7 Test Facilities
Eglin AFB	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.7.A Armament and Weapons

Base Name	I.7.A.1 Physical Value	I.7.A.2 Technical Value	I.7.A Armament and Weapons
Eglin AFB	86.97	81.07	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.7.A.1 Armament and Weapons - Physical

Base Name	I.7.A.1.a Critical Sea & Air Space	I.7.A.1.b Topographic	I.7.A.1.c Climatic	I.7.A.1.d Encroachment	I.7.A.1.e Environment	I.7.A.1 Physical Value
Eglin AFB	88.37	58.00	99.04	88.14	100.00	**86.97**

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.7.A.2 Armament and Weapons - Technical

Base Name	Digital Models and Simulations I.7.A.2.a	Measurement Facilities I.7.A.2.b	Integration Labs I.7.A.2.c	Hardware-In-The-Loop I.7.A.2.d	Installed Systems Test Facilities I.7.A.2.e	Open Air Ranges I.7.A.2.f	Technical Value I.7.A.2
Eglin AFB	98.00	91.00	0.00	100.00	58.00	89.80	**81.07**

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.7.B Electronic Combat

Base Name	I.7.B.1 Physical Value	I.7.B.2 Technical Value	I.7.B Electronic Combat
Eglin AFB	79.46	82.15	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.7.B.1 Electronic Combat - Physical

Base Name	Critical Sea & Air Space	Topographic	Climatic	Encroachment	Environment	Physical Value
	I.7.B.1.a	I.7.B.1.b	I.7.B.1.c	I.7.B.1.d	I.7.B.1.e	I.7.B.1
Eglin AFB	76.65	64.00	100.00	88.14	100.00	79.46

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.7.B.2 Electronic Combat - Technical

Base Name	Digital Models and Simulations I.7.B.2.a	Measurement Facilities I.7.B.2.b	Integration Labs I.7.B.2.c	Hardware-In-The-Loop I.7.B.2.d	Installed Systems Test Facilities I.7.B.2.e	Open Air Ranges I.7.B.2.f	Technical Value I.7.B.2
Eglin AFB	99.00	100.00	0.00	100.00	58.00	89.00	**82.15**

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.7.C Air Vehicles

Base Name	I.7.C.1 Physical Value	I.7.C.2 Technical Value	I.7.C Air Vehicles
Eglin AFB	78.47	62.43	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.7.C.1 Air Vehicles - Physical

Base Name	Critical Sea & Air Space	Topographic	Climatic	Encroachment	Environment	Physical Value
	I.7.C.1.a	I.7.C.1.b	I.7.C.1.c	I.7.C.1.d	I.7.C.1.e	I.7.C.1
Eglin AFB	76.27	58.00	98.80	88.14	100.00	**78.47**

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

I.7.C.2 Air Vehicles - Technical

Base Name	Digital Models and Simulations I.7.C.2.a	Measurement Facilities I.7.C.2.b	Integration Labs I.7.C.2.c	Hardware-In-The-Loop I.7.C.2.d	Installed Systems Test Facilities I.7.C.2.e	Open Air Ranges I.7.C.2.f	Technical Value I.7.C.2
Eglin AFB	0.00	100.00	0.00	100.00	0.00	81.08	**62.43**

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

II FACILITIES AVAILABILITY and CONDITION

Base Name	II.1 Mission Support Facilities	II.2 On Base Housing	II.3 Airspace Encroachment	II.4 Air Quality	II Overall
Eglin AFB	Green	Yellow	Green -	Green	Green -

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

II.1 Mission Support Facilities

Base Name	II.1.A Facilities Capacity	II.1.B Facilities Condition Buildings	II.1.C Facilities Condition Infrastructure	II.1.D Unique Facilities	II.1.E Utility Capacity	II.1 Facilities
Eglin AFB	Green	Green -	Green -	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

II.2 ON BASE HOUSING

Base Name	II.2.A Housing Capacity	II.2.B Housing Condition	II.2 On Base Housing
Eglin AFB	Yellow	Yellow	Yellow

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

II.3 AIRSPACE ENCROACHMENT

Base Name	Existing Associated Airspace II.3.A	Future Associated Airspace II.3.B	Existing Local Flying Area II.3.C	Future Local Flying Area II.3.D	Existing Local Community II.3.E	Future Local Community II.3.F	ENCROACHMENT II.3
Eglin AFB	Green	Green	Green	Green	Yellow +	Yellow +	**Green -**

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

II.3.A EXISTING ASSOCIATED AIRSPACE

Base Name	MOAs and Restricted Airspace II.3.A.1	Bombing Ranges Drop Zones II.3.A.2	Low Level Routes II.3.A.3	Associated Airspace II.3.A
Eglin AFB	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

II.3.B FUTURE ASSOCIATED AIRSPACE

Base Name	II.3.B.1 MOAs and Restricted Airspace	II.3.B.2 Bombing Ranges Drop Zones	II.3.B.3 Low Level Routes	II.3.B Associated Airspace
Eglin AFB	Green	Green	Green	**Green**

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

II.3.E EXISTING LOCAL COMMUNITY ENCROACHMENT

Base Name	Clear Zone II.3.E.1	Accident Potential Zone I II.3.E.2	Accident Potential Zone II II.3.E.3	Noise Contour 65-70 Ldn II.3.E.4	Noise Contour 70-75 Ldn II.3.E.5	Noise Contour 75-80 Ldn II.3.E.6	Noise Contour 80 Ldn and above II.3.E.7	Existing Local II.3.E
Eglin AFB	Green	Green -	Green -	Green	Green	Yellow	Yellow	**Yellow +**

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

II.6 FUTURE LOCAL COMMUNITY ENCROACHMENT

Base Name	II.3.F.1 Clear Zone	II.3.F.2 Accident Potential Zone I	II.3.F.3 Accident Potential Zone II	II.3.F.4 Noise Contour 65-70 Ldn	II.3.F.5 Noise Contour 70-75 Ldn	II.3.F.6 Noise Contour 75-80 Ldn	II.3.F.7 Noise Contour 80 Ldn and above	II.3.F Future Local
Eglin AFB	Green	Green -	Green -	Green	Yellow	Yellow	Yellow	**Yellow +**

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

II.4 AIR QUALITY

Base Name	II.4.A Attainment Status	II.4.B Restrictions	II.4.C Future Growth	II.4 Air Quality
Eglin AFB	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

III CONTINGENCY, MOBILITY, and DEPLOYMENT REQUIREMENTS

Base Name	III.1 Maximum on Ground Capacity	III.2 Wide Body Aircraft Operations	III.3 Fuel Hydrant System	III.4 Fuel Storage by Pipeline	III.5 Munitions (Cat 1.1) Capacity	III.6 Hot Cargo Pad	III.7 Geographic Location	III Overall
Eglin AFB	Yellow	Green	Green	Red	Green	Green	Green	Green -

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

III.7 GEOGRAPHIC LOCATION

Base Name	III.7.A Ground Force Installation	III.7.B Rail Access	III.7.C Port Facility	III.7 Geographic Location
Eglin AFB	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

IV/V Cost and Manpower Implications/Return on Investment

Base Name	One Time Costs (Closing)	20 Year Net Present Value	Steady State Savings	Manpower Savings	Return On Investment
	IV.1	IV.2			V
Eglin AFB	1805	427	117	2138	21

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VI Economic Impact

Base Name	Economic Area Employment (93)	Direct Job Loss (Current BRAC)	Indirect Job Loss (Current BRAC)	Previous Job Loss (Prior BRACs)	Total Job Loss (Current BRAC)	Percent Job Loss (Current BRAC)	Cumulative Loss (All BRACs)	Percent Job Loss (All BRACs)
Eglin AFB	86,772	13,778	8,308	-	**22,086**	**25.5%**	-	-

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VI Economic Impact - Community Statistics

Base Name	Economic Statistical Area	Population (1992 Census)	Per Capita Income (1991)	1984-1991 Average Income Increase
Eglin AFB	Fort Walton Beach, FL MSA	153,000	$17,656	5.7%

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VI Economic Impact - Unemployment Statistics

Base Name	Economic Statistical Area	Unemployment (10 Year Average)	Unemployment (3 Year Average)	Unemployment (1993)
Eglin AFB	Fort Walton Beach, FL MSA	6.2%	6.5%	6.2%

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VII COMMUNITY

Base Name	VII.1 Off-Base Housing	VII.2 Transportation	VII.3 Off-Base Recreation	VII.4 Shopping Mall	VII.5 Metro Center	VII.6 Local Area Crime Rate	VII.7 Education	VII.8 Employment Opportunities	VII.9 Local Medical Care	VII Overall
Eglin AFB	Yellow	Green -	Green -	Green	Green	Green	Green	Green	Green	Green -

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VII.1 OFF-BASE HOUSING

Base Name	VII.1.A Affordable	VII.1.B Suitable	VII.1 Off-Base Housing
Eglin AFB	Yellow	Yellow	**Yellow**

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VII.2 TRANSPORTATION

Base Name	VII.2.A Public Transportation	VII.2.B Municipal Airport Proximity	VII.2.C Municipal Airport Carriers	VII.2.D Commute Time to Work	VII.2 Transportation
Eglin AFB	Red	Green	Green	Green	Green -

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VII.3 OFF-BASE RECREATION

Base Name	VII.3.A Swimming Pool	VII.3.B Movie Theater	VII.3.C Public Golf Course	VII.3.D Bowling Lane	VII.3.E Boating	VII.3.F Fishing	VII.3.G Zoo
Eglin AFB	Green	Green	Green	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VII.3 OFF-BASE RECREATION (Cont.)

Base Name	VII.3.H Aquarium	VII.3.I Theme Park	VII.3.J Professional Sports	VII.3.K College Sports	VII.3.L Camping Facilities	VII.3.M Beaches	VII.3.N Winter Sports	VII.3 Off-Base Recreation
Eglin AFB	Green	Green	Red	Green	Green	Green	Red	Green -

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VII.6 LOCAL AREA CRIME RATE

Base Name	VII.6.A Violent Crime Rate	VII.6.B Property Crime Rate	VII.6 Local Area Crime Rate
Eglin AFB	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VII.7 EDUCATION

Base Name	VII.7.A Pupil Teacher Ratio	VII.7.B Four Year Programs	VII.7.C Honors Programs	VII.7.D College Attendance	VII.7.E Off-base Education	VII.7 Education
Eglin AFB	Yellow	Green	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VII.7.E OFF-BASE EDUCATION

Base Name	VII.7.E.1 Vocational / Tech College	VII.7.E.2 Undergraduate College	VII.7.E.3 Graduate College	VII.7.E Off-Base Education
Eglin AFB	Green	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VII.9 LOCAL MEDICAL CARE

Base Name	VII.9.A Physicians	VII.9.B Hospital Beds	VII.9 Local Medical Care
Eglin AFB	Green	Green	Green

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VIII ENVIRONMENTAL IMPACT

Base Name	VIII.1 Water	VIII.2 Asbestos	VIII.3 Biological	VIII.4 Cultural	VIII.5 Installation Restoration Program	VIII Overall
Eglin AFB	Green	Red	Red +	Red	Yellow	Yellow

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

VIII.3 BIOLOGICAL

Base Name	VIII.3.A Habitat	VIII.3.B Threatened and Endangered Species	VIII.3.C Wetlands	VIII.3.D Floodplains	VIII.3 Biological
Eglin AFB	Red	Red	Red	Yellow	**Red +**

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

ANALYSIS RESULTS at TIERING (19 Oct)

The following grades and data reflect the information on which the BCEG members based their tiering determination. Information in this chart was updated as the result of a number of factors between initial tiering and final recommendations.

Base Name	I Overall Mission Requirements	II Facilities and Infrastructure	III Contingency and Mobility	IV Costs and Manpower Implications	V Return on Investment	VI Economic Impact	VII Community	VIII Environmental Impact
Eglin AFB	Green	Green	Green -	1,805/ 427	21	23,341 (35.9%)	Green -	Yellow

INDUSTRIAL/TECHNICAL SUPPORT - TEST FACILITY Subcategory

TIERING OF BASES

As an intermediate step in the Air Force Process, the BCEG members established the following tiering of bases based on the relative merit of bases within the subcategory as measured using the eight selection criteria. Tier I represents the highest relative merit,

TIER I

Eglin AFB

UNDERGRADUATE FLYING TRAINING

OVERVIEW: The Undergraduate Flying Training category consists of bases which provide an extensive, specialized ground and flight training for Air Force pilots and navigators. Bases in this category are:

Columbus AFB, Mississippi
Laughlin AFB, Texas
Randolph AFB, Texas
Reese AFB, Texas
Vance AFB, Oklahoma

ATTRIBUTES: Important attributes of undergraduate flying training bases:

- Adequate Flight Training Areas
- Adequate runways (Length and Number)
- Minimal weather-associated flight cancellations
- Ground Training Facilities

SPECIAL ANALYSIS METHOD: Although the Undergraduate Flying Training subcategory analysis reflected the same method for Criteria II - VIII as the overall Air Force process, a tailored Criterion I analysis was developed for this subcategory. This tailored approach was necessary because of the DoD establishment of an Undergraduate Pilot Training Joint Cross Service Group (JCSG-UPT) to take advantage of available cross-service asset sharing opportunities. As chartered by OSD, the JCSGs were to develop guidelines, standards, assumptions, measures of merit, data elements and milestone schedules for DoD Component conduct of cross-service analyses of common support functions. In addition, the JCSGs were to develop closure or realignment alternatives and numerical excess capacity reduction targets.

As a result of this effort, and seeking to integrate the cross-service analysis into the Air Force process to the maximum extent possible, the Air Force decided to forego evaluation of the Undergraduate Flying Training activities for Criterion I grading. In addition to the data collected via the Air Force Questionnaire, the Air Force collected data on behalf of and under the direction of the JCSG-UPT relating to the functional capabilities of Undergraduate Flying Training activities. The Air Force decided to use the analytical results of the JCSG-UPT to measure the relative ability of the Undergraduate Flying Training activities to accomplish these functions.

The JCSG-UPT provided its calculations of the functional value of the Undergraduate Flying Training bases to the Air Force by function. Each base evaluated by the JCSG-UPT was given a rating from 1 to 10 in up to fifteen functional areas (e.g., Flight Screening, Primary Pilot, Airlift/Tanker, Intermediate & Advanced Strike, Bomber/Fighter, and Helicopter). Bases were not rated for a function if they did not participate in that training, such as Helicopter training, or if they failed to meet certain core requirements, such as proximity to open water.

To incorporate the functional values into a product useful in the Air Force analysis system, the Air Force discarded some functions as inappropriate for an Air Force-only analysis. After discarding these functions, scores remained for Primary Pilot, Airlift/Tanker, Maritime/E2C2, Bomber/Fighter, Primary/Intermediate Navigator/NFO, Panel Navigation, and Flight Screening. In addition, two bases received grades for the WSO Strike function. The sum of the values for all functions were then divided by the number of applicable functions, providing an average value. These values were then assigned color grades using the standard deviation scoring method. This color grade served as the Criterion I grade for the analysis.

UNDERGRADUATE FLYING TRAINING

The Air Force was also tasked to provide a "military value" of undergraduate pilot training bases to the Joint Group. Because the Air Force does not produce a value based solely on the first four criteria, it forwarded the initial tiering of the bases within their respective categories. The following values were forwarded to the Undergraduate Pilot Training Joint Group:

Base	Installation Tiering
Columbus AFB	1
Laughlin AFB	1
Randolph AFB	1
Sheppard AFB	1
Vance AFB	1
Reese AFB	3

The Air Force was also directed to provide an analysis of various alternatives provided by the Joint Group. The Air Force provided an analysis of the alternatives, comparing them with the Air Force analysis, performed a functional feasibility review, and participated in COBRA analyses accomplished by the losing Service. The following alternatives were analyzed:

Description of Alternative	COBRA Analysis (One-time costs, NPV, ROI)	Functional Assessment
Close Reese AFB	$148M, -$239M, 6 years	Savings, reasonable risk, flexibility
Close Reese AFB and Vance AFB	$196M, -$667M, 4 years	Unacceptable risk resulting from excessive reduction of capacity
Close Reese AFB and Vance AFB, some aircraft go to Kingsville	$259M, -$593, 5 years	Unacceptable risk resulting from excessive reduction of capacity

The remaining criteria were determined in a manner consistent with the other categories of bases. All criteria were then reviewed prior to grouping by the BCEG using secret written ballot.

UNDERGRADUATE FLYING TRAINING

CATEGORY DEPENDENT WEIGHTS:

I Mission Effectiveness				II Facilities Availability and Condition			VII Community	
I.1 thru I.3 EXCLUDED	N/A			II.1 Facilities Base	25%		VII.1 Off-base Housing	14%
I.4 Flying Training				II.2 Facilities Housing	10%		VII.2 Transportation	7%
I.5 thru I.7 EXCLUDED	N/A			II.3 Encroachment (Airfield)	25%		VII.3 Off-base Recreation	7%
				II.3.A Existing Assoc Airsp		15%	VII.4 Shopping Mall	7%
				II.3.B Future Assoc Airsp		15%	VII.5 Metro Center	7%
				II.3.C Existing Local Area		5%	VII.6 Local Area Crime Rate	14%
				II.3.D Future Local Area		5%	VII.7 Education	14%
				II.3.E Existing Local Comm		35%	VII.8 Employment Opportunities	14%
				II.3.F Future Local Comm		25%	VII.9 Local Medical Care	14%
				II.4 Air Quality	40%		VII.10 thru VII.14 EXCLUDED	N/A
				II.5 and II.6 EXCLUDED	N/A			

UNDERGRADUATE FLYING TRAINING

OVERALL

Base Name	I.4 Flying Training Mission	II Facilities and Infrastructure	III Contingency and Mobility	IV Costs and Manpower Implications	V Return on Investment	VI Economic Impact	VII Community	VIII Environmental Impact
Columbus AFB	Green	Green	Yellow	17/-333	1	2,661 (5.4%)	Yellow +	Yellow
Laughlin AFB	Yellow +	Green -	Yellow -	25/-275	2	3,368 (20.9%)	Yellow	Yellow +
Randolph AFB	Green -	Green -	Yellow	204/-59	13	13,863 (1.9%)*	Green -	Yellow -
Reese AFB	Red	Green -	Yellow -	15/-259	1	2,702 (2.0%)	Green -	Yellow
Vance AFB	Green	Green -	Yellow -	14/-254	1	3,028 (9.4%)	Green -	Yellow +

UNDERGRADUATE FLYING TRAINING

I.4 FLYING TRAINING MISSION

Base Name	I.4.A Primary	I.4.B Airlift Tanker	I.4.C Maritime E2/C2	I.4.D Bomber Fighter	I.4.E Primary/ Int Nav/NFO	I.4.F WSO Strike	I.4.G Panel Navigator	I.4.H Flight Screen	Average Score	I.4 Overall
Columbus AFB	6.8	6.3	6.7	6.4	6.9	6.6	7.6	6.6	6.74	**Green**
Laughlin AFB	7.0	5.8	6.5	5.5	7.1		6.8	6.8	6.50	**Yellow +**
Randolph AFB	6.7	6.5	6.4	6.8	7.1	6.1	6.9	5.7	6.53	**Green -**
Reese AFB	6.0	5.9	5.9	5.6	6.2		7.2	6.2	6.14	**Red**
Vance AFB	6.8	6.7	6.7	5.5	6.8		7.5	6.6	6.67	**Green**

UNDERGRADUATE FLYING TRAINING

II FACILITIES AVAILABILITY and CONDITION

Base Name	II.1 Mission Support Facilities	II.2 On Base Housing	II.3 Airspace Encroachment	II.4 Air Quality	II Overall
Columbus AFB	Green -	Yellow +	Green	Green	**Green**
Laughlin AFB	Yellow +	Green -	Green	Green	**Green -**
Randolph AFB	Yellow +	Red	Green -	Green	**Green -**
Reese AFB	Yellow	Green	Green	Green	**Green -**
Vance AFB	Yellow -	Green	Green	Green	**Green -**

UNDERGRADUATE FLYING TRAINING

II.1 Mission Support Facilities

Base Name	II.1.A Facilities Capacity	II.1.B Facilities Condition Buildings	II.1.C Facilities Condition Infrastructure	II.1.D Unique Facilities	II.1.E Utility Capacity	II.1 Facilities
Columbus AFB	Green	Yellow +	Green	Red	Green	**Green -**
Laughlin AFB	Green	Yellow -	Yellow -	Red	Green	**Yellow +**
Randolph AFB	Green	Green -	Red +	Red	Green	**Yellow +**
Reese AFB	Yellow	Yellow +	Yellow	Red	Green	**Yellow**
Vance AFB	Red	Yellow +	Yellow	Red	Green	**Yellow -**

UNDERGRADUATE FLYING TRAINING

II.2 ON BASE HOUSING

Base Name	II.2.A Housing Capacity	II.2.B Housing Condition	II.2 On Base Housing
Columbus AFB	Green	Yellow	**Yellow +**
Laughlin AFB	Yellow	Green	**Green -**
Randolph AFB	Red	Red	**Red**
Reese AFB	Green	Green	**Green**
Vance AFB	Green	Green	**Green**

UNDERGRADUATE FLYING TRAINING

II.3 AIRSPACE ENCROACHMENT

Base Name	Existing Associated Airspace II.3.A	Future Associated Airspace II.3.B	Existing Local Flying Area II.3.C	Future Local Flying Area II.3.D	Existing Local Community II.3.E	Future Local Community II.3.F	ENCROACHMENT II.3
Columbus AFB	Green	Green	Yellow	Yellow	Green	Green	**Green**
Laughlin AFB	Green	Green	Green	Green	Green	Green	**Green**
Randolph AFB	Green	Green	Green	Green	Yellow +	Yellow	**Green -**
Reese AFB	Green	Green	Green	Green	Green	Green	**Green**
Vance AFB	Green	Green	Green	Green	Green	Green	**Green**

UNDERGRADUATE FLYING TRAINING

II.3.A EXISTING ASSOCIATED AIRSPACE

Base Name	MOAs and Restricted Airspace II.3.A.1	Low Level Routes II.3.A.3	Associated Airspace II.3.A
Columbus AFB	Green	Green	**Green**
Laughlin AFB	Green	Green	**Green**
Randolph AFB	Green	Green	**Green**
Reese AFB	Green	Green	**Green**
Vance AFB	Green	Green	**Green**

UNDERGRADUATE FLYING TRAINING

II.3.B FUTURE ASSOCIATED AIRSPACE

Base Name	MOAs and Restricted Airspace II.3.B.1	Low Level Routes II.3.B.3	Associated Airspace II.3.B
Columbus AFB	Green	Green	**Green**
Laughlin AFB	Green	Green	**Green**
Randolph AFB	Green	Green	**Green**
Reese AFB	Green	Green	**Green**
Vance AFB	Green	Green	**Green**

UNDERGRADUATE FLYING TRAINING

II.3.E EXISTING LOCAL COMMUNITY ENCROACHMENT

Base Name	Clear Zone II.3.E.1	Accident Potential Zone I II.3.E.2	Accident Potential Zone II II.3.E.3	Noise Contour 65-70 Ldn II.3.E.4	Noise Contour 70-75 Ldn II.3.E.5	Noise Contour 75-80 Ldn II.3.E.6	Noise Contour 80 Ldn and above II.3.E.7	Existing Local II.3.E
Columbus AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Laughlin AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Randolph AFB	Green	Yellow	Green -	Yellow	Red	Yellow	Green	**Yellow +**
Reese AFB	Green	Green	Green -	Green	Green	Green	Green	**Green**
Vance AFB	Green	Green	Yellow	Green	Green	Green	Green	**Green**

UNDERGRADUATE FLYING TRAINING

II.3.F FUTURE LOCAL COMMUNITY ENCROACHMENT

Base Name	II.3.F.1 Clear Zone	II.3.F.2 Accident Potential Zone I	II.3.F.3 Accident Potential Zone II	II.3.F.4 Noise Contour 65-70 Ldn	II.3.F.5 Noise Contour 70-75 Ldn	II.3.F.6 Noise Contour 75-80 Ldn	II.3.F.7 Noise Contour 80 Ldn and above	II.3.F Future Local
Columbus AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Laughlin AFB	Green	Green	Green	Green	Green	Green	Green	**Green**
Randolph AFB	Green	Yellow	Yellow	Red	Red	Red	Green	**Yellow**
Reese AFB	Green	Green	Green -	Green	Green	Green	Green	**Green**
Vance AFB	Green	Green	Yellow	Green	Green	Green	Green	**Green**

UNDERGRADUATE FLYING TRAINING

II.4 AIR QUALITY

Base Name	II.4.A Attainment Status	II.4.B Restrictions	II.4.C Future Growth	II.4 Air Quality
Columbus AFB	Green	Green	Green	**Green**
Laughlin AFB	Green	Green	Green	**Green**
Randolph AFB	Green	Green	Green	**Green**
Reese AFB	Green	Green	Green	**Green**
Vance AFB	Green	Green	Green	**Green**

UNDERGRADUATE FLYING TRAINING

III CONTINGENCY, MOBILITY, and DEPLOYMENT REQUIREMENTS

Base Name	III.1 Maximum on Ground Capacity	III.2 Wide Body Aircraft Operations	III.3 Fuel Hydrant System	III.4 Fuel Storage by Pipeline	III.5 Munitions (Cat 1.1) Capacity	III.6 Hot Cargo Pad	III.7 Geographic Location	III Overall
Columbus AFB	Red	Green	Green	Red	Yellow	Green	Yellow +	**Yellow**
Laughlin AFB	Red	Green	Red	Red	Red	Green	Yellow +	**Yellow -**
Randolph AFB	Yellow	Green	Red	Red	Yellow	Red	Yellow +	**Yellow**
Reese AFB	Red	Green	Red	Red	Red	Green	Yellow -	**Yellow -**
Vance AFB	Red	Green	Red	Red	Red	Red	Yellow +	**Yellow -**

UNDERGRADUATE FLYING TRAINING

III.7 GEOGRAPHIC LOCATION

Base Name	III.7.A Ground Force Installation	III.7.B Rail Access	III.7.C Port Facility	III.7 Geographic Location
Columbus AFB	Green	Green	Red	**Yellow +**
Laughlin AFB	Green	Green	Red	**Yellow +**
Randolph AFB	Green	Green	Red	**Yellow +**
Reese AFB	Red	Green	Red	**Yellow -**
Vance AFB	Green	Green	Red	**Yellow +**

UNDERGRADUATE FLYING TRAINING

IV/V Cost and Manpower Implications/Return on Investment

Base Name	One Time Costs (Closing) IV.1	20 Year Net Present Value IV.2	Steady State Savings	Manpower Savings	Return On Investment V
Columbus AFB	17	-333	26	284	1
Laughlin AFB	25	-275	22	383	2
Randolph AFB	204	-59	19	844	13
Reese AFB	15	-259	20	183	1
Vance AFB	14	-254	20	89	1

UNDERGRADUATE FLYING TRAINING

VI Economic Impact

Base Name	Economic Area Employment (93)	Direct Job Loss (Current BRAC)	Indirect Job Loss (Current BRAC)	Previous Job Loss (Prior BRACs)	Total Job Loss (Current BRAC)	Percent Job Loss (Current BRAC)	Cumulative Loss (All BRACs)	Percent Job Loss (All BRACs)
Columbus AFB	48,953	1,968	693	-	**2,661**	**5.4%**	-	-
Laughlin AFB	16,109	2,459	909	-	**3,368**	**20.9%**	-	-
Randolph AFB	730,857	8,915	5,077	-129	13,992	1.9%	**13,863**	**1.9%**
Reese AFB	132,010	1,943	759	-	**2,702**	**2.0%**	-	-
Vance AFB	32,341	2,203	825	-	**3,028**	**9.4%**	-	-

UNDERGRADUATE FLYING TRAINING

VI Economic Impact - Community Statistics

Base Name	Economic Statistical Area	Population (1992 Census)	Per Capita Income (1991)	1984-1991 Average Income Increase
Columbus AFB	Lowdes-Monroe Counties, MS MSA	96,000	$14,076	5.4%
Laughlin AFB	Val Verde County, TX	40,000	$11,167	5.1%
Randolph AFB	San Antonio, TX MSA	1,377,000	$17,284	4.6%
Reese AFB	Lubbock, TX MSA	224,000	$17,185	4.9%
Vance AFB	Enid, OK MSA	56,000	$17,398	3.7%

UNDERGRADUATE FLYING TRAINING

VI Economic Impact - Unemployment Statistics

Base Name	Economic Statistical Area	Unemployment (10 Year Average)	Unemployment (3 Year Average)	Unemployment (1993)
Columbus AFB	Lowdes-Monroe Counties, MS MSA	8.1%	7.7%	6.0%
Laughlin AFB	Val Verde County, TX	14.2%	11.8%	10.7%
Randolph AFB	San Antonio, TX MSA	6.7%	6.2%	5.6%
Reese AFB	Lubbock, TX MSA	5.7%	5.8%	5.2%
Vance AFB	Enid, OK MSA	5.6%	4.4%	4.1%

UNDERGRADUATE FLYING TRAINING

VII COMMUNITY

Base Name	VII.1 Off-Base Housing	VII.2 Transportation	VII.3 Off-Base Recreation	VII.4 Shopping Mall	VII.5 Metro Center	VII.6 Local Area Crime Rate	VII.7 Education	VII.8 Employment Opportunities	VII.9 Local Medical Care	VII Overall
Columbus AFB	Green	Green -	Yellow +	Green	Red	Green -	Green -	Yellow	Red	**Yellow +**
Laughlin AFB	Green -	Green -	Yellow	Green	Red	Yellow -	Green -	Yellow	Red	**Yellow**
Randolph AFB	Yellow	Green	Green -	Green	Green	Yellow -	Green	Green	Yellow	**Green -**
Reese AFB	Yellow	Green -	Yellow +	Green	Green	Yellow -	Green -	Green	Green	**Green -**
Vance AFB	Green	Green -	Yellow +	Green	Yellow	Yellow -	Green	Green	Yellow	**Green -**

UNDERGRADUATE FLYING TRAINING

VII.1 OFF-BASE HOUSING

Base Name	VII.1.A Affordable	VII.1.B Suitable	VII.1 Off-Base Housing
Columbus AFB	Green	Green	**Green**
Laughlin AFB	Green	Yellow	**Green -**
Randolph AFB	Yellow	Yellow	**Yellow**
Reese AFB	Yellow	Yellow	**Yellow**
Vance AFB	Green	Green	**Green**

UNDERGRADUATE FLYING TRAINING

VII.2 TRANSPORTATION

Base Name	VII.2.A Public Transportation	VII.2.B Municipal Airport Proximity	VII.2.C Municipal Airport Carriers	VII.2.D Commute Time to Work	VII.2 Transportation
Columbus AFB	Red	Green	Green	Green	**Green -**
Laughlin AFB	Green	Red	Green	Green	**Green -**
Randolph AFB	Green	Green	Green	Green	**Green**
Reese AFB	Red	Green	Green	Green	**Green -**
Vance AFB	Green	Green	Red	Green	**Green -**

UNDERGRADUATE FLYING TRAINING

VII.3 OFF-BASE RECREATION

Base Name	VII.3.A Swimming Pool	VII.3.B Movie Theater	VII.3.C Public Golf Course	VII.3.D Bowling Lane	VII.3.E Boating	VII.3.F Fishing	VII.3.G Zoo
Columbus AFB	Yellow	Green	Yellow	Green	Green	Green	Yellow
Laughlin AFB	Green	Green	Green	Green	Green	Green	Red
Randolph AFB	Green	Green	Yellow	Green	Green	Green	Green
Reese AFB	Green	Green	Green	Green	Yellow	Yellow	Yellow
Vance AFB	Green	Green	Green	Green	Yellow	Green	Yellow

UNDERGRADUATE FLYING TRAINING

VII.3 OFF-BASE RECREATION (Cont.)

Base Name	VII.3.H Aquarium	VII.3.I Theme Park	VII.3.J Professional Sports	VII.3.K College Sports	VII.3.L Camping Facilities	VII.3.M Beaches	VII.3.N Winter Sports	VII.3 Off-Base Recreation
Columbus AFB	Red	Red	Red	Green	Green	Green	Red	**Yellow +**
Laughlin AFB	Red	Green	Red	Red	Green	Red	Red	**Yellow**
Randolph AFB	Green	Green	Green	Green	Green	Green	Red	**Green -**
Reese AFB	Red	Green	Red	Green	Green	Green	Red	**Yellow +**
Vance AFB	Yellow	Yellow	Red	Green	Green	Green	Red	**Yellow +**

UNDERGRADUATE FLYING TRAINING

VII.6 LOCAL AREA CRIME RATE

Base Name	VII.6.A Violent Crime Rate	VII.6.B Property Crime Rate	VII.6 Local Area Crime Rate
Columbus AFB	Green	Yellow	**Green** -
Laughlin AFB	Yellow	Red	**Yellow** -
Randolph AFB	Yellow	Red	**Yellow** -
Reese AFB	Yellow	Red	**Yellow** -
Vance AFB	Yellow	Red	**Yellow** -

UNDERGRADUATE FLYING TRAINING

VII.7 EDUCATION

Base Name	VII.7.A Pupil Teacher Ratio	VII.7.B Four Year Programs	VII.7.C Honors Programs	VII.7.D College Attendance	VII.7.E Off-base Education	VII.7 Education
Columbus AFB	Yellow	Green	Green	Yellow	Green -	**Green -**
Laughlin AFB	Yellow	Green	Green	Yellow	Green	**Green -**
Randolph AFB	Green	Green	Green	Yellow	Green	**Green**
Reese AFB	Red	Green	Green	Green	Green	**Green -**
Vance AFB	Green	Green	Green	Yellow	Green	**Green**

UNDERGRADUATE FLYING TRAINING

VII.7.E OFF-BASE EDUCATION

Base Name	VII.7.E.1 Vocational / Tech College	VII.7.E.2 Undergraduate College	VII.7.E.3 Graduate College	VII.7.E Off-Base Education
Columbus AFB	Green	Green	Red	**Green -**
Laughlin AFB	Green	Green	Green	**Green**
Randolph AFB	Green	Green	Green	**Green**
Reese AFB	Green	Green	Green	**Green**
Vance AFB	Green	Green	Green	**Green**

UNDERGRADUATE FLYING TRAINING

VII.9 LOCAL MEDICAL CARE

Base Name	VII.9.A Physicians	VII.9.B Hospital Beds	VII.9 Local Medical Care
Columbus AFB	Red	Red	**Red**
Laughlin AFB	Red	Red	**Red**
Randolph AFB	Red	Green	**Yellow**
Reese AFB	Green	Green	**Green**
Vance AFB	Red	Green	**Yellow**

UNDERGRADUATE FLYING TRAINING

VIII ENVIRONMENTAL IMPACT

Base Name	VIII.1 Water	VIII.2 Asbestos	VIII.3 Biological	VIII.4 Cultural	VIII.5 Installation Restor-ation Program	VIII Overall
Columbus AFB	Yellow	Red	Yellow	Green	Yellow	**Yellow**
Laughlin AFB	Green	Red	Yellow	Yellow	Yellow	**Yellow +**
Randolph AFB	Red	Red	Green	Yellow	Red	**Yellow -**
Reese AFB	Yellow	Green	Yellow -	Green	Red	**Yellow**
Vance AFB	Green	Red	Yellow +	Yellow	Yellow	**Yellow +**

UNDERGRADUATE FLYING TRAINING

VIII.3 BIOLOGICAL

Base Name	VIII.3.A Habitat	VIII.3.B Threatened and Endangered Species	VIII.3.C Wetlands	VIII.3.D Floodplains	VIII.3 Biological
Columbus AFB	Green	Yellow	Yellow	Yellow	**Yellow**
Laughlin AFB	Green	Yellow	Yellow	Yellow	**Yellow**
Randolph AFB	Green	Green	Green	Green	**Green**
Reese AFB	Green	Green	Red	Red	**Yellow -**
Vance AFB	Yellow	Green	Yellow	Green	**Yellow +**

UNDERGRADUATE FLYING TRAINING

ANALYSIS RESULTS at TIERING (18 Oct)

The following grades and data reflect the information on which the BCEG members based their tiering determination. Information in this chart was updated as the result of a number of factors between initial tiering and final recommendations.

Base Name	I.1 Mission (Flying) Requirements	II Facilities and Infrastructure	III Contingency and Mobility	IV Costs and Manpower Implications	V Return on Investment	VI Economic Impact	VII Community	VIII Environmental Impact
Columbus AFB	Green	Green	Yellow	17/-333	1	3,423 (8.4%)	Yellow +	Yellow
Laughlin AFB	Yellow +	Green -	Yellow -	25/-275	2	4,115 (27.1%)	Yellow	Yellow +
Randolph AFB	Green -	Green -	Yellow	204/-59	13	12,579 (2.0%)	Green -	Yellow -
Reese AFB	Red	Green -	Yellow -	15/-259	1	3,446 (3.1%)	Green -	Yellow
Vance AFB	Green	Green -	Yellow -	14/-254	1	3,040 (11.6%)	Green -	Yellow +

UNDERGRADUATE FLYING TRAINING

TIERING OF BASES

As an intermediate step in the Air Force Process, the BCEG members established the following tiering of bases based on the relative merit of bases within the subcategory as measured using the eight selection criteria. Tier I represents the highest relative merit,

TIER I
Columbus AFB
Laughlin AFB
Randolph AFB
Vance AFB
TIER III
Reese AFB

CLASSIFIED APPENDIX

This appendix is classified and is published separately.

Appendix 13

Glossary Of Terms

AAFES --- Army Air Force Exchange Service
ABV --- Above
AC --- Active Component
ACAT --- Aquisition Category
ACBT --- Air Combat Training
ACM --- Asbestos Containing Materials
ACMI --- Air Combat Maneuvering Instrumentation
ACT --- Air Combat Tactics
AEROMED --- Aero Medical
AFB --- Air Force Base
AFRES --- Air Force Reserve
ANG --- Air National Guard
ANGB --- Air National Guard Base
ANGS --- Air National Guard Station
APU --- Auxiliary Power Unit
APZ --- Accident Potential Zone
AR --- Air Refueling
ARB --- Air Reserve Base
ARC --- Air Reserve Component
ARIP --- Air Refueling Initial Point
ARCP --- Air Refueling Contact Point
ARS --- Air Reserve Station
ASSOC AIRSP --- Associated Airspace
ATC --- Air Traffic Control
AVAIL --- Available
AVG --- Average
BCEG --- Base Closure Executive Group
BLDGS --- Buildings
CAP --- Capacity
CAT --- Category
CE --- Civil Engineering
CO --- Carbon Monoxide
COBRA --- Cost of Base Realignment Actions
COMM --- Community or Communication
COND--Condition
CONT & MOB --- Contingency and Mobilization
CONV --- Conventional
CPU --- Computer Power Unit
CRIT --- Criteria
CZ --- Clear Zone

Db --- Decibels
DOD --- Department of Defense
DM --- depot maintenance
DZ --- Drop Zone
EAE --- Existing Airspace Encroachment
EC --- Electronic Combat
ECE --- Existing Community Encroachment
ENVIRONS AIRSPACE --- Airspace Encroachment
EQUIP --- Equipment
FAC --- Facilities
FAE --- Future Airspace Encroachment
FCE --- Future Community Encroachment
GEO --- Geographic
GSU --- Geographically Separated Unit
ICP --- Inventory Control Point
INFRA --- Infrastructure
IRP --- Installation Restoration Program
JCSG --- Joint Cross Service Group
Kts --- Knots
Ldn --- Noise Level day/night
LOWAT --- Low Altitude
LVL --- Level
LZ --- Landing Zone
Mbps --- Megabytes per second
MFH --- Military Family Housing
MILCON --- Military Construction
MOA --- Military Operating Area
MOG --- Maximum on Ground
MSA --- Metropolitan Statistical Area
MSN --- Mission
MTR --- Military Training Route
MULT --- Multiple
N/A --- Not Applicable
NAF --- Non Appropriated Funds
NAV --- Navigator
NEW --- Net Explosive Weight
NFO --- Naval Flight Officer
NM --- Nautical Miles
NOX --- Nitros Oxide
NPV --- Net Present Value
NZ --- Noise Zone
03 --- Ozone
OMB --- Office of Management and Budget
OPS --- Operations

OVRL --- Overall
PCN --- Pavement Classification Number
PER --- Personnel
PLT --- Pilot
PM --- Particulate Matter
PMSA --- Partial Metropolitan Statistical Area
POL --- Petro, Oils and Lubricants
POP --- Population
RA --- Restricted Area
RC --- Reserve Component
RCVR --- Receiver
RG --- Range
ROI --- Return on Investment
SAT --- Surface Attack Tactics
SR --- Slow Route
START --- Strategic Arms Reduction Treaty
STRC --- Strategic Training Center
SUA --- Special Use Airspace
TE --- Test
T&E --- Test and Evaluation
TGT --- Target
TMDE --- Test, Measurement, and Diagnostic Equipment
TRANS --- Transportation
TRNG --- Training
TTRC --- Test and Training Range Complex
UFT --- Undergraduate Flying Training
UTTR --- Utah Test and Training Range
UPT --- Undergraduate Pilot Training
UTIL --- Utility
VMT --- Vehicle - Miles Traveled
VOC --- Volatile Organic Compounds
VR/IR --- Visual Route/Instrument Route
W/O --- Without
WSO --- Weapon Systems Officer
WX --- Weather