



BRAC 95
Undergraduate
Pilot Training
Joint Cross-
Service Group

Book 2



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE



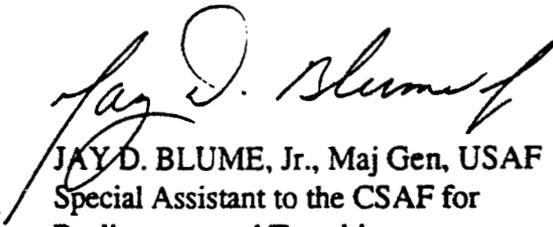
18 1 OCT 1994

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

FROM: HQ USAF/RT

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

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


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

Attachments:

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



DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

09 OCT 1994

MEMORANDUM FOR HQ USAF/RTR

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

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

1. The attached Installation Worksheets constitute AETC's response to the 28 Sep 94 Joint Data Call from the Joint Cross-Service Group for UPT.
2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

A handwritten signature in black ink, appearing to read "P. H. Fox", is positioned above the typed name.

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

Attachment:
Installation Worksheets

Clarification to Joint Military Value and Capacity Analysis Data Calls

27 ~~Aug~~ 94
SEP

Please clarify the following question:

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

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

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

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

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

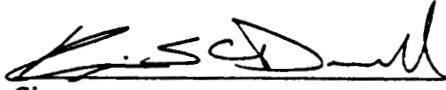
METHOD: Extract data from above sources.
Professional knowledge/judgment

CONCLUSION:

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

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

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

 Date 7 Oct 94
Signature

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



DEPARTMENT OF THE AIR FORCE
WASHINGTON DC



22 SEP 1994

OFFICE OF THE ASSISTANT SECRETARY

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

FROM: SAF/MII

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

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

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

Attachments:

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

FOR OFFICIAL USE ONLY

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

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

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

METHOD: Professional judgment/knowledge.

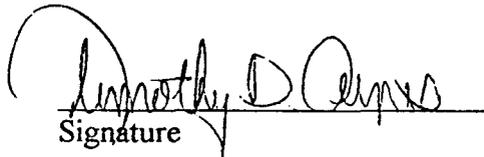
CONCLUSION: Columbus AFB does not conduct SUPT or SUNT; therefore, this question does not apply.

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

Signature Date _____

Typed Name, Rank, Office Symbol, DSN Number

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


Signature Date 30 Aug 94

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

FOR OFFICIAL USE ONLY

**CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS**

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

SOURCE: *AETC Reg 60-5, Attachment 7, dated 1 July 1993.
BRAC Binder #7.*

METHOD: *Extract data from above sources.*

CONCLUSION: *Training Area Size Criteria:*

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

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

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

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

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

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

Above FL240 - 800 square miles x 4,000 feet

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

Above FL240 - 800 square miles x 4,000 feet

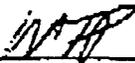
T-1: All Areas - Below FL240 - 400 Square Miles x 4,000 feet

Above FL240 - 800 square miles x 4,000 feet

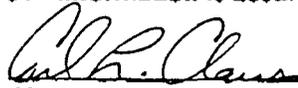
NOTES:

- 1. A vertical buffer of 1,000 feet (or assigned by the controlling agency) must be established between high areas located over low areas.*
- 2. Unusual attitudes, steep turns, and confidence maneuvers may be performed in a contact area.*
- 3. Trail and formation wing work may be performed in a contact area.*

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


Date 29 AUG 1994
WILLIAM T. POOLE, CAPT, 14 OSS/DO, 742-7596

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


Date 30 AUG 94
Signature
CARL L. CLAU, CAPT, AETC/XDSA, 487-6162
Typed Name, Rank, Office Symbol, DSN Number

**MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET**
Columbus AFB, MS

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

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

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

CONCLUSION:

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters designated for students
BOQ's	246	84	162			162	120
BEQ's	616	122	494			494	0

Explanation of diverted spaces:

BOQs: 180 BOQs + 66 houses = 246 - 60 BOQs (renovation) - 20 houses still occupied by families - 4 for misc maint/contract cleaning.

BEQs: 600 BEQ spaces + 16 houses = 616 - 72 for UNCOQ (E4 Career & above) - 24 for ALS (perm hold) - 26 for misc maint/downtime.

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

Robert W Spell Date 30 Aug 94
Signature

ROBERT W. SPELL, GS-11, 14 GES/CEH, DSN 742-7280
Typed Name, Rank, Office Symbol, DSN Number

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

W/B Hogan Date 31 Aug 94
W/B Hogan, GS-12, HQ AETC/CEPH, DSN 487-3113



DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

09 OCT 1994

MEMORANDUM FOR HQ USAF/RTR

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

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

1. The attached Installation Worksheets constitute AETC's response to the 28 Sep 94 Joint Data Call from the Joint Cross-Service Group for UPT.
2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

A handwritten signature in black ink, appearing to read "P. H. Fox", is positioned above the typed name.

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

Attachment:
Installation Worksheets

FOR OFFICIAL USE ONLY

CAPACITY ANALYSIS
MAJCOM WORKSHEET
AIR EDUCATION AND TRAINING COMMAND

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

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

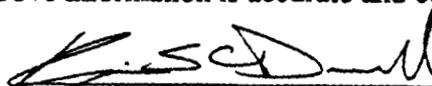
METHOD: Extract data from above sources.
Professional knowledge/judgment

CONCLUSION:

AIRCRAFT	UTILIZATION RATE (SORTIES/MONTH)	PAA FOR THE COMMAND	*TOTAL AIRCRAFT IN THE COMMAND INVENTORY
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* Total aircraft reflects total aircraft authorized (PAA, BAI, and attrition reserve). Total aircraft in inventory may exceed this number.

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

 Date 7 Oct 94
Signature

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

FOR OFFICIAL USE ONLY



DEPARTMENT OF THE AIR FORCE
WASHINGTON DC



OFFICE OF THE ASSISTANT SECRETARY

AUG 02 1994

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

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

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

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

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



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

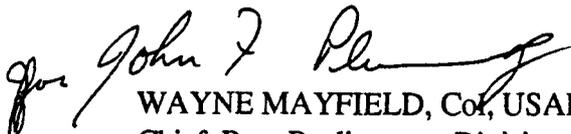
09 AUG 1994

MEMORANDUM FOR HQ AETC/XOPU

FROM: HQ USAF/RTR

SUBJECT: Joint Cross Service Group Questions

1. The Joint Cross Service Working Group for Undergraduate Pilot Training uncovered several issues that require MAJCOM clarification. A set of the questions pertaining to USAF YPT bases was provided to HQ AETC by Lt Col Jerry Free 5 Aug 94 (atch 1). The answers to these questions must be documented IAW the Air Force Internal Control Plan, i.e., worksheets must accompany the answers to HQ USAF/RTR (formerly AF/XOOR).
2. Please put your best effort against this request. This information is due to HQ USAF/RTR NLT 11 Aug 94. Faxed response is appropriate for the timely delivery of this information, however, a hard copy should be sent to follow up the data transfer. POC is Lt Col Bruggemeyer, AF/RTR, DSN 225-4578. Fax DSN 223-9707.


WAYNE MAYFIELD, Col, USAF
Chief, Base Realignment Division

**MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS**

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

SOURCE: *FLIP AP/1B, dated 28 Apr 94. FLIP AP/1A, dated 11 Nov 93.
AP/1, dated 28 Apr 94. Binder # 4, Tabs 10 & 11.
VFR Supplement, dated 9 Dec 93, Binder #3, Tab 2.*

METHOD: *Extract data from above sources.*

CONCLUSION:

Managed Training Assets	Management Role
<i>R-4404 Complex</i>	<i>Scheduled by arrangement with Meridian NAS (owner)</i>
<i>Columbus 1 MOA</i>	<i>Controlled and scheduled by 37th FTS (Columbus AFB)</i>
<i>Columbus 2 MOA</i>	<i>Controlled and scheduled by 50th FTS (Columbus AFB)</i>
<i>Columbus 3 MOA</i>	<i>Controlled and scheduled by 50th FTS (Columbus AFB)</i>
<i>Columbus 4 MOA</i>	<i>Controlled and scheduled by 50th FTS (Columbus AFB)</i>
<i>Meridian 1 East MOA</i>	<i>Scheduled by 37th FTS (LOA with Meridian NAS - owner)</i>
<i>IR-66</i>	<i>Awaiting final transfer from Birmingham ANG (owner)</i>
<i>IR-67</i>	<i>Awaiting final transfer from Birmingham ANG (owner)</i>
<i>IR-68</i>	<i>Controlled and scheduled by 50th FTS (Columbus AFB)</i>
<i>IR-70</i>	<i>Controlled and scheduled by 50th FTS (Columbus AFB)</i>
<i>IR-91</i>	<i>Controlled and scheduled by 50th FTS (Columbus AFB)</i>
<i>SR-137</i>	<i>Controlled and scheduled by 37th FTS (Columbus AFB)</i>
<i>VR-1014</i>	<i>Controlled and scheduled by 37th FTS (Columbus AFB)</i>
<i>VR-1031</i>	<i>Scheduled by arrangement with Meridian NAS (owner)</i>
<i>VR-1050</i>	<i>Awaiting final transfer from Birmingham ANG (owner)</i>
<i>VR-1051</i>	<i>Awaiting final transfer from Birmingham ANG (owner)</i>
<i>VR-1072</i>	<i>Controlled and scheduled by 14 OSS/DOOR (Columbus AFB - Wing Airspace office)</i>

Columbus AFB Auxiliary
Airfield

Owned and operated by 14 FTW, Columbus AFB. Used daily by
T-37 aircraft for VFR operations.

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

W. T. Poole Date 10 AUG 1994
WILLIAM T. POOLE, CAPT, 14 OSS/DO, 742-7596

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

Carl L. Claus Date 11 AUG 94
Signature
CARL L. CLAUS, CAPT, AETC/XOSA, 487-6162
Typed Name, Rank, Office Symbol, DSN Number

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

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

SOURCE: See base worksheet

METHOD: See base worksheet

CONCLUSION: The total number of rooms that are adequate/permanent - 414.

Difference between May 94 input and current is Bldg 546 is no longer considered as an adequate asset as dormitory. It has no utilities and is currently being used as storage space.

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

Signature Date _____

Typed Name, Rank, Office Symbol, DSN Number

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

Albert H. Ennis Date 11 Aug 94
Signature

Albert H. Ennis, GS-12, AETC/CEPH, 487-2559
Typed Name, Rank, Office Symbol, DSN Number



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE



10 1 OCT 1994

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

FROM: HQ USAF/RT

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

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


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

Attachments:

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

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

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

SOURCE: Real Property Records dated 28 Feb 94
AFR 86-2 dated Mar 73; Local Base Comprehensive Plan dated July 1971
Mr. Brannon, HQ AETC/LGXP, 487-3428

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

CONCLUSION:

Aircraft Type	Total Parking Area	Square Yards Required/Aircraft	Total Number of Aircraft
T-37	262,300 SY	800	327
T-38	262,300 SY	700	374
T-1	262,300 SY	1,500	174

NOTES:

*262,300 x .80 = 209,840 SY / RAMPS
APRONS*

1. The total apron space is 262,300 SY. Total usable parking area under current operations is 219,800 SY.

a. Total unusable parking area under current operations is 42,500 SY due to aircraft taxiways, vehicle roadways adjacent to ramp, on-ramp hangars, flight shacks, support equipment parking, hangar enter/exit ramp area and aircraft wash racks.

b. Total usable parking area under current operations = 262,300 - 42,500 = 219,800 SY

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

Thad L. Brannon, Jr.
Signature

Date 6 Oct 94

Thad L. Brannon, Jr., GM-14, HQ AETC/LGXP, 487-3428

Typed Name, Rank, Office Symbol, DSN Number

Attch 1

**MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB, MS**

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

SOURCE: Atlanta Sectional Chart, 28 Apr 94, Memphis Sectional Chart, 28 Apr 94, T-37 In-Flight Guide, 18 Jan 94, T-38 In-Flight Guide, 18 Jan 94.

METHOD: Extract data from listed sources.

CONCLUSION: The base answers were not given in worksheet form. This worksheet puts them in the proper table.

NAME	TYPE	AREA (sq NM)	ALTITUDE BLOCK (ft)	DISTANCE TO AREA (NM)
Columbus 1	MOA & ATCAA	2643	8,000 - FL230	Overhead
Columbus 2	MOA & ATCAA	647	8,000 - FL230	45
Columbus 3	MOA & ATCAA	2668	8,000 - FL230	42
Columbus 4	MOA & ATCAA	1379	10,000 - FL230	74
Meridian 1 East	MOA & ATCAA	719	8,000 - FL230	15
Meridian 1 West	MOA & ATCAA	3783	8,000 - FL230	15
Birmingham 1	MOA & ATCAA	2390	10,000 - FL230	63
Birmingham 2	MOA	2390	500 AGL - 10,000	63
Caledonia 1	ATCAA	877	FL250 - FL290	12
Caledonia 2	ATCAA	804	FL250 - FL290	12
Greenwood	ATCAA	831	FL250 - FL290	45
Memphis	ATCAA	857	FL250 - FL290	75
Oxford	ATCAA	809	FL250 - FL290	45
A-440	AA	177	SFC - 6,500	Overhead

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

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

Carl L. Claus Date: 7 Oct 94

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



DEPARTMENT OF THE AIR FORCE
WASHINGTON DC



22 SEP 1994

OFFICE OF THE ASSISTANT SECRETARY

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

FROM: SAF/MII

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

Attachments:

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

FOR OFFICIAL USE ONLY

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

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

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

METHOD: Professional judgment/knowledge.

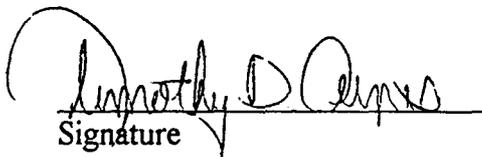
CONCLUSION: Columbus AFB does not conduct SUPT or SUNT; therefore, this question does not apply.

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

Signature Date _____

Typed Name, Rank, Office Symbol, DSN Number

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


Signature Date 30 Aug 94

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

FOR OFFICIAL USE ONLY

**CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS**

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

SOURCE: AFTC Reg 60-5, Attachment 7, dated 1 July 1993.
BRAC Binder #7.

METHOD: Extract data from above sources.

CONCLUSION: Training Area Size Criteria:

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

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

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

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

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

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

Above FL240 - 800 square miles x 4,000 feet

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

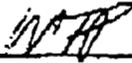
Above FL240 - 800 square miles x 4,000 feet

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

NOTES:

1. A vertical buffer of 1,000 feet (or assigned by the controlling agency) must be established between high areas located over low areas.
2. Unusual attitudes, steep turns, and confidence maneuvers may be performed in a contact area.
3. Trail and formation wing work may be performed in a contact area.

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


Date 28 AUG 1994
WILLIAM T. POOLE, CAPT, 14 OSS/DO, 742-7596

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


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

MILITARY VALUE ANALYSIS
 INSTALLATION WORKSHEET
 Columbus AFB, ~~TX~~ ^{MS}

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

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

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

CONCLUSION:

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters designated for students
BOQ's	246	84	162			162	120
BEQ's	616	122	494			494	0

Explanation of diverted spaces:

BOQs: 180 BOQs + 66 houses = 246 - 60 BOQs (renovation) - 20 houses still occupied by families - 4 for misc maint/contract cleaning.

BEQs: 600 BEQ spaces + 16 houses = 616 - 72 for UNCOQ (E4 Career & above) - 24 for ALS (perm hold) - 26 for misc maint/downtime.

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

Robert W Spell Date 30 Aug 94
 Signature

ROBERT W. SPELL, GS-11, 14 CES/CEH, DSN 742-7280
 Typed Name, Rank, Office Symbol, DSN Number

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

W/B Hogan Date 31 Aug 94
 W/B Hogan, GS-12, HQ AETC/CEPH, DSN 487-3113



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

29 August 1994

MEMORANDUM FOR X00R

FROM: AF/XOOT

SUBJECT: Validation/Certification of Joint Cross Service Questionnaire Data

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

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

A handwritten signature in cursive script that reads "Stephen R. Martin".

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

Attachments:

1. FY 01 Undergraduate Pilot/Navigator Production Requirements

FY 01 Undergraduate Pilot/Navigator Production Requirements

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

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

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

$$\text{Primary} = 1144 + 250 + 15 = 1409$$

$$\text{Airlift/Tanker} = 752$$

$$\text{Bomber/Ftr} = 336 + 15 + 250 = 619$$

$$\text{USAF Pr NAV} = 361$$

$$\text{USAF WSO} = 361 - 222 = 139$$

$$\text{USAF Panel} = 222$$



DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

31 AUG 1994

MEMORANDUM FOR HQ USAF/RTR

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

SUBJECT: Supplemental Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 25 Aug 94 Supplemental Joint Data Call from the Joint Cross-Service Group for UPT.
2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

A handwritten signature in black ink, appearing to read "P. H. Fox", written over a circular stamp or mark.

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

Attachment:
Installation Worksheets

CLOSE HOLD

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

**CAPACITY ANALYSIS:
DATA CALL WORK SHEETS**

COLUMBUS AFB MS

6 June 1994

25 July 1994

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

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

CLOSE HOLD

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Undergraduate Flight Training (UFT) Throughput/Graduates

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

Airfield: Columbus AFB

See changes in front of 29 Aug

Type of Pilot Training by Syllabus		Output Requirements, Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor(%)/ADSL) By Fiscal Year							
		1994	1995	1996	1997	1998	1999	2000	2001
		UPT	USAF	94/20%/48	89/20%/108	109/20%/133	79/20%/95		
	ANG	32/20%/16	25/20%/28	29/20%/32	20/20%/23				
	AFRES	22/20%/10	12/20%/14	11/20%/14	5/20%/7				
	FMS	13/20%/7	15/20%/17	10/20%/12	5/20%/7				
UPT T-38 ATP	FMS	33/0%/33	27/0%/17	25/0%/16	25/0%/16	25/0%/16	25/0%/16	25/0%/16	25/0%/16
ALP T-37	FMS	4/0%/4	4/0%/3	4/0%/3	4/0%/3	4/0%/3	4/0%/3	4/0%/3	4/0%/3
F	USAF	136	136	147	51	33	33	36	36
	AFRES	2	2	2	1	1	1	1	1
	ANG	41	41	26	10	6	6	7	7
	NATO	0	0	0	0	0	0	0	0
	FMS	0	0	0	0	0	0	0	0
SUPT	USAF	N/A	N/A	N/A	59/20%/69	144/20%/197	176/20%/240	201/20%/275	213/20%/293
	ANG	N/A	N/A	N/A	7/20%/8	29/20%/34	29/20%/34	29/20%/34	29/20%/34
	AFRES	N/A	N/A	N/A	5/20%/6	11/20%/12	10/20%/11	11/20%/12	10/20%/11
	FMS	N/A	N/A	N/A	5/20%/6	10/20%/11	10/20%/11	10/20%/11	10/20%/11
	NAVY	N/A	N/A	N/A	N/A	25/20%/28	25/20%/28	25/20%/28	25/20%/28
BANK REQ T-38	USAF	0	0	0	0	0	0	0	0
BANK REQ T-1	USAF	0	0	0	0	0	0	0	0

287 Grad

396

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

Primary

irfield: Columbus AFB

Type of Navigator Training By Syllabus	Output Requirements , Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output)(Output/Attrition Factor/ADSL) By Fiscal Year								
	1994	1995	1996	1997	1998	1999	2000	2001	
Not Applicable	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

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

Type of Pilot Training by Syllabus * (EXAMPLES)		Historical Attrition By Fiscal Year		
		1991	1992	1993
UPT	USAF	23.6%	12.0%	11.8%
	ANG	11.4%	2.8%	11.1%
	AFRES	10.0%	9.1%	16.7%
	FMS	0	0	28.6%
UPT ADVANCED TNG PGM	FMS	0	0	0
AVIATION LEADERSHIP PGM T-37	FMS	0	16.7%	0

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

Type of Navigator Training By Syllabus		Historical Attrition By Fiscal Year		
		1991	1992	1993
Not Applicable		N/A	N/A	N/A

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

Syllabus of Training	Level of Training	Graduates		
		FY 91	FY 92	FY 93
UPT	Primary ^{T37}	327	228	211
	Advanced ^{T36}	299	225	197
ALP	Primary ^{T37}	1	5	1
ATP	Advanced ^{T36}	0	0	10

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

Other Officer Training (Graduates)										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
IFF	0	173	192	205	220	222	222	222	222	0
T-38 Banked Requal	12	0	0	0	0	0	0	0	0	2.1

Use the following formula to calculate ADSL:

$$\frac{\text{Activity Throughput} \times \text{Average Number of days each student was aboard}}{\text{Number of Training Days}}$$

List all enlisted training conducted at your installation. For each type training, give the actual figure for FY 93 throughput in terms of the number of students that year, and the projected figures for FY 94-01. Also give the average daily student load (ADSL) for each activity.

Enlisted Training (Graduates)										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
None										

Use the following formula to calculate ADSL:

$$\frac{\text{Activity Throughput} \times \text{Average Number of days each student was aboard}}{\text{Number of Training Days}}$$

B. Flight Training

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

Note: For helicopter training, airspace dimensions are given as available airspace.

Syllabus of Training: P-V4A-B (UPT) Type Aircraft: T-37

	# Sorties per Graduate	Flight Time in Airspace / Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm ²)	Total Flight Hours per Graduate
MOA	47	0.4	5	N/A	179	18.8
PAT	62	0.4	4	N/A	36	24.8
AW	60	0.4	14	N/A	N/A	24.0
RR	N/A	N/A	N/A	N/A	N/A	N/A
MTR	2	0.5	1	N/A	N/A	1.0

Syllabus of Training: P-V4A-B (UPT) Type Aircraft: T-38

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace / Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm ²)	Total Flight Hours per Graduate
MOA	57	0.4	14	N/A	276	22.8
PAT	86	0.4	4	N/A	91	34.4
AW	84	0.4	14	N/A	N/A	33.6
RR	N/A	N/A	N/A	N/A	N/A	N/A
MTR	5	0.5	1	N/A	N/A	2.5

Syllabus of Training: P-V4A-P (UPT ADVANCED TNG PGM) Type Aircraft: T-38

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace / Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg. Size (nm ²)	Total Flight Hours per Graduate
MOA	64	0.4	14	N/A	276	25.6
PAT	86	0.4	4	N/A	91	34.4
AW	84	0.4	14	N/A	N/A	33.6
RR	N/A	N/A	N/A	N/A	N/A	N/A
MTR	5	0.5	1	N/A	N/A	2.5

USAF SORTIES PER GRADUATE DATA

T-37 SORTIES

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

T-38 SORTIES

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

PRIMARY GRADS

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

ADV GRADS

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

PRIMARY SORTIES PER GRAD

105.9

ADV SORTIES PER GRAD

132.3

Syllabus of Training: P-V4A-E (AVIATION LEADERSHIP PGM)

Type Aircraft: T-37

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace / Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg. Size (nm ²)	Total Flight Hours per Graduate
MOA	96	0.4	14	N/A	179	38.4
PAT	128	0.4	4	N/A	36	51.2
AW	124	0.4	14	N/A	N/A	49.6
RR	N/A	N/A	N/A	N/A	N/A	N/A
MTR	9	0.5	1	N/A	N/A	4.5

Key to types of airspace:

MOAs -- Military Operating Areas

WA -- Warning Areas

AA -- Alert Areas

RA -- Restricted Areas

ATCAA -- Air Traffic Control Assigned Airspace

OWAW -- Overwater Airways

RR -- Restricted Areas with Ranges

MTR -- Military Training Routes

AW-- Airways (e.g. corridors to and from training areas)

PAT -- Pattern (e.g. airspace above runways)

OWA -- Overwater Airspace

CLG -- Uncontrolled Airspace

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

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Sorties required per graduate					
			Student (syllabus)		Overhead ¹		Total	
			Day	Night	Day	Night	Day	Night
UPT	Primary	T-37	60	2	22	2	82	4
	Advanced	T-38	82	4	25	2	107	6
ATP	Advanced	T-38	83	3	22	1	105	4
ALP	Primary	T-37	123	5	36	5	159	10
BANK REQ	Graduate	T-38	N/A	N/A	N/A	N/A	N/A	N/A
IFF	Graduate	AT-38	17	0	11	0	28	0

Primary & 8/6 sorties
B/F/C
113 sorties

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

ANSWER:	Aircraft	Takeoff/Land	Crosswind Limit
	T-37	300/1	17.5 knots
	T-38	300/1	25 knots
	AT-38	300/1	25 knots

113

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

 Flight Training Ground School

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

Facility Category Code (CCN): 141-743

Syllabus of Training	Level of Training *	Facility Type(s)	Requirement (Hrs/Grad)
UPT	Primary	Life Support Work Center	3
	Advanced	Life Support Work Center	3
ATP	Graduate	Life Support Work Center	N/A
ALP	Primary	Life Support Work Center	3
IFF	Graduate	Life Support Work Center	3

 Facility Category Code (CCN): 171-132

Syllabus of Training	Level of Training *	Facility Type(s)	Requirement (Hrs/Grad)
UPT	Primary	Lecture Hall	N/A
	Advanced	Lecture Hall	N/A
ATP	Graduate	Lecture Hall	N/A
ALP	Primary	Lecture Hall	3
IFF	Graduate	Lecture Hall	N/A

Facility Category Code (CCN): 171-211

Syllabus of Training	Level of Training *	Facility Type(s)	Requirement (Hrs/Grad)
UPT	Primary	Classroom/Tng Section	131.5 ✓
	Advanced	Classroom/Tng Section	74.5 ✓
ATP	Graduate	Classroom/Tng Section	127.0

ALP	Primary	Classroom/Tng Section	167.5
IFF	Graduate	Classroom/Tng Section	45.6

Facility Category Code (CCN): 171-212

Syllabus of Training	Level of Training *	Facility Type(s)	Requirement (Hrs/Grad)
UPT	Primary	Simulator	27.3 ✓
	Advanced	Simulator	28.6 ✓
ATP	Graduate	Simulator	31.2
ALP	Primary	Simulator	19.5
IFF	Graduate	Simulator	1.3

Facility Category Code (CCN): 171-214

Syllabus of Training	Level of Training *	Facility Type(s)	Requirement (Hrs/Grad)
UPT	Primary	Phys Tng Fac	39
	Advanced	Phys Tng Fac	7.5
ATP	Graduate	Phys Tng Fac	45.5
ALP	Primary	Phys Tng Fac	40.5
IFF	Graduate	Phys Tng Fac	0

Facility Category Code (CCN): 740-674

Syllabus of Training	Level of Training *	Facility Type(s)	Requirement (Hrs/Grad)
UPT	Primary	Gym/Fitness Fac	88
	Advanced	Gym/Fitness Fac	88
ADV TNG PGM	Graduate	Gym/Fitness Fac	60
AVIATION LEADER-SHIP PGM	Primary	Gym/Fitness Fac	88
IFF	Graduate	Gym/Fitness Fac	0

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

ANSWER: Primary constraint to ground school training is student/trainee 12 hour duty day.

D. Other Ground Training

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

CCN: 171-211

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
Academic Classroom	49 FTS	IFF	45.6	8527.2	See Note 1	See Note 1
Academic Classroom	50 FTS	Bank Requal (T-38)	None	None	See Note 1	See Note 1
Academic Classroom	37 FTS	T-37 Pre-PIT	None	None	See Note 1	See Note 1
Academic Classroom	50 FTS	T-38 Pre-PIT	None	None	See Note 1	See Note 1
Academic Classroom	37/50 FTS	RSU CT	4.0	160	See Note 1	See Note 1
Academic Classroom	37/50 FTS	BIP MTG	4.0	48	See Note 1	See Note 1
Academic Classroom	37/50 FTS	Safety Mtgs	12.0	1,800	See Note 1	See Note 1
Academic Classroom	All Fly Sqs	IRC	9.0	1,800	See Note 1	See Note 1

CCN: 171-212

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
T-51 Sim	49 FTS	IFF	1.3	243.1	See Note 1	See Note 1

COLUMBUS
Mission Requirements

CLOSE HOLD

T-51 Sim	50 FTS	Bank Requal (T-38)	None		See Note 1	See Note 1
T-50 Sim	T-37	T-37 Pre-PIT	None		See Note 1	See Note 1
T-51 Sim	T-38	T-38 Pre-PIT	None		See Note 1	See Note 1

CCN: 141-383

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
C.A.I.	49 FTS	IFF	None		See Note 1	See Note 1
C.A.I.	50 FTS	Bank Requal (T-38)	None		See Note 1	See Note 1
C.A.I.	37 FTS	T-37 Pre-PIT	None		See Note 1	See Note 1
C.A.I.	50 FTS	T-38 Pre-PIT	None		See Note 1	See Note 1

IFF: 192 students per year

RSU CT Meeting: 40 people attend once per quarter (160 hrs/yr)

BIP Meeting: 12 people attend once per quarter (48 hrs/yr)

Safety Meeting: 150 people attend monthly (1,800 hrs/yr)

IRC: 150 people attend monthly (1,800 hrs/yr)

Note 1: Data not available

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

CCN: _____

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
None						

E. Training Airframes

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

COLUMBUS
Mission Requirements

Base: Columbus AFB

See change in front (work) CLOSE HOLD

AIRCRAFT USED FOR TRAINING

Aircraft*	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
T-37	76	76	76	76	76	76	76	76
T-38	76	76	76	76	76	76	76	76
AT-38	25	25	25	25	25	25	25	25
T-1	0	0	24	41	41	41	41	41
JPATS	0	0	0	0	0	0	0	0

AIRCRAFT NOT USED FOR TRAINING

None	N/A							
------	-----	-----	-----	-----	-----	-----	-----	-----

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

AIRCRAFT TYPE: T-37

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	36 sorties/month
Average Sortie Duration (ASD) (hrs)	1.28
Planned Turn Time (hrs) (Time from landing to takeoff)	Not Specified
Min Runway Length (ft)	5,000'
Preferred Runway Length (ft)	Not Specified
Min Runway Length for Touch and Go (T/G) (ft)	Not Specified
Runway Width (ft)	Not Specified
Required Taxi way Width (ft)	Not Specified
Weight Bearing Requirement (kips)	7.2 kips (See Note)
Apron Space Required (ft ² /Aircraft)	7,200 SQ FT
Hangar Space Required (ft ² /Aircraft)	1,000 SQ FT
Navigation Equipment On-Board (GPS?--when?)	ILS / VOR / DME

Note: - Weight bearing requirement determined by dividing aircraft maximum gross weight by 1,000 (7,200 lbs / 1000).

AIRCRAFT TYPE: T-38

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	35 sorties/month
Average Sortie Duration (ASD) (hrs)	1.2
Planned Turn Time (hrs) (Time from landing to takeoff)	1.5
Min Runway Length (ft)	8,000'

Preferred Runway Length (ft)	Not Specified
Min Runway Length for Touch and Go (T/G) (ft)	Not Specified
Runway Width (ft)	Not Specified
Required Taxiway Width (ft)	Not Specified
Weight Bearing Requirement (kips)	13.0 kips (see note)
Apron Space Required (ft ² /Aircraft)	6,300 SQ FT
Hangar Space Required (ft ² /Aircraft)	1,090 SQ FT
Navigation Equipment On-Board (GPS?--when?)	ILS / TACAN

Note: - Weight bearing requirement determined by dividing aircraft maximum gross weight by 1,000 (12,500 lbs / 1000).

AIRCRAFT TYPE: AT-38

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	26 sorties/month
Average Sortie Duration (ASD) (hrs)	0.95
Planned Turn Time (hrs) (Time from landing to takeoff)	2.0
Min Runway Length (ft)	8,000'
Preferred Runway Length (ft)	Not Specified
Min Runway Length for Touch and Go (T/G) (ft)	Not Specified
Runway Width (ft)	Not Specified
Required Taxiway Width (ft)	Not Specified
Weight Bearing Requirement (kips)	13.0 kips (see note)
Apron Space Required (ft ² /Aircraft)	6,300 SQ FT
Hangar Space Required (ft ² /Aircraft)	1,090 SQ FT
Navigation Equipment On-Board (GPS?--when?)	ILS / TACAN

Note: - Weight bearing requirement determined by dividing aircraft maximum gross weight by 1,000 (12,850 lbs / 1000, which includes SUU-11 pod).

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

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

Facilities

Airfield

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

Airfield/OLF Name:

ANSWER: Columbus AFB, MS.

Location (Lat/Long and nearest town):

ANSWER: 33° 38' 36" N / 088° 26' 36" W / Columbus, MS

Syllabi and Level of Training Supported:

ANSWER:	<u>Syllabus</u>	<u>Level</u>
	T-37 / P-V4A-B	Primary
	T-38 / P-V4A-B	Advanced
	T-37 ALP / P-V4A-E	Primary
	T-38 FMS / P-V4A-P	Graduate
	AT-38 / B/F-V5A-K	Graduate

Ownership:

ANSWER: Air Force.

For OLF:

ANSWER: Not applicable.

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

TYPE AIRCRAFT: T-37

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	20,669	19,952	14,885
	Graduate Training Sorties			0
	Training Support Sorties*	6,890	4,651	4,987
	Other Sorties	See Note 2	See Note 2	See Note 2
	TOTAL SORTIES:	27,559	24,603	19,872

(FY 93)
19872 = 93.7
212

(FY 91)
~~27559~~ 84
328
sorties grad

(FY 92)
24,603 = 105.6
233
subtotal

COLUMBUS

14

CLOSE HOLD

Facilities

Non-Operational Hours	Standdowns	4,676	4,676	4,676
	Maintenance	Not available	Not available	Not available
	Other Events	Not available	Not available	Not available

*Training Support Sorties include maintenance flights, instructor proficiency/check rides, etc.

Note 2: - Operational "Other Sorties" (Statics/Fly-bys, Orientation/FAM, Depot inputs/outputs [Queen Bee], F-15 Interceptor Target Support) are not tracked, as they are listed and tracked as Mission Support sorties as per AETC Headquarters' guidance.

TYPE AIRCRAFT: T-38

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	20,968	22,038	22,310
	Graduate Training Sorties			0
	Training Support Sorties*	5,242	5,510	5,410
	Other Sorties	See Note 2	See Note 2	See Note 2
	TOTAL SORTIES:	26,210	27,548	27,720
Non-Operational Hours ²	Standdowns	4,676	4,676	4,676
	Maintenance	Not available	Not available	Not available
	Other Events	Not available	Not available	Not available

Handwritten notes:
 $\frac{26210}{299} = 87.65$
 $\frac{27548}{225} = 122.4$
 $\frac{27720}{299} = 92.7$
 (Other scribbles and numbers)

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

Note 2: - Operational "Other Sorties" (Statics/Fly-bys, Orientation/FAM, Depot inputs/outputs [Queen Bee], F-15 Interceptor Target Support) are not tracked, as they are listed and tracked as Mission Support sorties as per AETC Headquarters' guidance.

TYPE AIRCRAFT: AT-38

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	N/A	N/A	
	Graduate Training Sorties	N/A	N/A	366

Hours when the airfield was closed for flight operations.

Facilities

	Training Support Sorties*	N/A	N/A	34
	Other Sorties	N/A	N/A	See Note 2
	TOTAL SORTIES:	N/A	N/A	400
Non-Operational Hours ³	Standdowns	N/A	N/A	4,676
	Maintenance	N/A	N/A	Not available
	Other Events	N/A	N/A	Not available

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

Note 2: - Operational "Other Sorties" (Statics/Fly-bys, Orientation/FAM, Depot inputs/outputs [Queen Bee], F-15 Interceptor Target Support) are not tracked, as they are listed and tracked as Mission Support sorties as per AETC Headquarters' guidance.

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

Syllabus of Training	Level of Training	Pilots Trained			
		FY 1991	FY 1992	FY 1993	FY 19__
UPT	Primary	416 (FY84)	327	228	211
	Advanced	396 (FY84)	299	225	197
T-38 Banked Requal	Advanced	12 (FY93)	0	5	12
ALP	Primary	5 (FY92)	1	5	1
ATP	Graduate	10 (FY93)	0	0	10

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

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.5 / 0.5	12.0 / 0.5	11.5 / 0.5
Days per year:	240	240	242

Hours when the airfield was closed for flight operations.

Facilities

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

Aircraft Type: T-37

Undergraduate Training: Yes

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	22.9	19.9	21.1
Maintenance		0.3	0.2	0.2
Operations		1.1	0.9	1.0
Other Military Flights		0.0	0.0	0.0
Civilian/Commercial Flights		0.0	0.0	0.0
Other		0.0	0.0	0.0
Total		24.3	21.0	22.3

Aircraft Type: T-38

Undergraduate Training: Yes

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	24.3	20.5	21.9
Maintenance		1.3	0.9	0.5
Operations		1.3	1.1	1.3
Other Military Flights		0.0	0.0	0.0
Civilian/Commercial Flights		0.0	0.0	0.0
Other		0.0	0.0	0.0
Total		26.9	22.5	23.7

Aircraft Type: AT-38

Undergraduate Training: No

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	See Note	See Note	16.5
Maintenance		See Note	See Note	0.2
Operations		See Note	See Note	0.0
Other Military Flights		See Note	See Note	0.0
Civilian/Commercial Flights		See Note	See Note	0.0
Other		See Note	See Note	0.0
Total		See Note	See Note	16.7

Facilities

Note: - Historical data for AT-38 operations is not available prior to FY 93, as IFF initial startup operations began in July 1993.

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

ANSWER: None.

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

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

ANSWER: 99.2%

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

ANSWER: 99.0%

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

ANSWER: 97.8%

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

ANSWER: 92.0%

e. Percentage of time WX 3000/5 and above?

ANSWER: 78.8%

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

ANSWER: 82.8%

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

ANSWER: 89.1%

h. Percentage of time crosswind component to the primary runway at or below 15 knots?

ANSWER: 99.2%

i. Percentage of time crosswind component to the primary runway at or above 25 knots?

ANSWER: 0.1%

j. Mean number of days of icing in the local flying area?

ANSWER: 42 days, primarily during the October through March period.

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

Facilities

Runway Complex Name: Columbus AFB

Syllabus of Training *	Level of Training (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
UPT	Primary (T-37)	42	34
	Advanced (T-38)	54	63
Aviation Leadership Program	Primary (T-37)	1	1
Advanced Training Program	Primary	3	3
	Total	100	100

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

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

ANSWER: The answer for Columbus is 214.

The calculations are as follows:

51.78 ops/min ⇒ 1 op/10 sec
VFR ops/hr
IFR ops/hr

$$\text{Average Daily Capacity} = (347 \times 12.17 \times .75) + (76 \times 12.17 \times .25) = 3398$$

$$\text{Average Yearly Capacity} = [246 - (.23 \times 246)] \times 3398 = 643,649$$

$$\text{Average Hourly Capacity} = (643,649 \div 246) \div 12.17 = 214$$

624,425
215

3351
633183 ops/yr

The answer for the Aux Field is 85.

The calculations are as follows:

VFR only?

$$\text{Average Daily Capacity} = (111) \times 12.17 = 1351$$

$$\text{Average Yearly Capacity} = [246 - (.23 \times 246)] \times 1351 = 255,906$$

251745 ops/yr
884928 ops/yr

OPERATIONS/SORTIE DATA

T-37 SORTIES

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

T-37 OPERATIONS/SORTIE
6.1

SORTIE
GRAND
TOTAL: 385876

T-37 OPERATIONS

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

SUB
TOTAL: 718749 895776 734233

OPERATIONS
GRAND
TOTAL: 2348758

T-38 SORTIES

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

T-38 OPERATIONS/SORTIE
6.6

SORTIE
GRAND
TOTAL: 382147

T-38 OPERATIONS

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

SUB			
TOTAL:	952949	786879	768678

OPERATIONS
GRAND
TOTAL: 2508506

OPERATIONS/SORTIE DATA

T-1 SORTIES

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

T-1 OPERATIONS/SORTIE
4.6

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

AVERAGE ANNUAL T-38 OPERATIONS

T-38 SORTIES X (AVE T-38 OPS / SORTIE) = 214004
30572 X 7.0

T-1/T-38 OPERATIONS

BASE	1991	1992	1993
COL			
AUX			
TOTAL:	0	0	0
LAU			
AUX			
TOTAL:	0	0	0
RAN		0	79284
REE			82071
AUX			86688
TOTAL:	0	0	168759
VAN			
AUX			
TOTAL:	0	0	0
SHP			
AUX			
TOTAL:	0	0	0
SUB TOTAL:	0	0	248043

AVERAGE ANNUAL T-1 OPERATIONS

TOTAL OPS - T-38 OPS = 34039
248043 - 214004

OPERATIONS
GRAND
TOTAL: 248043

Facilities

Average Hourly Capacity = $(255,906 \div 246) \div 12.17 = 85$

- VFR operations per hour is 347.
- IFR operations per hour is 76.
- Traffic split is 75/25 VFR/IFR.
- Weather attrition is 23%.
- Average operating period 12.17 hours.

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

	FY 1991	FY 1992	FY 1993
Runway 31L/13R Traffic Count <i>T-31</i>	157,743	140,567	113,307
Runway 31R/13L Traffic Count <i>T-31</i>	160,442	136,628	134,478
Runway 31/13C Traffic Count <i>T-31</i>	115,227	95,776	81,777
Aux Field Traffic Count <i>T-31</i>	27,628	27,441	18,313

T-37
 $\frac{113,307 + 118,313}{19872} = 6.6 \frac{ops}{hour}$
T-38
 $\frac{134,478 + 81,777}{21720} = 5.5 \frac{ops}{hour}$

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

Columbus	FY 1991	FY 1992	FY 1993
VFR	65% (see note 1)	65% (see note 1)	65% (see note 2)
IFR	35% (see note 1)	35% (see note 1)	35% (see note 2)
Total	100%	100%	100% (see note 2)

Note 1: RSU Traffic Count Logs (all VFR) are only available back to Jan 92, therefore these percentages are very close estimates.

Note 2: The total traffic count for all three runways is 254,000 (65%) plus 142,683 (35%) equals 397,383 (100%)

Aux Field	FY 1991	FY 1992	FY 1993
VFR	100%	100%	100%
IFR	0%	0%	0%

Facilities

Total	100%	100%	100%
-------	------	------	------

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

ANSWER: Daylight Window: - outside of a few syllabus sorties which are specifically designated night training missions, most flying must be accomplished between 15 minutes prior to sunrise, to 15 minutes after official sunset.

ANSWER: Student crew duty day (12 Hours): - student trainees are limited to 12 hour duty days maximum, regardless of the amount of crew rest available (in excess of 12 hours) to the next duty day.

ANSWER: Current Aircraft Maintenance CAP: - current aircraft CAP for all aircraft types is well below historical averages. A reduced maintenance CAP reduces the number of sorties which can be flown on any given day.

ANSWER: Current Student Loading: - current student class sizes are well below historical averages. Where student class size once ranged between 26 to 30 students per section, current class sizes average approximately 12 students. Reduced student loading reduces the number of available student flying hours per day.

ANSWER: Instructor Pilot Manning: - current IP manning is well below historical averages. Where the number of instructors per flight once ranged between 12 to 15, current manning averages between 7 to 9 instructors per flight. Reduced IP manning reduces the number of training sorties which can be flown on any given day.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations⁴.

ANSWER: Given the following sortie generation rates (as outlined in questions A.16. and A.9.) and sorties flown in FY 93 (question A.2.), the following additional capacity could be gained with present operational equipment:

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

T-37: 6.1 sorties per hour (increase from 6.4 to 12.5 or 94%)

T-38: 5.8 sorties per hour (increase from 10.4 to 16.2 or 55%)

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

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities

4. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations.⁵

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

T-37: 8.7 sorties per hour (increase from 6.4 to 15.1 or 135%)

T-38: 6.0 sorties per hour (increase from 10.4 to 16.4 or 57%)

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

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

ANSWER: None - the primary limitation is Military Operating Area (MOA) Special Use Airspace (SUA). Outside of taking direct control of the Meridian 1 West MOA, Birmingham 1 MOA, and Birmingham 2 MOA, little airspace exists to expand MOA operations. The addition of additional MOA airspace beyond existing airspace would not be operationally, time, or fuel effective. Low altitude navigation areas and use of outlying instrument training facilities present no known restriction and/or limitations to expansion of student instrument/navigation training.

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

ANSWER: Maximum sortie generating capacity per year:

T-37: 38,988 P

T-38: 33,067 A/F

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

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

ANSWER: Yes. Increase our number of T-37 and T-38 aircraft. Increase the workloads in the maintenance contract and fuels contract. Increase the IP manpower in the flying squadrons. Current use of the auxiliary airfield is well below 50% of its capacity. If airfield lighting is added to auxiliary field, it can be utilized for night operations. Therefore, our total utilization of the auxiliary field would increase significantly.

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities

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

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft ²)*	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
Columbus AFB, Rwy 13R/31L	6,300'	175'	Exceeds all AGI#2 Loading		X				None	I, V, N	Yes (V)
Columbus AFB, Rwy 13C/31C	12,000'	300'	66,000	X					MA-1A, departure end	I, V, N	Yes (I/V)
Columbus AFB, Rwy 13L/31R	8,000'	150'	56,000		X				MA-1A, departure end	V, N	Yes (V)
Columbus AFB, Aux Airfield 13/31	6,300'	150'	20,000				X		None	VFR only	No (V)

* 1986 Pavement Evaluation, summary of allowable gross weights for AGI#2 aircraft. Values are in pounds/sq in. AGI represents Aircraft Group Index which is the criteria by which the Air Force establishes pavement bearing capacities.

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

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

Runway Designation	NAVAID	Published Approaches
Columbus AFB, Rwy 13C	Caledonia VORTAC (CBM)	HI-VOR/DME Rwy 13C, HI-TACAN Rwy 13C
Columbus AFB, Rwy 31C	Caledonia VORTAC (CBM)	HI-VOR/DME Rwy 31C, HI-TACAN Rwy 31C
Columbus AFB, Rwy 13C	Caledonia VORTAC (CBM)	VOR/DME Rwy 13C, TACAN Rwy 13C
Columbus AFB, Rwy 31C	Caledonia VORTAC (CBM)	VOR/DME Rwy 31C, TACAN Rwy 31C
Columbus AFB, Rwy 13C	Caledonia ILS (ICBM)	HI-ILS/LOC Rwy 13C
Columbus AFB, Rwy 13C/31C	Caledonia ILS (ICBM)	HI-ILS/LOC Rwy 31C
Columbus AFB, Rwy 13C/31C	Caledonia ILS (ICBM)	ILS/LOC Rwy 13C
Columbus AFB, Rwy 13C/31C	Caledonia ILS (ICBM)	ILS/LOC Rwy 31C
Columbus AFB, Rwy 13C/31C	Surveillance Approach Radar	ASR Rwy 13C
Columbus AFB, Rwy 13C/31C	Surveillance Approach Radar	ASR Rwy 31C

Facilities

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

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
111	Runways Fixed Wing	SY	655,834	
111	Runways Rotor Wing	SY	None	
111	Landing Pads	SY	None	
113	Parking Aprons	SY	324,549	
113	Access Aprons	SY	None	
121	Direct Fueling	OL / GM	24,600 GM	See Note 1
121	Truck Fueling	OL / GM	4250	See Note 2
121	Defueling	OL / GM	None	
124	Fuel Storage	GA	800,047 GA	
136-36 (USN)	Carrier Lighting	EA	Not Applicable	
149	Arresting Gear	EA	4 - MA - 1A	
422	Ammunition Storage	CF	8800	
425	Open Ammunition Storage	SY	None	

Note 1: Base resupply rate for fuel is 918,000 gallons per day.

Note 2: Aircraft ramp refueling rate is based upon (11) R-11 and (6) R-9 refueling trucks, each capable of 250 gallons per minute

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

ANSWER: None.

A. Airfield (Auxiliary Airfield)

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

Airfield/OLF Name:

ANSWER: Columbus AFB Auxiliary Airfield (1MS8)
(Airfield termed "GUNSHY" for local use training)

Location (Lat/Long and nearest town):

ANSWER: 32° 56' N / 088° 35' W / Shuqualak, MS

llabi and Level of Training Supported:

Facilities

ANSWER: T-37 / P-V4A-B
T-37 ALP / P-V4A-E

Ownership:

ANSWER: Air Force.

For OLF: Distance (nm) from home airfield

ANSWER: 43 NM

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

TYPE AIRCRAFT: T-37

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	See Note 1	See Note 1	3,052 See Note 1
	Graduate Training Sorties	See Note 1	See Note 1	0
	Training Support Sorties*	See Note 1	See Note 1	See Note 1
	Other Sorties	See Note 2	See Note 2	See Note 2
	TOTAL SORTIES:	See Note 1	See Note 1	3,052 See Note 1
Non-Operational Hours ⁶	Standdowns	See Note 3	See Note 3	See Note 3
	Maintenance	See Note 3	See Note 3	See Note 3
	Other Events	See Note 3	See Note 3	See Note 3

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

Note 1: - Only T-37 / T-37 ALP training is accomplished at Columbus AFB Auxiliary Airfield. All sorties originate and are supported by Columbus AFB. Historical data were estimated by dividing the annual traffic count by 6 events (takeoffs and landings per sortie).

Note 2: - Operational "Other Sorties" (Statics/Fly-bys, Orientation/FAM, Depot inputs/outputs [Queen Bee], F-15 Interceptor Target Support) are not tracked, as they are listed and tracked as Mission Support sorties as per AETC Headquarters' guidance.

⁶Hours when the airfield was closed for flight operations.

Facilities

Note 3: - Information not available at this level. Non-operational hours are not tracked, as they are primarily off-station sorties and may or may not be flown when Columbus AFB is closed for local flight operations.

List below the "other sorties" and "other events" included in the table above:

ANSWER: None - See Note 2 above.

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

Syllabus of Training	Level of Training	Pilots Trained			
		FY 1991	FY 1992	FY 1993	FY 19__
UPT	Primary	See Note 1	See Note 1	See Note 1	See Note 1
	Advanced	See Note 2	See Note 2	See Note 2	See Note 2
UPT T-38 ADVANCED TNG PGM	Advanced	See Note 2	See Note 2	See Note 2	See Note 2
AVIATION LEADERSHIP PGM T-37	Primary	See Note 1	See Note 1	See Note 1	See Note 1
IFF	Graduate	See Note 2	See Note 2	See Note 2	See Note 2
BANKED REQ T-38	Graduate	See Note 2	See Note 2	See Note 2	See Note 2

Note 1: - UPT Primary (T-37) information not available at this level. Information on graduating pilots is only maintained on student which complete UPT. Historical data (last 10 years) for all aircraft types, is not available at this level, as all student records are maintained for one year (only) before being destroyed - information is available at command level. Information provided is based upon last two years of data available at the local level.

Note 2: - Only T-37 / T-37 ALPS training is accomplished at Columbus AFB Auxiliary Airfield. All sorties originate and are supported by Columbus.

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

Note: - Data not available at this level. Daylight flying hour information is not tracked and night flying is not accomplished at this auxiliary airfield.

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

Aircraft Type: T-37

Undergraduate Training: Yes

Facilities

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	See Note	See Note	See Note
Maintenance		See Note	See Note	See Note
Operations		See Note	See Note	See Note
Other Military Flights		See Note	See Note	See Note
Civilian/Commercial Flights		See Note	See Note	See Note
Other		See Note	See Note	See Note
Total		See Note	See Note	See Note

Note: - Data not available at this level. Attrition data is reflected in data reported for Columbus AFB, as all sorties originate at the primary airfield. Sorties which would have been canceled due to poor weather, maintenance, operations, or other reasons would be terminated at the home field.

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

ANSWER: Not applicable.

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

ANSWER: Data are not available at this level. Columbus AFB Auxiliary Airfield does not have an operational other facility or instrument approach procedure. All operations are VFR only.

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

ANSWER: Data are not available at this level. See answer A.7. above.

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

ANSWER: Data are not available at this level. See answer A.7. above.

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

ANSWER: Data are not available at this level. See answer A.7. above.

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

ANSWER: Data are not available at this level. See answer A.7. above.

e. Percentage of time WX 3000/5 and above?

ANSWER: Data are not available at this level. See answer A.7. above.

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

ANSWER: Data are not available at this level. See answer A.7. above.

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

ANSWER: Data are not available at this level. See answer A.7. above.

Facilities

Percentage of time crosswind component to the primary runway at or below 15 knots?

ANSWER: Data are not available at this level. See answer A.7. above.

i. Percentage of time crosswind component to the primary runway at or above 25 knots?

ANSWER: Data are not available at this level. See answer A.7. above.

j. Mean number of days of icing in the local flying area?

ANSWER: 42 days, primarily during the October through March period. Number is based upon Columbus AFB historical weather data. Weather facilities are not available at the OLF. See answer A.7. above.

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

Runway Complex Name: Columbus AFB Auxiliary Airfield

Syllabus of Training *	Level of Training (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
UPT	Primary (T-37)	See Note 1	Not Applicable
	Advanced (T-38)	See Note 1	Not Applicable
UPT T-38 AD- ADVANCED TNG PGM	Advanced	See Note 1	Not Applicable
AVIATION LEADERSHIP PGM T-37	Primary	See Note 1	Not Applicable
IFF	Graduate	See Note 1	Not Applicable
BANKED REQ T-38	Graduate	See Note 1	Not Applicable
Total		100	See Note 2

Note 1: - Only T-37 / T-37 ALP training is accomplished at Columbus AFB Auxiliary Airfield. All sorties originate and are supported by Columbus AFB. Separate data for each syllabus of training are not tracked and not available.

Note 2: - Columbus AFB Auxiliary Airfield is day-VFR only.

Facilities

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

Maximum average number of operations per hour for T-37 aircraft is 20, based on 3 minute takeoff intervals from Columbus AFB. Given maximum sortie capability (as outlined in question A.16.) and an average attrition (as listed in question A.5.), the following T-37 sorties can be supported at the OLF:

T-37 - 44,621 (57,600 sorties per year x 77.4667% generation rate using an average annual attrition rate of 22.5333% for FY 91 - 93)

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

	FY 1991	FY 1992	FY 1993
Runway 13/31 Traffic Count	Not Available	Not Available	18,313

Note: - Traffic count data are tracked only for the airfield, not each runway. Historical data available only for FY 93.

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

	FY 1991	FY 1992	FY 1993
VFR	100.0 %	100.0 %	100.0 %
IFR	See Note	See Note	See Note
Total	100%	100%	100%

Note: - Columbus AFB Auxiliary Airfield is equipped for day-VFR operations only.

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

ANSWER: Daylight Window - outside of a few syllabus sorties which are specifically designated night training missions, all flying must be accomplished between 15 minutes prior to sunrise, to 15 minutes after official sunset.

Facilities

ANSWER: Student crew duty day (12 Hours) - student trainees are limited to 12 duty days maximum, regardless of amount of crew rest available to the next duty day.

ANSWER: Current Aircraft Maintenance CAP: - current aircraft CAP for all aircraft types is well below historical averages. A reduced maintenance CAP reduces the number of sorties which can be flown on any given day.

ANSWER: Current Student Loading: - current student class sizes are well below historical averages. Where student class size once ranged between 26 to 30 students per section, current class sizes average approximately 12 students. Reduced student loading reduces the number of available student flying hours per day.

ANSWER: Instructor Pilot Manning: - current IP manning is well below historical averages. Where the number of instructors per flight once ranged between 12 to 15, current manning averages between 7 to 9 instructors per flight. Reduced IP manning reduces the number of training sorties which can be flown on any given day.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations⁷.

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

T-37: 6.1 sorties per hour (increase from 6.4 to 12.5, or 94%)

T-38: 5.8 sorties per hour (increase from 10.4 to 16.2 or 55%)

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

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations⁸

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

T-37: 8.7 sorties per hour (increase from 6.4 to 15.1, or 135%)

T-38: 6.0 sorties per hour (increase from 10.4 to 16.4 or 57%)

⁷ Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

⁸ Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities

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

Primary restriction is due to lack of ramp space. Operational RSUs and fire detachment are already available. Additional constraints include no maintenance or fuel storage facilities necessary to support flying operations.

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

ANSWER: None - the primary limitation is Military Operating Area (MOA) Special Use Airspace (SUA). Outside of taking direct control of the Meridian 1 West MOA, Birmingham 1 MOA, and Birmingham 2 MOA, little airspace exists to expand MOA operations. The addition of additional MOA airspace beyond existing airspace would not be operationally, time, or fuel effective. Low altitude navigation areas and use of outlying instrument training facilities present no known restriction and/or limitations to expansion of student instrument/navigation training.

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

Syllabus of Training	Level (Track) of Pilot Training	Trainer Aircraft	Maximum Sorties
UPT	Primary	T-37	38,988
	Advanced	T-38	33,067
IFF	Graduate	AT-38	Not Applicable

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

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

ANSWER: Yes. Increase our number of T-37 and T-38 aircraft. Increase the workload in the maintenance contract and fuels contract. Increase IP manpower in the flying squadrons. Current use of the auxiliary airfield is well below 50% of its capacity. If airfield lighting is added to the auxiliary field, it can be utilized for night operations. Therefore, our total utilization of the auxiliary field could increase significantly.

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

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft ²)	Lighting					Arresting gear type and location	IFR or VFR Capable? Night (N) Capable?	Approach Aids (IFR/VFR)
				F	P	C	N	G			
Columbus AFB, Aux Field 13/31	6,300'	150'	See Note				X		None	VFR only	No (V)

Facilities

Note: - Load bearing capacity not available in lbs/ft² format. Load bearing capacity based upon "heaviest aircraft type stressed for" as follows:

<u>Runway:</u>	<u>Heaviest aircraft stressed for:</u>	<u>Weight</u>
Runway 13/31	T-33	26,000 lbs

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

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

Runway Designation	NAVAID	Published Approaches
Columbus AFB Auxiliary Airfield 13/31	Not supported	No published approaches

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

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
111	Runways Fixed Wing	SY	105,000	
111	Runways Rotor Wing	SY	None	
111	Landing Pads	SY	None	
113	Parking Aprons	SY	2,667	
113	Access Aprons	SY	None	
121	Direct Fueling	OL / GM	None	
121	Truck Fueling	OL / GM	None	
121	Defueling	OL / GM	None	
124	Fuel Storage	GA	None	
136-36 (USN)	Carrier Lighting	EA	None	

AIRSPACE REQUIREMENTS

AIRSPACE REQUIREMENTS					
COLUMBUS					
CURRENT AREAS	NAME	SQ NM ALT		ADDL AREAS	TOTAL AREAS FOR:
PRIMARY (100 SQ NM X 5000 FT)	COL 1	2643 15K	PRIMARY:	67	PRIMARY 161
	MER 1 EAST	719 15K	ADVANCED:	17	
	TOTAL:	3362			
ADVANCED (200 SQ NM X 12000 FT)	COL 2	647 15K	PRIMARY:	94	ADVANCED 40
	COL 3	2668 15K	ADVANCED:	23	
	COL 4	1379 13K			
	TOTAL:	4694			
LAUGHLIN					
CURRENT AREAS	NAME	SQ NM ALT		ADDL AREAS	TOTAL AREAS FOR:
PRIMARY (100 SQ NM X 5000 FT)	LAU 3	2000 15K	PRIMARY:	40	PRIMARY 136
	TOTAL:	2000	ADVANCED:	10	
ADVANCED (200 SQ NM X 12000 FT)	LAU 1	4290 13K	PRIMARY:	95	ADVANCED 75
	LAU 2	450 13K	ADVANCED:	65	
	PECOS	8335 19K			
	TOTAL:	13075			
RANDOLPH					
CURRENT AREAS	NAME	SQ NM ALT		ADDL AREAS	TOTAL AREAS FOR:
PRIMARY (100 SQ NM X 5000 FT)	RND 1B	540 15K	PRIMARY:	15	PRIMARY 73
	RND 1C	123 5K	ADVANCED:	3	
	RND 2B	330 8K			
	TOTAL:	993			
ADVANCED (200 SQ NM X 12000 FT)	RND 1A	1407 13K	PRIMARY:	57	ADVANCED 17
	RND2A	1462 20K	ADVANCED:	14	
	TOTAL:	2869			
REESE					
CURRENT AREAS	NAME	SQ NM ALT		ADDL AREAS	TOTAL AREAS FOR:
PRIMARY (100 SQ NM X 5000 FT)	REE 2	1050 13K	PRIMARY:	39	PRIMARY 147
	REE 4	900 13K	ADVANCED:	10	
	TOTAL:	1950			
ADVANCED (200 SQ NM X 12000 FT)	REE 1	1224 14K	PRIMARY:	108	ADVANCED 37
	REE 3	2690 14K	ADVANCED:	27	
	REE 5	1500 14K			
	TOTAL:	5414			
SHEPPARD					
CURRENT AREAS	NAME	SQ NM ALT		ADDL AREAS	TOTAL AREAS FOR:
PRIMARY (100 SQ NM X 5000 FT)	SHEP 1	1110 14K	PRIMARY:	48	PRIMARY 146
	SHEP 2	1290 12K	ADVANCED:	12	
	TOTAL:	2400			
ADVANCED (200 SQ NM X 12000 FT)	WASHITA	768 11K	PRIMARY:	97	ADVANCED 57
	WESTOVER 1	2090 14K	ADVANCED:	45	
	WESTOVER 2	1980 13K			
	DICKIE A	700 13K			
	DICKIE B	700 13K			
	LOCK NW	950 18K			
	LOCK NX	1100 14K			
	LOVELAND	808 13K			
	TOTAL:	9096			
	VANCE				
CURRENT AREAS	NAME	SQ NM ALT		ADDL AREAS	TOTAL AREAS FOR:
PRIMARY (100 SQ NM X 5000 FT)	VAN 1B	1600 15K	PRIMARY:	32	PRIMARY 158
	TOTAL:	1600	ADVANCED:	8	
ADVANCED (200 SQ NM X 12000 FT)	VAN 1A	6300 14K	PRIMARY:	126	ADVANCED 40
	TOTAL:	6300	ADVANCED:	32	

BLOCK HOURS/YEAR
x 12 x 242= 467892

x 12 x 242= 116973

x 12 x 242= 391459

x 12 x 242= 218889

x 12 x 242= 211150

x 12 x 242= 49499

x 12 x 242= 427701

x 12 x 242= 106925

x 12 x 242= 420383

x 12 x 242= 166922

x 12 x 242= 458832

x 12 x 242= 114708

Facilities

49	Arresting Gear	EA	None	
21 422(AF)	Ammunition Storage	CF	None	
425	Open Ammunition Storage	SY	None	

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

ANSWER: None.

B. Airspace

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

Syllabus of Training	Level of Training	Trainer Aircraft	# Workable Blocks of Airspace	Type of Airspace	Average Block Dimensions	Availability (Hrs/Yr)/ Block
UPT	Primary	T-37	16 9	MOA ATCAA MTR	13.4 nm X 13.4 nm X 6,000' MSL 8.7 nm X 236 nm X 2,055' MSL	3,132 (See Note 3)
	Advanced	T-38	14 8	MOA ATCAA MTR	16.6 nm X 16.6 nm X 14,000' MSL 8 nm X 247 nm X 2187' MSL	3,132 (See Note 3)
UPT T-38 ADVANCED TNG PGM	Advanced	T-38	See Note 1	MOA	16.6 nm X 16.6 nm X 15,000' MSL	3,132 (See Note 3)
AVIATION LEADER- SHIP PGM T-37	Primary	T-37	See Note 2	MOA	13.4 nm X 13.4 nm X 15,000' MSL	3,132 (See Note 3)

Facilities

IFF	Graduate	AT-38	See Note 1	MOA & Bombing Range	16.6 nm X 16.6 nm X 15,000' MSL	3,132 (See Note 3)
		Total	30	MOA & Bombing Range		

Note 1: - The T-38 FMS Advanced Training Program and AT-38 IFF Program utilize and share the same special use airspace as UPT T-38 operations.

Note 2: - The T-37 Aviation Leadership Program (ALP) utilizes and shares the same special use airspace as UPT T-37 operations.

Note 3: - Military Operating Area availability is published as sunrise to sunset, Monday through Friday - other times by NOTAM. Availability (hours per year) was determined using the 1993 SUA Annual Report data.

Key to types of airspace:

MOAs -- Military Operating Areas

WA -- Warning Areas

A -- Alert Areas

RA -- Restricted Areas

ATCAA -- Air Traffic Control Assigned Airspace

OWAW -- Overwater Airways

RR -- Restricted Areas with Ranges

MTR -- Military Training Routes

AW-- Airways (e.g. corridors to and from training areas)

PAT -- Pattern (e.g. airspace above runways)

OWA -- Overwater Airspace

CLG -- Uncontrolled Airspace

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

ANSWER: Not applicable.

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

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

ANSWER:

<u>Airspace</u>	<u>Type</u>	<u>Location</u>
Range R-4404 A	Restricted Area	North Central Mississippi
Range Area R-4404 B	Restricted Area	North Central Mississippi

Facilities

Range Area R-4404 C	Restricted Area	North Central Mississippi
Columbus 1 MOA	MOA	Northeast Mississippi
Columbus 2 MOA	MOA	Northwest Alabama
Columbus 3 MOA	MOA	North Central Mississippi
Columbus 4 MOA	MOA	Southwest Tennessee
Meridian 1 East MOA	MOA	Central Alabama
Meridian 1 West MOA	MOA	Central Mississippi
Birmingham 1 MOA	MOA	West Central Alabama
Birmingham 2 MOA	MOA	West Central Alabama
IR-66	Low Level Route	Northeast Alabama
IR-67	Low Level Route	Northeast Alabama
IR-68	Low Level Route	Northwest Mississippi
IR-70	Low Level Route	Southeast Arkansas
IR-91	Low Level Route	Northwest Mississippi
SR-137	Low Level Route	North Central Mississippi
VR-1014	Low Level Route	Northwest Alabama
VR-1031	Low Level Route	West Central Alabama
VR-1050	Low Level Route	Northeast Alabama
VR-1051	Low Level Route	Northeast Alabama
VR-1072	Low Level Route	Central Mississippi

<u>Airspace</u>	<u>Dimensions</u>	<u>Distance</u>	<u>Time</u>
Range R-4404 A	1.5 NM x 3 NM x 11,500'	38 NM	7 min
Range Area R-4404 B	5 NM radius x 10,300'	37 NM	7 min
Range Area R-4404 C	5 NM radius x 3,000'	37 NM	7 min
Columbus 1 MOA	80 NM x 40 NM x 14,000'	10 NM	2 min
Columbus 2 MOA	25 NM x 25 NM x 14,000'	57 NM	11 min
Columbus 3 MOA	42 NM x 60 NM x 14,000'	59 NM	12 min
Columbus 4 MOA	48 NM x 30 NM x 12,000'	90 NM	18 min
Meridian 1 East MOA	27 NM x 30 NM x 14,000'	29 NM	6 min
Meridian 1 West MOA	64 NM x 78 NM x 14,000'	55 NM	11 min
Birmingham 1 MOA	35 NM x 35 NM x 21,500'	78 NM	16 min
Birmingham 2 MOA	35 NM x 35 NM x 21,500'	78 NM	16 min
IR-66	10 NM x 285 NM x 2,500'	30 NM	6 min
IR-67	10 NM x 322 NM x 2,500'	30 NM	6 min
IR-68	10 NM x 150 NM x 2,500'	85 NM	17 min
IR-70	10 NM x 255 NM x 3,500'	100 NM	20 min
IR-91	6 NM x 158 NM x 3,500'	26 NM	5 min
SR-137	6 NM x 150 NM x 1,000'	30 NM	6 min
VR-1014	6 NM x 180 NM x 1,000'	19 NM	4 min
VR-1031	6 NM x 152 NM x 1,000'	95 NM	19 min
VR-1050	10 NM x 352 NM x 1,000'	45 NM	9 min
VR-1051	10 NM x 270 NM x 1,000'	45 NM	9 min
VR-1072	10 NM x 330 NM x 1,000'	115 NM	23 min

Facilities

Airspace

Range R-4404 A
 Range Area R-4404 B
 Range Area R-4404 C
 Columbus 1 MOA
 Columbus 2 MOA
 Columbus 3 MOA
 Columbus 4 MOA
 Meridian 1 East MOA
 Meridian 1 West MOA
 Birmingham 1 MOA
 Birmingham 2 MOA
 IR-66
 IR-67
 IR-68
 IR-70
 IR-91
 SR-137
 VR-1014
 VR-1031
 VR-1050
 VR-1051
 VR-1072

Times

Intermittent 1300 - 2400 Z++ daily, OT by NOTAM.
 Intermittent 1300 - 2400 Z++ daily, OT by NOTAM.
 Intermittent 1300 - 2400 Z++ daily, OT by NOTAM.
 Sunrise through sunset, Mon - Fri, OT by NOTAM.
 Sunrise through sunset, Mon - Fri, OT by NOTAM.
 Sunrise through sunset, Mon - Fri, OT by NOTAM.
 Sunrise through sunset, Mon - Fri, OT by NOTAM.
 Sunrise through sunset, Mon - Fri, OT by NOTAM.
 Intmt sunrise through 0500 Z++, OT by NOTAM.
 1300 - 0400 Z++, OT by NOTAM.
 1300 - 0400 Z++, (approx. 5 hours per day).
 1400 - 0500 Z++, 7 days per week.
 1400 - 0500 Z++, 7 days per week.
 1400 - 0500 Z++, 7 days per week.
 Normally 0800 - 2100 daily, available other times.
 Sunrise through sunset, Monday - Friday.
 Sunrise through sunset, Monday - Friday.
 Sunrise through sunset, Monday - Friday.
 1100 - 0600 Z++, daily.
 1300 - 0500 Z++, daily.
 1300 - 0500 Z++, daily.
 Normally 0800 - 2100 daily, available other times.

Airspace

Range R-4404 A
 Range Area R-4404 B
 Range Area R-4404 C
 Columbus 1 MOA
 Columbus 2 MOA
 Columbus 3 MOA
 Columbus 4 MOA
 Meridian 1 East MOA
 Meridian 1 West MOA
 Birmingham 1 MOA
 Birmingham 2 MOA
 IR-66
 IR-67
 IR-68
 IR-70
 IR-91
 SR-137
 VR-1014
 VR-1031
 VR-1050

Controlling Agency

MEI App & Memphis Center
 MEI App & Memphis Center
 MEI App & Memphis Center
 Columbus Approach Control
 Memphis Center
 Memphis Center
 Memphis Center
 Columbus Approach Control
 Memphis Center
 Atlanta Center
 Atlanta Center
 Memphis Center
 Memphis Center
 Columbus Approach Control
 Columbus Approach Control
 Memphis Center
 Columbus Approach Control
 Birmingham Approach
 Atlanta Center
 Memphis Center

Scheduling Agency

Comtrawing 1, NMM
 Comtrawing 1, NMM
 Comtrawing 1, NMM
 14 FTW, CBM
 Comtrawing 1, NMM
 117 TRW, BHM
 117 TRW, BHM
 117 TRW, BHM
 117 TRW, BHM
 14 FTW, CBM
 Comtrawing 1, NMM
 117 TRW, BHM

Facilities

VR-1051	Memphis Center	117 TRW, BHM
VR-1072	Columbus Approach Control	14 FTW, CBM

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

ANSWER: Yes - radar and communications coverage are provided by the controlling agency as listed above.

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

ANSWER: Columbus AFB does not own any land below any Special Use Airspace which managed/scheduled by organization/tenant units stationed at either Columbus or Columbus AFB Auxiliary Airfield. While Columbus AFB does not own any real property interests, easements have been established with surrounding landowners for instrument approach procedures to both center runways.

d. What is the distance en route?

ANSWER:

<u>Airspace</u>	<u>Type</u>	<u>Location</u>
Range R-4404 A	Restricted Area	North Central Mississippi
Range Area R-4404 B	Restricted Area	North Central Mississippi
Range Area R-4404 C	Restricted Area	North Central Mississippi
Columbus 1 MOA	MOA	Northeast Mississippi
Columbus 2 MOA	MOA	Northwest Alabama
Columbus 3 MOA	MOA	North Central Mississippi
Columbus 4 MOA	MOA	Southwest Tennessee
Meridian 1 East MOA	MOA	Central Alabama
Meridian 1 West MOA	MOA	Central Mississippi
Birmingham 1 MOA	MOA	West Central Alabama
Birmingham 2 MOA	MOA	West Central Alabama
IR-66	Low Level Route	Northeast Alabama
IR-67	Low Level Route	Northeast Alabama
IR-68	Low Level Route	Northwest Mississippi
IR-70	Low Level Route	Southeast Arkansas
IR-91	Low Level Route	Northwest Mississippi
SR-137	Low Level Route	North Central Mississippi
VR-1014	Low Level Route	Northwest Alabama
VR-1031	Low Level Route	West Central Alabama
VR-1050	Low Level Route	Northeast Alabama
VR-1051	Low Level Route	Northeast Alabama
VR-1072	Low Level Route	Central Mississippi

Facilities

<u>Airspace</u>	<u>Dimensions</u>	<u>Distance</u>	<u>Time</u>
Range R-4404 A	1.5 NM x 3 NM x 11,500'	38 NM	7 min
Range Area R-4404 B	5 NM radius x 10,300'	37 NM	7 min
Range Area R-4404 C	5 NM radius x 3,000'	37 NM	7 min
Columbus 1 MOA	80 NM x 40 NM x 14,000'	10 NM	2 min
Columbus 2 MOA	25 NM x 25 NM x 14,000'	57 NM	11 min
Columbus 3 MOA	42 NM x 60 NM x 14,000'	59 NM	12 min
Columbus 4 MOA	48 NM x 30 NM x 12,000'	90 NM	18 min

<u>Airspace</u>	<u>Dimensions</u>	<u>Distance</u>	<u>Time</u>
Meridian 1 East MOA	27 NM x 30 NM x 14,000'	29 NM	6 min
Meridian 1 West MOA	64 NM x 78 NM x 14,000'	55 NM	11 min
Birmingham 1 MOA	35 NM x 35 NM x 21,500'	78 NM	16 min
Birmingham 2 MOA	35 NM x 35 NM x 21,500'	78 NM	16 min
IR-66	10 NM x 285 NM x 2,500'	30 NM	6 min
IR-67	10 NM x 322 NM x 2,500'	30 NM	6 min
IR-68	10 NM x 150 NM x 2,500'	85 NM	17 min
IR-70	10 NM x 255 NM x 3,500'	100 NM	20 min
IR-91	6 NM x 158 NM x 3,500'	26 NM	5 min
SR-137	6 NM x 150 NM x 1,000'	30 NM	6 min
VR-1014	6 NM x 180 NM x 1,000'	19 NM	4 min
VR-1031	6 NM x 152 NM x 1,000'	95 NM	19 min
VR-1050	10 NM x 352 NM x 1,000'	45 NM	9 min
VR-1051	10 NM x 270 NM x 1,000'	45 NM	9 min
VR-1072	10 NM x 330 NM x 1,000'	115 NM	23 min

<u>Airspace</u>	<u>Times</u>
Range R-4404 A	Intermittent 1300 - 2400 Z++ daily, OT by NOTAM.
Range Area R-4404 B	Intermittent 1300 - 2400 Z++ daily, OT by NOTAM.
Range Area R-4404 C	Intermittent 1300 - 2400 Z++ daily, OT by NOTAM.
Columbus 1 MOA	Sunrise through sunset, Mon - Fri, OT by NOTAM.
Columbus 2 MOA	Sunrise through sunset, Mon - Fri, OT by NOTAM.
Columbus 3 MOA	Sunrise through sunset, Mon - Fri, OT by NOTAM.
Columbus 4 MOA	Sunrise through sunset, Mon - Fri, OT by NOTAM.
Meridian 1 East MOA	Sunrise through sunset, Mon - Fri, OT by NOTAM.
Meridian 1 West MOA	Intmt sunrise through 0500 Z++, OT by NOTAM.
Birmingham 1 MOA	1300 - 0400 Z++, OT by NOTAM.
Birmingham 2 MOA	1300 - 0400 Z++, (approx. 5 hours per day).
IR-66	1400 - 0500 Z++, 7 days per week.
IR-67	1400 - 0500 Z++, 7 days per week.
IR-68	1400 - 0500 Z++, 7 days per week.
IR-70	Normally 0800 - 2100 daily, available other times.
IR-91	Sunrise through sunset, Monday - Friday.
SR-137	Sunrise through sunset, Monday - Friday.

Facilities

VR-1014	Sunrise through sunset, Monday - Friday.
VR-1031	1100 - 0600 Z++, daily.
VR-1050	1300 - 0500 Z++, daily.
VR-1051	1300 - 0500 Z++, daily.
VR-1072	Normally 0800 - 2100 daily, available other times.

<u>Airspace</u>	<u>Controlling Agency</u>	<u>Scheduling Agency</u>
Range R-4404 A	MEI App & Memphis Center	Comtrawing 1, NMM
Range Area R-4404 B	MEI App & Memphis Center	Comtrawing 1, NMM
Range Area R-4404 C	MEI App & Memphis Center	Comtrawing 1, NMM

<u>Airspace</u>	<u>Controlling Agency</u>	<u>Scheduling Agency</u>
Columbus 1 MOA	Columbus Approach Control	14 FTW, CBM
Columbus 2 MOA	Memphis Center	14 FTW, CBM
Columbus 3 MOA	Memphis Center	14 FTW, CBM
Columbus 4 MOA	Memphis Center	14 FTW, CBM
Meridian 1 East MOA	Columbus Approach Control	14 FTW, CBM
Meridian 1 West MOA	Memphis Center	Comtrawing 1, NMM
Birmingham 1 MOA	Atlanta Center	117 TRW, BHM
Birmingham 2 MOA	Atlanta Center	117 TRW, BHM
IR-66	Memphis Center	117 TRW, BHM
IR-67	Memphis Center	117 TRW, BHM
IR-68	Columbus Approach Control	14 FTW, CBM
IR-70	Columbus Approach Control	14 FTW, CBM
IR-91	Memphis Center	14 FTW, CBM
SR-137	Columbus Approach Control	14 FTW, CBM
VR-1014	Birmingham Approach	14 FTW, CBM
VR-1031	Atlanta Center	Comtrawing 1, NMM
VR-1050	Memphis Center	117 TRW, BHM
VR-1051	Memphis Center	117 TRW, BHM
VR-1072	Columbus Approach Control	14 FTW, CBM

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

ANSWER: No.

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

ANSWER: No.

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

Facilities

ANSWER: Yes, airspace utilization could be increased approx. 20% by adding 2.5 hours to the duty day. Our airspace is not being utilized during all hours of the day.

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

ANSWER: Yes.

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

ANSWER: Deployments are not required.

a. Where do these units/squadrons deploy?

ANSWER: Not applicable.

b. How far from your installation?

ANSWER: Not applicable.

c. Frequency?

ANSWER: Not applicable.

d. Reasons for deployment (e.g., adverse weather, airspace saturation, training, versatility, etc.)

ANSWER: Not applicable.

e. Annual costs incurred for deployments due to adverse weather?

ANSWER: Not applicable.

f. Annual costs incurred for deployments due to airspace non-availability?

ANSWER: Not applicable.

g. Annual costs incurred for deployments due to insufficient training versatility (e.g., lack of low level training routes etc.)?

ANSWER: Not applicable.

Facilities

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

ANSWER: None.

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

Syllabus of Training	Terrain Feature or Overwater Requirement
UPT	None Required
UPT T-38 ADV TNG PGM	None Required
AVIATION LEADERSHIP PGM T-37	None Required
IFF	None Required

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

ANSWER: None.

Ground Training

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

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

Cat Code: 171-211

Type Training Facility	Total Number	Design Capacity (PN) ⁹	Capacity (Student HRS/YR)
Classroom	6	180	518,400

(171-211) x 8 hrs/day x 300 days = 415,664 hrs/yr

⁹ Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

Facilities

Cat Code: 141-383

Type Training Facility	Total Number	Design Capacity (PN) ¹⁰	Capacity (Student HRS/YR)
Computer Aided Instruction, Video	1	44	126,720

Cat Code: 171-212

Type Training Facility	Total Number	Design Capacity (PN) ¹¹	Capacity (Student HRS/YR)
Instrument Flight Simulator, T-50	8	8	30,720
Instrument Flight Simulator, T-51	8	8	30,720
Cockpit Familiarization Trainer, T-37	4	8	30,720
Cockpit Familiarization Trainer, T-38	4	4	15,360

61,440

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

$16 \times 20 \times 300 = 96,000$
 $16 \times 12 \times 300 = 57,600$
 $96,000 + 57,600 = 153,600$
 $153,600 - 92,160 = 61,440$

ANSWER: 14th OSS Academics building currently contains 6 academic classrooms which seat approximately 30 students/trainees, and 1 Computer Aided Instruction (CAI) room which seats 44 students/trainees. By contractual agreement, simulators and CFT's are available 16 hours per day, classroom instruction and CAI 12 hours per day. Training facilities are available 240 days a year.

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

ANSWER: 759,360 student-hours/year. This answer was derived with the following calculations: (Design Capacities from C.1) x (20 hours a day) x (300 days a year (365 minus Sundays and holidays)) = New Capacity. (New Capacity) - (Total Capacity from C.1) = Increase in Student-Hours/Year.

¹⁰ Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

¹¹ Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

GROUND TRAINING FACILITIES

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

Facilities

Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations¹²

ANSWER: Additional capacity could be gained by adding 8 new academic classrooms (CAT Code 171-211) to the existing building or adjacent to building 230. Also, two classrooms (room 7 & 5) and a large classroom (Wing Computer classroom) could serve as two more classrooms. This is a total of 12 classrooms x 30 seats x 20 hrs/day x 300 days = 2,160,000 hrs/yr. Therefore, with new construction and renovations, an additional 2,160,000 student hours of academic classroom time could be added each year.

Calculations: To build eight (8) classrooms it would require 13,860 square feet to be added to building 230. Cost is estimated at \$80.00 per square foot. Therefore, 13,860 x \$80 = \$1,180,800.00

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

ANSWER: Answer C.4 is limited by the amount of land available on the base for development.

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

ANSWER: This Air Force installation's primary mission is to provide undergraduate pilot training. Therefore, this question is not applicable.

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

Cat Code: _____

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
N/A			

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

ANSWER: Not applicable.

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities

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

ANSWER: Not applicable.

9. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations¹³

ANSWER: Not Applicable.

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

ANSWER: Not Applicable.

D. Aircraft Parking, Maintenance, and Supply

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

Squadron	Number of Aircraft (Fiscal Year)								Mission
	1994	1995	1996	1997	1998	1999	2000	2001	
NONE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

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

Aircraft Type	# of Aircraft	Comments
T-37	76	See answer to question 3 for calculations
T-38	76 87	See answer to question 3 for calculations
AT-38	28	See answer to question 3 for calculations

See change in front (11 Oct)

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities

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

Calculations are as follows:

	Wingspan		Length	Product	Factor (AFR 86-2)	Reqd Sq Ft	Reqd Sq Yd
T-37	33.8'	x	29.3	= 990	x 4.4	= 4,357	484.11
T-38	25.3'	x	46.3	= 1,171	x 4.4	= 5,154	572.67
AT-38	25.3'	x	46.3	= 1,171	x 4.4	= 5,154	575.67

Mission Support Aircraft Parking Area
816.33 yds. x 173.66 yds. = 141,770 sq. yds.

Current Mix of Aircraft at Columbus

T-37	76	43%
T-38	76	43%
AT-38	25	14%
TOTAL		100%

Sx change in part (11 OCT 94 DATA CALL)

Final Calculations:

	Parking Area Sq Yrds		Mix	Reqd Sq Yrds		Per Aircraft IAW LGXP
T-37	141,770	x	43%	= 60,961	÷	800 = 76
T-38	141,770	x	43%	= 60,961	÷	700 = 76 87
AT-38	141,770	x	14%	= 19,848	÷	700 = 28
TOTALS			100%			180

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

Aircraft Type	# of Aircraft	Comments
T-37	11	25 T-37's would fill all available hanger space
T-38	14	33 T-38's would fill all available hanger space
AT-38	5	33 AT-38's would fill all available hanger space

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

ANSWER: Calculations

Based on the square footage and configurations of hangars at Columbus AFB and the aircraft spacing requirements listed in AFM 86-2, paragraph 8-9.d., our aircraft personnel have determined the maximum numbers of aircraft our hangars will house. Data provided is empirically generated.

Facilities

Current Aircraft Mix

	Total at Columbus	Mix
T-37	76	43%
T-38	76	43%
AT-38	25	14%
TOTAL		100%

Hangar Space

Bldg	T-37 Capacity	T-38 Capacity	Sq ft
440	8	10	47,483
450	5	7	18,910
452	5	7	20,775
454	2	2	11,943
456	5	7	20,775
TOTAL	25	33	119,886

- 25 T-37's will fill all available hangar spaces
- 33 T-38's will fill all available hangar spaces
- 33 AT-38's will fill all available hangar spaces

Final Calculations

- T-37: 25 x .43 = 11
- T-38: 33 x .43 = 14
- AT-38: 33 x .14 = 5

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

Aircraft Type	# of Aircraft	Comments
T-37	93	See comments and calculations (Answer to question 7)
T-38/AT-38	117	See comments and calculations (Answer to question 7)

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

ANSWER:

Comments and Calculations

The maximum number of aircraft which maintenance has maintained at Columbus AFB was 77 T-37's in FY88. The maximum number of aircraft which maintenance has maintained at Columbus AFB was 97 T-38's in FY88. However, in 1987, Columbus added a new hangar (Bldg 440) which gave an increased maintenance hangar space of 4 T-37's and 5 T-38's. Based on the hangar space guidance in AFR 86-2, figure 8-1, requirements for

Facilities

covered aircraft spaces, and using the factor of 4 times the hangar space, Bldg 440 gives Columbus an additional maintenance capability rate of 16 T-37's and 20 T-38's.

Final Calculations

T-37: $77 + 16 = 93$

T-38/AT-38 $97 + 20 = 117$

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

ANSWER: None.

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

Aircraft Type	# of Aircraft	Comments
T-37	121.6	Base supply capacity far exceeds parking ramp space.
T-38	121.6	Base supply capacity far exceeds parking ramp space.
AT-38	40	Base supply capacity far exceeds parking ramp space.

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

ANSWER: Total warehouse square footage including FAST areas is 91,511 square feet.

MS&D	bin	6,304	
	rack	11,166	
	bulk	<u>4,950</u>	
			22,420 sq ft

FAST	whse 10	1,900	
	whse 11	4,788	
	whse 12	<u>1,304</u>	
			7,992 sq ft

Total utilization is: 30,412 sq ft

Using space saver bins and mechanized material handling equipment, significant increases could be seen:

MS&D	bin	6,304	Space saver bins, 80% increase	11,347 sq ft
	rack	11,166	MMHE, 50% increase	16,749 sq ft
	bulk	<u>4,950</u>	MMHE, 50% increase	<u>7,425 sq ft</u>
				35,521 sq ft
		22,420 sq ft		

Facilities

FAST	whse 10	1,900			
	whse 11	4,788			
	whse 12	<u>1,304</u>			
		7,992 sq ft	Space saver bins, 80% increase		<u>14,385 sq ft</u>

Total utilization (does not include aisle space needed for equipment and personnel): 49,906 sq ft

Therefore, capacity is 49,906 sq ft/30,412 sq ft - 1.6 times current utilization.

A/C currently assigned

T-37	76	x	1.6	=	121.6
T-38	76	x	1.6	=	121.6
<u>AT-38</u>	<u>25</u>	<u>x</u>	<u>1.6</u>	<u>=</u>	<u>40</u>
TOTAL					283

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

ANSWER: No current constraints.

Housing and Messing

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

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total people housed
BOQ, Bldgs 958, 964 Cat Code 724415	120		107
BOQ(H)	44		43
BEQ, Bldgs 542, 544, 546, 548 Cat Code 721312	528	300	195*
BEQ(H)	26	26	19

*Historical
150*

* Note: BEQ, Bldg 546 is closed

2. Provide data on the BOQs and BEQs projected to be assigned to your plant account in FY 1997. The desired unit of measure for this capacity is people housed. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total People Housed
BOQ, Bldgs 958,964, & 966 724-415	180	180	164
BOQ (H)	47	47	47
BEQ, Bldgs, 542, 544, & 548 721-312	528	300	195*
BEQ(H)	26	26	19

227 MAX CAP

* Note: BEQ, Bldg 546 Closed

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

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats (2)	Avg # Noon Meals Served (3)
(1) Dining Facility, AMN 722351, Bldg 560	15,204	218	148

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

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats (2)	Avg # Noon Meals Served (3)
(1) Dining Facility, AMN 722351, Bldg 560	15,204	218	148

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

Type Facility	Average Daily Student Load (ADSL)						
	1995	1996	1997	1998	1999	2000	2001
BOQ	171	171	171	171	171	171	171
BEQ	N/A						
On-Base Housing	84	84	84	84	84	84	84
Off-Base Housing	0	0	0	0	0	0	0
Messing	654	654	654	654	654	654	654

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

ANSWER: See attachment.

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

ANSWER: None.



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

09 AUG 1994

MEMORANDUM FOR HQ AETC/XOPU

FROM: HQ USAF/RTR

SUBJECT: Joint Cross Service Group Questions

1. The Joint Cross Service Working Group for Undergraduate Pilot Training uncovered several issues that require MAJCOM clarification. A set of the questions pertaining to USAF YPT bases was provided to HQ AETC by Lt Col Jerry Free 5 Aug 94 (atch 1). The answers to these questions must be documented IAW the Air Force Internal Control Plan, i.e., worksheets must accompany the answers to HQ USAF/RTR (formerly AF/XOOR).
2. Please put your best effort against this request. This information is due to HQ USAF/RTR NLT 11 Aug 94. Faxed response is appropriate for the timely delivery of this information, however, a hard copy should be sent to follow up the data transfer. POC is Lt Col Bruggemeyer, AF/RTR, DSN 225-4578. Fax DSN 223-9707.

for John F. Pl...
 WAYNE MAYFIELD, Col, USAF
 Chief, Base Realignment Division



DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

MEMORANDUM FOR HQ USAF/RTR

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

SUBJECT: Response to Joint Cross-Service Group Data Call

1. The attached worksheets constitute AETC's response to the 9 Aug 94 Data Call from the Joint Cross-Service Group for UPT.
2. We certify the attached worksheets to be true and accurate to the best of our ability.

VR


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

Attachment:

1. Installation Worksheets

Subject: Request for clarification

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

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

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

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

Report its outlying airfield.

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

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

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

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

Does Sheppard AFB have a physiology Trainer?

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

Verify condition of runways.

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

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

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

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

SOURCE: See base worksheet

METHOD: See base worksheet

CONCLUSION: The total number of rooms that are adequate/permanent - 414.

Difference between May 94 input and current is Bldg 546 is no longer considered as an adequate asset as dormitory. It has no utilities and is currently being used as storage space.

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

Signature Date _____

Typed Name, Rank, Office Symbol, DSN Number

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

Albert H. Ennis Date 11 Aug 94
Signature

Albert H. Ennis, GS-12, AETC/CEPH, 487-2559
Typed Name, Rank, Office Symbol, DSN Number

**MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS**

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

SOURCE: *FLIP AP/1B, dated 28 Apr 94. FLIP AP/1A, dated 11 Nov 93.
AP/1, dated 28 Apr 94. Binder # 4, Tabs 10 & 11.
VFR Supplement, dated 9 Dec 93, Binder #3, Tab 2.*

METHOD: *Extract data from above sources.*

CONCLUSION:

Managed Training Assets	Management Role
<i>R-4404 Complex</i>	<i>Scheduled by arrangement with Meridian NAS (owner)</i>
<i>Columbus 1 MOA</i>	<i>Controlled and scheduled by 37th FTS (Columbus AFB)</i>
<i>Columbus 2 MOA</i>	<i>Controlled and scheduled by 50th FTS (Columbus AFB)</i>
<i>Columbus 3 MOA</i>	<i>Controlled and scheduled by 50th FTS (Columbus AFB)</i>
<i>Columbus 4 MOA</i>	<i>Controlled and scheduled by 50th FTS (Columbus AFB)</i>
<i>Meridian 1 East MOA</i>	<i>Scheduled by 37th FTS (LOA with Meridian NAS - owner)</i>
<i>IR-66</i>	<i>Awaiting final transfer from Birmingham ANG (owner)</i>
<i>IR-67</i>	<i>Awaiting final transfer from Birmingham ANG (owner)</i>
<i>IR-68</i>	<i>Controlled and scheduled by 50th FTS (Columbus AFB)</i>
<i>IR-70</i>	<i>Controlled and scheduled by 50th FTS (Columbus AFB)</i>
<i>IR-91</i>	<i>Controlled and scheduled by 50th FTS (Columbus AFB)</i>
<i>SR-137</i>	<i>Controlled and scheduled by 37th FTS (Columbus AFB)</i>
<i>VR-1014</i>	<i>Controlled and scheduled by 37th FTS (Columbus AFB)</i>
<i>VR-1031</i>	<i>Scheduled by arrangement with Meridian NAS (owner)</i>
<i>VR-1050</i>	<i>Awaiting final transfer from Birmingham ANG (owner)</i>
<i>VR-1051</i>	<i>Awaiting final transfer from Birmingham ANG (owner)</i>
<i>VR-1072</i>	<i>Controlled and scheduled by 14 OSS/DOOR (Columbus AFB - Wing Airspace office)</i>

*Columbus AFB Auxiliary
Airfield*

*Owned and operated by 14 FTW, Columbus AFB. Used daily by
T-37 aircraft for VFR operations.*

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

W. T. Poole Date 10 AUG 1984
WILLIAM T. POOLE, CAPT, 14 OSS/DO, 742-7596

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

Carl L. Claus Date 11 AUG 94
Signature
CARL L. CLAUS, CAPT, AETC/XOSA, 487-6162
Typed Name, Rank, Office Symbol, DSN Number



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE



10 OCT 1994

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

FROM: HQ USAF/RT

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

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


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

Attachments:

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

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

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

SOURCE: Real Property Records dated 28 Feb 94
AFR 86-2 dated Mar 73; Local Base Comprehensive Plan dated July 1971
Mr. Brannon, HQ AETC/LGXP, 487-3428

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

CONCLUSION:

Aircraft Type	Total Parking Area	Square Yards Required/Aircraft	Total Number of Aircraft
T-37	262,300 SY	800	327
T-38	262,300 SY	700	374
T-1	262,300 SY	1,500	174

NOTES:

$(262,300 \times .80) = 209,840$ / Ramps

1. The total apron space is 262,300 SY. Total usable parking area under current operations is 219,800 SY.

a. Total unusable parking area under current operations is 42,500 SY due to aircraft taxiways, vehicle roadways adjacent to ramp, on-ramp hangars, flight shacks, support equipment parking, hangar enter/exit ramp area and aircraft wash racks.

b. Total usable parking area under current operations = 262,300 - 42,500 = 219,800 SY

APPLIED factor of .8 to unusable ramp space

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

Thad L. Brannon, Jr.
Signature

Date 6 Oct 94

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

ATCH 1

**MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB, MS**

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

SOURCE: Atlanta Sectional Chart, 28 Apr 94, Memphis Sectional Chart, 28 Apr 94, T-37 In-Flight Guide, 18 Jan 94, T-38 In-Flight Guide, 18 Jan 94.

METHOD: Extract data from listed sources.

CONCLUSION: The base answers were not given in worksheet form. This worksheet puts them in the proper table.

NAME	TYPE	AREA (sq NM)	ALTITUDE BLOCK (ft)	DISTANCE TO AREA (NM)
Columbus 1	MOA & ATCAA	2643	8,000 - FL230	Overhead
Columbus 2	MOA & ATCAA	647	8,000 - FL230	45
Columbus 3	MOA & ATCAA	2668	8,000 - FL230	42
Columbus 4	MOA & ATCAA	1379	10,000 - FL230	74
Meridian 1 East	MOA & ATCAA	719	8,000 - FL230	15
Meridian 1 West	MOA & ATCAA	3783	8,000 - FL230	15
Birmingham 1	MOA & ATCAA	2390	10,000 - FL230	63
Birmingham 2	MOA	2390	500 AGL - 10,000	63
Caledonia 1	ATCAA	877	FL250 - FL290	12
Caledonia 2	ATCAA	804	FL250 - FL290	12
Greenwood	ATCAA	831	FL250 - FL290	45
Memphis	ATCAA	857	FL250 - FL290	75
Oxford	ATCAA	809	FL250 - FL290	45
A-440	AA	177	SFC - 6,500	Overhead

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

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

Carl L. Claus Date: 7 Oct 94

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



DEPARTMENT OF THE AIR FORCE
WASHINGTON DC



AUG 02 1994

OFFICE OF THE ASSISTANT SECRETARY

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

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

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

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

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



DEPARTMENT OF THE AIR FORCE
WASHINGTON DC



4 OCT 1994

OFFICE OF THE ASSISTANT SECRETARY

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

FROM: SAF/MII

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

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

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

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

Attachments:

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

**MILITARY VALUE ANALYSIS
MAJCOM WORKSHEET
COLUMBUS AFB, MS**

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

SOURCE See installation worksheet.

METHOD: For category codes in this section, most bases will need to conduct an in-house survey to accurately capture the condition because real property records lump all pavements and utility distribution systems under one facility number. Ensure data reflects the condition of the system after completion of all funded O&M and MILCON projects (FY-95 and earlier MILCON, and all funded or authorized O&M projects).

This worksheet corrects the method, and simplifies the base's installation worksheet, removing misleading or unnecessary notes in order to avoid confusion. The conclusion is the same as latest information supplied by the base, which is dated 5 Oct 94. This worksheet replaces data in the installation worksheet dated 27 Sep 94.

CONCLUSION: COLUMBUS AFB (MAIN BASE)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard /Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways(Do not include shoulders or overruns)	SY	655,834	100	0	0
112	Airfield Pavements-Taxiways (Do not include Shoulders)	SY	351,577	100	0	0
113	Airfield Pavements-Aprons (Do not include Shoulders)	SY	262,300	100	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0

MILITARY VALUE ANALYSIS
 MAJCOM WORKSHEET
 COLUMBUS AFB, MS
 (CONTINUATION SHEET)

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

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard Semi-Permanent	Inadequate/ Temporary
812	Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	465,843	100	0	0
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Indust Waste-Collection (Mains) (Do not include 832-267)	LF	256,255	70	30	0
842	Water - Distr Sys-Potable (Do not include 842-246, and 842-249)	LF	243,956	100	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	725,720	99	1	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	240,305	87.15	12.85	0

MILITARY VALUE ANALYSIS
 MAJCOM WORKSHEET
 COLUMBUS AFB, MS
 (CONTINUATION SHEET)

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

OAF ALPHA (COLUMBUS AFB AUX FIELD)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard /Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	105,000	100	0	0
112	Airfield Pavements-Taxiways (Do not include Shoulders)	SY	65,661	100	0	0
113	Airfield Pavements-Aprons (Do not include Shoulders)	SY	2,889	100	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	6,950	100	0	0

**MILITARY VALUE ANALYSIS
MAJCOM WORKSHEET
COLUMBUS AFB, MS
(CONTINUATION SHEET)**

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

OAF ALPHA (COLUMBUS AFB AUX FIELD)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Indust Waste-Collection (Mains) (DO not include 832-267)	LF	0	0	0	0
842	Water - Distr Sys-Potable (Do not include 842-246, and 842-249)	LF	0	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851	Roads (Do not include 851-142 and 851-143)	SY	14,309	0	100	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	705	100	0	0

MILITARY VALUE ANALYSIS
MAJCOM WORKSHEET
COLUMBUS AFB, MS
(CONTINUATION SHEET)

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

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

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

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

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

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

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

Robert J. Frank

Date 5 Oct 94

Signature

ROBERT FRANK, GM-13 HQ AETC/CEDE 487-2594

Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET

Columbus AFB

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

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

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

CONCLUSION:

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard /Semi- Permanent	Inadequate/ Temporary
131	Communications Buildings	SF	10,165	1,973	0
133	N/A to AETC bases	SF	0	0	0
141 (less 141-753)	Operations Buildings	SF	16,201	17,375	635
211	Maintenance - Aircraft	SF	151,016	94,071	17,118
217	Maint - Electronics and Communications Equip	SF	86	3,717	0
218	Maint Shops	SF	17,552	0	2,749
219	Maint - Installation Repair and Operations	SF	41,235	0	0
610	Administrative Buildings	SF	123,383	25,099	31,195

14 CES HEADQUARTERS @ 0027005
MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET

COLUMBUS AFB MS

PURPOSE:

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

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

Vicky H. Wilson
Signature

Date 27 Sep 94

VICKY H. WILSON, GS-09, 14 CES/CER, DSN 742-7968

Typed Name, Rank, Office Symbol, DSN Number

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

Susan L. Huggins
Signature

Date 28 Sep 94

SUSAN L. HUGGINS, GS-12, AETC/CEPE, DSN 487-2994

Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET

Columbus AFB

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

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

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

CONCLUSION:

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
141-753	Squadron Operation Fac	SF	0	0	0
171-152	Lecture Hall	SF	0	0	0
171-211	Flying Training Buildings	SF	84,459	0	0
171-212	Flight Simulator Building	SF	69,154	0	0
171-213	Flying Training Buildings (UPT/UNT)	SF	828	0	0
171-214	Physiological Training Bldg	SF	0	11,931	0
740-873	Theater	SF	0	9,881	0

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

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

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

Vicky W. Wilson Date 27 Sep 94
 Signature
 WICKY W. WILSON, GS-09, 14 CES/CER, DSN 742-7968
 Typed Name, Rank, Office Symbol, DSN Number

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

Susan L. Huggins Date 28 Sep 94
 Signature
 SUSAN L. HUGGINS, GS-12 AETC/CEPE, DSN 487-2994
 Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB, MS

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

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

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

CONCLUSION:

	Number of Adequate Quarters	Number of Substandard Quarters	Total Number of Quarters
BOQs	246	0	246
VOQs	18	0	18
BEQs	616	0	616
VAQs	74	0	74

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

Robert W. Spell Date 28 Sep 94
Robert W. Spell, GS-11, 14 CES/CEH, DSN 742-7280

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

T. Shook Date 28 Sep 94 A. Ennis Date 28 Sep 94
T. Shook, GM-13, AETC/SVXM, 487-5110 A. Ennis, GS-12, AETC/CEPH, 487-3133

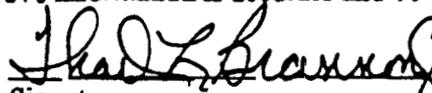
MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

PURPOSE: To document the answer to Facilities question number (E.7dc).
SOURCE: Lt Col Daniel L. Falvey, Deputy Commander, 14th Support Group,
DSN 742-7092
METHOD: *Professional judgment/knowledge.*
CONCLUSION: YES.

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

 Date 26 Sep 94
DANIEL L. FALVEY, LT COL, USAF, 14
SUG/CD, DSN 742-7092

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

 Date 28 SEP 94
Signature
THAD L. BRANNON, JR., GM-14 487-3428
Typed Name, Rank, Office Symbol, DSN Number
HQ AETC/LGXP, DSN 487-3428

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

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

SOURCE: Lt Col Daniel L. Falvey, Deputy Commander, 14th Support Group,
DSN 742-7092

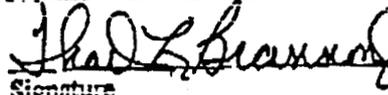
METHOD: Professional judgment/knowledge.

CONCLUSION: YES.

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

 Date 26 Sep 94
DANIEL L. FALVEY, LT COL, USAF, 14
SUG/CD, DSN 742-7092

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

 Date 28 SEP 94
Signature
THAD L. BRANNON, JR., GM-14 487-3428
Typed Name, Rank, Office Symbol, DSN Number
HQ AETC/LGXP, DSN 487-3428

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB, MS

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

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

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

CONCLUSION:

	Number of Adequate Quarters	Number of Substandard Quarters	Total Number of Quarters
BOQs	246	0	246
VOQs	18	0	18
BEQs	616	0	616
VAQs	74	0	74

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

Robert W. Spell Date 28 Sep 94
Robert W. Spell, GS-11, 14 CES/CEH, DSN 742-7280

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

I. Shook Date 28 Sep 94 A. Ennis Date 28 Sep 94
I. Shook, GM-13, AETC/SVXM, 487-5110 A. Ennis, GS-12, AETC/CEPH, 487-3133

08/27/84 13:50

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**MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS**

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

SOURCE Real Property Records (for Current Quantity) A, D, and E Records, dated 21 Apr 94
In-house survey, Engineering Criteria, Base Comprehensive Plan, dated 14 Jan 94

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

CONCLUSION: *Columbus Air Force Base (Main Base)*

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard /Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement- Runways (Do not include shoulders or overruns)	SY	655,834	100	0	0
112	Airfield Pavements- Taxiways (Do not include Shoulders)	SY	351,577	100	0	0
113	Airfield Pavements- Aprons (Do not include Shoulders)	SY	262,300	100	0	0
115-562	Dangerous Cargo Pad	SY	0	0	0	0

812	Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines) (Do not include 812-921, 812-926 and 812-928	LF	465,843	100	0	0
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Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/Permanent	Substandard Semi-Permanent	Inadequate/Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832*	Sewage and Indust Waste-Collection (Mains) (Do not include 832-267)	LF	256,255	100	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	243,956	100	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851**	Roads (Do not include 851-142 and 851-143)	SY	725,720	100	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	240,035	87.15	12.85	0

*Columbus AFB: *Engineering Flight Chief has estimated that cat code 832 is not 100% condition code 1, but 70% condition code 1 and 30% condition code 2. This estimate is based on infiltration amounts into the sanitary sewage system. An AETC Sanitary Survey is underway at Columbus AFB and when this survey is completed a better estimate can be determined.*

***Engineering Flight Chief has determined that cat code 851 is not 100% condition code 1, but 99% condition code 1 and 1% condition 2.*

Columbus Air Force Base Auxiliary Field

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/Permanent	Substandard/Semi-Permanent	Inadequate/Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	105,000	100	0	0
112	Airfield Pavements-Taxiways (Do not include Shoulders)	SY	65,661	100	0	0
113	Airfield Pavements-Aprons (Do not include Shoulders)	SY	2,889	100	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812***	Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	215	100	0	0

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/Permanent	Substandard Semi-Permanent	Inadequate/Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Indust Waste-Collection (Mains) (Do not include 832-267)	LF	0	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	0	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851***	Roads (Do not include 851-142 and 851-143)	SY	14,309	0	100	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	705	100	0	0

***Engineering Flight Chief has determined that cat code 812 current quantity is not 215 LF, but 6,950 LF.

All back up data for the above table is located in the Real Property Office and the Engineering Flight Office in the Civil Engineering building 385.

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

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

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

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

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

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

Donald E. Young Date 27 Sep 94
Signature
Donald E. Young, GS-13, 14 CES/CEC, 742-7946
Typed Name, Rank, Office Symbol, DSN Number

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

Robert J. Frank Date 27 Sept 94
Signature
ROBERT FRANK, GM-13, HQ BEC/CEOE, DSN 487-2574
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET

Columbus AFB

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

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

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

CONCLUSION:

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard /Semi- Permanent	Inadequate/ Temporary
131	Communications Buildings	SF	10,165	1,973	0
133	N/A to AETC bases	SF	0	0	0
141 (less 141-753)	Operations Buildings	SF	16,201	17,375	635
211	Maintenance - Aircraft	SF	151,016	94,071	17,118
217	Maint - Electronics and Communications Equip	SF	86	3,717	0
218	Maint Shops	SF	17,552	0	2,749
219	Maint - Installation Repair and Operations	SF	41,235	0	0
610	Administrative Buildings	SF	123,393	25,099	31,195

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET

COLUMBUS AFB MS

PURPOSE:

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

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

Vicky W. Wilson Date 27 Sep 94
Signature
VICKY W. WILSON, GS-09, 14 CES/CER, DSN 742-7968
Typed Name, Rank, Office Symbol, DSN Number

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

Susan L. Huggins Date 28 Sep 94
Signature
SUSAN L. HUGGINS, GS-12, AETC/CEPE, DSN 487-2994
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
 MAJCOM/INSTALLATION WORKSHEET

Callumbeur AFB

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

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

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

CONCLUSION:

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
141-753	Squadron Operation Fac	SF	0	0	0
171-152	Lecture Hall	SF	0	0	0
171-211	Flying Training Buildings	SF	84,459	0	0
171-212	Flight Simulator Building	SF	69,154	0	0
171-213	Flying Training Buildings (UPT/UNT)	SF	828	0	0
171-214	Physiological Training Bldg	SF	0	11,931	0
740-873	Theater	SF	0	9,881	0

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

PURPOSE:

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

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

Vicky W. Wilson Date 27 Sep 94
 Signature

VICKY W. WILSON, GS-09, 14 CES/CER, DSN 742-7968
 Typed Name, Rank, Office Symbol, DSN Number

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

Susan L. Huggins Date 28 Sep 94
 Signature

SUSAN L. HUGGINS, GS-12, AETC/CEPE, DSN 487-2994
 Typed Name, Rank, Office Symbol, DSN Number



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

29 August 1994

MEMORANDUM FOR XOOD

FROM: AF/XOOT

SUBJECT: Validation/Certification of Joint Cross Service Questionnaire Data

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

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


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

Attachments:

1. FY 01 Undergraduate Pilot/Navigator Production Requirements

FY 01 Undergraduate Pilot/Navigator Production Requirements

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

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

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



DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

31 AUG 1994

MEMORANDUM FOR HQ USAF/RTR

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

SUBJECT: Supplemental Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 25 Aug 94 Supplemental Joint Data Call from the Joint Cross-Service Group for UPT.
2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

A handwritten signature in black ink, appearing to read "P. H. Fox", written over a circular stamp or mark.

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

Attachment:
Installation Worksheets

FOR OFFICIAL USE ONLY

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

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

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

METHOD: Professional judgment/knowledge.

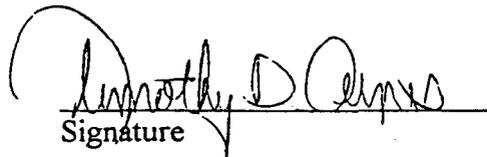
CONCLUSION: Columbus AFB does not conduct SUPT or SUNT; therefore, this question does not apply.

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

Signature Date _____

Typed Name, Rank, Office Symbol, DSN Number

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


Signature Date 30 Aug 94

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

FOR OFFICIAL USE ONLY

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

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

SOURCE: AETC Reg 60-5, Attachment 7, dated 1 July 1993.
BRAC Binder #7.

METHOD: Extract data from above sources.

CONCLUSION: Training Area Size Criteria:

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

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

Instrument Area (Note 2) - 200 square miles x 1,500 feet
Formation (Note 3) - 200 square miles x 3,000 feet

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

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

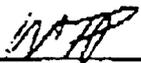
Formation Area (Note 3) - Below FL240 - 400 square miles x 4,000 feet
Above FL240 - 800 square miles x 4,000 feet

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

NOTES:

1. A vertical buffer of 1,000 feet (or assigned by the controlling agency) must be established between high areas located over low areas.
2. Unusual attitudes, steep turns, and confidence maneuvers may be performed in a contact area.
3. Trail and formation wing work may be performed in a contact area.

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


Date 29 AUG 1994
WILLIAM T. POOLE, CAPT, 14 OSS/DO, 742-7596

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


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

MILITARY VALUE ANALYSIS
 INSTALLATION WORKSHEET
 Columbus AFB, ~~TX~~ ^{MS}

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

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

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

CONCLUSION:

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters designated for students
	862		656			656	
BOQ's	246	84	162			162	120
BEQ's	616 570	122	494	100		494	0

Explanation of diverted spaces:

BOQs: 180 BOQs + 66 houses = 246 - ~~60~~ BOQs (renovation) - 20 houses still occupied by families - 4 for misc maint/contract cleaning. = 246 - 20 = 226

BEQs: 600 BEQ spaces + 16 houses = 616 - 72 for UNCOQ (E4 Career & above) - 24 for ALS (perm hold) - 26 for misc maint/downtime.

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

Robert W Spell Date 30 Aug 94
 Signature

ROBERT W. SPELL, GS-11, 14 CES/CEH, DSN 742-7280
 Typed Name, Rank, Office Symbol, DSN Number

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

W/B Hogan Date 31 Aug 94
 W/B Hogan, GS-12, HQ AETC/CEPH, DSN 487-3113

700-70

Columbus

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

Laughlin

+225
225
298

225
298

100%

162
234

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

Randolph

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

Reese

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

Sheppard

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

Vance

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

* 20 spaces are being converted from BOQ to VOQ

CLOSE HOLD

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

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

COLUMBUS AFB MS

~~6 June 1994~~

25 JULY 1994

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

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

CLOSE HOLD

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PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

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

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

A. Training Other Than Undergraduate Pilot and NFO/Navigator Training

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

Ground Unit/MTOE	Training Function
None	

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

Operational Unit/TDA	Training Function
None	

3. List all requirements the installation or its tenants have to support training of other service components (e.g., ground force training, battle group exercise, etc.)

Forces	Location / Distance	Type of Support	Frequency
None			

B. Operational Squadron Support

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

Squadron Name	Aircraft Type(s)	Mission
		HQ USAF will Answer

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

Service / Agency / Custodian	Aircraft Type(s)	Mission
		HQ USAF will Answer

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

FY	Main Airfield		Auxiliary Field		Auxiliary Field		Auxiliary Field	
	No. Ops	No. ¹ Days	No. Ops	No. Days	No. Ops	No. Days	No. Ops	No. Days
1991	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1992	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1993	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1994	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

¹Include only days when the installation operates at normal training levels (Do not include weekends and holidays if the training rate is at minimal levels).

COLUMBUS
Mission Requirements

CLOSE HOLD

NOTE: All aircraft assigned to Columbus AFB, are military training aircraft.

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

Type of Unit	Number of Units	Mission	Equipment Items
N/A	N/A	N/A	N/A

C. Managed Training Areas

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

Managed Training Assets	Management Role
R-4404 Complex	Scheduled by arrangement with Meridian NAS (owner)
Columbus 1 MOA	Controlled and scheduled by 37th FTS (Columbus AFB)
Columbus 2 MOA	Controlled and scheduled by 50th FTS (Columbus AFB)
Columbus 3 MOA	Controlled and scheduled by 50th FTS (Columbus AFB)
Columbus 4 MOA	Controlled and scheduled by 50th FTS (Columbus AFB)
Meridian 1 East MOA	Scheduled by 37th FTS (LOA with Meridian NAS - owner)
IR-66	Awaiting final transfer from Birmingham ANG (owner)
IR-67	Awaiting final transfer from Birmingham ANG (owner)
IR-68	Controlled and scheduled by 50th FTS (Columbus AFB)
IR-70	Controlled and scheduled by 50th FTS (Columbus AFB)
IR-91	Controlled and scheduled by 50th FTS (Columbus AFB)
SR-137	Controlled and scheduled by 37th FTS (Columbus AFB)
VR-1014	Controlled and scheduled by 37th FTS (Columbus AFB)
VR-1031	Scheduled by arrangement with Meridian NAS (owner)
VR-1050	Awaiting final transfer from Birmingham ANG (owner)

VR-1051	Awaiting final transfer from Birmingham ANG (owner)
VR-1072	Controlled and scheduled by 14 OSS/DOOR (Columbus AFB - Wing Airspace office)

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

Asset	Installation	Reason for Consideration
All Columbus Airspace	NAS Meridian	Proximity to Columbus AFB

D. General Military Support

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

ANSWER: No.

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

Aircraft Type	Number of Aircraft	# Sorties Flown in FY 1993
N/A		

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

Equipment/Facility	Function
N/A	

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

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

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

ANSWER: Yes. Provides air traffic control services to civilian satellite airports and anti-drug surveillance.

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

ANSWER: CAFB is notionally tasked; therefore, our assets join units from other bases to form a complete mobility team. Our people support various missions from service and supply to runway repair.

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

ANSWER: None.

6. Are any new military missions planned for this installation?

ANSWER: No.

E. Other Support

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

ANSWER: Columbus AFB is tasked to respond to off-base emergencies or disasters involving military, DoD or DOE materials. This tasking is supported by mutual aid agreements with the local fire departments, police departments, and hospitals.

IAW AFR 355-1 as supplemented, Columbus AFB is also notionally tasked to provide disaster assistance to civil authorities in the local geographic region when a non-military emergency or disaster occurs and control is beyond civilian capabilities. Air Force resources will not be committed unless authorized by the President, DoD, or the Presidential Federal Coordinating Officer.

Columbus AFB may be tasked to provide available military resources for search and rescue operations in the vicinity of the base. AETC resources will not be committed for other than local wing aircraft in local flying areas without the approval of 19AF/DOF.

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

ANSWER: Yes - through the 14th OSS/DOW Weather Flight, and 14th OSS/DOBF Radar Approach Control Facility. The weather shop is operationally equipped with a NEXRAD Doppler Radar System. The NEXRAD system provides meteorological support to the Tupelo and Memphis National Weather Service Forecasting Centers, as well as being part of the NEXRAD National Weather System. The NEXRAD antennae is used by the National Weather Service Forecasting Center for the Memphis regional district. The

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antennae is also part of the NEXRAD National Weather System, providing advanced severe weather recognition and severe weather watch/warning forecast capabilities. The weather shop has a cooperative agreement with the Tupelo National Weather Service for severe weather identification and notification. The weather shop provides weather warnings to the Tupelo Army Guard Aviation Support Facility and the Jackson Army Guard Aviation Support Facility. Also, 175-1 remote weather briefings are given upon request, along with seasonal weather briefings. The weather shop also provides support to the Columbus superintendent of schools, providing weather forecasting and conditions used by the superintendent to make school closure decisions. The Radar Approach Control (RAPCON) provides local weather information to all military and civilian pilots within its area of jurisdiction. This service includes collecting and disseminating Pilot Reports (PIREPS), weather warnings, weather advisories, and issuing NOTAMS when required. Additionally the AN/GPN-20 Surveillance Radar provides limited weather reporting detection capability for the more severe weather cells/formations.

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

ANSWER: No.

F. Weather

1. What percentage of the time (on average, by month), does the local weather affect training operations and restrict airfield sortie rates. Use the following chart and add any further descriptions on how weather generally impacts airfield and training operations (recurring wind or fog conditions, etc.).

Airfield:

Month	% of Hours ² VMC	% of Hours IMC	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	% of All Sorties Rescheduled/Canceled Due to Weather
Jan.	78	22	4.5	31.9
Feb.	87	13	3.3	24.9
Mar.	90	10	1.8	25.3
Apr.	95	5	1.0	19.0
May	93	7	0.7	23.7
June	96	4	0.7	24.0
July	96	4	1.2	23.3
Aug.	92	8	1.5	19.5
Sept.	89	11	1.5	19.5
Oct.	89	11	2.7	14.3
Nov.	84	16	2.4	17.7
Dec.	87	13	4.1	31.8

22.9%

²Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

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

ANSWER:	<u>Aircraft</u>	<u>Loss due to Wx</u>
T-37		26.0%
T-38		25.0%
AT-38		Not enough data

Handwritten notes:
25.5%
AVG 25.5%

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

ANSWER: No. Weather conditions do not pose a problem.
ANSWER: No. Alternate areas are not used.
ANSWER: No. Relocation is never required due to weather.

A. Air Space and Flight Training Areas

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

ANSWER: No.

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

ANSWER: Yes.

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

ANSWER: Addition of the AT-38 mission in preparation for SUPT has resulted in one of five MOAs (Columbus 3 MOA) being specifically scheduled three periods per day to allow MARSAs operations. This MOA had been extensively used by T-38 operations due to its proximity to Columbus AFB. While there is sufficient airspace available to still accomplish both T-38 and AT-38 operations, T-38s currently have to utilize the more distant MOAs during AT-38 MARSAs operations. Transition to SUPT and the T-1A in FY 96 will result in a reduction in T-38 operations, which in turn will alleviate the current requirement to utilize the more distant Columbus 2 and 4 MOAs during AT-38 MARSAs operations.

The AT-38s (49th FTS) currently utilize Restricted Area R-4404, which is owned by Meridian NAS-McCain Field. While the 49th FTS does have to request range times from Meridian NAS, it has not had any problems in securing range times to date.

ANSWER: N/A.

3. Do you expect more restrictions/limitations to be imposed on the MOAs/bombing ranges/other training areas used by your unit? (Yes or No)

ANSWER: No.

a. If yes, state all reasons.

ANSWER: N/A.

4. Are there any significant changes/restrictions/limitations being worked that will affect the scheduling of low level routes used by your unit? (Yes or No)

ANSWER: Yes.

a. If yes, list all changes.

ANSWER: The addition of 4 low level routes recently acquired from the Birmingham ANG. Effective 01 April 1994, Columbus was supposed to have acquired 2 VR Routes (VR-1050 and 1051) and 2 IR Routes (IR- and 67). While we have received the low level route files, 813's and EIAP's, the routes were not officially

listed in the 28 Apr 94 FLIP AP/1B as belonging to Columbus. The addition of the four low level routes will significantly increase the low altitude training airspace managed by Columbus. This will not only provide the additional routes required for T-1A operations (beginning in FY 96), but will also allow for an increase in navigation out-and-back training sorties. The two of the four routes have alternate entry/exit points near Campbell AAF, which will allow for low level training during out-and-back missions.

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

ANSWER: Columbus AFB owns and manages the following:

Columbus 1 MOA
Columbus 2 MOA
Columbus 3 MOA
Columbus 4 MOA
IR-68
IR-70
IR-91
SR-137
VR-1014
VR-1072

ANSWER: Columbus AFB does not own, but does schedule and manage Meridian 1 east MOA

ANSWER: 14 OSS/DOBF Radar Approach Control Facility currently manages the following, by providing direct radar control of all Class "C" airspace within 10 NM of Columbus AFB (to 23,000' MSL), Alert Area 440, Columbus Military Operating Areas 1 through 4 and Meridian 1 East, as well as low altitude navigation training areas IR-91, SR-137, and VR-1014.

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

ANSWER: Not applicable.

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

a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? (Yes or No)

ANSWER: No, an EA/EIS has not been conducted on all airspace.

- What is the status of each environmental analysis and supplement?

ANSWER: EA for IR-70 was submitted on 30 Mar 94.

- Were there any problems associated with the analysis?

ANSWER: No problems were encountered.

- Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports.

ANSWER: The DOPAA defines operations, it was used in the latest environmental analysis, and no reports are lacking.

- b. Are there known noise sensitive areas (NSAs) associated with each piece of airspace? (Yes/No)

ANSWER: Yes, there are noise sensitive areas (NSAS) associated with our airspace.

- List those documented in Flight Information Publication (FLIP) and those you have concerns about.

ANSWER:	<u>Airspace</u>	<u>NSA's</u>
	Columbus 1 MOA	None known.
	Columbus 2 MOA	None known.
	Columbus 3 MOA	None known.
	Columbus 4 MOA	None known.
	Meridian 1 East MOA	None known.
	IR-66 Mantachie, MS.	(34° 19' 30" N / 088° 29' 30" W).
	IR-67	None known.
	IR-68	None known.
	IR-70	None known.
	IR-91 Holcomb, MS.	(33° 46' 00" N / 089° 58' 00" W).
	SR-137 Durant, MS.	(33° 04' 30" N / 089° 51' 15" W).
	" Winona, MS.	(33° 29' 00" N / 089° 44' 00" W).
	" Eupora, MS.	(33° 32' 20" N / 089° 16' 20" W).
	" Camp Lake Forest	(33° 07' 35" N / 088° 47' 00" W).
	VR-1014	None known.
	VR-1050 Mantachie, MS.	(34° 19' 30" N / 088° 29' 30" W).
	VR-1051	None known.
	VR-1072	None known.

- Do any of these NSAs affect or threaten the quality of training or mission?

ANSWER: No, these NSA's do not effect or threaten our training.

- c. Are there any known civilian/commercial encroachments with each piece of airspace? (Yes/No)

ANSWER: No, there are no known encroachments.

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

ANSWER: None, for ground or airspace encroachment.

- d. Are there any planned expansions to your special use airspace? Yes/No (Include new airspace proposals)

ANSWER: Yes - Realignment of T-38 airspace sectors within the Columbus 1 MOA to allow implementation of a new HI-ILS approach. Work has begun on two AR tracks for the upcoming T-1A training mission.

- Explain proposal and give status (to include community reactions)

ANSWER: Currently, only one High Altitude penetration is available (to the northeast), and there are no current AR tracks.

- What was the primary rationale supporting expansion?

ANSWER: To provide a High Altitude penetration from the northwest, reducing required recovery time and fuel for aircraft recovering from the Columbus 3 MOA. When we receive the T-1A we will need AR tracks to complete our mission.

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

ANSWER: All MOAs are subsonic.

- f. What is the published availability of each airspace?

ANSWER: Columbus 1, 2, 3, & 4 MOAs sunrise to sunset weekdays, other times by NOTAM.

- How many hours (average per year for 1990 through 1993) was the airspace scheduled?

ANSWER:	<u>Airspace</u>	<u>Scheduled</u>
	Columbus 1	3,132.0
	Columbus 2	3,132.0
	Columbus 3	3,132.0
	Columbus 4	3,132.0
	MEI 1 EAST	3,132.0
	IR-91	299.6
	VR-1014	48.9
	SR-137	220.6
	IR-68 &70	0.0

Note: IR-66 & 67 and VR-1050 & 1051 gained 01 Apr 94. No Data available.

- How many hours were actually used (average per year for 1990 through 1993, total of all users)?

ANSWER:

<u>Airspace</u>	<u>Used</u>
Columbus 1	2,832.0
Columbus 2	701.0
Columbus 3	1,692.0
Columbus 4	317.0
MEI 1 EAST	2,740.9
IR-91	289.3
VR-1014	48.9
SR-137	220.6
IR-68 &70	0.0

See note in previous answer.

- State reasons for difference between scheduled and actually used.

ANSWER: Non-use was always for weather or Wing self-imposed due to aircraft flying hours availability.

- g. Is it possible to increase utilization of the airspace? (Yes or No)

ANSWER: Yes.

- h. Can it be expanded in volume and/or hours of use? (Yes or No)

ANSWER: Yes, utilization could be increased by increasing hours of use.

- i. Describe the volume or area of the airspace.

ANSWER:

<u>MOA</u>	<u>Total Square Mileage</u>
Columbus 1	2,642.6
Columbus 2	647.3
Columbus 3	2,667.6
Columbus 4	1,378.9

- j. What percentage of the airspace is usable?

ANSWER: 100 %.

8. Potential For Growth in Training Airspace (Area)

- a. Is expansion possible? (Yes or No)

ANSWER: Yes. The number of MTRs could be expanded; however, expansion of MOAs are not possible.

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

ANSWER: MTRs could be expanded by approximately 100%.

b. Will current access remain the same (status quo)? (Yes or No)

ANSWER: Yes.

c. Are reductions expected? (Yes or No)

ANSWER: No.

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

ANSWER: Not applicable.

d. Do current special use airspace and training areas meet all training requirements? (Yes or No)

ANSWER: Yes, MOA's and MTR's meet training requirements.

- Can some of your training requirements only be met by deployed, off-station training? (Yes or No)

ANSWER: No, deployment for training is not necessary.

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

ANSWER: Not applicable, because degradation is not experienced.

9. Commercial Aviation Impact

a. Is the installation joint-use (CIVILIAN/MILITARY)? YES/NO.

ANSWER: No.

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

ANSWER:

Golden Triangle (GTR)
Stinson (3A8)
McCharan (M83)

Lowndes County (UBS)
George M. Bryan (STF)
Okolona (5A4)

Monroe County (M40)
Oktibbeha (M51)
Houston (M44)

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NAME	DIMENSIONS	AREA	ALT	CUBIC NM	DISTANCE	CNM X DIST	BASE ALT
A-440		177	6500	189	1	189	
CBM1		2643	15000	6521	1	6521	
CBM2		647	15000	1596	45	71830	
CBM3		2668	15000	6582	42	276454	
CBM4		1379	13000	2949	74	218190	
ME11 W		3750	15000	9252	15	138775	
ME11 E		720	15000	1776	15	26645	
BHM1		2390	13000	5110	63	321942	
BHM2		2390	9500	3734	63	235266	
PINEHILL		2185	13000	4672	82	383094	
CALEDONIA1		877	4000	577	12	6924	
CALEDONIA2		804	4000	529	12	6347	
GREENWOOD		831	4000	547	45	24602	
MEMPHIS		857	4000	564	75	42286	
OXFORD		809	4000	532	45	23951	
R4404		78.5	11500	148	37	5494	

ALERT x .8:	151	ALERT:	189	ALERT DIST:	1.0
ALERT TOT:	189	WA:	0	WA DIST:	ERR
WA TOTAL:	0	MOA :	1782826	MOA DIST:	39.7
MOA TOTAL:	44941	RES:	5494	RES DIST:	37.0
RES TOTAL:	148	TOTAL:	1788509	ALL DIST:	39.5
TOTAL:	45278				

ALWA/MOA 45130
AL/MOA 45130

1783015	MARITIME & AIRLIFT	39.5
1783015	PRIMARY DIST	39.5
1788320	STRIKE & B/F DIST	39.7

STRIKE & B/F	WA/MOA/RES:	45089
E2/C2 & AIRLIFT & WSO	AL.8/WA/MOA	45092
PRIMARY & NFO & SCRN	AL.8/MOA	45092

Macon(M20)	Richard Arthur (M95)	Lamar (M55)
George Downer (AIV)	Reform (3M8)	Marion County (HAB)
Ackerman (9M4)	Brooksville	Louisville (LMS)
Itawamba (11M)	Tupelo (TUP)	Tuscaloosa (TCL)
Akerman Choctaw Co.	Hopper	Manatachie
Tupelo Industrial	Henly	Ball
Lamb	Plantersville	Louisville Winston Co.
Fulton-Itawamba	Tupelo-Lemons	Lake Tuscaloosa
Columbus AFB AUX	North Pickens	Wade
Rainbow	Calhoun	Pontotoc
Rye	Fayette	

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

- Describe the impact.

ANSWER: No.

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

See change in front of capacity analyses (1 Oct)

airspace Designator:

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

ANSWER: MOAs - Columbus 1, 2, 3, 4, Meridian 1 West, Meridian 1 East, Birmingham 1 & 2
Restricted Areas - R4404 A, B, C.

MTR's - IR-66, IR-67, IR-68, IR-70, IR-91, VR-1014, VR-1031, VR-1050, VR-1051, VR-1072, SR-137

b. Dimensions (nmi. x nmi. x ft)

ANSWER:	<u>Airspace</u>	<u>Dimensions</u>	
	CBM 1	80 x 40 x 14,000	2.3 = 7360 x 10 = 73600
	CBM 2	25 x 25 x 14,000	2.3 = 14375 x 57 = 819375
	CBM 3	42 x 60 x 14,000	2.3 = 5796 x 59 = 341964
	CBM 4	48 x 30 x 12,000	2.0 (1.97) 2880 x 90 = 259200
	MEI 1 West	64 x 78 x 14,000	2.3 = 11481.6 x 55 = 631488
	MEI 1 East	27 x 30 x 14,000	2.3 = 1863 x 29 = 54027
	BHM 1	35 x 35 x 21,500	3.5 = 4287.5 x 78 = 334425
	BHM 2	35 x 35 x 21,500	3.5 = 4287.5 x 78 = 334425
	R4404 A	1.5 x 3 x 11,500	1.9 = 8.5 x 38 = 323

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R4404 B	5 nmi. radius x 10,300
R4404 C	5 nmi. radius x 3,000
IR-66	10 x 285 x 2,500
IR-67	10 x 322 x 2,500
IR-68	10 x 150 x 2,500
IR-70	10 x 255 x 3,500
IR-91	6 x 158 x 3,500
VR-1014	6 x 180 x 1,000
VR-1031	110 x 242 x 2,500
VR-1050	10 x 352 x 1,000
VR-1051	10 x 270 x 1,000
VR-1072	10 x 330 x 1,000
SR-137	6 x 150 x 1,000

18.5×1.7
 $133.1 \times 37 = 492.1$
 $39.3 \times 37 = 1454.1$
 52511.4
 2850773.2
 $\frac{2850773.2}{52511.4} = 54.3$

c. Distance from main airfield

ANSWER:	<u>Airspace</u>	<u>Distance (nm)</u>
	CBM 1	10
	CBM 2	57
	CBM 3	59
	CBM 4	90
	MEI 1 West	55
	MEI 1 East	29
	BHM 1	78
	BHM 2	78
	R4404 A	38
	R4404 B	37
	R4404 C	37
	IR-66	30
	IR-67	30
	IR-68	85
	IR-70	100
	IR-91	26
	VR-1014	19
	VR-1031	30
	VR-1050	45
	VR-1051	45
	VR-1072	115
	SR-137	30

d. Time en route from main airfield

ANSWER:	<u>Airspace</u>	<u>Time (min)</u>
	CBM 1	2
	CBM 2	11

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CBM 3	12
CBM 4	18
MEI 1 West	11
MEI 1 East	6
BHM 1	16
BHM 2	16
R4404 A	8
R4404 B	8
R4404 C	8
IR-66	6
IR-67	6
IR-68	17
IR-70	20
IR-91	5
VR-1014	4
VR-1031	6
VR-1050	9
VR-1051	9
VR-1072	23
SR-137	6

e. Controlling agency

ANSWER:

<u>Airspace</u>	<u>Controlling Agency</u>
CBM 1	CBM Approach Control
CBM 2	Memphis Center
CBM 3	Memphis Center
CBM 4	Memphis Center
MEI 1 West	Memphis Center
MEI 1 East	CBM Approach Control
BHM 1	Atlanta Center
BHM 2	Atlanta Center
R4404 A	MEI App & Memphis Center
R4404 B	MEI App & Memphis Center
R4404 C	MEI App & Memphis Center
IR-66	Memphis Center
IR-67	Memphis Center
IR-68	CBM Approach Control
IR-70	CBM Approach Control
IR-91	Memphis Center
VR-1014	BHM Approach
VR-1031	BHM FSS
VR-1050	BHM FSS
VR-1051	BHM FSS
VR-1072	CBM Approach

SR-137

CBM Approach

f. Scheduling agency

<u>ANSWER:</u>	<u>Airspace</u>	<u>Agency</u>
	CBM 1	14 FTW, CBM
	CBM 2	14 FTW, CBM
	CBM 3	14 FTW, CBM
	CBM 4	14 FTW, CBM
	MEI 1 West	Comtrawing One, NMM
	MEI 1 East	14 FTW, CBM
	BHM 1	117 TRW, BHM
	BHM 2	117 TRW, BHM
	R4404 A	Comtrawing One, NMM
	R4404 B	Comtrawing One, NMM
	R4404 C	Comtrawing One, NMM
	IR-66	117 TRW, BHM
	IR-67	117 TRW, BHM
	IR-68	14 FTW, CBM
	IR-70	14 FTW, CBM
	IR-91	14 FTW, CBM
	VR-1014	14 FTW, CBM
	VR-1031	14 FTW, CBM
	VR-1050	117 TRW, BHM
	VR-1051	117 TRW, BHM
	VR-1072	14 FTW, CBM
	SR-137	14 FTW, CBM

g. Are canned/stereo airways needed to access air space?

ANSWER: Yes.

- If so, how many?

ANSWER: Canned/stereo airways are needed to access all airspace.

- If so, what types (i.e., IFR, VFR, or altitude reservation)?

ANSWER: IFR, for all airspace.

h. Is the airspace under radar coverage?

ANSWER: Yes.

- If so who provides the coverage?

ANSWER:

<u>Airspace</u>	<u>LL Airways Bisecting</u>
CBM 1	None
CBM 2	None
CBM 3	V11
CBM 4	None
MEI 1 West	V245
MEI 1 East	None
BHM 1	None
BHM 2	None
R4404 A	None
R4404 B	None
R4404 C	None

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

ANSWER:

<u>Airspace</u>	<u>Hi Alt Airways Bisecting</u>
CBM 1	None
CBM 2	None
CBM 3	None
CBM 4	None
MEI 1 West	None
MEI 1 East	None
BHM 1	None
BHM 2	None
R4404 A	None
R4404 B	None
R4404 C	None

l. Total number of sorties/movements flown in FY 1990 through 1993

ANSWER: Data not available at CAFB.

- By your service

ANSWER: Data not available at CAFB.

- By other services (including reserves and national guard)

ANSWER: Data not available at CAFB.

m. Total number of available hours in FY 1990 through 1993

ANSWER: Data not available at CAFB.

n. Total number of scheduled hours in FY 1990 through 1993

ANSWER: Data not available at CAFB.

- By your service

ANSWER: Data not available at CAFB.

- By other services (including reserves and national guard)

ANSWER: Data not available at CAFB.

o. Total number of hours used

ANSWER: Data not available at CAFB.

- By your service

ANSWER: Data not available at CAFB.

- By other services (including reserves and national guard)

ANSWER: Data not available at CAFB.

p. Types of training permitted

ANSWER:	<u>Airspace</u>	<u>Training Permitted</u>
	CBM 1	Any
	CBM 2	Any
	CBM 3	Any
	CBM 4	Any
	MEI 1 West	Any
	MEI 1 East	Any
	BHM 1	Any
	BHM 2	Any
	R4404 A	Air to Ground practice bombing runs.
	R4404 B	Air to Ground practice bombing runs.
	R4404 C	Air to Ground practice bombing runs.

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

Range Name:

ANSWER: None.

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

ANSWER: Not applicable.

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

ANSWER: Not applicable.

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

ANSWER: Not applicable.

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

ANSWER: Not applicable.

- What is the size of the range's(s') impact area(s) (in acres)?

ANSWER: Not applicable.

- What is the size of the restricted area in which the range lies (in square miles)?

ANSWER: Not applicable.

- What is the altitude ceiling of the range's(s') restricted area(s)?

ANSWER: Not applicable.

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

ANSWER: Not applicable.

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

ANSWER: Not applicable.

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

ANSWER: Not applicable.

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

ANSWER: Not applicable.

- How many hours (average per year for 1990 through 1993) was the range(s) scheduled?

ANSWER: Not applicable.

- How many hours was the range(s) used (average per year for 1990 through 1993, total of all users)?

ANSWER: Not applicable.

- Utilization (average used/average scheduled x 100 = %)

ANSWER: Not applicable.

- Give reasons for non-use.

ANSWER: Not applicable.

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

ANSWER: Not applicable.

- What are the associated FSWD/ASWS restrictions?

ANSWER: Not applicable.

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

ANSWER: Not applicable.

- What are the associated special weapons restrictions?

ANSWER: Not applicable.

k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail.

ANSWER: Not applicable.

- What are the associated electronic warfare restrictions?

ANSWER: Not applicable.

l. Are there any noise sensitive area (NSAs) associated with the range(s)? List.

ANSWER: Not applicable.

- Do any of the NSAs affect or threaten the quality of training? (Explain)

ANSWER: Not applicable.

- m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe.

ANSWER: Not applicable.

- Do any of these encroachments affect or threaten the quality of training? (Explain)

ANSWER: Not applicable.

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

ANSWER: Not applicable.

- o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range?

ANSWER: Not applicable.

- Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? If yes, explain.

ANSWER: Not applicable.

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

ANSWER: Not applicable.

- q. Are there any planned range real property expansions? Describe.

ANSWER: Not applicable.

- What is community reaction to your proposal?

ANSWER: Not applicable.

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

Range Name:

Restricted Area R-4404 Complex.

a. Location (city/county and state and latitude and longitude)

ANSWER: Macon (Noxubee), MS, 33°03'N, R4404 A - 88°43'W to 33°05'N, 88°40'W - to 33°04'N, 88°39'W to 33°02'N, 88°41'W to beginning, R4404 B & C 5nm rad circle at 33°03'N, 88°41'W.

b. Distance from main airfield

ANSWER: 35 NM.

c. Time en route from main airfield

ANSWER: 7 minutes.

d. Controlling agency

ANSWER: Meridian Approach and Memphis ARTCC.

e. Scheduling agency

ANSWER: Comtrawing 1, NAS Meridian, MS.

f. Are canned/stereo airways needed to access air space?

ANSWER: Yes.

- If so, how many?

ANSWER: One.

- If so, what types (i.e., IFR, VFR, or altitude reservation)?

ANSWER: IFR.

g. Is the airspace under radar coverage?

ANSWER: Yes

- If so who provides the coverage?

ANSWER: Radar coverage is provided by Meridian Approach Control and Memphis ARTCC.

h. Is the airspace under communications coverage?

ANSWER: Yes.

- If so who provides the coverage?

ANSWER: Communication coverage is provided by Meridian Approach Control and Memphis ARTCC.

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

ANSWER: None.

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

ANSWER: None.

- k. Total number of sorties flown in FY 1990 through 1993

ANSWER: Data not available at Columbus AFB.

- By your service

ANSWER: Not available.

- By other services (including reserves and national guard)

ANSWER: Not available.

- l. Total number of available hours in FY 1990 through 1993

ANSWER: Not available.

- m. Total number of scheduled hours in FY 1990 through 1993

ANSWER: Not available.

- By your service

ANSWER: Not available.

- By other services (including reserves and national guard)

ANSWER: Not available.

n. Total number of hours used

ANSWER: Data not available at Columbus AFB.

- By your service

ANSWER: Not available.

- By other services (including reserves and national guard)

ANSWER: Not available.

o. Types of training permitted

ANSWER: Air to Ground practice bombing runs.

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

ANSWER: Airways/Jet Routes; V245, V278, V18, V159, V209, J22, J31, J41, J14
Airspace classes; Class "C" and "D".
Airports with Instrument Approaches; Richard Arthur Field (M95), Golden Triangle Regional (GTR), Marion County (HAB), Winston County (LMS), Lowndes County (UBS), Monroe County (M40), Okolona Municipal (5A4), McCharen Field (M83).

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

ANSWER: No.

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

ANSWER: Yes, there are planned changes to the major air traffic structures in the region.

ANSWER: No, these changes will not effect installation operations.

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

ANSWER: No.

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

ANSWER: Yes. Columbus does experience ATC delays. Data for the past 2 years shows an average of 6.5 aircraft delays per month. The common rationale for the delays are in-flight emergencies coupled with a condensed flying schedule.

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

ANSWER: No.

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

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

20. Is there airspace within 50 NM which permits advanced fighter training?

ANSWER: Yes.

21. Does the current airspace configuration permit advanced helicopter training? If not, explain why.

ANSWER: No. Advanced helicopter training requires the use of low-altitude-tactical-navigation areas and Columbus AFB does not control/manage any such areas.

22. Does the airspace configuration prohibit other types of undergraduate pilot training? If so, explain why.

ANSWER: No.

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

Syllabus of Training	Terrain Feature or Over Water Requirement
UPT	None
ALP T-37	None
ATP T-38	None

B. Airfields

1. For the main airfield(s) and each auxiliary and outlying field/staging base, provide the following data

Airfield Name:

ANSWER: Columbus AFB, MS.

a. Location (city/county and state and latitude and longitude)

ANSWER: Columbus / Lowndes County, MS. - Latitude 33° 38'.6 N / Longitude 088° 26'.6 W

b. Distance from main field:

ANSWER: Not applicable.

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?

ANSWER: Yes.

d. Does the airfield have parallel or dual offset runways?

ANSWER: Yes.

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?

ANSWER: Yes.

e. Does the airfield have full-length parallel taxiways?

ANSWER: Yes.

f. Does the airfield have high speed taxiways?

ANSWER: No.

g. Does the airfield have a crosswind runway?

ANSWER: No.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?

ANSWER: Not applicable.

i. How much capacity is lost?

ANSWER: Not applicable.

j. What percent of the time do conditions force the crosswind runway to be used?

ANSWER: Not applicable

k. Is the airfield equipped to support IFR flight operations?

ANSWER: Yes.

l. Is the airfield owned by your service or leased?

ANSWER: Owned.

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).

ANSWER: Columbus AFB has three parallel runways. The center runway is used for Instrument Approaches and transient traffic. The outside runway is used for T-38 and AT-38 pattern training. The inside runway is used for T-37 pattern training.

Airfield Name:

ANSWER: Columbus AFB Auxiliary Airfield (Nicknamed: GUNSHY). 6300'

a. Location (city/county and state and latitude and longitude)

ANSWER: Shuqualak / Noxubee County, MS. - Latitude 32° 56' N / Longitude 88° 35' W

b. Distance from main field:

ANSWER: 43 NM.

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?

ANSWER: No.

d. Does the airfield have parallel or dual offset runways?

ANSWER: No.

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?

ANSWER: Not applicable.

e. Does the airfield have full-length parallel taxiways?

ANSWER: Yes - one full-length parallel taxiway.

COLUMBUS

FACILITIES					
CCN RUNWAYS	ADEQUATE (%)	SUBSTAND (%)	INADEQUATE (%)	TOTAL	ADEQUATE
111	100			655834	655834
TAXI/APRONS					
112	100			351577	351577
113	100			262300	262300
TOTAL:					100%
UTILITIES					
812	100			465843	465843
822					0
832	100			256255	256255
842	100			243956	243956
843					0
TOTAL:					100%
OTHER					
131	10165	1973			
133					
171-51					
218	17552		2749		
219	41235				
610	123383	25099	31195		
723-30					
TOTAL:	192335	27072	33944	253351	76%
CLASSROOMS					
171-10					
171-20					
171-30					
171-152					
171-211	84459				
171-223					
171-815					
TOTAL:	84459	0	0	84459	100%
TRAINERS					
171-12					
171-35					
171-212	69154				
TOTAL:	69154	0	0	69154	100%
OTHER TNG					
141	16201	17375	635		
171-25					
171-74					
171-213	828				
171-214		11931			
171-813					
TOTAL:	17029	29306	635	46970	36%
HANGARS					
211	151016	94071	17118		
217	86	3717			
TOTAL:	151102	97788	17118	266008	57%

f. Does the airfield have high speed taxiways?

ANSWER: No.

g. Does the airfield have a crosswind runway?

ANSWER: No.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?

ANSWER: Not applicable.

i. How much capacity is lost?

ANSWER: Not applicable.

j. What percent of the time do conditions force the crosswind runway to be used?

ANSWER: Not applicable

k. Is the airfield equipped to support IFR flight operations?

ANSWER: No.

l. Is the airfield owned by your service or leased?

ANSWER: Owned by the Air Force.

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).

ANSWER: 6300' runway, 1000' of concrete on both ends. 1000' of DBST overruns. Parallel taxiway with end run-up areas. Fire station with numerous office areas. This runway could be used for virtually any type of small aircraft training.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

Columbus Air Force Base (Main Base)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate / Permanent	Substandard / Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	655,834	100	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	351,577	100	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	262,300	100	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	465,843	100	0	0
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832*	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	256,255	100	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	243,956	100	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851**	Roads (Do not include 851-142 and 851-143)	SY	725,720	100	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	240,035	87.15	12.85	0

Engineering Flight Chief has determined that cat code 832 is not 100% condition code 1, but 70% condition

code 1 and 30% condition code 2. This estimate is based on infiltration amounts into the sanitary sewage system. An AETC Sanitary Survey underway at Columbus AFB when this survey is completed a better estimate can be determined.

** Engineering Flight Chief has determined that cat code 851 is not 100% condition code 1, but 99% condition code 1 and 1% condition code 2.

Columbus Air Force Base Auxiliary Field

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	105,000	100	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	65,661	100	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	2,889	100	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812***	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	215	100	0	0
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	0	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	0	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851***	Roads (Do not include 851-282,852-287 and 852-289)	SY	14,309	0	100	0

Facilities

852	Veh/Equip Parking (Do not include 852-282 and 852-289)	SY	705	100	0	0
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*** Engineering Flight Chief has determined that cat code 812 current quantity is not 215 LF, but 6,950 LF.

3. List the major facility assets (using your service specific list by 5 digit category code number (CCN)) under installation control (e.g., runway, parking apron, hangars, terminal, administrative spaces) and assess their material condition by indicating the quantities that are adequate/permanent, substandard/semi-permanent and inadequate/temporary. Specify how the facility is used if it is not obvious from its CCN.

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/Permanent	Substandard/Semi-Permanent	Inadequate/Temporary
131	Communications - Buildings	SF	10,165	1,973	0
141	Operations - Buildings	SF	16,201	17,375	635
211	Maintenance - Aircraft	SF	151,016	94,071	17,118
217	Maintenance - Electronics and Communications Equip	SF	86	3,717	0
219	Maintenance - Installation, Repair and Operations	SF	41,235	0	0
422	Ammunition Storage Installation and Ready Use	SF	9,550	4,984	0
610	Administrative Buildings	SF	123,383	25,099	31,195

Hangar
 $\frac{151,016}{222,205} = 57\%$

$\rightarrow \frac{191,070}{229,743} = 83\%$ other facilities

4. An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

a.

Facility Type/Code:

- b. What makes it inadequate/temporary?
- c. What use is being made of the facility?
- d. What is the cost to upgrade the facility to substandard/semi-permanent?
- e. What other use could be made of the facility and at what cost?
- f. Current improvement plans and programmed funding:
- g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

ANSWER:

- a. 141
- b. Facilities 540 is scheduled to be demolished.
- c. Operations Group Storage

- d. \$30,528
- e. Dormitory or Administrative Space
- f. None.
- g. No

- a. 211
- b. Facility 246 has two MILCON projects scheduled to replace it and it is scheduled to be demolished.
- c. Fuel systems maintenance dock and non-destructive inspection
- d. \$3,900,000
- e. Storage at no additional cost.
- f. We have two MILCON projects scheduled to replace the facility.
- g. No

- a. 610
- b. Facilities 540 and 914 are scheduled to be demolished.
- c. Administrative space
- d. \$960,000
- e. Storage at no additional cost.
- f. None
- g. No

Ground Training Facilities

List ground training facilities at the installation that support pilot and/or NFO/Navigator training (e.g., classrooms, pistol ranges, water survival facilities). Provide the 5 digit category code number (CCN) where possible. Indicate if these facilities are unique or if they include any specialized equipment and assess their material condition by indicating the quantities that are adequate/permanent, substandard/semi-permanent and inadequate/temporary. Specify how the facility is used if it is not obvious from its CCN.

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
179219	PRCHT SWING TNG (610)	EA	1	0	0
171214	PHYSL TNG (636)	SF	10,644	0	0
171214	PHYSL TNG (Ejection Trainer) (450)	SF	0	1,287	0
171212	FLT SIMLTR TNG (268)	SF	63,354	0	0
141383	AUDIO-VISUAL FCLTY(230)	SF	897	0	0

37
 10644 / 11931
 897
 OTHER
CLOSE HOLD

171211	FLY TNG CLASSROOM (230)	SF	25,354	0	0
171211	FLY TNG CLASSROOM (236)	SF	39,763	0	0

← 65117 100%

2. An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

- a. Facility Type/Code:
- b. What makes it inadequate/temporary?
- c. What use is being made of the facility?
- d. What is the cost to upgrade the facility to substandard/semi-permanent?
- e. What other use could be made of the facility and at what cost?
- f. Current improvement plans and programmed funding:
- g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

ANSWER: None

D. Aircraft Maintenance Facilities

1. Complete the following table for each type of aircraft which can be maintained at your installation. Place an 'X' in the applicable columns for each type of aircraft.

Aircraft Types	Level of Maintenance			Source	
	Depot	Intermediate	Organizational	DoD	Contract
T-37		X	X		X
T-38	X	X	X		X
AT-38	X	X	X		X
B-52			X		X
KC-135			X		X

Note: - Columbus AFB is depot level maintenance for the J85 and J69 engine.

Note: - T-38 / AT-38 depot level structural repairs currently being accomplished at organization level.

E. Special Military Facilities

1. List all facilities and equipment that play a special role in military operations (e.g., radar, communications, command and control, oceanographic facilities) of the aircraft at the installation.

Type of Facility	Operational Mission of Facility
Plastic Media Blasting Facility (PMB)	This facility removes/strips paint from aircraft. This facility has been modified to accommodate T-37, T-38, AT-38, F-16, and Helicopter airframes. Paint removal is required prior to aircraft being repainted. Plastic media blasting replaces chemical paint stripping, and is safer, cheaper, as well as eliminating the requirement to handle and dispose of toxic stripping materials. The facility is routinely used for aircraft from other installations.
NEXRAD Doppler Radar System	The NEXRAD weather radar is a state-of-the-art system that provides advanced severe weather recognition and severe weather watch/warning forecast capabilities. This system provides support to the Tupelo and Memphis National Weather Service Forecasting Centers, as well as being part of the NEXRAD National Weather System.
VORTAC	Terminal non precision approach and navigational equipment
ILS	Terminal precision approach and landing system
Control Tower	Controlling arriving and departing aircraft within the airport traffic area and vehicles operating on the aerodrome
RAPCON	Radar spacing of arrival and departing aircraft
Communications Transmitters and Receivers	Used for communications between aircraft and controlling agencies
RSU	Used for communications during student flying training
AN/GPN-20 Surveillance Radar	The 14OSS Air Traffic Control Flight uses an AN/GPN-20 Surveillance Radar which has been a very reliable radar system for the base and surrounding airports at detecting the more severe weather cells/formations.

2. Contingency and Deployment Requirements:
(Assume full mobilization, sustained 24-hour capability)

a. Can airfield handle wide-body aircraft (e.g. C-5, KC-10, E-3A, 747) transient operations, (e.g., parking, fueling, loading)? (Yes/No)

ANSWER: Yes; however, there are no fleet operations to service the airplanes

3. Does installation have a dedicated munitions loading pad?

a. If yes, are there any access limitations?

b. What type aircraft have used your pad over the last five years?

ANSWER: There is no official designation of munitions loading pad, but CAFB does have a dedicated hot cargo pad which has a 30,000 NEW, sited explosive capacity.

ANSWER: No access limitations for hot cargo pad.

ANSWER: Multiple aircraft have used the hot cargo pad over the last five years. (C-130, C-141, and wide body air frames). No valid documentation on type aircraft using the pad over the last five years.

4. Is the installation located within 150NM of:
 a. Ground Force Installation (active)? Yes/No (If yes, give name(s))

ANSWER: Yes, Fort McClellan, AL; Ft Rucker, AL

- b. Rail Access which allows the loading/unloading of heavy equipment? Yes/No

ANSWER: Yes

- c. Deep water port facility? Yes/No (If yes, give name(s))

ANSWER: No

5. Does the installation medical treatment facility routinely receive referral patients? (Yes/No)

ANSWER: No.

6. Do installation medical facilities have any unique missions (aeromedical staging facility, environmental health laboratory, area dental laboratory, physiological training unit, wartime tasking, etc.)? Identify.

ANSWER: Columbus AFB MS supports a Physiological Training Unit and the following wartime mobility taskings based on the 1 APR 94 change to the AETC War and Mobilization Plan Vol. III. New DOC statements are in coordination.

UTC FFGKE: 125 Bed Expansion Package (fragment)
 UTC FFGLB: 2nd Echelon Decontamination Unit

7. List any weapons storage and handling facilities located at the installation.

Type of Facility	Location	Mission and Capability of Facility
Earth covered igloo (unbar)	1820	Weapons Storage Facility Max Sited NEW: (1.1) 125,000 lbs Max Sq Foot: 1,603
Earth covered Igloo (unbar)	1821	Weapons Storage Facility Max Sited NEW: (1.1) 125,000 lbs Max Sq Foot: 2,147
Earth covered igloo (unbar)	1822	Weapons Storage Facility Max Sited NEW: (1.1) 125,000 lbs Max Sq Foot: 2,147

Earth covered igloo (unbar)	1826	Weapons Storage Facility Max Sited NEW: (1.1) 125,000 lbs Max Sq Foot: 2,080
14 Bay Multicube	1830	Weapons Storage Facility Max Sited NEW: (1.1) 5,950 lbs (total) Max Sq Foot: 3,948
Inspection	1831	Weapons Storage Facility Max Sited NEW: (1.1) 5,950 lbs Max Sq Foot: 3,029
8 Bay Multicube	1832	Weapons Storage Facility Max Sited NEW: (1.1) 3,400 lbs (total) Max Sq Foot: 392
Maintenance	1836	Weapons Storage Facility Max Sited NEW: (1.1) 30,000 lbs Max Sq Foot: 2,304

F. Facility Support Arrangements for Other Services

1. List all arrangements (e.g., inter-service support agreements) that involve supporting other military service activities at the installation.

Activity Name / Military Service	Description of Activity Role and Degree of Support
Defense Printing Service - NAVY	A2 - Command Element, A5 - Environmental Compliance, A6 - Fire Protection, A9 - Police Services, A10 - Safety, A11 - Shuttle Services, B1 - Administrative Services, B6 - Communication Services, B7 - Community Support Services, B9 - Custodial Services, B14 - Facilities and Real Property Support, B15 - Facility Maintenance & Repair, B28 - Purchasing & Contracting Services, B29 - Refuse Collection & Disposal, B33 - Utilities. CAFB provides 100% of support.

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

Activity / Sponsor / Government Affiliation	Description of Activity Role and Support Level
Defense Commissary Agency "Branch"	A1, A2, A3, A4, A5, A6, A9, A10, B1, B2, B4, B6, B7, B10, B12, B15, B16, B17, B18, B19, B21, B22, B23, B24, B26, B27, B28, B29, B32, B33. CAFB is 65% support.
Defense Finance Accounting "Branch"	A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B3, B5, B6, B7, B8, B9, B10, B12, B14, B15, B16, B17, B18, B19, B21, B22, B23, B24, B25, B26, B27, B28, B29, B30, B31, B32, B33, B34, B35. CAFB is 93% support.

Facilities

Defense Re utilization and Marketing Office	A2, A3, A4, A5, A6,A9, A10,B2,B6, B9, B12, B13, B15, B16, B18, B21, B23, B27, B28, B29, B31, B32, B33, B35. CAFB is 52% support.

Support Categories

(Listed in DoDI 4000.19)

Mandatory Reimbursement Support Categories

A1 Chapel and Chaplain Services	A5 Environmental Compliance	A9 Police Services
A2 Command Element (includes Public Affairs, Social Actions, etc.)	A6 Fire Protection	A10 Safety
A3 Common Use Facility Operations, Maintenance, Repair and Construction	A6 Libraries	A11 Shuttle Services
A4 Disaster Preparedness	A8 Morale and Fitness	

Optional Reimbursement Support Categories

B1 Administrative Services	B13 Explosive Ordnance	B25 Mobilization Support
B2 Audio/Visual Services	B14 Facilities and Real Properties Support	B26 Mortuary Services
B3 Automated Data Processing / Automation Services	B15 Facility Maintenance and Repair	B27 Printing and Reproduction
B4 Civilian Personnel Services	B16 Finance and Accounting	B28 Purchasing and Contracting Services
B5 Clubs	B17 Food Services	B29 Refuse Collecting and Disposal
B6 Communication Services	B18 Health Services	B30 Resource Management
B7 Community Support Services	B19 Housing and Lodging Services	B31 Training Services
B8 Confinement and Detention Centers	B20 Information Services	B32 Transportation Services
B9 Custodial Services	B21 Installation Retail Supply and Storage Operations	B33 Utilities
B10 Education Services	B22 Laundry and Dry Cleaning	B34 Weather Services
B11 Engineering Support	B23 Legal Services	B35 Other Support
B12 Equipment Operation, Maintenance and Repair	B24 Military Personnel Support	

Non-Reimbursement Support Categories

C1 Commissary Services	C3 Dependent Schools	C5 Museums
C2 Community Relations	C4 Exchange Services	C6 Retired Affairs

G. Proximity to Operational Mission Areas

1. Does the location of the installation have any strategic role at the present time or in future plans (include both location and attributes available at that location, e.g., waterfront space). Discuss alternate military/civilian facilities that could fulfill the same strategic role.

ANSWER: Columbus AFB is tasked under the Columbus AFB Giant Net Plan which supports the SAC Operations Order 84-90.

H. Proximity to Training Areas

1. Does the location of the installation permit any specialized training with other operational units (e.g., Joint units)? If so, provide details.

ANSWER: Columbus is an ideal location for specialized training due to its Mid-south location, open airspace, C alert facility and ramp, unimproved areas, and accommodations for a wide variety of aircraft. Numerous specialized training programs have been conducted here in the past with joint forces, including those with Air Force ROTC, reserve forces, and Civil Air Patrol.

2. Describe the plan for conducting carrier qualifications. Will ship deploy to training squadron site or will squadrons deploy?

ANSWER: Since the Air Force does not conduct carrier operations/qualifications, AETC does not have the necessary information to answer this question.

3. How far (nmi.) is the installation from a designated naval operations area where an aircraft carrier would conceivably operate ?

ANSWER: Since the Air Force does not conduct carrier operations/qualifications, AETC does not have the necessary information to answer this question.

4. If the aircraft carrier deploys to an area within operating range of training air squadrons, would CQ training usually be conducted directly from the installation or on a detachment basis?

ANSWER: Since the Air Force does not conduct carrier operations/qualifications, AETC does not have the necessary information to answer this question.

1. Proximity to Other Support Facilities

1. List other airfields (currently not used for undergraduate pilot and/or NFO/Navigator training) in the local flying area that are available for training and emergency uses.

①
 Maximize
 > 5000
 < 100 nmi
 5 Airfields
 51nm

Airfield Name	Major Use / Capability	Location / Distance
Golden Triangle(GTR)	Emergencies, Diverts. 6497	Columbus, MS / 13nm
Tuscaloosa Muni (TCL)	Emergencies, Diverts, Instrument Approach Trng. 6499	Tuscaloosa, AL / 51nm
Meridian NAS	Emergencies, Diverts, Instrument Approach Trng. 8002-	Meridian, MS / 65nm
Key Field	Emergencies, Diverts, Instrument Approach Trng. 8004	Meridian, MS / 81nm
A.C.Thompson	Emergencies, Diverts, Instrument Approach Trng.	Jackson, MS / 114nm
Greenwood - Leflore	Emergencies, Diverts, Instrument Approach Trng. 3004	Greenwood, MS / 114nm
Memphis Int'l	Emergencies, Diverts, Instrument Approach Trng. 319	Memphis, TN / 114nm

IFR
I

IFR

Millington NAS	Emergencies, Diverts, Instrument Approach Trng. 8000	Memphis, TN / 126nm
C.D. Lemons	Emergencies, Diverts. 6500	Tupelo, MS / 41nm
C.T. Jones	Emergencies, Diverts, Instrument Approach Trng.	Huntsville, AL/102nm
Dannely Field	Emergencies, Diverts, Instrument Approach Trng. 9000	Montgomery, AL / 85nm
Joe Williams Nolf	Emergencies, Diverts. 8000	Moscow, MS / 54nm
Birmingham Int'l	Emergencies, Diverts, Instrument Approach Trng. 10000	Birmingham, AL / 85nm

2. What other military facilities located in the vicinity are/could be used to support the installation's and tenants' mission?

ANSWER: None

3. What civilian owned facilities located in the vicinity are/could be used to support the installation's and tenants' mission?

ANSWER: Golden Triangle Regional Airport, (Lowndes County, MS) can be used as an auxiliary ld.

J. Unique features

1. Identify any unique (one of a kind) features (function, equipment, ranges, etc.) possessed by this training installation. Please list each feature separately and provide a narrative explanation of the importance of the unique feature. (Do not include Depots, Product Centers or Laboratories)

ANSWER: None.

2. Are there any on-installation facilities unique (one-of-a-kind) to your service that must be replaced if the installation is closed (Yes/No). If so, list the following information:

- a. Name or type of facility
- b. Total SF
- c. Cat code
- d. Present use

ANSWER: No.

A. Air Quality

What is the name of the Air Quality Management District in which the base is located? .

Answer:

ANSWER: Northeast Mississippi Intrastate Air Quality Control Region.

a. Is the installation or any of its OLFs or Staging Bases located in different Air Quality Management Districts? Yes/No

ANSWER: No

b. If the answer is yes, provide acres of installation at each location, and answer questions 2-4 for each Air Quality Management District location.

ANSWER: N/A

2. Has EPA designated the air quality control area in which your installation is located as a maintenance or non-attainment area for any of the six criteria air pollutants (ozone, carbon monoxide, particulate matter (PM 10), sulfur dioxide, nitrogen dioxide, lead)? YES/NO

ANSWER: No

a. If the base is in a maintenance area, identify the regulated pollutant(s).

ANSWER: N/A

b. If the base is in a non-attainment area, identify the pollutant(s) and the degree of severity (marginal, moderate, serious, severe, or extreme).

ANSWER: NA

3. Are there any critical air quality regions (i.e., non-attainment areas, national parks, etc.) within 100 kilometers of the base? YES/NO

ANSWER: No

4. Has the local Air Quality Board (or similar organization) restricted or delayed any on- or off-installation activities due to air quality considerations? Examples to consider include restrictions to construction permits, restrictions to operating hours for industrial facilities, implementation of High Occupancy Vehicle (HOV) procedures during rush hour, etc. YES/NO

ANSWER: No

a. If activities have been restricted, describe the nature, extent and duration of the restriction.

ANSWER: NA

b. Has the installation been required to implement emissions reduction through special actions, such as carpooling or emissions credit transfer? YES/NO

ANSWER: No

c. If special actions have been implemented, specify the nature of the actions.

ANSWER: NA

5. Are there any critical air quality regions (i.e. non-attainment areas, national parks, etc.) within 100 kilometers of the installation? YES/NO

ANSWER: No.

B. Encroachment

1. Are there any known plans for a commercial airline to hub at an airport within 100 nmi. of your installation? If so, describe.

ANSWER: No.

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

Fiscal Year	Average Delay (minutes)	Number of Delays	% of Total Flight Operations Affected
1991	NA	0	NA
1992	NA	0	NA
1993	NA	0	NA

3. How many times during each of the past three years have any of your low level training routes been modified to accommodate construction and/or noise complaints?

Fiscal Year	Number of changes
1991	0
1992	0

1993	0
------	---

Is the existing AICUZ study encoded in local zoning ordinances?

ANSWER: Yes.

a. Attach a copy of any applicable sections of the installation AICUZ plan and note any recent modifications.

ANSWER: Copy attached.

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

ANSWER: All ALCUZ restrictions have been incorporated in local zoning ordinances to alleviate future conflicts.

5. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned mission?

ANSWER: No.

Provide a copy of the current and proposed land development plans for the area surrounding the installation e., the local government's comprehensive land-use plan).

ANSWER: Land surrounding Columbus Air Force Base is privately owned. The local government is passing a zoning ordinance to restrict development and comply with AICUZ recommendations on land use. The local county government is the sole governing body for the land surrounding Columbus Air Force Base.

7. Air Space Encroachment.

a. Do you receive noise complaints from off-installation residents? YES/NO.

ANSWER: Yes.

b. How many per month (average)? Include noise complaints from local and transient aircraft within the airfield traffic pattern and departure and arrival corridors.

ANSWER: Less than one per month.

c. Has the installation implemented noise abatement procedures? YES/NO.

ANSWER: Yes.

d. Describe your procedures. Include noise abatement procedures for maintenance, flight operations, arrivals, departures, and command-directed.

ANSWER: Constructed hush house in 1992, restrained the number of night flying hours and designed flight paths to keep noise in check.

8. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures. Answer as well as possible if civilian control or FAR PART 150 Study applies. Answer the following questions regarding current community and other land encroachment near or at the installation by filling in the attached tables following the instructions below.

a. Instructions:

(1) Provide the percent off base current incompatible land use within the Clear Zone (CZ), Accident Potential Zone I (APZ I), Accident Potential Zone II (APZ II), and each noise contour interval (i.e. 60-65 Ldn if available, 65-75 Ldn, 75-80 Ldn if available, and greater than 80 Ldn if available) in the attached tabular format, along with the indicated support information. Incompatibility is governed by DoDI 4165.57 and is detailed in the 1980 report of the Federal Interagency Committee on Urban Noise.

(2) Obtain current land use data by overlaying noise contours and CZ/APZ from the most recent publicly released AICUZ, Environmental Assessment which has Finding of No Significant Impact, Environmental Impact Statement which has a Record of Decision, or other officially released noise contour analysis onto current land use maps obtained from local governments. Include the source and date of data. If no current land use maps are available, bases may use recent aerial photography of the off-base areas to determine compatibility percentages. Aerial photos may be available from local governments, USDA offices or planning agencies. Another alternative is to obtain a USGS or map of the environs, and determine land uses through a windshield survey. Analysis of tax/parcel or similar maps may also be conducted.

(3) Then determine the percent incompatible land use. This work is now typically done with computer digitizing programs and equipment. However, the work can be done manually, with the help of the drafting section, through the use of a template or other means. Visit local government planning offices for assistance with off-base land use.

(4) For consistency, use generalized land use areas in determining incompatible land uses (i.e. for residential land uses, include residences, lawns, sidewalks, driveways, local streets, etc., NOT JUST THE RESIDENCES). Generalized land use is the traditional nationwide planning convention and is the standard used in the typical land use maps provided by local governments. For each farm house or rural residence in Accident Potential Zone (APZ) I, add 1/2 acre of incompatible land use.

- (5) What is the percent current off-base incompatible land use:
- (a) Within the Clear Zone (CZ) at each end of each active runway?
 - (b) Within Accident Potential Zone (APZ) I at each end of each active runway?
 - (c) Within APZ II at each end of each active runway?
 - (d) Between the 60 Ldn and 65 Ldn noise contours (if available)?
 - (e) Between the 65 Ldn and 75 Ldn noise contours?

- (f) Between the 75 Ldn and 80 Ldn noise contours (if available)?
- (g) Within the 80 Ldn noise contour and above (if available)?

Current land use status for accident zones: reference questions 8.a.(5)(a) through 8.a.(5)(c). Describe current off-base encroachment/incompatible land use by completing the information in the following table for clear zones and accident potential zones

RUNWAYS 13R, 13C AND 13L

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	13	0	364	0
APZ I	13	11	704	<1
APZ II	13	9	952	0

7.04

RUNWAYS 31R, 31C AND 31L

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	31R,C	0	207	0
APZ I	31R,C	6	344	.2
APZ II	31	27	482	0
CZ	31L	0	138	0
APZ I	31L	10	273	0

APZ I
 $\frac{704 + 344}{1048} = 7.74$
 $\frac{7.74}{1048} = .72$

Clarification: North clear zone has a railroad line/highway that may be considered incompatible. The actual acreage is undetermined, but only a small portion of the clear zone (1 - 2%)

10. Current land use status for noise zones: reference questions 8.a.(5)(d) through 8.a.(5)(g). Describe current off-base encroachment/incompatible land use by filling in the information in the following table for noise zones/contour intervals.

DNL	Est Pop	Acres	% Incomp L-U
60-65*	814	14,742	0
65-75	165	3,533	0
75-80*	196	1,284	1.5
80+*	54	317	1.5

* If available

Future local/regional community encroachment. Answer the following questions regarding future community and other land encroachment near or at the installation.

a. Provide a rough estimate of how previous BRAC or operational realignments will impact your AICUZ footprint (i.e., what types and quantities of aircraft and operations tempo increases are expected from incoming units, and what is their predicted effect on your footprints)?

ANSWER: Noise footprints should decrease in size when new training aircraft are incorporated.

b. How are local land use plans expected to impact the AICUZ footprints?

ANSWER: Negligible, new aircraft are quieter.

c. If the latest publicly released AICUZ is outdated (does not reflect current flying operations), provide milestones for completion of an updated AICUZ.

ANSWER: Our AICUZ was revalidated in May 93. A new AICUZ will be accomplished by contract in 1994 as a part of the T-1 beddown

d. Describe how local governments (municipalities, counties) have incorporated AICUZ recommendations into land use controls (zoning, etc.) by indicating which local governments, if any, have incorporated any of the following into their land use controls. Be sure to specify which types of controls: zoning, building codes, subdivision regulations, etc. Indicate if any new local land use control efforts are to be implemented, when implemented, what jurisdiction, and what type of controls, as well as how encroachment will be limited.

ANSWER: For all zones except APZ II the city and county have adopted an ordinance which implements the majority of AICUZ recommendations.

(1) AICUZ recommended height restrictions.

ANSWER: Yes.

(2) AICUZ recommended development limits for Accident Potential Zone (APZ) I.

ANSWER: Yes.

(3) AICUZ recommended development limits for APZ II

ANSWER: Yes.

(4) AICUZ recommended development limits between the 60 Ldn and 65 Ldn noise contours (if available).

ANSWER: Yes.

(5) AICUZ recommended development limits between the 65 Ldn and 75 Ldn noise contours.

ANSWER: Yes.

(6) AICUZ recommended development limits between the 75 Ldn and 80 Ldn noise contours (if available).

ANSWER: Yes.

(7) AICUZ recommended development limits above the 80 Ldn noise contour (if available).

ANSWER: Yes.

(8) Are real estate disclosure statements required by local communities?

ANSWER: No.

e. Indicate if significant development (i.e. a residential subdivision, shopping mall or center, industrial park, etc.) exists or is anticipated or has been announced or started. If so, indicate what type of land use (residential, commercial, industrial, etc.), the type and size of the development (for residential subdivision: number of housing units, number of acres, population; for shopping mall/center: number of stores, total number of acres), when completed or when completion expected. Indicate any long range (20 years) trends for new growth.

ANSWER: None.

f. Has all clear zone acquisition been completed? YES/NO.

ANSWER: Yes, we own all the property within the base perimeter and have easements for clear zones outside the perimeter.

(1) If not, indicate the runway approach and number of acres to be acquired, as well as timetable and expected acquisition costs.

ANSWER: N/A.

g. Are on-base facilities and proposed facility development sited in accordance with AICUZ recommendations? Refer to the Base Comprehensive or Master Plan. For each incompatible facility (existing or proposed), indicate facility type (dormitory, etc.), approximate number of occupants, why the facility is incompatible, the reason this incompatibility is necessary, and the anticipated completion date if projected or under construction.

ANSWER: Yes

Ability for Expansion

1. Does the operational infrastructure (e.g., parking apron, fuel and munitions storage, warehouse space, hangar space) provide capabilities for future expansion or change in mission?

ANSWER: Yes. From 1955 - 1969 Columbus AFB was a Strategic Air Command (SAC) base with B-52's. We still have, use, and maintain a 300' X 12,000' B-52 runway, an alert ramp, alert facility, maintenance ramp with refueling pits, and 3 B-52 nose dock hangers. We also have 1 KC-135 nose dock hanger. The SAC munitions area is still used and is still a munitions site.

2. What is the availability of off-installation acreage for possible future installation development?

ANSWER: Columbus AFB is located about 8 miles from the Columbus, MS city limits. It is in a very rural area. The possibility for future development is very good.

3. Provide the following information for installation infrastructure related facilities and functions. If these or other installation infrastructure attributes may be a determining factor for installation loading and expansion, provide additional comments and capacity measures as appropriate.

Type of Facility or Capability	On Installation Capacity	Off Installation Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWH)	20,976,000	9,568,000	5,038,000	5,261,400
Water (GPD)	1,492,310	N/A	636,235	1,086,000
Sewage (GPD)	750,000	N/A	455,152	880,000
Natural Gas (CFH)	N/A	N/A	N/A	N/A
Short Term Parking	29,400 SY	N/A	2,940 SY	29,400 SY
High Temp. Water/ Steam Generation/ Distribution	N/A	N/A	N/A	N/A

4. Are there any characteristics regarding your utility systems that should be considered?

ANSWER: Yes. All utility service contracts are without "take or pay" clauses due to connection charges of Demand Side Management initiatives. Currently there is no natural gas from Defense Fuel Supply Center (DFSC) central office or any other source; however, we will be adding a natural gas distribution system for main base and housing which will be completed during FY95. Electric power is purchased from sources other than Federal Power Marketing Administrations (WAPA, BPA, SWPA, SEPA). An AETC Sanitary Study is

underway with an estimated completion date during FY94. We lack cathodic protection on water and gas lines.

Identify in the table below the real estate which has the potential to facilitate future development and for which you are the plant account holder. Complete a separate table for each individual site, i.e., main installation, outlying airfields, special off-site areas, off installation housing, etc. Unit of measure is acres.

Site Location: Columbus AFB, MS

Land Use	Total Acres	Developed ³	Available for Development	
			Restricted ⁴	Unrestricted
Operational 1	2,172	2,172	Note 5	Note 6
Training 1			Note 5	Note 6
Research & Development	0	0	Note 5	Note 6
Supply and Storage 2	20	20	Note 5	Note 6
Admin	24	24	Note 5	Note 6
Housing 3	337	337	Note 5	Note 6
Recreational 4	208	208	Note 5	Note 6

Note 1. Operational and Training Functional areas are combined and include Runways, Aprons, Taxiways, and area including buildings within aircraft primary surfaces, Camp Readiness, and Education Building 916. Some Installation Restoration Program (IRP) sites and Explosive Safety Quantity Distance (ESQD) arcs are included within the overall area of the Operational/Training area. To avoid dual designation, the higher level use/restriction applies throughout.

Note 2. Supply and Storage areas include Supply, Outdoor storage areas assigned to Supply including acreage encompassed by bulk fuel storage tanks, Defense Re utilization Marketing Office areas, and Furnishings Warehouse.

Note 3. Housing area is that gross area encompassing Military Family Housing.

³ Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

⁴This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Note 4. Recreation areas include Outdoor Playing Surfaces and Courts, Swimming Pools, Gymnasium, Bowling Center, Theater, Library, Hobby Shops, Youth Center, Community Center, Officer's Club, Golf course, SAC Lake, and Nature Trails.

Note 5. EQSD, 376 acres; Wetlands, 203 acres; and IRP sites, 42 acres. Total, 621 acres. Areas within other areas are not included in these totals.

Note 6. There are 94.4 developable acres within cantonment area where paved roads and utilities are readily available. There are an additional 196.5 acres above the 100 year flood plain suitable for development, but not within the cantonment area (i.e., where utilities are readily available). Additional areas could be built up at a cost of about \$1 per square foot, 140 acres. Developable area could be assigned to any of the cited functions. Excludes area within Air Installation Compatible Use Zone (AICUZ)/airfield planning criteria (clear zone, accident potential zones and aircraft primary surfaces), outdoor ball field - 27 acres, golf course - 62 acres. Areas 2 feet below 100 year flood plain are not considered as developable. The 203 areas in "nominal" wetlands are not considered as developable.

While areas have been scaled from Base Comprehensive Plan Maps, the calculated areas provided are approximations.

5. Identify in the table below the real estate which has the potential to facilitate future development and for which you are the plant account holder. Complete a separate table for each individual site, i.e., main installation, outlying airfields, special off-site areas, off installation housing, etc. Unit of measure is acres.

Site Location: Columbus AFB Auxiliary Field, Shuqualak, MS

Land Use	Total Acres	Developed ⁵	Available for Development	
			Restricted ⁶	Unrestricted
Operational	381	381	9.5	211.0
Training				
Research & Development	0	0	0	0
Supply and Storage				
Admin				
Housing				

⁵ Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

⁶ This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Recreational				
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Auxiliary Field has a runway, taxiway, apron, fire station, and RSU's. The off-base site is in a distinctly rural setting where future industrial or residential development of sparsely populated surrounding farm and forest land is extremely unlikely.

1 Wetlands, 9.5 acres

6. Identify the features of this installation that make it a strong candidate for basing/training other types of aircraft/aircrews and other operational units in the future.

ANSWER: From 2 July 1993 to 17 February 1994, Columbus AFB was host to the 186th ARG KC-135R aircraft from Meridian, MS. We were host to nearly 200 guard personnel who occupied our former SAC alert ramp and alert building. They operated maintenance and flying operations from the building. Once set-up and going, the operation of nine aircraft worked with little impact on our UPT operations. The KC-135R aircraft utilized our 12,000' center runway and access was not a problem. Helicopter units and other KC-135A units have also used the former SAC facilities. At least once a year, we are host to the 690,000 lbs B-747 Space Shuttle Carrier Aircraft and Orbital Vehicle (SCA/OV). The SCA/OV stops at Columbus on the return trip from Edwards AFB to Cape Canaveral, Florida. We have additional capacity at Columbus AFB to assume another UPT bases' mission. We could also take another selected type of flying training mission.

A. Quality of Life

Military Housing

a. Family Housing:

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

ANSWER: No.

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

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate/ Permanent	Number Substandard/ Semi-Permanent	Number Inadequate/ Temporary
Officer	4+	49	49		
Officer	3	190	190		
Officer	1 or 2	26	26		
Enlisted	4+	41	41		
Enlisted	3	338	338		
Enlisted	1 or 2	168	168		
Mobile Homes			80	100%	
Mobile Home lots					

(3) An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

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

ANSWER: N/A.

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

Pay Grade	Number of Bedrooms	Number on List	Average Wait
O-6/7/8/9	1		
	2		
	3		
	4+		
O-4/5	1		
	2		
	3		
	4+	6	4
O-1/2/3/CWO	1		
	2	35	3
	3	3	3
	4+		4
E7-E9	1		
	2		
	3	5	2
	4+		5
E1-E6	1		
	2	12	3
	3	4	2
	4+	8	12

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

ANSWER: 100%.

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

Type of Quarters	Utilization Rate
Adequate/Permanent	97.3%
Substandard/Semi-Permanent	
Inadequate/Temporary	

as of 31 March 1994.

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

ANSWER: Yes. Temporary conversions of housing units to other uses plus an increase of incoming personnel has improved the utilization rate. Occupancy was in excess of 2% because, during the year, there were not enough incoming personnel to occupy available vacant units.

(b) BEQ:

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

Type of Quarters	Utilization Rate
Adequate/Permanent	47%
Substandard/Semi-Permanent	
Inadequate/Temporary	

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

ANSWER: Yes. 31 Mar 94 - 57.2%. Occupancy rate is based on BEAMS report that E1-4 (non-career) housed 2 per room. CAFB has 3 VEQ Bldgs (250 rooms) currently in use, we have been fortunate since the 76 of flight line maintenance conversion to offer all single personnel a private room. Our occupancy rate based on private room status is 89% and is continuing to rise.

(c) BOQ:

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

Type of Quarters	Utilization Rate
Adequate/Permanent	90%
Substandard/Semi-Permanent	
Inadequate/Temporary	

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

ANSWER: Yes. 31 Mar 94 91.6%. Occupancy rate fluctuates due to UPT classes every 6 weeks. FY 93 had 60 VOQ rooms (3 Bldgs) being renovated. BAQ has not been offered and all single UPT students are required to live in VOQ until 95% occupancy rate is maintained.

(d) Have any family housing/BOQ/BEQ units been vacated for purposes of renovation or are new units

under construction? State type unit, total number of units, size, capacity and availability date.

Units Under Renovation or Construction				
Type Unit (Family Housing/BOQ/ BEQ)	Total Number	Size (Appropriate Measure)	Capacity (Appropriate Measure)	Availability Date
Housing	NA			
BOQ	NA			
BEQ	NA			

(e) Provide the following information on any family housing/BOQ/BEQ units planned for construction (MILCON) for FY94 - 97. State type unit, total number of units, size, capacity, and availability date.

ANSWER: BEQ unit planned for construction during FY 96, one unit, 114,000 sq ft, 192 bed spaces, and availability during FY 97 . Project #EEPZ 96-3001

2. For on-installation MWR facilities⁸ available, complete the following table for each separate location. For off-installation government owned or leased recreation facilities indicate distance from installation. If there are any facilities not listed, include them at the bottom of the table.

LOCATION NA DISTANCE NA

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	11	Y
	Outdoor Bays	5	Y
Arts/Crafts	SF	3052	Y
Wood Hobby	SF	2975	Y
Bowling	Lanes	10	Y
Enlisted Club	SF	1416	Y
Officer's Club	SF	19446	Y
Library	SF	5991	NA
Library	Books	27000	NA
Theater	Seats	500	Y
ITT	SF	266	Y
Museum/Memorial	SF	0	NA
Pool (indoor)	Lanes	0	NA
Pool (outdoor)	Lanes	14	NA
Beach	LF	0	NA

⁸Spaces designed for a particular use. A single building might contain several facilities, each of which should be ted separately.

Lake	Each	1	NA
Tennis CT	Each	6	NA
Volleyball CT (outdoor)	Each	1	NA
Basketball CT (outdoor)	Each	3	NA
Racquetball CT (indoor/outdoor)	Each	4	NA
Squash CT	Each	0	NA
Golf Course	Holes	9	Y
Driving Range	Tee Boxes	12	Y
Gymnasium	SF	8036	NA
Fitness Center	SF	12648	NA
Marina	Berths	0	NA
Stables	Stalls	13	Y
Rod and Gun Club/Range	Each	0	NA
Softball Fld	Each	3	NA
Football Fld	Each	1	NA
Soccer Fld	Each	0	NA
Youth Center	SF	12498	NA
Community Center	SF	9700	Y
Outdoor Rec/Rec Rental	SF	5084	Y
Picnic Pavilion	EA	2	NA

Handwritten note:
 $23+3 = 26/30 = 87\%$

Is your library part of a regional interlibrary loan program?

ANSWER: Yes.

4. Installation Family Support Facilities and Programs

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

Age Category	Capacity (Children)	SF			# of PN on Wait List	Avg. Wait (Days)
		Adequate/Permanent	Substandard/Semi-Permanent	Inadequate/Temporary		
0-6 Mos	NA	NA	NA	NA	0	0
6-12 Mos	4	543	NA	NA	4	14
12-24 Mos	10	728	NA	NA	0	0
24-36 Mos	14	558	NA	NA	0	0
36 Mos-5 yrs	26	1197	NA	NA	0	0

b. An inadequate/temporary facility cannot be made adequate/permanent for its present use through economically justifiable means." For all the categories above where inadequate/temporary facilities are

identified provide the following information:

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

ANSWER: N/A.

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

ANSWER: There are no programs to support the waiting list.

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

ANSWER: NA.

NOTE: Age category reflected in chart does not match age categories required by military child care. Age categories were changed to reflect actual group of CDC participants as required by Air Force Regulation 215-

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

Service	Unit of Measure	Qty
Exchange	SF	29,548
Gas Station	SF	95
Auto Repair	SF	5,712
Auto Parts Store	SF	0
Commissary	SF	42,434
Mini-Mart	SF	1,265
Package Store	SF	1,035
Fast Food Restaurants	Each	3
Bank/Credit Union	Each	1
Family Service Center	SF	6,139
Laundromat	SF	0
Dry Cleaners	Each	1
Alcohol Rehabilitation Center	PN	NA