DCN 1320

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE

11 OCT 1994

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

FROM: HQ USAF/RT

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

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

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

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

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

09 OCT 19

MEMORANDUM FOR HQ USAF/RTR

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

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

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

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

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

Attachment:
Installation Worksheets

Clarification to Joint Military Value and Capacity Analysis Data Calls

27 ~~Aug~~ SEP 94

Please clarify the following question:

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

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

CAPACITY ANALYSIS
MAJCOM WORKSHEET
AIR EDUCATION AND TRAINING COMMAND

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

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

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

CONCLUSION:

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

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

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

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

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

22 SEP 1994

OFFICE OF THE ASSISTANT SECRETARY

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

FROM: SAF/MII

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

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

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

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

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

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

SOURCE: N-V8N-C, Specialized Undergraduate Navigator Training-Core, Jul 94; N-V6A-B, Specialized Undergraduate Navigator Training-NAV, Dec 94.

METHOD: Extracted data from above sources.

CONCLUSION: Only SUNT numbers are provided since Randolph does not conduct undergraduate pilot training.

Syllabus	Type of Facility	# of Hours
Navigator Core	Classrooms	307
	Simulators	37.6
Panel Navigator	Classrooms	304
	Simulators	80

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

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

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

Timothy D. Ayres Date 30 Aug 94
Signature

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

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

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

SOURCE: AETC Reg 60-5, Airspace Management and Runway Supervisory Unit Operations, 1 July 93.

METHOD: Extract data from above source.

CONCLUSION: The minimum airspace requirements for T-37, T-38 and T-1 areas are:

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 - 200 square miles x 1,500 feet

Formation Area - 200 square miles x 3,000 feet

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

Instrument Area - Below FL 240 - 400 square miles x 4,000 feet
Above FL 240 - 800 square miles x 4,000 feet

Formation Area - Below FL 240 - 400 square miles x 4,000 feet
Above FL 240 - 800 square miles x 4,000 feet

T-1: All Areas - Below FL 240 - 400 square miles x 4,000 feet
Above FL 240 - 800 square miles x 4,000 feet

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

Paul J Skowronek Date 29 Aug 94
Signature

Paul J. Skowronek, Capt, 12 OSS/DOFR, DSN 487-5580

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

Carl R. Claus Date 30 AUG 94
Signature

CARL L. CLAUS, CAPT, AETC/XOSA, 487-6162
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB, TX

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

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

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

CONCLUSION:

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters designated for students
BOQ's	1		1			1	0
BEQ's	366	1	365			365	0

Explanation of ~~diverted spaces~~:
1 Store Room

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

Judy Seymore Date 30 Aug 94
Signature
JUDY SEYMORE, 12 CES/CEH 652-6031
Typed Name, Rank, Office Symbol, DSN Number

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

W B Hogan Date 30 Aug 94
W/B Hogan, GS-12, HQ AETC/CEPH, DSN 487-3113

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

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

SOURCE: Real Property Records (28 Feb 94), Jeff Blevin, 12 CES/CER DSN 487-3172, Chief Simulator Operations; Capt Ray Carlson, 12 OSS/DOTT, 487-2336.

METHOD: Extracted data from above sources.

CONCLUSION: Design Capacity = (number of classrooms) X (the capacity measured in students per room).

Capacity = (Design Capacity) X (available hours per day) X (available days per year). Hours per day = 11. Days per year = 300.

Cat Code: 171212

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Flight Simulator	6	24	79,200

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

Signature Date 30 Aug 94

Raymond Carlson, Captain, 12 OSS/DOTT, 487-2336

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

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB, TX

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

SOURCE: See base worksheet.

METHOD: See base worksheet.

CONCLUSION: Two of the bases MOAs, the Randolph 1B and 2A, do not show ATCAA altitudes included in the dimensions (altitude block). The correct altitude blocks including ATCAA are:

Randolph 1B - 15,000'
Randolph 2A - 15,000'

MOAs not owned by the base do not include ATCAA. ATCAA is only established in a Letter of Agreement between the base using the airspace and the controlling ARTCC. ATCAA is not charted or listed in any FLIP publication.

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

Carl L. Claus Date 30 AUG 94

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

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

09 OCT 19[illegible]

MEMORANDUM FOR HQ USAF/RTR

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

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

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

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

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

Attachment:
Installation Worksheets

CAPACITY ANALYSIS
MAJCOM WORKSHEET
AIR EDUCATION AND TRAINING COMMAND

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

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

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

CONCLUSION:

AIRCRAFT	UTILIZATION RATE (SORTIES/MONTH)	PAA FOR THE COMMAND	*TOTAL AIRCRAFT IN THE COMMAND INVENTORY
T-37 (FY 94)	36	242	286
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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

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

AUG 0 2 1994

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

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

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

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

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

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

09 AUG 1994

MEMORANDUM FOR HQ AETC/XOPU

FROM: HQ USAF/RTR

SUBJECT: Joint Cross Service Group Questions

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

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

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

BRAC DATA CALL
12th FLYING TRAINING WING
RANDOLPH AFB, TX 78150

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

PURPOSE: To answer Data Call request - Military Value Questionnaire, Future Requirements, Encroachment; B.4

SOURCE: Mr Scott Sheppard, 12 CES/CEV- DSN 487-4668

METHOD: Professional daily working knowledge

QUESTION: "Is the existing AICUZ study encoded in local zoning ordinances? yes or no."

CONCLUSION: Randolph AFB is bordered by three municipalities; Shertz TX, Universal City TX, and Converse, TX. Only the city of Shertz has encoded our AICUZ information into their local zoning ordinances.

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

WILLIAM A. MANNECKE, 12 FTW/CCX, DSN 487-5138 - 11 AUG 94

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

signature Date 11 AUG 94

JACK SIEGEL, GM-13, AETC/CEAR, 487-6352

Typed name, rank, office symbol, DSN telephone number

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

BRAC DATA CALL
12th FLYING TRAINING WING
RANDOLPH AFB, TX 78150

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

PURPOSE: To answer Data Call request - Military Value Questionnaire, Facilities, Air Space, and Flight Training Areas: C1.

SOURCE: Section Aeronautical Chart - San Antonio Texas - 52nd Edition, December 9, 1993

METHOD: Chart Measurement

QUESTION: "The Joint working Group has redefined the distance to 75 nm for evaluation purposes. Randolph AFB reported their air-to-surface range at 76 nm. Request Randolph AFB re measure the distance to the range."

CONCLUSION: From the geographic center, Randolph AFB, to the northern most edge R-6312 = direct air miles equals 75 nautical miles.

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

WILLIAM A. MANNECKE, 12 FTW/CCX, DSN 487-5138 - 11 AUG 94

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

Date 11 AUG 94

signature

CARL L. CLAUS, CART, AETC/XOSA, 487-6162

Typed name, rank, office symbol, DSN telephone number

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

BRAC DATA CALL
12th FLYING TRAINING WING
RANDOLPH AFB, TX 78150

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

PURPOSE: To answer Data Call request - Capacity Questionnaire, Features and Capabilities: Housing and Messing - (question reference # A.1-dc)

SOURCE: Ms Judy Seymore, 12 CES/CEH, DSN 487-3334

METHOD: Professional knowledge & 12 CES/CEH Facility Data Worksheets, Copies received 11 Aug 94

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

CONCLUSION: BOQ = 200, (In construction, will be completed Spring 1995).
BEQ = 348

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

WILLIAM A. MANNECKE, 12 FTW/CCX, DSN 487-5138 - 11 AUG 94

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

Date 11 Aug 94
signature

ALGIE H. ENNIS, GS-12, AETC/CEPH, 487-2559

Typed name, rank, office symbol, DSN telephone number

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE

11 OCT 1994

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

FROM: HQ USAF/RT

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

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

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

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

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

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

SOURCE: Real Property Records dated 28 Feb 94
AFR 86-2 dated Mar 73; Local base layout plan dated 25 Oct 76
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	627,433 SY	800	784
T-38	627,433 SY	700	896
T-1	627,433 SY	1,500	418

NOTES: 627,433 x .80 = 501,946 SY/RAMPS APRONS

1. Total apron space is 627,433 SY. Total usable parking area under current operations is 357,000 SY.

a. 138,740 SY of apron space is unusable under current operations for parking under current operations due to the following:

1. West Ramp: Enter/exit ramp area to 11 aircraft type hangars, ramp area north of hangar 75 (ramp aircraft tow area), aircraft tow ramp area north, west and south of hangar 61 (aircraft bead blast paint removal).
2. South Ramp: T-43 aircraft hangar on east end of south ramp, enter/exit ramp area.
3. East Ramp: Enter/exit ramp area to 8 aircraft type hangars. T-38 wash rack constructed on ramp between hangars 4 and 5. T-38 dual trim pad on north end of east ramp.

b. Industrial aircraft modification center uses 105,116 SY of apron space (west end of south ramp).

c. Area reserved for transient and VIP aircraft parking in front of base ops is 26,577 SY.

d. Total usable parking area under current operations =
627,433 - 138,740 - 105,116 - 26,577 = 357,000 SY

ATTCH 1

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

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

Attch 1

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB, TX

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

SOURCE: See base worksheet.

METHOD: See base worksheet.

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

RND 1A: area should be 1407 sq nm
RND 1B: area should be 540 sq nm
Laughlin 2: area should be 469 sq nm, ATCAA of same area goes from FL180 to FL220.
Laughlin 3: area should be 1975 sq nm, ATCAA of same area goes from FL180 to FL 220.
Crystal: ATCAA of same area goes from FL 180 to FL450

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

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

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

SOURCE: FLIP IFR Enroute Low Altitude Charts, 28 Apr 94, FLIP AP/1A, Special Use Airspace, 11 Nov 93, San Antonio Sectional Aeronautical Chart, 27 May 93, 12 FTW/HOUSTON ARTCC/SAN ANTONIO TRACON LOA, 3 Jun 89.

METHOD: Extract data from above sources.

CONCLUSION:

NAME	TYPE	AREA (sq nm)	ALTITUDE BLOCK (ft)	DISTANCE TO AREA (nm)
RND 1A	MOA & ATCAA	1839	9000 MSL - FL 220	50
RND 1B	MOA & ATCAA	644	7000 MSL - FL 220	30
RND 1C	MOA & ATCAA	123	7000 - 12000 MSL	40
RND 2A	MOA & ATCAA	1462	9000 MSL - FL 290	45
RND 2B	MOA & ATCAA	330	14000 MSL - FL 220	30
LAUGHLIN 2	MOA	500	9000 MSL - FL 180	75
LAUGHLIN 3	MOA	2108	7000 MSL - FL 180	85
CHASE 1	MOA & ATCAA	1591	11000 MSL - FL 230	52
CHASE 2	MOA	192	9000 MSL - FL 180	74
CHASE 3	MOA	1591	8000 MSL - FL 180	62
CRYSTAL	MOA	1248	6000 MSL - FL 180	82
A-635	AA	119	1500 - 4000 MSL	0
A-638	AA	112	SFC - 3000 MSL	19

NAME	TYPE	AREA (sq nm)	ALTITUDE BLOCK (ft)	DISTANCE TO AREA (nm)
A-632D	AA	1800	6000 - 11000 MSL	52
BRADY	MOA	920	500 AGL - FL 180	90
FRED 1	ATCAA	892	FL 260 - 450	47
FRED 2	ATCAA	696	FL 260 - 450	11
FRED 3	ATCAA	773	FL 260 - 350	11

NOTE: ATCAA's are not commonly charted. ATCAA's presented here are used by 12 FTW.

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

Paul J Skowronek Date 7 Oct 94
Signature

Paul J. Skowronek, Capt, 12 OSS/DOFR, DSN 487-5580

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

_____ Date _____
Signature

Typed Name, Rank, Office Symbol, DSN Number

CLOSE HOLD

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

CAPACITY ANALYSIS:
DATA CALL WORK SHEETS

RANDOLPH AFB TX
~~6 June 1994~~
25 JULY 1994

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

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

CLOSE HOLD

Data For Capacity Analysis

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PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

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

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

Undergraduate Flight Training (UFT) Throughput/Graduates

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

Airfield: RANDOLPH AFB TX

Type of Pilot Training by Syllabus (EXAMPLES)		Output Requirements, Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor(%)/ADSL) By Fiscal Year							
		1994	1995	1996	1997	1998	1999	2000	2001
T-3 Flt Screening	USAF	118/25/12	367/25/37	514/25/52	606/25/61	827/25/82	1230/25/123	1230/25/123	
	ANG	38/0/4	108/0/11	121/0/12	127/0/12	127/0/12	127/0/12	127/0/12	
	AFRES	3/0/1	59/0/6	59/0/6	59/0/6	59/0/6	59/0/6	59/0/6	
	FMS	4/0/1	25/0/1	25/0/1	25/0/1	25/0/1	25/0/1	25/0/1	

144/50

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.

30 - USD
112 - OW Panel
142 - New Core

See change in Sept 29 PGL

Airfield: RANDOLPH, AFB TX

Type of Navigator Training By Syllabus * (EXAMPLES)		Output Requirements, Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor/ADSL) By Fiscal Year							
		1994	1995	1996	1997	1998	1999	2000	2001
S O (R)	AD	1/8/1.3	5/8/1.3	0	0	0	0	0	0
	ANG	4/0/1.0	0	0	0	0	0	0	0
	INTL	30/0/4.7	0	0	0	0	0	0	0
S O (P)	AD	0	9/0/1.8	14/0/2.8	14/0/2.8	14/0/2.8	14/0/2.8	14/0/2.8	14/0/2.8
	ANG	0	2/0/.4	2/0/.4	2/0/.4	2/0/.4	2/0/.4	2/0/.4	2/0/.4
	INTL	24/0/9.8	80/0/15.8	80/0/15.8	80/0/15.8	80/0/15.8	80/0/15.8	80/0/15.8	80/0/15.8
TOP OFF	AD	24/0/4	91/0/18	96/0/19	96/0/19	96/0/19	96/0/19	96/0/19	96/0/19
	ANG								
	INTL								
EWO	AD	0	0	15/2/3	15/2/3	15/2/3	15/2/3	15/2/3	15/2/3
	ANG	0	0	0	0	0	0	0	0
	AFRES	0	0	1/0/.2	1/0/.2	1/0/.2	1/0/.2	1/0/.2	1/0/.2
	USMC	0	0	4/2/.8	4/2/.8	4/2/.8	4/2/.8	4/2/.8	4/2/.8

WO, SO	AD ANG	0 0	0 3/0/1	13/2/4.3 2/0/.7	13/2/4.3 2/0/.7	13/2/4.3 2/0/.7	13/2/4.3 2/0/.7	13/2/4.3 2/0/.7	13/2/4.3 2/0/.7
Nav Track	AD ANG AFRES INTL	22/6/7.1 26/0/9.3 3/0/1.7 5/0/2.9	51/6/22.3 29/0/12.7 10/0/4.4 15/0/6.6	58/6/25.4 25/0/10.9 14/0/6.1 15/0/6.6	58/6/25.4 25/0/10.9 14/0/6.1 15/0/6.6	58/6/25.4 25/0/10.9 14/0/6.1 15/0/6.6	58/6/25.4 25/0/10.9 14/0/6.1 15/0/6.6	58/6/25.4 25/0/10.9 14/0/6.1 15/0/6.6	58/6/25.4 25/0/10.9 14/0/6.1 15/0/6.6
IUNT	USN INTL NOAA	102/7/44.4 14/0/4.6 1/0/.4	107/8/40.9 15/0/5.7 1/0/.4	107/8/40.9 15/0/5.7 1/0/.4	121/8/45.0 15/0/5.6 1/0/.4	121/8/45.0 15/0/5.6 1/0/.4	121/8/45.0 15/0/5.6 1/0/.4	121/8/45.0 15/0/5.6 1/0/.4	121/8/45.0 15/0/5.6 1/0/.4
MANS	USMC	15/30/12	33/30/11	12/30/4	11/30/4	11/30/4	11/30/4	11/30/4	11/30/4
CAF	---------	0	0	5/0/2	5/0/2	5/0/2	5/0/2	5/0/2	5/0/2
ITS	AD USN OTHER	52/0/8.2 12/0/2.8 0	50/0/8.6 16/0/2.7 4/0/.7	40/0/6.7 16/0/2.7 4/0/.7	40/0/6.7 16/0/2.7 4/0/.7	37/0/4.8 13/0/1.7 4/0/.5	37/0/4.8 13/0/1.7 4/0/.5	37/0/4.8 13/0/1.7 4/0/.5	37/0/4.8 13/0/1.7 4/0/.5
IFF WSO	USAF	4/0/1	43/0/4	58/0/6	57/0/6	57/0/6	57/0/6	57/0/6	57/0/6

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.
** Example Entry

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

ANSWER: No undergraduate pilot training is done at Randolph AFB TX.

Type of Pilot Training by Syllabus (EXAMPLES)		Historical Attrition By Fiscal Year		
		1991	1992	1993
Strike (Intermediate/ advance)	USN			
	USMC			
	USCG			
Primary	FMS USN			
	USMC			
	USCG			
	FMS			
	USAF			
Etc. T-41	S-V8A-A	16.5%	11.2%	15.7%

4. 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
Interservice UNT	USN	4.3	15.8	4.5

SUNT Core	USAF	10.7	5.6	4.5
	ANG	7.4	8.3	3.7
	AFRES	0	16.7	0
	FMS	3.8	3.0	4.0
NAV Track	USAF	6.7	0	7.8
	ANG	0	6.7	6.3
	AFRES	0	0	11.1
	FMS	0	0	3.2
SO Track	USAF	1.5	0	0
	ANG	0	25.0	10.2
	AFRES	0	0	0
	FMS	1.7	11.1	6.2
EWO Track	USAF	3.0	2.6	0
	ANG	16.7	0	6.5
	AFRES	0	0	0
	FMS	0	0	0
MANS	USMC	15.8	45.0	60.0

NOTE: Data represents navigator training that was done at Mather AFB. First graduates for Randolph were not until Jan 94. Types of navigator training syllabi do not match Appendix 1b's list of navigator training syllabi because those courses did not exist in FY91-93. Attrition was tracked for these courses.

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.

ANSWER: Randolph does not do undergraduate pilot training. First SUNT graduates were on 19 Jan 94.

Syllabus of Training *	Level of Training*	Graduates		
		FY 91	FY 92	FY 93
General	Primary			
Strike	Intermediate			
	Advanced			
SUPT	Primary			
	BF			
	AT			
Etc/				

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

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

DSL) for each activity.

Other Officer Training (Graduates)										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
T-1 PIT	0	26	90	98	98	86	78	78	78	0
T-1 ITC	0	105	38	56	30	0	0	0	0	0
T38 PIT	103	187	174	146	145	142	113	113	113	30.9
AT-38 IFF	0	41	46	49	53	53	53	53	53	0
AT-38 IFF PIT[1]	0	13	21	28	29	29	29	29	29	0
T-43 ITS	33	64	70	60	60	54	54	54	54	7.5
T-43 PIQ	9	18	14	12	12	12	12	12	12	2.1
AIC	138	174	180	180	180	170	170	170	170	5.6
T37 PIT	109	196	211	246	264	277	280	280	280	32.7
T37 RAMS	20	22	20	20	20	20	20	20	20	2.1

[1] Randolph AT-38 IFF PIT is assumed to do 90% of all instructor production.

Use the following formula to calculate ADSL:

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

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

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
TTD 5	859	710	710	710	710	710	710	710	710	19

Use the following formula to calculate ADSL:

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

B. Flight Training

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.

F-38

~~F-43~~
61.6
61.6
15
13.5
~~51.7~~

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

Syllabus of Training*: ___SUNT NAV TRAINING____ Type Aircraft: _____T-43_____

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA	0	0		NA	0	
PAT	16	.2	2.5	NA	NA	3.2
AW	15	.3	30	NA	10000	4.5
ATCAA	14	4.4		NA	0	61.6
OWA	2	4.5	NA	NA	NA	9.0
OWAW	0	0		NA		0
WA	0	0		NA		0
AA	0	0		NA		0
RA	0	0		NA		0
RR	0	0		NA		0
MTR	2	2.5	3	NA	1080	5.0

T-4
✓61

Syllabus of Training*: INTERSERVICE UNT _____ Ty pe Aircraft: T-43

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA	0	0		NA	0	
PAT	16	.2	2.5	NA	NA	3.2
AW	15	.3	30	NA	10000	4.5

ATCAA	14	4.4		NA	0	61.6
OWA	2	4.5	NA	NA	NA	9.0
OWAW	0	0		NA		0
WA	0	0		NA		0
AA	0	0		NA		0
RA	0	0		NA		0
RR	0	0		NA		0

T-43
61.6

Syllabus of Training*: CORE NAV Type Aircraft: T-43 (T-37/2 SORTIES/MTR)

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA	0	0	9	NA	300	0
PAT	5	.2	2.5	NA	NA	1.0
AW	5	1.0	NA	NA	NA	5.0
ATCAA	5	3.0	4	NA	300	15
OWA	0	0		NA		0
OWAW	0	0		NA		0
WA	0	0		NA		0
AA	0	0	0	NA	0	0
RA	0	0		NA		0
RR	0	0	0	NA	0	0
MTR	2	1.0	3	NA	1080	2.0

T-43
15

Syllabus of Training*: USMC UNT Type Aircraft: T-43

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA	0	0		NA		0
PAT	14	.2	2.5	NA	NA	2.8
AW	14	.5	30	NA	14000	7.0
ATCAA	3	4.5		NA		13.5
OWA	11	4.5	Varies	NA	Varies	49.5
OWAW	0	0		NA		0
WA	0	0		NA		0
AA	0	0		NA		0
RA	0	0		NA		0
RR	0	0		NA		0
MTR	0	0		NA		0

T-43
13.5

ilabus of Training*: SUNT SO Type Aircraft: T-38

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA	4	.8	22	NA	300	3.2 ✓
PAT	15	.3	2.5	NA	NA	4.5
AW	2	.4	30	NA	5,000	.8
ATCAA	0	0		NA		0
OWA	0	0		NA		0
OWAW	0	0		NA		0
WA	0	0		NA		0
AA	0	0		NA		0
RA	0	0		NA		0
RR	0	0		NA		0
MTR	11	.6	3	NA	1,080	6.6

T-38 / 3.2

Syllabus of Training*: SUNT SO Type Aircraft: T-43

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace/ Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm²)	Total Flight Hours per Graduate
MOA	0	0	16	NA	300	0
PAT	8	.5	2.5	NA	NA	4.0
AW	8	1.5	30	NA	5000	12.0
ATCAA	0	0	6	NA	300	0
OWA	0	0		NA		0
OWAW	0	0		NA		0
WA	0	0		NA		0
AA	0	0		NA		0
RA	0	0		NA		0
RR	0	0		NA		0
MTR	6.0	1.5	3	NA	202,500	9.0

T-4 / 0

Key to types of airspace:
MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
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)
ATCAA -- Air Traffic Control Assigned Airspace
OWA -- Overwater Airspace
OWAW -- Overwater Airways
CLG -- Uncontrolled Airspace

USAF SORTIES PER GRADUATE DATA

T-37 SORTIES

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

T-38 SORTIES

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

PRIMARY GRADS

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

ADV GRADS

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

[redacted]

[redacted]

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

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

Syllabus of Training * (EXAMPLES)	Level (Track) of Pilot Training *	Trainer Aircraft *	Sorties required per graduate					
			Student (syllabus)		Overhead[1]		Total	
			Day	Night	Day	Night	Day	Night
PIT	Graduate	T-1A	43	2	3	1	46	3
PIT	Graduate	T-37	49	1	14	1	63	2
PIT	Graduate	T-38	50	1	15	1	65	2
PIT IFF	Graduate	AT-38	24	1	9	1	33	2
PIT ITC	Graduate	T-1A	32	2	2	1	34	3
PIT	Graduate	T-43	6	1	1	1	7	2
PIT	Graduate	T-41	12	0	2	0	14	0
PIT	Graduate	T-3	18	0	3	0	21	0
IFF	Graduate	AT-38	39	0	0	0	39	0
SUNT IFF	Graduate	AT-38	18	0	0	0	18	0
SUNT CORE	Primary	T-37	6	0	1	0	7	0
SUNT CORE	Primary	T-43	7	0	1	0	8	0
SUNT Top-Off	Intermediate	T-37	12	0	1	0	13	0
SUNT Systems Officer	Intermediate	T-43	8	0	1	0	9	0
SUNT Systems Officer	Intermediate	T-38	15	0	6	0	21	0
SUNT	Advanced	T-43	12	4	1	1	13	5
Screening	Undergrad	T-41	14	0	3	0	17	0
Screening	Undergrad	T-3	19	0	4	0	23	0

37
58
Panel NA
23

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

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

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

Aircraft	Takeoff/Land	Crosswind Limit
T-1	300/1	25 KNOTS
T-37	300/1	17.5 KNOTS
T-38	300/1	25 KNOTS
AT-38	300/1	25 KNOTS
T-43	Published Minimums	25 KNOTS
T-41	2,000/3	15 KNOTS
T-3	2,000/3	25 KNOTS

C. Flight Training Ground School

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

Facility Category Code (CCN): ____171-211_____ see chart in front 77 & 78

Syllabus of Training * (EXAMPLES)	Level of Training *	Facility Type(s)	Requirement (Hrs/Grad)
T-1 PIT	Advanced	1 Classroom/1 Simulator (OFT)	116.2/17.5
T-1 ITC	Intermediate	1 Classroom/1 Simulator (OFT) shared with PIT students	84/21
T-37 PIT	Advanced	1 Classroom/4 simulators (OFT)	64.5/22.1
T-38 PIT	Advanced	1 Classroom/2 simulators (OFT)	77/18.2
AT-38 IFF	Advanced	Facilities shared with T-38 PIT	45.6/2.3
AT-38 UIP	Advanced	Facilities shared with T-38 PIT	69.7/11.8
SUNT	Primary	18 Classrooms/3 simulators (IFT)	up to 569 hours/up to 89 hours
T-43 ITC	Advanced	1 Classroom/3 Simulators (IFT)	up to 110 hours/ up to 32 hours
T-43 STS	Advanced	1 Classroom/1 Simulator (UTD)	Varies/Varies*

* T-43 STS hours are not specified in the syllabus.

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

NSWER: Classroom space for T1 training is at a premium. With ITC and PIT being taught concurrently,

ace is limited and academic instructors are limited. In addition, with only the one T-1 simulator, it must be run ntinuously to keep up with class loads and schedules. It the simulator goes down for repairs, it could have serious implications on the "time line".

The T-45 simulators are very old and parts are no longer made for them. We are looking into contracting out new part fabrication and possibly using parts from Hill AFB UT. If these simulators are not repaired, it would also effect the navigator production rates.

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	302, 308, 314, 316, 325, 326	ICT	1	720	1	720
Academic Classroom	302, 305, 308, 310, 312, 314, 316, 320, 332	IRC	4	1920	4	1920

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: __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	302, 305	Advanced Intermediate	116.2 84	0 0	116.2 0	11,155.2 0
Academic classroom	302, 310	Advanced Intermediate	64.5 40	7030.5 760	64.5 40	14,512.5 800

Academic classroom	302, 312	Advanced	77	7931	77	18,480
Academic classroom	308	Advanced Advanced	110 Varies*	3630 Varies*	110 Varies*	6490 Varies*

* Number of hours varies with student and type of upgrade in syllabus.

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.

See change in final report

Base: _____RANDOLPH AFB TX_____

AIRCRAFT USED FOR TRAINING

Aircraft*	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
T-37	29	29	29	29	29	29	29	29
T-43	10	10	10	10	10	10	10	10
T-38	65	65	65	65	65	65	65	65
T-1A	15	16	16	16	16	16	16	16
AT-38	10	10	10	10	10	10	10	10

AIRCRAFT NOT USED FOR TRAINING

C-21	6	6	6	6	---	---	---	---
T-39	2	2						

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

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

AIRCRAFT TYPE:_____T-43_____

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	42 hours/month
Average Sortie Duration (ASD) (hrs)	3.5
Planned Turn Time (hrs) (Time from landing to takeoff)	Not Specified
Min Runway Length (ft)	5000
Preferred Runway Length (ft)	Not Specified
Min Runway Length for Touch and Go (T/G) (ft)	Not Specified
Runway Width (ft)	Not Specified
Required Taxiway Width (ft)	Not Specified
Weight Bearing Requirement (kips)	116
Apron Space Required (ft^2/Aircraft)	10,300

Hangar Space Required (ft^2/Aircraft)	9,600
Navigation Equipment On-Board (GPS?--when?)	TACAN/VOR/INS

AIRCRAFT TYPE:____ T-38

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	26 sorties/month
Average Sortie Duration (ASD) (hrs)	1.2
Planned Turn Time (hrs) (Time from landing to takeoff)	1.3
Min Runway Length (ft)	8000
Preferred Runway Length (ft)	Not Specified
Min Runway Length for Touch and Go (T/G) (ft)	Not Specified
Not Specified	Not Specified
Required Taxiway Width (ft)	Not Specified
Weight Bearing Requirement (kips)	13
Apron Space Required (ft^2/Aircraft)	6300 sq ft
Hangar Space Required (ft^2/Aircraft)	1090 sq ft
Navigation Equipment On-Board (GPS?--when?)	TACAN/ILS

AIRCRAFT TYPE:____ AT-38

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	26 sorties/month
Average Sortie Duration (ASD) (hrs)	1.0
Planned Turn Time (hrs) (Time from landing to takeoff)	1.7
Min Runway Length (ft)	8000
Preferred Runway Length (ft)	Not Specified
Min Runway Length for Touch and Go (T/G) (ft)	Not Specified
Runway Width (ft)	Not Specified
Required Taxiway Width (ft)	Not Specified
Weight Bearing Requirement (kips)	13.0
Apron Space Required (ft^2/Aircraft)	6300 sq ft
Hangar Space Required (ft^2/Aircraft)	1090 sq ft
Navigation Equipment On-Board (GPS?--when?)	TACAN/ILS

AIRCRAFT TYPE: T-1A

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	59.6 hours/month
Average Sortie Duration (ASD) (hrs)	2.5
Planned Turn Time (hrs) (Time from landing to takeoff)	3.0
Min Runway Length (ft)	6000

Preferred Runway Length (ft)	Not Specified
Min Runway Length for Touch and Go (T/G) (ft)	Not Specified
Runway Width (ft)	Not Specified
Required Taxiway Width (ft)	Not Specified
Weight Bearing Requirement (kips)	16.3
Apron Space Required (ft^2/Aircraft)	3500' sq
Hangar Space Required (ft^2/Aircraft)	1425' sq
Navigation Equipment On-Board (GPS?--when?)	FMS/ADF/ILS/ TACAN/VOR/INS

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)	1.3
Min Runway Length (ft)	5000
Preferred Runway Length (ft)	Not Specified
Min Runway Length for Touch and Go (T/G) (ft)	Not Specified
Runway Width (ft)	Not Specified
Required Taxiway Width (ft)	Not Specified
Weight Bearing Requirement (kips)	7.2
Apron Space Required (ft^2/Aircraft)	7200' sq
Hangar Space Required (ft^2/Aircraft)	1000 sq
Navigation Equipment On-Board (GPS?--when?)	VOR/DME/ILS

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

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

T-37: Can only tolerate light rime icing, limited to crosswinds of less than 17.5 kts.

Airfield

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

Airfield/OLF Name: __Randolph AFB___Location (Lat/Long and nearest town): _29 32'N 98 17'W, Universal City TX

Syllabi and Level of Training Supported: Banked requal T-38 (graduate), IFF (Graduate), T-43 pilot training (graduate), PIT T-37 and PIT T-38 (graduate), PIT T-1A and T-1A ITC (graduate), AT-38 IFF PIT (graduate), MED OFF FLIGHT FAM (graduate), ALL SUNT (primary and advanced), INTERSERVICE AND USMC UNT (primary and advanced), EWO TNG/CAF (advanced), NAV INST TNG (graduate).

Ownership: Air Force

OLF Name: Randolph AFB Auxilary Location (Lat/Long and nearest town): 29 34' N 97 55' W, Sequin TX

Syllabi and Level of Training Supported: Banked requal T-38 (graduate), PIT T-38 (graduate)

Ownership: Air Force

OLF: Distance (nm) from home field: 20 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-38

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties		0	510
	Graduate Training Sorties		11096	4410
	Training Support Sorties*		1608	1604
	Other Sorties		37760	4638
	TOTAL SORTIES:		16480	11162
Non-Operational Hours[2]	Standdowns	3,238	3,238	3,238
	Maintenance	Not available	Not available	Not available
	Other Events	Not available	Not available	Not available

Hours when the airfield was closed for flight operations.

TYPE AIRCRAFT: T-37

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties		0	0
	Graduate Training Sorties		8027	4580
	Training Support Sorties*		1910	1360
	Other Sorties		4025	4336
	TOTAL SORTIES:		13962	10276
Non-Operational Hours[3]	Standdowns	3,238	3,238	3,238
	Maintenance	Not available	Not available	Not available
	Other Events	Not available	Not available	Not available

TYPE AIRCRAFT: T-1A

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties			0
	Graduate Training Sorties			219
	Training Support Sorties*			150
	Other Sorties			5
	TOTAL SORTIES:			374
Non-Operational Hours[4]	Standdowns	3,238	3,238	3,238
	Maintenance	Not available	Not available	Not available
	Other Events	Not available	Not available	Not available

TYPE AIRCRAFT: T-43

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties			162
	Graduate Training Sorties			0
	Training Support Sorties*			261
	Other Sorties			17
	TOTAL SORTIES:			440
Non-Operational Hours[5]	Standdowns	3,238	3,238	3,238
	Maintenance	Not available	Not available	Not available
	Other Events	Not available	Not available	Not available

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

[3] Hours when the airfield was closed for flight operations.

[4] Hours when the airfield was closed for flight operations.

Hours when the airfield was closed for flight operations.

st below the "other sorties" and "other events" included in the table 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 and NFO/Navigators Trained			
		FY	FY 1991	FY 1992	FY 1993
T-37 PIT	Graduate	270 (FY91)	270	133	48
T-38 PIT	Graduate	308 (FY84)	284	150	45
Med Off Flt Fam Crs	Primary	20 (FY93)	0	0	20
T-43 Pilot Trng	Graduate	9 (FY93)	0	0	9

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

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)	NA	NA	14.3/2.3
Days per year:	NA	NA	240

Note: Undergraduate pilot training is not conducted at RAFB.
Navigator/NFO training began in 1993.

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: No

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary			
	Intermediate			
	Advanced	13.87	11.47	9.28
	Etc.*			

Maintenance	.14	.27	.22
Operations	1.88	1.60	1.24
Other Military Flights	.36	.11	.37
Civilian/Commercial Flights	N/A	N/A	N/A
Other	0	.01	.01
Total	16.25	13.46	11.12

Aircraft Type: T-38 Undergraduate Training: No

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary			
	Intermediate			
	Advanced	15.46	10.25	11.41
	Etc.*			
Maintenance		.51	.28	.48
Operations		2.17	2.03	1.90
Other Military Flights		.74	.47	.60
Civilian/Commercial Flights		N/A	N/A	N/A
Other		.03	0	.02
Total		18.91	13.03	14.41

Aircraft Type: T-43 Undergraduate Training: YES

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary			1.30
	Intermediate			
	Advanced			
	Etc.*			
Maintenance				.65
Operations				.49
Other Military Flights				0
Civilian/Commercial Flights				N/A
Other				0
Total				2.43

Note: T-43 operations did not begin at Randolph until 1993.

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

ANSWER: No factors are used in the other category.

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

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

ANSWER: 98.2.

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

ANSWER: 97.9

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

ANSWER: 96.4

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

ANSWER: 90.0

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

ANSWER: 73.4

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

ANSWER: 73.7

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

ANSWER: 83.6

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

ANSWER: 98.4

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: Data not available.

For <u>each</u> 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

AIRFIELD OPERATIONS

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

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

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

OPERATIONS PER YEAR BY BASE

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

st year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties own and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: _Randolph AFB TX_(HONDO MUNI TX)_

Syllabus of Training	Level of Training (Aircraft Type)	FY 1993 Airfield Use (Percent) Day	Night
SUNT Core	Primary (T-43)	5	0
	Primary (T-37)	25	0
SUNT SO Training	Advanced (T-43)	2	0
	Advanced (T-38)	27	0
SUNT Nav Training	Advanced (T-43)	8	100
	Advanced (T-37)	23	0
SUNT EWO Training	Advanced (T-43)	2	0
Interservice UNT	Advanced (T-43)	7	0
USMC UNT	Primary (T-43)	1	0
	Total	100	100

NOTE: These numbers represent a seven year average for SUNT at Mather AFB (FY87 to FY93) since no nbers exist for Randolph AFB.

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

The answer for Randolph is 145. The calculations are as follows:

Average Daily Capacity = (204 x 12 x .54) + (117 x 12 x .46) = 1,968
Average Yearly Capacity = [246 - (.114 x 246)] x 1,968 = 428,937 421963 ops/yr
Average Hourly Capacity = (428,937 ÷ 246) ÷ 12 = 145.

The answer for Seguin is 89. The calculations are as follows: +

Average Daily Capacity = 101 x 7 = 107
Average Yearly Capacity = [246 - (.114 x 246)] x 707 = 154,094 151,589 ops/yr
Average Hourly Capacity = (154,094 ÷ 246) ÷ 7 = 89.

573,552 ops/yr

FR operations per hour is 204 (Randolph), 101 (Seguin).
R operations per hour is 117.

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***
N		***62734***	***69081***
E	103684	100269	85705
UX	42172	48078	34507
TOTAL:	***145856***	***148347***	***120212***
VAN		105427	81791
AUX		46126	33708
TOTAL:	***0***	***151553***	***115499***
SHP	145949	133508	114602
AUX	66702	53013	33445
TOTAL:	***212651***	***186521***	***148047***
SUB TOTAL:	**718749**	**895776**	**734233**

OPERATIONS GRAND TOTAL:	2348758

T-38 SORTIES

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

T-38 OPERATIONS/SORTIE

6.6

SORTIE GRAND TOTAL:	382147

T-38 OPERATIONS

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

OPERATIONS GRAND TOTAL:	2508506

OPERATIONS/SORTIE DATA

T-1 SORTIES

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

T-1 OPERATIONS/SORTIE
4.6

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

AVERAGE ANNUAL T-38 OPERATIONS

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

30572 X 7.0

T-1/T-38 OPERATIONS

BASE	1991	1992	1993
COL			
AUX			
TOTAL:	*0*	*0*	*0*
LAU			
AUX			
TOTAL:	*0*	*0*	*0*
RAN		*0*	*79284*
[illegible]			82071
[illegible]E			86688
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

affic split is 54/46 VFR/IFR.
eather attrition is 11.4%.
Average operating period 12 hours (Randolph) 7 hours (Seguin).
Operating days/year is 246.

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
Aux Field T-38 Traffic Count	22,242	31,382	4,152
Runway 14L/32R Traffic Count T-38	75,799	76,020	79,284
Runway 14R/32L Traffic Count T-37	102,027	62,734	69,081

T-37 69081 / 11162 = 6.2 ops/hr

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):

Randolph AFB

	FY 1991	FY 1992	FY 1993
VFR	NOT AVAILABLE	55	53
IFR	NOT AVAILABLE	45	47
Total	100%	100%	100%

Seguin Aux

	FY 1991	FY 1992	FY 1993
VFR	100	100	100
IFR	0	0	0
Total	100%	100%	100%

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

ANSWER: The largest constraints to flying training operations at Randolph AFB are weather, and to a lesser extent, available instructors. An appreciable amount of student flying training requires VFR weather (VFR pattern, formation, and contact area manuvers, VFR low level etc...). Heavy student loads and limited instructor resources also constrain student flight operations.

3. Assuming that airfield operations are not constrained by operational funding (personnel support, increased erhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight

erations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[6].

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

T-37: 3.7 sorties per hour (increase from 4.9 to 8.6 or 75%)
T-38: 0.2 sorties per hour (increase from 6.6 to 6.8 or 4%)
T-1: 1.7 sorties per hour (increase from 1.6 to 3.3 or 51%)

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

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[7]

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

T-37: 5.5 sorties per hour (increase from 4.9 to 10.4 or 112%)
T-38: 0.3 sorties per hour (increase from 6.6 to 6.9 or 5%)
T-1: 1.7 sorties per hour (increase from 1.6 to 3.3 or 51%)

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

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

ANSWER: Weather - an appreciable amount of student flying training requires VFR weather (VFR pattern, formation and contact area manuvers, VFR low level, etc.) This is unlikely to change under any future budget conditions.

Airspace saturation - a growth in military, air carrier, and general aviation air traffic will saturate available airspace and limit possible future expansion. This problem becomes more pronounced during periods of poor weather. At current levels of local traffic and airspace usage, Randolph AFB Special Use Airspace (SUA), is near the point of saturation.

ALSO - POV traffic flow on base is affected: limited parking, MWR facilities located adjacent to AFMPC, hospital manning and appointment capabilities.

---

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

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

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: 26,536
T-38: 14,303
T-1: 7,284

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. (1) One approach is to more effectively align the same missions, type and speed of the aircraft at a single location. This alone will simplify airspace procedures and air traffic control. It simplifies other facets of the operation (i.e. maintenance requirements,book stores, etc.). (2) A second approach would be to align two different types of missions and aircraft at one single location that do not compete for training airspace and facilities. An example would be a mission which is predominately done off station or at night with one done during the day. This will possibly create a 24 hour operation, but one of more effective use. (3) The reduction in attrition would allow for a larger student generation per available resources. Reducing the number of installations will only decrease the quality of students that we currently produce.

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

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR/VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
Randolph 14l/32r	8351'	200'	Exceed all*	X					6IQS11, 250' both overrun	I,V,N	ILS , VOR
Randolph 14R/32L	8353'	200'	79,000 lbs*		X				MA1A 153' both OVRN, BAK 12 950'from S.	I,V,N	ILS,VOR
Seguin Aux	8345'	150'	22,000 lb*				X		MA1A each OVRN	V	None

* 1993 Pvement Evaluation, summary of allowable gross weight for AGI#2 aircraft, (Pg F-1). Values are in pounds per square inch. AGI represents Aircraft Group Index which is the criteria by which the Air Force establishes pavement bearing capacities.
1990 Pavement Evaluation for AGI#2, (Pg F-1)

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

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

Runway Designation	NAVAID	Published Approaches
14L/32R	RAND TACAN and ILS	ASR, ILS/DME, HI ILS/DME, HI TACAN-A, HI TACAN-B
14R/32L	RAND TACAN, VOR, ILS	ASR, ILS/DME,VOR or ILS/DME, VOR , HI-ILS-DME, HI-VOR 32L, HI VOR or HI-TACAN-A, HI-TACAN-B

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

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
11	Runways Fixed Wing	SY	1,065,446	
111	Runways Rotor Wing	SY	NA	
111	Landing Pads	SY	NA	
113	Parking Aprons	SY	947,612	
113	Access Aprons	SY	NA	
121	Direct Fueling	OL / GM	NA	
121	Truck Fueling	OL / GM	3,720	
121	Defueling	OL / GM	12,000	
124	Fuel Storage	GA	50,000	Hondo Muni
149	Arresting Gear	EA	7	5 at Randolph, 2 at Sequin AUX
421 422(AF)	Ammunition Storage	CF	543	
425	Open Ammunition Storage	SY	NA	

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

ANSWER: No additional areas of significance.

AIRSPACE REQUIREMENTS

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

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

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

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

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

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

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
Flight Screening	Accession	T-3A, T-41	31	CLG, PAT	8 NM X 8 NM x 5000 FT	4368
PIT T-37	Graduate	T-37	18	MOA/ ATCAA, MTR, PAT	14 NM X 8 NM x 6500 FT	3120
PIT T-38	Graduate	T-38	18	MOA/ ATCAA, MTR, PAT	20 NM X 15 NM X 13000 FT	3120
PIT T-1A	Graduate	T-1A	28	MOA/ ATCAA, MTR, PAT	20 NM X 15 NM x 7000 ft	3120
IFF	Graduate	AT-38	18	MOA/ ATCAA, MTR, PAT	20 NM X 15 NM x 13000 ft	3120
SUNT SO TRNG	Primary	T-43	7	PAT, AW, MTR	500 NM X 10 NM X 300 FT	3120
SUNT Top Off	Advanced $	T-37	NA	NA	NA	NA
SUNT Nav Trng	Primary	T-43	13	PAT, AW	1400 NM X 60 NM X 300 FT	3120
	Advanced	T-34	19	MTR, AW, PAT, OWA, CLG	800 NM X 20 NM X 300 FT	3120
SUNT EWO Trng $$	Primary	T-43/T-37	NA	NA	NA	NA
	Advanced	T-43	NA	NA	NA	NA
SUNT EWO Top Off $$	Advanced	T-43	NA	NA	NA	NA
Interservice UNT	Advanced	T-43	11	AW, OWA, CLG, PAT	1400 NM X 60 NM X 300 FT	3120

USMC UNT	Primary	T-43	11	AW, CLG, PAT	1400 NM X 60 NM X 300 FT	3120
EWO Trng CAF $$	Advanced	T-43	NA	NA	NA	NA
NAV Inst Trng	Graduate	T-43	22	MTR, AW, PAT, OWA, CLG	1400 NM X 60 NM X 300 FT	3120

IFF WSO $$	Graduate	AT-38	NA	NA	NA	NA
IFF WSO Inst Trng $$	Graduate	AT-38	NA	NA	NA	NA
Banked Requal $$	Graduate	T-1A	NA	NA	NA	NA
Banked Requal	Graduate	T-38	18	MOA/ ATCAA, MTR, PAT	20 NM X 15 NM x 13000 ft	3120
T-1 PIT Transition	Graduate	T-1A	28	MOA/ ATCAA, MTR, PAT	20 NM X 15 NM x 7000 ft	3120
MOFFT	Graduate	T-37	18	MOA/ ATCAA, MTR, PAT	14 NM X 8 NM x 6500 ft	3120
T-43 Pilot Trng	Graduate	T-43	8	MOA/ ATCAA, AW, PAT	20 NM X 20 NM x 4000 ft	3120
		Total*	97	CLG, PAT, MOA, ATCAA MTR AW, OWA		

* Many syllabi share airspace -- total is less than sum of above airspace blocks.
$ Will be offered in future syllabus. No current training exists.
$$ Syllabus currently exists. Training will start up mid-1995.

Key to types of airspace:

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

If the transit corridors between training areas and air station limits the number of aircraft that can train

ncurrently (i.e., can't safely use all blocks) give this limitation and explain what this number is based on. eak this information out by type and level of training if appropriate.

ANSWER: The transit corridors do not limit the number of airspace blocks that can be used concurrently.

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,	MOA
name,	RND 1A
location,	30 - 60 mi east RAFB
size (nmi. x nmi. x ft),	1839 sq mi x 13000 ft
available times,	Mon - Fri sunrise to sunset - (or by NOTAM)
airspace controlling activity,	Houston ARTCC
scheduling activity,	12 OSS/DOFR, DSN 487-5580
method of scoring/recording,	TRIM (computer mgt sys)
proximity to airport traffic areas.	30 NM east of RND

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

ANSWER: Yes, Houston ARTCC.

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: NO, NO.

d. What is the distance enroute?

ANSWER: 30 NM.

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

erlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the rcentage of the possible increase in usable airspace. Provide the basis/calculations for these estimates.

ANSWER: No.

Additional SUA (answers only)

RND 1B MOA.

a. 1B, MOA, 24 - 46NM SE RND, 644 sq mi x 15,000 ft, mon - fri sunrise to sunset (other times by NOTAM), SAT TRACON, 12 OSS/DOFR, DSN 487-5580, TRIM, 24 nm.

b. Yes, San Antonio TRACON.

c. No, No.

d. 24nm.

e. No.

f. No.

No.

RND 1C MOA.

a. 1C, MOA, 36NM SE RND, 123 sq mi x 5000 ft, mon - fri sunrise to sunset (other times by NOTAM), SAT TRACON, 12 OSS/DOFR, DSN 487-5580, TRIM, 36 nm.

b. Yes, San Antonio TRACON.

c. No, No.

d. 36nm.

e. No.

f. No.

g. No.

ND 2A MOA.

2A, MOA,54-68 NM West RND, 1462 sq mi x 12000 ft, mon - fri sunrise to sunset (other times by NOTAM), Houston ARTCC, 12 OSS/DOFR, DSN 487-5580, TRIM, 54 nm to RND, 12 nm to SKF.

b. Yes, Houston ARTCC.

c. No, No.

d. 54nm.

e. No.

f. No.

g. No.

RND 2B MOA.

a. 2B, MOA, 23 NM West RND, 330 sq mi x 8000 ft, mon - fri sunrise to sunset (other times by NOTAM), Houston ARTCC, 12 OSS/DOFR, DSN 487-5580, TRIM, 23 nm to RND, 8 nm to SKF.

b. Yes, Houston ARTCC

c. No, No.

d. 23nm.

e. No.

f. No.

g. No.

RND VR 1152.

a. VR 1152, MTR, Entry: SAT 191/036, 6nm wide x 180 nm long 500 AGL to 2500/4000 MSL, mon - fri sunrise to sunset (other times by NOTAM), 12 OSS/DOFR, 12 OSS/DOFR, DSN 487-5580, TRIM, 18 NM to SKF, 34 NM to RND.

b. No

c. No, No.

d. 34 nm.

.No.

f. No.

g. No.

SR 286, 290, 292, 293

a. R 286, 290, 292, 293, MTR, North RND, 4 to 10 nm wide x 95 nm long, 500 agl to 4000 ft msl, mon - fri sunrise to sunset (other times by NOTAM), 12 OSS/DOFR, 12 OSS/DOFR, DSN 487-5580, TRIM, 25 nm to BSM, 60 nm to RND.

b. No

c. No, No.

d . Up to 60 nm.

e. No.

f. No.

g. No.

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

ANSWER: No.

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

ANSWER: The unit is not required to deploy to other training locations to meet mission requirements. Questions (B.5.a) through (B.5.g) are NA.

a. Where do these units/squadrons deploy?
b. How far from your installation?
c. Frequency?
d. Reasons for deployment (e.g., adverse weather, airspace saturation, training, versatility, etc.)
e. Annual costs incurred for deployments due to adverse weather?
f. Annual costs incurred for deployments due to airspace non-availability?
g. Annual costs incurred for deployments due to insufficient training versatility (e.g., lack of low level training routes etc.)?

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

ANSWER: NA, all airspace used for training is SUA.

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
T-37 PIT	None
T-38 PIT	None
T-1 PIT	None
T-1 ITC	None
T-43 PIQ	None
AT-38 IFF PIT	None
AT-38 IFF	None
T-37 Jet Currency Course	None
T-37 Med Off Flt Fam Trn	None
.'-41 Flt Screening	None
T-3 Flt Screening	None
SUNT	Overwater
MANS	Overwater

* Use appropriate Navy, Air Force, or Army syllabus of training list

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

ANSWER: All T-38/T-1A areas have waivers for size except Talons 3 and 4.

C. Ground Training

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

For example: in the category 171-10, a type of training facility is academic instruction classroom. If you have 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.

t Code: 171-211

Type Training Facility	Total Number	Design Capacity (PN)[8]	Capacity (Student HRS/YR)
ACADEMIC CLASSROOMS	18	360	864,000

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

ANSWER: Design Capacity = (number of classrooms) x (the capacity measured in students per room) Capacity = (design capacity) x (available hours per day) x (available days per year). Hours per day = 8.

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

ANSWER: 1,296,000 student-hours/year.
Note: 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.
ew Capacity) - (Total Capacity from C.1) = Increase in Student-Hours/Year.

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

ANSWER: All reasonable space on base for building classrooms has been occupied, except in extremely impractical areas such as west of the west runway or relocating the softball fields.

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

ANSWER: All reasonable space on base for building classrooms has been occupied, except in extremely impractical areas such as west of the west runway or relocating the softball fields.

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

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8 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.

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

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**

des, 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: 171-621

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Tech Training Classroom	1	10	24,000

Cat Code: 171-211

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Academic Classrooms	3	60	144,000
Academic Classroom	1	22	52,800

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

ANSWER:

For Cat Code 171-621: Design Capacity = (number of classrooms) x (the capacity measured in students per room). Capacity = (Design Capacity) x (available hours per day) x (available days per year).
Hours per day = 8. Days per year = 300.

For Cat Code 171-211: Design Capacity = (number of classrooms) x (the capacity measured in students per room). Capacity = (Design Capacity) x (available hours per day) x (available days per year).
Hours per day = 20. Days per year = 300.

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: None. Meeting in all available locations to include storage facilities for classrooms at present time.

Design Capacity = (number of classrooms) x (the capacity measured in students per room).

'pacity = (Design Capacity) x (available hours per day) x (available days per year) - Capacity from C.6. Hours r day = 20. Days per year = 300.

Cat Code: 171-211

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Academic Classrooms	3	60	216,600
Academic Classrooms	1	22	79,200

Cat Code: 171-621

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Tech Training Classroom	1	10	36,000

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

ANSWER: All reasonable space on base for building classrooms has been occupied, except in extremely impractical areas such as west of the west runway or relocating the softball fields.

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

ANSWER: All reasonable space on base for building classrooms has been occupied, except in extremely impractical areas such as west of the west runway or relocating the softball fields.

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	

See changes in front

C-21	6	6	6	6	6	6			AIRLIFT

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 Apron space/sq yrd required per aircraft
T-1A	16*	- 24000/1500
T/AT-38	125*	- 87500/700
C-21	15*	- 22500/1500
T-43	10*	- 52000/5000
T-37	130	- 104000/800 Note: Requires change to a "row" type of parking plan. Not presently used due to noise abatement.

* These numbers indicate the maximum sustained parking capability only. No allowance is made for transient aircraft to park under these conditions. It assumes standard spacing between aircraft, and access to grounding points. Other operational factors would impact the ability to support this number of aircraft and their ability to fly missions. POL, maintenance people, and availability of training airspace are examples of these factors.

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

ANSWER: These numbers indicate the maximum sustained parking capability only. No allowance is made for transient aircraft ot park under these conditions. It asssumes standard spacing between a/c and access to grounding points. Other operational factors would impact the ability to support this number of a/c and the mission. POL, mx personnel and availability of training airspace are examples of these factors.

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 - Hanger space/sq yrd required per aircraft
T-1	16	- 23400/1400
T-37	63	- 45100/700
T-38	65	- 43000/600
AT-38	10	- 7000/600
T-43	2	- 11000/5000
C-21	6	- 11000/1600
T-39	10	- 16500/1500

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: Calculation is based on AFM 86-2 standards and AETC Facility Requirements Calculation Template which states the following: Maximum number of aircraft = hangar space divided by square footage needed for each aircraft.

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-1	16	All maintenance facilities are operating at max capacity at present. No increases are possible.
T-37	63	All maintenance facilities are operating at max capacity at present. No increases are possible.
T-38	65	All maintenance facilities are operating at max capacity at present. No increases are possible.
AT-38	10	All maintenance facilities are operating at max capacity at present. No increases are possible.
T-43	10	All maintenance facilities are operating at max capacity at present. No increases are possible.
C-21	6	All maintenance facilities are operating at max capacity at present. No increases are possible.
T-39	6	All maintenance facilities are operating at max capacity at present. No increases are possible.

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

ANSWER: Number of aircraft is derived from availability of nose docks, back shops, fuel cells, and maintenance hangars. Address all questions to 12 OSS/DOO, DSN 487-3789.

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:
Paint Shop 10 days, responsible for regional paint requirements
Beed Shop 10 days, " " " " "
Sheet Metal Shop 5 days, undermanned
Wash Rack 5 days, not enough facilities and undermanned

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-1	95	Parking/hanger space are the limiting factors: 12th LG
T-37	90	Parking/hanger space are the limiting factors: 12th LG
T-38	80	Parking/hanger space are the limiting factors: 12th LG
AT-38	10	Parking/hanger space are the limiting factors: 12th LG
T-43	10	Parking/hanger space are the limiting factors: 12th LG
C-21	14	Parking/hanger space are the limiting factors: 12th LG

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

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

ANSWER: Randolph's mix of large and small jets makes parking and taxi space a premeium resource. Contract maintenance takes care of 30 percent of the fleet.

A. 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.

ANSWER: No BOQs, all data permanent party.

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total people housed
UEPH, 977, 721-312	171	168	165*
UEPH, 861, 721-312	60	60	60
UEPH, 863, 721-312	122 353	120	116**

*3 Hospitality rooms (2 person rooms)
** Hospitality rooms (2 person rooms)

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.

ANSWER: No BEQ's projected to be assigned, all student data.

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total People Housed
UOQ 724-417	200	200	200

Facility scheduled for completion, Dec 94

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

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
Enlisted Dining Hall, 722-351 Bldg 860	17,743 SF	189	419

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

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
Enlisted Dining Hall, 722-351 Bldg 860	17,743 SF	189	419

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

Type Facility	Average Daily Student Load (ADSL)						
	1995	1996	1997	1998	1999	2000	2001
BOQ	190	190	190	190	190	190	190
BEQ	0	0	0	0	0	0	0
On-Base Housing	0	0	0	0	0	0	0
Off-Base Housing	20	20	20	20	20	20	20
Messing	886	886	886	886	886	886	886

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: There are no constraints or limitations that impact the training mission.

Appendix 1

Appendix 1 a

Navy pilot training syllabi with service components trained.

Syllabus of Training	
Strike	USN
	USMC
	FMS
Maritime	USN
	USMC
	USCG
	FMS
	USAF
E2/C2	USN
	USMC
	USCG
	FMS
Rotary	USN
	USMC
	USCG
	FMS

Navy NFO training syllabi with service components trained.

Adv Navigator (NAV)	USN
	FMS
	NOAA
Tact Navigator (TN/BN)	USN
	USMC
Radar Intercept Officer (RIO)	USN
	USMC
Over Water Jet Navigator (OJT)	USN
Airborne Tact Data Systems (ATDS)	USN
	USCG

Navy pilot training syllabi with levels of training and types of aircraft used.

General	Primary	T-34C
		JPATS
Strike	Intermediate	T-2
		T-45[10]
	Advanced	TA-4J
		T-45
E2/C2	Intermediate	T-44
	Advanced	T-45[2]
		T-2
Maritime	Intermediate	T-34C
		JPATS
	Advanced	T-44
Rotary	Intermediate	T-34C
		JPATS
	Advanced	TH-57

Navy NFO syllabi of training with levels of training and types of aircraft used.

General	Primary	T-34/T-2
		JPATS
General	Intermediate	T-34/T-2
NAV	Advanced	T-43
TN/BN	Advanced	T-2
	Advanced	T-39
RIO	Advanced	T-2
	Advanced	T-39
OJN	Advanced	T-2
	Advanced	T-39
ATDS	Advanced	E-2C

Navy list of aircraft used in undergraduate pilot and NFO training.

T-2
TA-4J
T-34C
T-39
T-43
T-44
T-45
TH-57
JPATS

[10]If requirements for the T-45 are still being derived, give best estimate.

Appendix 1 b

Air Force pilot training syllabi with service components trained.

Syllabus of Training	
Flight Screening	USAF
	ANG
	AFRES
	USAFA
	FMS
UPT	USAF
	ANG
	AFRES
	FMS
SUPT	USAF
	ANG
	AFRES
	FMS
	NAVY
SUPT HELO	USAF
	ANG
	AFRES
ENJJPT	USAF
	ANG
	AFRES
	NATO
BANKED REQ T-38	USAF
BANKED REQ T-1	USAF
FIXED WING QUAL TNG	USAF
	ANG
	AFRES
ROTARY WING QUAL	USAF
	ANG
	AFRES
AVIATION LEADERSHIP PROGRAM T-37	FMS
UPT T-38 ADVANCED TNG PGM	FMS

INTRO TO FTR FUND (IFF) AT-38	USAF
	ANG
	AFRES
	NATO
	FMS
INTRO TO BOMBER FUND (IBF) (NO A/C, SIMS ONLY)	USAF
	AFRES
	ANG
T-43	USAF
	FMS
PILOT INSTR TNG (PIT) T-37	USAF
	FMS
PILOT INSTR TNG (PIT) T-38	USAF
	FMS
PILOT INSTR TNG (PIT) T-1	USAF
T-1 PIT TRANSITION	USAF
PILOT INSTR TNG (PIT) AT-38	USAF
	NATO
ENJJPT PIT T-37	USAF
	NATO
ENJJPT PIT T-38	USAF
	NATO
JET CURRENCY COURSE T-38	USAF
	ANG
	AFRES
MED OFFICER FLT FAM TNG T-37	USAF

Air Force navigator training syllabi with service components trained.

Syllabus of Training	
SUNT Core Sys Off Tng	USAF
	ANG
	FMS
SUNT Core Topoff Tng	USAF
	ANG
SUNT Core Nav Tng	USAF
	ANG
	AFRES
	FMS
SUNT Core EWO Tng	USAF
	ANG
	AFRES
	USMC
SUNT Core EWO + Topoff	USAF
	ANG
Interservice UNT	USN
	FMS
	NOAA
USMC UNT	USMC
EWO Tng CAF	USAF
Nav Instr Tng T-43	USAF
	USN
Intro to Ftr Fundamentals WSO AT-38	USAF
	ANG
	FMS
IFF Instr WSO Tng AT-38	USAF

Air Force pilot training syllabi with levels of training and types of aircraft used.

Syllabus	Level of Tng	Aircraft
Screening	Accession	T-3A, T-41
UPT	Primary	T-37
	Advanced	T-38
SUPT	Primary	T-37
		JPATS
	Advanced BF	T-38
	Advanced AT	T-1A
	Advanced Helo	UH-1
ENJJPT	Primary	T-37
		JPATS
	Advanced	T-38
Banked Req	Graduate	T-38
Banked Req	Graduate	T-1A
Fixed Wing Qual	Grad Phase 2	T-37
	Phase 3 or	T-1
	Phase 3	T-38
Rotary Wing Qual	Graduate	UH-1
Aviation Ldrshp Pgm	Primary	T-37
Adv Tng Pgm	Advanced	T-38
IFF	Graduate	AT-38
IBF	Graduate	T-1A Sims Only
T-43 Pilot Tng	Graduate	T-43
PIT T-37	Graduate	T-37
PIT T-38	Graduate	T-38
PIT T-1A	Graduate	T-1A
T-1A Transition	Graduate	T-1A
IFF PIT	Graduate	AT-38
ENJJPT T -37 PIT	Graduate	T-37
ENJJPT T-38 PIT	Graduate	T-38
Jet Currency Course	Graduate	T-38
Med Off Flt Fam Tng	Graduate	T-37

Air Force navigator syllabi of training with levels of training and types of aircraft used.

Syllabus	Level of Tng	Aircraft
SUNT SO Tng	Primary	T-43
	Advanced	T-38
SUNT Topoff Tng	Advanced	T-37
SUNT Nav Tng	Primary	T-43
	Advanced	T-43
SUNT EWO Tng	Primary	T-37/T-43
	Advanced	T-43
SUNT EWO Topoff	Advanced	T-37
Interservice UNT	Advanced	T-43
USMC UNT	Primary	T-43
EWO Tng CAF	Advanced	T-43
Nav Instr Tng	Graduate	T-43
IFF WSO	Graduate	AT-38
IFF WSO Instr Tng	Graduate	AT-38

Air Force list of aircraft used in undergraduate pilot and navigator training.

T-37
JPATS
T-38
T-1A
AT-38
T-43
UH-1

Appendix 1 c

Army pilot training syllabi with levels of training and types of aircraft used.

Syllabus	Level of Tng	Aircraft
IERW	Primary	UH-1/TH-67
	Instruments	UH-1/TH-67
	Track	UH-1/OH-58
Graduate	AQC IPC MOI MTP	AH-64
	AQC IPC MOI MTP	CH-47D
	AQC SUP MOI MTP SUP (M)	OH-58D
	AQC IPC MOI MTP	AH-1
	AQC IPC MOI MTP	UH-60
	IPC MOI	OH-58A/C
	IPC NVG RWART RWIC RWQC RWIFEC MOI (CT) MOI (NVG)	UH-1
	FWMEQC FWIPC	U-21
	AQC FLT Refresher	C-12
Euro/NATO	Primary Instru ADINS ADCON C/S	UH-1
Spanish	RWQC TQO IERW NVG IPC	UH-1

Army pilot training syllabi with service components trained.

RANDOLPH
Features and Capabilities

IERW	USA
	USAF
	USAF (RWQC)
	SPANISH
	EURO/NATO
	FMS
	OTHER
Graduate	USA
	SPANISH
	EURO/NATO
	FMS
	OTHER

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

22 SEP 1994

OFFICE OF THE ASSISTANT SECRETARY

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

FROM: SAF/MII

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

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

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

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

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

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

SOURCE: N-V8N-C, Specialized Undergraduate Navigator Training-Core, Jul 94; N-V6A-B, Specialized Undergraduate Navigator Training-NAV, Dec 94.

METHOD: Extracted data from above sources.

CONCLUSION: Only SUNT numbers are provided since Randolph does not conduct undergraduate pilot training.

Syllabus	Type of Facility	# of Hours
Navigator Core	Classrooms	307
	Simulators	37.6
Panel Navigator	Classrooms	304
	Simulators	80

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

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

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

Timothy D. Ayres Date 30 Aug 94
Signature

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

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

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

SOURCE: AETC Reg 60-5, Airspace Management and Runway Supervisory Unit Operations, 1 July 93.

METHOD: Extract data from above source.

CONCLUSION: The minimum airspace requirements for T-37, T-38 and T-1 areas are:

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 - 200 square miles x 1,500 feet

Formation Area - 200 square miles x 3,000 feet

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

Instrument Area - Below FL 240 - 400 square miles x 4,000 feet
Above FL 240 - 800 square miles x 4,000 feet

Formation Area - Below FL 240 - 400 square miles x 4,000 feet
Above FL 240 - 800 square miles x 4,000 feet

T-1: All Areas - Below FL 240 - 400 square miles x 4,000 feet
Above FL 240 - 800 square miles x 4,000 feet

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

Paul J. Skowronek Date 29 Aug 94
Signature

Paul J. Skowronek, Capt, 12 OSS/DOFR, DSN 487-5580

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

Carl R. Claus Date 30 AUG 94
Signature

CARL L. CLAUS, CAPT, AETC/XOSA, 487-6162
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB, TX

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

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

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

CONCLUSION:

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters designated for students
BOQ's	1		1			1	0
BEQ's	366	1	365			365	0

Explanation of ~~diverted spaces~~:
1 Store Room

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

Judy Seymore Date 30 Aug 94
Signature
JUDY SEYMORE, 12 CES/CEH 652-6031
Typed Name, Rank, Office Symbol, DSN Number

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

W B Hogan Date 30 Aug 94
W/B Hogan, GS-12, HQ AETC/CEPH, DSN 487-3113

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

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

SOURCE: Real Property Records (28 Feb 94), Jeff Blevin, 12 CES/CER DSN 487-3172, Chief Simulator Operations; Capt Ray Carlson, 12 OSS/DOTT, 487-2336.

METHOD: Extracted data from above sources.

CONCLUSION: Design Capacity = (number of classrooms) X (the capacity measured in students per room).

Capacity = (Design Capacity) X (available hours per day) X (available days per year). Hours per day = 11. Days per year = 300.

Cat Code: 171212

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Flight Simulator	6	24	79,200

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

Signature Date 30 Aug 94

Raymond Carlson, Captain, 12 OSS/DOTT, 487-2336

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

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB, TX

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

SOURCE: See base worksheet.

METHOD: See base worksheet.

CONCLUSION: Two of the bases MOAs, the Randolph 1B and 2A, do not show ATCAA altitudes included in the dimensions (altitude block). The correct altitude blocks including ATCAA are:

Randolph 1B - 15,000'
Randolph 2A - 15,000'

MOAs not owned by the base do not include ATCAA. ATCAA is only established in a Letter of Agreement between the base using the airspace and the controlling ARTCC. ATCAA is not charted or listed in any FLIP publication.

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

Carl L. Claus Date 30 AUG 94

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

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

29 August 1994

MEMORANDUM FOR XOOR

FROM: AF/XOOT

SUBJECT: Validation/Certification of Joint Cross Service Questionnaire Data

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

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

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

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

FY 01 Undergraduate Pilot/Navigator Production Requirements

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

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

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

Primary = 1144 + 250 + 15 = 1409

Airlift/Tanker : 752

Bomber/Ftr : 336 + 15 + 250 = 619

USAF Pr NAV : 361

USAF WSO 361 - 222 = 139

USAF Panel : 222

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

31 AUG 1994

MEMORANDUM FOR HQ USAF/RTR

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

SUBJECT: Supplemental Joint Data Call for Joint Undergraduate Pilot Training

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

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

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

Attachment:
Installation Worksheets

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

09 AUG 1994

MEMORANDUM FOR HQ AETC/XOPU

FROM: HQ USAF/RTR

SUBJECT: Joint Cross Service Group Questions

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

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

for John F. Plummer

WAYNE MAYFIELD, Col, USAF
Chief, Base Realignment Division

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

MEMORANDUM FOR HQ USAF/RTR

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

SUBJECT: Response to Joint Cross-Service Group Data Call

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

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

VR

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

Attachment:
1. Installation Worksheets

Subject: Request for clarification

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

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

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

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

Report its outlying airfield.

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

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

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

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

Does Sheppard AFB have a physiology Trainer?

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

Verify condition of runways.

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

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

BRAC DATA CALL
12th FLYING TRAINING WING
RANDOLPH AFB, TX 78150

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

PURPOSE: To answer Data Call request - Capacity Questionnaire, Features and Capabilities: Housing and Messing - (question reference # A1-dc)

SOURCE: Ms Judy Seymore, 12 CES/CEH, DSN 487-3334

METHOD: Professional knowledge & 12 CES/CEH Facility Data Worksheets, Copies received 11 Aug 94

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

CONCLUSION: BOQ = 200, (In construction, will be completed Spring 1995).
BEQ = 348

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

WILLIAM A. MANNECKE, 12 FTW/CCX, DSN 487-5138 - 11 AUG 94

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

Date 11 Aug 94

signature

ALGIE H. ENNIS, GS-12, AETC/CEPH, 487-2559

Typed name, rank, office symbol, DSN telephone number

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

BRAC DATA CALL
12th FLYING TRAINING WING
RANDOLPH AFB, TX 78150

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

PURPOSE: To answer Data Call request - Military Value Questionnaire, Facilities, Air Space, and Flight Training Areas: C1.

SOURCE: Section Aeronautical Chart - San Antonio Texas - 52nd Edition, December 9, 1993

METHOD: Chart Measurement

QUESTION: "The Joint working Group has redefined the distance to 75 nm for evaluation purposes. Randolph AFB reported their air-to-surface range at 76 nm. Request Randolph AFB re measure the distance to the range."

CONCLUSION: From the geographic center, Randolph AFB, to the northern most edge R-6312 = direct air miles equals 75 nautical miles.

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

WILLIAM A. MANNECKE, 12 FTW/CCX, DSN 487-5138 - 11 AUG 94

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

Date 11 AUG 94

signature

CARL L. CLAUS, CART, AETC/XOSA, 487-6162

Typed name, rank, office symbol, DSN telephone number

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

BRAC DATA CALL
12th FLYING TRAINING WING
RANDOLPH AFB, TX 78150

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

PURPOSE: To answer Data Call request - Military Value Questionnaire, Future Requirements, Encroachment; B.4

SOURCE: Mr Scott Sheppard, 12 CES/CEV- DSN 487-4668

METHOD: Professional daily working knowledge

QUESTION: "Is the existing AICUZ study encoded in local zoning ordinances? yes or no."

CONCLUSION: Randolph AFB is bordered by three municipalities; Shertz TX, Universal City TX, and Converse, TX. Only the city of Shertz has encoded our AICUZ information into their local zoning ordinances.

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

WILLIAM A. MANNECKE, 12 FTW/CCX, DSN 487-5138 - 11 AUG 94

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

signature Date 11 AUG 94

JACK SIEGEL, GM-13, AETC/CEPR, 487-6352

Typed name, rank, office symbol, DSN telephone number

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE

11 OCT 1994

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

FROM: HQ USAF/RT

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

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

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

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

Clarification to Joint Capacity Analysis Data Call
30 Sep 94

1. (AETC) Capacity Analysis Data Call, Facilities, Paragraph D, Questions 1 & 2. Assuming each base had only one type of training aircraft (T-37, T-38, or T-1), project the maximum number of aircraft each base could park on their ramps for each aircraft type. Please use all available ramp space and a parking scheme consistent with current training guidelines and procedures.

Aircraft Type	Total Parking Area	Square Yards Required/Aircraft	Total Number of Aircraft
T-37			
T-38			
T-1			

2. (AETC/Sheppard AFB) Capacity Analysis, Facilities, Paragraph C, Question 1. Please complete the referenced table to show data for flight simulators/trainers.

Clarification to Joint Military Value Data Call
7 Oct 94

1. (AETC/Laughlin AFB) Military Value, Facilities, Para B, Questions 2. Current data shows Flight Simulator Buildings (CCN: 171-212) as substandard with 70,689 sq ft. Please confirm this facility is substandard. If there are any projects to upgrade this facility please forecast the status of this facility when the project is complete.

2. (AETC) Military Value, Facilities, Para A, Question 10. Please review the special use airspace **(Military Operating Areas (MOA), Alert Areas (AA), Warning Areas (WA), and Air Traffic Control Assigned Airspace (ATCAA)** ONLY) within 100nm of each installations. Please fill out the following chart.

NAME	TYPE	AREA (sq nm)	ALTITUDE BLOCKS	DISTANCE TO AREA

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

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

SOURCE: Real Property Records dated 28 Feb 94
AFR 86-2 dated Mar 73; Local base layout plan dated 25 Oct 76
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	627,433 SY	800	784
T-38	627,433 SY	700	896
T-1	627,433 SY	1,500	418

NOTES:

1. Total apron space is 627,433 SY. Total usable parking area under current operations is 357,000 SY.

a. 138,740 SY of apron space is unusable under current operations for parking under current operations due to the following:

1. West Ramp: Enter/exit ramp area to 11 aircraft type hangars, ramp area north of hangar 75 (ramp aircraft tow area), aircraft tow ramp area north, west and south of hangar 61 (aircraft bead blast paint removal).
2. South Ramp: T-43 aircraft hangar on east end of south ramp, enter/exit ramp area.
3. East Ramp: Enter/exit ramp area to 8 aircraft type hangars. T-38 wash rack constructed on ramp between hangars 4 and 5. T-38 dual trim pad on north end of east ramp.

b. Industrial aircraft modification center uses 105,116 SY of apron space (west end of south ramp).

c. Area reserved for transient and VIP aircraft parking in front of base ops is 26,577 SY.

d. Total usable parking area under current operations =
627,433 - 138,740 - 105,116 - 26,577 = 357,000 SY

Attch 1

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

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

ATTCH 1

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB, TX

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

SOURCE: See base worksheet.

METHOD: See base worksheet.

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

RND 1A: area should be 1407 sq nm
RND 1B: area should be 540 sq nm
Laughlin 2: area should be 469 sq nm, ATCAA of same area goes from FL180 to FL220.
Laughlin 3: area should be 1975 sq nm, ATCAA of same area goes from FL180 to FL 220.
Crystal: ATCAA of same area goes from FL 180 to FL450

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

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

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

SOURCE: FLIP IFR Enroute Low Altitude Charts, 28 Apr 94, FLIP AP/1A, Special Use Airspace, 11 Nov 93, San Antonio Sectional Aeronautical Chart, 27 May 93, 12 FTW/HOUSTON ARTCC/SAN ANTONIO TRACON LOA, 3 Jun 89.

METHOD: Extract data from above sources.

CONCLUSION:

NAME	TYPE	AREA (sq nm)	ALTITUDE BLOCK (ft)	DISTANCE TO AREA (nm)
RND 1A	MOA & ATCAA	1839	9000 MSL - FL 220	50
RND 1B	MOA & ATCAA	644	7000 MSL - FL 220	30
RND 1C	MOA & ATCAA	123	7000 - 12000 MSL	40
RND 2A	MOA & ATCAA	1462	9000 MSL - FL 290	45
RND 2B	MOA & ATCAA	330	14000 MSL - FL 220	30
LAUGHLIN 2	MOA	500	9000 MSL - FL 180	75
LAUGHLIN 3	MOA	2108	7000 MSL - FL 180	85
CHASE 1	MOA & ATCAA	1591	11000 MSL - FL 230	52
CHASE 2	MOA	192	9000 MSL - FL 180	74
CHASE 3	MOA	1591	8000 MSL - FL 180	62
CRYSTAL	MOA	1248	6000 MSL - FL 180	82
A-635	AA	119	1500 - 4000 MSL	0
A-638	AA	112	SFC - 3000 MSL	19

NAME	TYPE	AREA (sq nm)	ALTITUDE BLOCK (ft)	DISTANCE TO AREA (nm)
A-632D	AA	1800	6000 - 11000 MSL	52
BRADY	MOA	920	500 AGL - FL 180	90
FRED 1	ATCAA	892	FL 260 - 450	47
FRED 2	ATCAA	696	FL 260 - 450	11
FRED 3	ATCAA	773	FL 260 - 350	11

NOTE: ATCAA's are not commonly charted. ATCAA's presented here are used by 12 FTW.

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

Paul J Skowronek Date 7 Oct 94
Signature

Paul J. Skowronek, Capt, 12 OSS/DOFR, DSN 487-5580

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

_____ Date _____
Signature

Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

AUG 0 2 1994

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

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

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

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

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

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

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

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

MILITARY VALUE ANALYSIS
MAJCOM WORKSHEET
RANDOLPH AFB, TX

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

SOURCE See installation worksheet

METHOD: See installation worksheet

CONCLUSION:

This MAJCOM worksheet provides concurrence and validation of the attached Installation Worksheet for Randolph AFB, with the following condition.

"Concerning the condition of the Taxiway and Apron pavements at Randolph Main Base -- These pavements are currently adequate for the pilot training mission. Visible deterioration is not currently present in these pavements. However, much of this pavement has approached its service life, and will require repair in the future.

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

Robert J. Frank Date 6 OCT 94
Signature
ROBERT FRANK GM13, HQ AETC/CEOE, 488-2594
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB Texas

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

SOURCE Randolph AFB Real Property Records as of 28 Feb 94
In-house survey
AFCESA Airfield Pavement Evaluation Report - April 1993 Appendix E
Randolph AFB Pavement Maintenance Plan Feb 93

METHOD: Mr Scott Pillet 12 CES/CECC-1 used the sources listed above to determine the answer.

CONCLUSION:

MAIN BASE: Randolph AFB

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard /Semi Permanent	Inadquate/ Temporary
111	Airfield Pavement Runways (Do not include shoulders or overruns)	SY	371,112	94%	6%	0%
112	Airfield Pavements-Taxiways (Do not include Shoulders)	SY	272,488	86%	14%	0%
113	Airfield Pavements-Aprons (Do not include Shoulders)	SY	627,433	85%	15%	0%

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB Texas

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

AUXILIARY AIRFIELD: Seguin Auxiliary Airfield

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard /Semi Permanent	Inadquate/ Temporary
111	Airfield Pavement Runways (Do not include shoulders or overruns)	SY	139,334	100%	0%	0%
112	Airfield Pavements-Taxiways (Do not include Shoulders)	SY	40,094	0%	100%	0%
113	Airfield Pavements-Aprons (Do not include Shoulders)	SY	6,179	0%	10%	90%

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

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

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB Texas

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

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

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

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.

Scott W. Pillet Date 5 OCT 94
Signature
SCOTT W. PILLET, GS-11, 12 CES/CECC-1, 487-5662
Typed Name, Rank, Office Symbol, DSN Number

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

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM WORKSHEET
RANDOLPH AFB, TX

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

SOURCE See installation worksheet.

METHOD: See installation worksheet

The installation worksheet contains consolidated data for Randolph Main Base and Seguin Auxilliary Airfield.

This MAJCOM worksheet provides concurrence and validation of the attached Installation Worksheet for Randolph AFB, with the following condition.

"Concerning the condition of the Taxiway and Apron pavements at Randolph Main Base -- These pavements are currently adequate for the pilot training mission. Visible deterioration is not currently present in these pavements. However, much of this pavement has approached its service life, and will require repair in the future.

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

Robert J. Frank Date 6 OCT 94
Signature
ROBERT FRANK, GND-13, HQ AETC/CEDE, 487 2594
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
RANDOLPH AFB TX

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

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

METHOD: For category codes in this section, most bases will need to conduct an in-house survey to accurately capture the condition because real property records lump all pavements and utility distribution systems under one facility number. Ensure data reflects the condition of the system after completion of all funded O&M and MILCON projects. Work sheets should document construction projects for new or replacement (hand added) systems.

CONCLUSION:

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard /Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways(Do not include shoulders or overruns)	SY	1,065,446	66%	27%	7%
112	Airfield Pavements-Taxiways (Do not include Shoulders	SY	349,038	36%	46%	18%
113	Airfield Pavements-Aprons (Do not include Shoulders	SY	947,612	23%	71%	6%
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	83,860	82%	18%	0%

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

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

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248and822-268)	LF	6,040	80%	16%	4%
832	Sewage and Indust Waste-Collection (Mains) (D0 not include 832-267	LF	202,047	60 %	40%	0.0%
842	Water - Distr Sys-Potable (Do not include842-246, and 842-249)	LF	318,795	35%	65%	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	8,038	85%	15%	0
851	Roads (Do not include 851-142 and 851-143	SY	661,760	75%	20%	5%
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	448,429	45%	44%	11

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

a. Adequate/Permanent means the facility is structurally and functionally adequate to serve its current purpose without major investment. For construction projects, major investment

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

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

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is defined as greater than $300,000 (i.e., if it takes a MILCON project to make a facility fully usable, it is not Adequate/Permanent). For repair projects, major investment is defined as greater than $1,000,000. However, judgment may be exercised in applying this second definition. For large facilities, (e.g., depots), where a $1,000,000 repair cost would not represent a significant investment, the facility could still be categorized as Adequate/Permanent.

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

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

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

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

Signature Date 27 Sep 94

RALPH J. ROSALES GM13 12CES/CEC 487 5573
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 AETC/CEOB, 487-2574
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM WORKSHEET
RANDOLPH AFB, TX

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

SOURCE: See installation worksheet.

METHOD: See installation worksheet.

CONCLUSION:

The attached installation worksheet resulted from a recent detailed engineering evaluation of the condition of selected facilities by Randolph AFB personnel. The condition of the facilities as reflected in this worksheet are the result of this engineering evaluation, and are not yet reflected in the real property records and cannot be verified. Also, the real property database used to extract data for this latest worksheet is not yet available at the HQ, so exact quantities cannot be verified. However, the total quantities listed for each category of facility reflect only minor changes from the total quantities shown in the 28 Feb 94 database.

MAJCOM Reviewer: I certify the above information and the information on the installation worksheet is accurate and complete to the best of my knowledge and belief as modified by the above statement.

Signature Date 06 OCT 1994

SUSIE LEATHERWOOD,GM-13,AFTC/CEPE,DSN487-2994
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB Texas

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: Randolph AFB Real Property Records as of 5 Oct 94. Interviews with 12 CES Area Maintenance Unit Foreman, Maintenance Engineering and Base Development personnel

METHOD: Mr John Gibson 12 CES/CERR used the above sources to determine the answer listed below

CONCLUSION:

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi Permanent	Inadquate/ Temporary
131	Communications	SF	30,003	0	7,218
133	N/A to AETC Bases	SF	0	0	0
141(Less 141-753)	Operations Buildings	SF	21,685	9,909	0
211	Maintenance - Aircraft	SF	431,167	0	0
217	Maint - Electronics and Communications Equipment	SF	11,366	0	0
218	Maint Shjps	SF	27,289	288	0
219	Maint - Installation Repair and Operations	SF	62,066	9,255	773
610	Administrative Buildings	SF	1,280,070	42,711	1,297

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

_____ Date 5 OCT 94

Signature

JOHN W. GIBSON, GS-11, 12 CES/CERR, DSN 487-3172

Typed Name, Rank, Office Symbol, DSN Number

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

_____ Date _____

Signature

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

Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB Texas

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: Randolph AFB Real Property Records as of 27 Sep 94, MILCON & O&M Project listings.

METHOD: Mr John Gibson 12 CES/CERR used the above sources to determine the answer listed below

CONCLUSION:

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi Permanent	Inadquate/ Temporary
141-753	Squadron Operations Facility	SF	3,675	0	0
171-152	Lecture Hall	SF	0	0	0
171-211	Flying Training Buildings	SF	135,526	25,390	1,786
171-212	Flight Simulator Bldgs	SF	66,423	0	0
171-213	Flying Training Bldgs (UPT/UNT)	SF	0	0	0
171-214	Physiological Training Bldg	SF	10,700	0	0
740-873	Theater	SF	11,099	0	0

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

Date 9-27-94

Signature

JOHN W. GIBSON, GS-11, 12 CES/CERR, DSN 487-3172

Typed Name, Rank, Office Symbol, DSN Number

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

Date 28 Sep 94

Signature

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

Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB Texas

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

SOURCE: DD Form 2085, 30 Sep 93 and AETC Form 515, 30 Sep 93, and Randolph AFB Real Property Records as of 27 Sep 94. Definition of adequate quarters for existing inventory use DoD Manual 4165.63, DoD Housing Management, September 1993.

METHOD: Mr John Gibson 12 CES/CERR used the above sources to determine the answer listed below

CONCLUSION:

	Number of Adequate Quarters	Number of Substandard Quarters	Total Number of Quarters
BOQ	200		200
VOQ	358		358
BEQ	348		348
VAQ	173		173

Numbers include a 200 PN UOQ currently under constrction.

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

Date 28 SEP 94
Signature
JOHN W. GIBSON, GS-11, 12 CES/CERR, DSN 487-3172
Typed Name, Rank, Office Symbol, DSN Number

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

Date 28 Sep 94
Signature
T. SHOOK, GM-13, AETC/SVXM, 487-5110
Typed Name, Rank, Office Symbol, DSN Number

Date 28 Sep 94
Signature
A. ENNIS GS-12, AETC/CEPH, 487-3133
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS -DATA CALL
INSTALLATION WORKSHEET
RANDOLPH AFB TX

CLOSE HOLD - RETAIN UNTIL 2005

PURPOSE: Answer Military Value, Facilities, Para E , Question 7
('Does the main airfield have the capability to load training munitions on training aircraft? YES/NO)

SOURCE: Lt Col Mannecke, 12 FTW/CX, DSN 487-5138

METHOD: Professional/Daily Working Knowledge

CONCLUSION: YES

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

Date 28 Sep 94
WILLIAM A. MANNECKE, Lt Col, USAF, 12 FTW/CX, DSN 487-5138

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

487-3428 Date 28 SEP 94
Typed name, rank, office symbol, DSN number
THAD L. BRANNON, JR., GM-14
HQ AETC/LGXP, DSN 487-3428

MILITARY VALUE ANALYSIS -DATA CALL
INSTALLATION WORKSHEET
RANDOLPH AFB TX

CLOSE HOLD - RETAIN UNTIL 2005

PURPOSE: Answer Military Value, Facilities, Para E., Question 7.
("Does the main airfield have the capability to load training munitions on training aircraft? YES/NO)

SOURCE: Lt Col Mannecke, 12 FTW/CX, DSN 487-5138

METHOD: Professional/Daily Working Knowledge

CONCLUSION: YES

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

Date 28 Sep 94
WILLIAM A. MANNECKE, Lt Col, USAF, 12 FTW/CX, DSN 487-5138

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

487-3428 Date 28 SEP 94
Typed name, rank, office symbol, DSN number
THAD L. BRANNON, JR., GM-14
HQ AETC/LGXP, DSN 487-3428

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB Texas

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

SOURCE: DD Form 2085, 30 Sep 93 and AETC Form 515, 30 Sep 93, and Randolph AFB Real Property Records as of 27 Sep 94. Definition of adequate quarters for existing inventory use DoD Manual 4165.63, DoD Housing Management, September 1993.

METHOD: Mr John Gibson 12 CES/CERR used the above sources to determine the answer listed below

CONCLUSION:

	Number of Adequate Quarters	Number of Substandard Quarters	Total Number of Quarters
BOQ	200		200
VOQ	358		358
BEQ	348		348
VAQ	173		173

Numbers include a 200 PN UOQ currently under constrction.

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

Date 28 SEP 94
Signature
JOHN W. GIBSON, GS-11, 12 CES/CERR, DSN 487-3172
Typed Name, Rank, Office Symbol, DSN Number

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

Date 28 Sep 94
Signature
T. SHOOK, GM-13, AETC/SVXM, 487-5110
Typed Name, Rank, Office Symbol, DSN Number

Date 28 Sep 94
Signature
A. ENNIS GS-12, AETC/CEPH, 487-3133
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
RANDOLPH AFB TX

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

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

METHOD: For category codes in this section, most bases will need to conduct an in-house survey to accurately capture the condition because real property records lump all pavements and utility distribution systems under one facility number. Ensure data reflects the condition of the system after completion of all funded O&M and MILCON projects. Work sheets should document construction projects for new or replacement (hand added) systems.

CONCLUSION:

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard /Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways(Do not include shoulders or overruns)	SY	1,065,446	66%	27%	7%
112	Airfield Pavements-Taxiways (Do not include Shoulders	SY	349,038	36%	46%	18%
113	Airfield Pavements-Aprons (Do not include Shoulders	SY	947,612	23%	71%	6%
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	83,860	82%	18%	0%

9/26/94 DC9-23.DOC

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

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

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr. Lines (Do not include 822-248and822-268)	LF	6,040	80%	16%	4%
832	Sewage and Indust Waste-Collection (Mains) (D0 not include 832-267	LF	202,047	60%	40%	0.0%
842	Water - Distr Sys-Potable (Do not include842-246, and 842-249)	LF	318,795	35%	65%	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	8,038	85%	15%	0
851	Roads (Do not\ include 851-142 and 851-143	SY	661,760	75%	20%	5%
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	448,429	45%	44%	11

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

a. Adequate/Permanent means the facility is structurally and functionally adequate to serve its current purpose without major investment. For construction projects, major investment

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

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

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is defined as greater than $300,000 (i.e., if it takes a MILCON project to make a facility fully usable, it is not Adequate/Permanent). For repair projects, major investment is defined as greater than $1,000,000. However, judgment may be exercised in applying this second definition. For large facilities, (e.g., depots), where a $1,000,000 repair cost would not represent a significant investment, the facility could still be categorized as Adequate/Permanent.

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

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

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

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

Signature Date 27 Sep 94
RALPH J. ROSALES GM13 12CES/CEC 487 9573
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 Sep 94
Signature
ROBERT FRANK, GM-13, HQ AETC/CEOB, 487-2594
Typed Name, Rank, Office Symbol, DSN Number

RANDOLPH AFB TX CHANGES

1. Ref. 832 Sanitary sewer lines should be 50% adequate and 50% substandard. This upgrade is due to completion of projects (911013A, 911013B, 911013C, 941039B4, 941039C4, 92 1039C4 and 921039D) which have replaced deteriorated lines.

2. Ref 851 Roads should be 75% adequate and 25% substandard because of projects (92-0028B2, 921050A/B, 920028A2/T/Y/N/B3 and 930029A4/A5/C8) accomplishment which have rebuilt and repaired the streets.

3. Ref 812 Electrical distribution should be rated 82% adequate and 18% substandard. This is based on completion of MILCON (933004) project to replace the entire 4.16KV system with 12.47 KV system and will reconductor other areas to provide increased feeder capacity.

5972P/CEPR

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB Texas

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: Randolph AFB Real Property Records as of 27 Sep 94, MILCON & O&M Project listings.

METHOD: Mr John Gibson 12 CES/CERR used the above sources to determine the answer listed below

CONCLUSION:

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi Permanent	Inadquate/ Temporary
131	Communications	SF	30,003	0	7,218
133	N/A to AETC Bases	SF	0	0	0
141(Less 141-753)	Operations Buildings	SF	21,685	9,909	0
211	Maintenance - Aircraft	SF	227,130	216,752	0
217	Maint - Electronics and Communications Equipment	SF	11,366	0	0
218	Maint Shjps	SF	27,289	288	0
219	Maint - Installation Repair and Operations	SF	62,066	9,255	773
610	Administrative Buildings	SF	473,271	854,792	1,297

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

Date 9-27-94

Signature

JOHN W. GIBSON, GS-11, 12 CES/CERR, DSN 487-3172

Typed Name, Rank, Office Symbol, DSN Number

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

Date 28 Sep 94

Signature

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

Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB Texas

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: Randolph AFB Real Property Records as of 27 Sep 94, MILCON & O&M Project listings.

METHOD: Mr John Gibson 12 CES/CERR used the above sources to determine the answer listed below

CONCLUSION:

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi Permanent	Inadquate/ Temporary
141-753	Squadron Operations Facility	SF	3,675	0	0
171-152	Lecture Hall	SF	0	0	0
171-211	Flying Training Buildings	SF	135,526	25,390	1,786
171-212	Flight Simulator Bldgs	SF	66,423	0	0
171-213	Flying Training Bldgs (UPT/UNT)	SF	0	0	0
171-214	Physiological Training Bldg	SF	10,700	0	0
740-873	Theater	SF	11,099	0	0

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

Date 9-27-94

Signature

JOHN W. GIBSON, GS-11, 12 CES/CERR, DSN 487-3172

Typed Name, Rank, Office Symbol, DSN Number

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

Date 28 Sep 94

Signature

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

Typed Name, Rank, Office Symbol, DSN Number

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

29 August 1994

MEMORANDUM FOR XOOR

FROM: AF/XOOT

SUBJECT: Validation/Certification of Joint Cross Service Questionnaire Data

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

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

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

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

FY 01 Undergraduate Pilot/Navigator Production Requirements

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

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

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

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

31 AUG 1994

MEMORANDUM FOR HQ USAF/RTR

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

SUBJECT: Supplemental Joint Data Call for Joint Undergraduate Pilot Training

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

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

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

Attachment:
Installation Worksheets

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

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

SOURCE: N-V8N-C, Specialized Undergraduate Navigator Training-Core, Jul 94; N-V6A-B, Specialized Undergraduate Navigator Training-NAV, Dec 94.

METHOD: Extracted data from above sources.

CONCLUSION: Only SUNT numbers are provided since Randolph does not conduct undergraduate pilot training.

Syllabus	Type of Facility	# of Hours
Navigator Core	Classrooms	307
	Simulators	37.6
Panel Navigator	Classrooms	304
	Simulators	80

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

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

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

Timothy D. Ayres Date 30 Aug 94
Signature

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

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

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

SOURCE: AETC Reg 60-5, Airspace Management and Runway Supervisory Unit Operations, 1 July 93.

METHOD: Extract data from above source.

CONCLUSION: The minimum airspace requirements for T-37, T-38 and T-1 areas are:

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 - 200 square miles x 1,500 feet

Formation Area - 200 square miles x 3,000 feet

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

Instrument Area - Below FL 240 - 400 square miles x 4,000 feet
Above FL 240 - 800 square miles x 4,000 feet

Formation Area - Below FL 240 - 400 square miles x 4,000 feet
Above FL 240 - 800 square miles x 4,000 feet

T-1: All Areas - Below FL 240 - 400 square miles x 4,000 feet
Above FL 240 - 800 square miles x 4,000 feet

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

Paul J Skowronek Date 29 Aug 94
Signature

Paul J. Skowronek, Capt, 12 OSS/DOFR, DSN 487-5580

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

Carl R. Claus Date 30 AUG 94
Signature

CARL L. CLAUS, CAPT, AETC/XOSA, 487-6162
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB, TX

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

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

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

CONCLUSION:

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters designated for students
BOQ's	0	365	0			0	0
BEQ's	366	1	365			365	0

Explanation of diverted spaces:
1 Store Room

10090

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

Judy Seymore Date 30 Aug 94
Signature
JUDY SEYMORE, 12 CES/CEH 652-6031
Typed Name, Rank, Office Symbol, DSN Number

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

W B Hogan Date 30 Aug 94
W/B Hogan, GS-12, HQ AETC/CEPH, DSN 487-3113

Columbus

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

Laughlin

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

Randolph

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

+1 = 358

Reese 358

	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

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

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

SOURCE: Real Property Records (28 Feb 94), Jeff Blevin, 12 CES/CER DSN 487-3172, Chief Simulator Operations; Capt Ray Carlson, 12 OSS/DOTT, 487-2336.

METHOD: Extracted data from above sources.

CONCLUSION: Design Capacity = (number of classrooms) X (the capacity measured in students per room).

Capacity = (Design Capacity) X (available hours per day) X (available days per year). Hours per day = 11. Days per year = 300.

Cat Code: 171212

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Flight Simulator	6	24	79,200

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

Signature Date 30 Aug 94

Raymond Carlson, Captain, 12 OSS/DOTT, 487-2336

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

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB, TX

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

SOURCE: See base worksheet.

METHOD: See base worksheet.

CONCLUSION: Two of the bases MOAs, the Randolph 1B and 2A, do not show ATCAA altitudes included in the dimensions (altitude block). The correct altitude blocks including ATCAA are:

Randolph 1B - 15,000'
Randolph 2A - 15,000'

MOAs not owned by the base do not include ATCAA. ATCAA is only established in a Letter of Agreement between the base using the airspace and the controlling ARTCC. ATCAA is not charted or listed in any FLIP publication.

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

Carl L. Claus Date 30 AUG 94

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

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Randolph AFB TX

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

SOURCE: 19 AF Msg 261300Z May 94 and Draft AETCR 55-1
Wing Reg 55-1 Vol 6

METHOD: Extract data from above source.

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

AIRCRAFT TYPE: T-1

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

AIRCRAFT TYPE: T-43

FACTOR	VALUE
Min Runway Length for Touch and Go (T/G) (ft)	8,000

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

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

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

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

BRAC DATA CALL
12th FLYING TRAINING WING
RANDOLPH AFB, TX 78150

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

PURPOSE: To answer Data Call request - Military Value Questionnaire, Facilities, Air Space, and Flight Training Areas: C1.

SOURCE: Section Aeronautical Chart - San Antonio Texas - 52nd Edition, December 9, 1993

METHOD: Chart Measurement

QUESTION: "The Joint working Group has redefined the distance to 75 nm for evaluation purposes. Randolph AFB reported their air-to-surface range at 76 nm. Request Randolph AFB re measure the distance to the range."

CONCLUSION: From the geographic center, Randolph AFB, to the northern most edge R-6312 = direct air miles equals 75 nautical miles.

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

WILLIAM A. MANNECKE, 12 FTW/CCX, DSN 487-5138 - 11 AUG 94

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

Date 11 AUG 94

signature

CARL L. CLAUS, CART, AETC/XOSA, 487-6162

Typed name, rank, office symbol, DSN telephone number

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

BRAC DATA CALL
12th FLYING TRAINING WING
RANDOLPH AFB, TX 78150

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

PURPOSE: To answer Data Call request - Military Value Questionnaire, Future Requirements, Encroachment; B.4

SOURCE: Mr Scott Sheppard, 12 CES/CEV- DSN 487-4668

METHOD: Professional daily working knowledge

QUESTION: "Is the existing AICUZ study encoded in local zoning ordinances? yes or no."

CONCLUSION: Randolph AFB is bordered by three municipalities; Shertz TX, Universal City TX, and Converse, TX. Only the city of Shertz has encoded our AICUZ information into their local zoning ordinances.

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

WILLIAM A. MANNECKE, 12 FTW/CCX, DSN 487-5138 - 11 AUG 94

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

Date 11 AUG 94

signature

JACK SIEGEL, GM-13, AETC/CEAR, 487-6352

Typed name, rank, office symbol, DSN telephone number

RETAIN THROUGH YEAR 2005 - CLOSE HOLD

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

MEMORANDUM FOR AF/XOOR 16 Aug 94

FROM: AF/XOOT

SUBJECT: Response to Joint Cross-Service Group Data Call

Reference: AETC/XO Memo/Fax, 16 Aug 94, Same Subject

This memorandum is to certify the installation worksheets for capacity and military value analysis (Atch 1) which were faxed by AETC/XO to AF/XOOR on 15 Aug 94. Except for one number, the data is accurate and complete to the best of our knowledge and belief. The number which should be corrected is on the capacity analysis worksheet for Vance AFB, OK and concerns the answer to Features and Capabilities question (A.1-dc). Per telephone conference with Maj Tim Ayres, AETC/XOPU, to correct an addition error, the number of 361 should be corrected to 363.

The AF/XOOT POC, Maj Randy Eckley, is available at 5-0902 to answer questions concerning this particular review.

Leonard L. Jarman

LEONARD L. JARMAN, Lt Col, USAF
Acting Chief, Training Division
Directorate of Operations, DCS P&O
X5-0651

Attachments:
1. AETC/XO Install Wrksht Fax, 15 Aug 94

DEPARTMENT OF THE AIR FORCE
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

CLOSE HOLD

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

MILITARY VALUE ANALYSIS:
DATA CALL WORK SHEETS

RANDOLPH AFB TX

~~6 JUNE 1994~~
25 Jul 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

HQ AETC/XOPU
1 F STREET, SUITE 2
RANDOLPH AIR FORCE BASE, TEXAS 78150-4325

FAX TRANSMITTAL SHEET

TO: Lt Col Bruggemeyer

ORGANIZATION/OFFICE: AF/RCR

OFFICE PHONE: 225-4666

FAX PHONE: 223-9707

COMMENTS:

Sir,

Here is our data call. Some of the bases provided extraneous data for question A.1-dc. In those cases, the functional area expert generated a worksheet with the bottom line and that's all I'll fax. If you need all the worksheets, please let me know. The worksheet for Randolph Mil Val Facilities C.1 answers #3 on your tasking. The worksheet for Sheppard Mil Val Facilities C.1 answers the second part of #4 on your tasking. For #5, Laughlin validated the original numbers but added an explanation labelled Change 3 under the conclusion. If you need anything else or if this is not sufficient, please let me know.

Maj Ayres

FROM: MAJOR TIM AYRES

OFFICE PHONE: (DSN) 487-3390/2147 COMMERCIAL (210) 652-3390/2147

FAX PHONE: (DSN) 487-4133/6025 COMMERCIAL (210) 652-4133/6025

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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
N/A	No ground combat units train at this installation.

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

Operational Unit/TDA	Training Function
N/A	None at this installation

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
N/A		None at this installation	

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
		To be answered by Air Staff

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
		To be answered by Air Staff

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

	Main Airfield		Auxiliary Field		Auxiliary Field		Auxiliary Field	
FY	No. Ops	No. Days	No. Ops	No. Days	No. Ops	No. Days	No. Ops	No. Days
1991	N/A		N/A					
1992	N/A		N/A					
1993	3	5	N/A					
1994[1]	5	5	N/A					

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

ANSWER: None - 12 OG trains augmentees only. No deployable units.

Type of Unit	Number of Units	Mission	Equipment Items
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.

[1]Include FY 1994 data through 31 March 1994.

Managed Training Assets	Management Role
Randolph AFB does not own any ranges.	N/A
Seguin Auxilary Airfield	Schedule/Control 8 3.5 .6
RND 1A, 1B, 1C, 2A, 2B, MOAS	Schedule/Control
VR 1152	Schedule Activity
SR 286, 290, 292, 293.	ScheduleActivity

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

Asset	Installation	Reason for Consideration
Sequin Aux	None	Sole use by 12 FTW
VR 1152	Kelly AFB	Nearest AFB with figther/attcak/trainer aircraft
SR 286, 290, 292, 293	Dyess AFB Laughlin AFB	Nearest AFB with possible users
RND 1A, 1B, 1C, 2A, 2B	Kelly AFB	Nearest AFB with possible users

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
None		

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

Equipment/Facility	Function
None	

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. CARDA - Information is Classified. Aircraft Dispersal Plan for weather and attack.

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

ANSWER: No.

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

ANSWER: Randolph AFB provides vast amounts of logistic support to this base and the surrounding military installations, (see questions Facilities F.1 and F.2). Randolph has a present mobility tasking of 369 personnel and 93 teams, (directly tasked under SECRET OPLANS). We also have 53.5 tons of cargo which deploys with said personnel (weapons, munitions, baggage).

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

ANSWER: None.

6. Are any new military missions planned for this installation?

ANSWER: No.

E. Other Support

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

ANSWER: Assistance will be offered if the situation is beyound the local civilain organizational structures capabilities.

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

ANSWER: Yes. Direct weather forcasting and observations support for the 12 FTW mission. Weather warning support for Hondo Airfield (3 FTS) and Canyon Lake. 19 AF briefings on weather affecting its bases.

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: Randolph AFB

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	10	23.6
Feb.	77	23	8	22.2
Mar.	83	17	6	13.5
Apr.	84	16	6	13.5
May	86	14	3	15.8
June	90	10	2	13.5
July	94	6	3	11.1
Aug.	95	5	1	6.6
Sept.	91	9	2	10.5
Oct.	87	13	3	13.0
Nov.	82	18	7	13.7
Dec.	78	22	9	22.5

14.95%

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

ANSWER: Historical weather attrition factor. Model does not include information for T-43, T-41, or T-3. Randolph weather attrition is assumed to be 70% of the worst AETC UPT/SUPT base.

T-37	T-38	T-1	T-43	T-41	T-3
19%	20%	20%	Unknown	Unknown	Unknown

26 PFO
HE: 19.6

3. Do the normal weather conditions at the most frequently used training areas pose a chronic problem for scheduling training sorties? If so, are alternate training areas used? Does the use of alternate training facilities involve relocating aircraft and support personnel to other installations during certain times of year?

ANSWER: No.

[2]Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

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: Yes. Houston Center reserves the right to reroute commercial traffic through RND 1A, 1B, 1C, 2A, 2B MOA's due to poor weather. The Zuehl aerobatic box required adjustments to the VFR pattern. Did not affect quality of training.

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

ANSWER: No.

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

ANSWER: N/A.

3. Do you expect more restrictions/limitations to be imposed on the MOAs/bombing ranges/other training areas used by your unit? (Yes or No)

ANSWER: No.

a. If yes, state all reasons.

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: Expansion of SUNT training will increase SR route usage, possibly requiring more low-level routes

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: RND 1A, 1B, 1C, 2A, 2B MOAs.
VR 1152.
SR 286, 290, 292, 293.

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

ANSWER: N/A.

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

a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? (Yes or No)

ANSWER: Yes.

- What is the status of each environmental analysis and supplement?

ANSWER: Complete.

- Were there any problems associated with the analysis?

ANSWER: No.

- Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports.

ANSWER: Yes. Yes.

b. Are there known noise sensitive areas (NSAs) associated with each piece of airspace? (Yes/No)

ANSWER: No.

- List those documented in Flight Information Publication (FLIP) and those you have concerns about.

ANSWER: None.

- Do any of these NSAs affect or threaten the quality of training or mission?

ANSWER: N/A.

c. Are there any known civilian/commercial encroachments with each piece of airspace? (Yes/No)

ANSWER: Yes.

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

ANSWER: Zuehl Aerobatic Box.

d. Are there any planned expansions to your special use airspace? Yes/No (Include new airspace

proposals)

ANSWER: Yes. Expansion of RND 1B MOA to include 14,000' MSL to FL 220.

- Explain proposal and give status (to include community reactions)

ANSWER: None needed.

- What was the primary rationale supporting expansion?

ANSWER: Airspace is currently unused -- formerly owned by NAS CHASE -- and is unusable by any other agency (DOD or non-DOD), because of surrounding SUA.

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: RND 1A, 1B, 1C, 2A, 2B, VR 1152, and SRs all have the same published availability: sunrise to sunset, Monday - Friday.

- How many hours (average per year for 1990 thru 1993) was the airspace scheduled?

ANSWER:	RND 1A: 2981 hrs	VR 1152: 308 hrs
	RND 1B: 2986 hrs	SR 286: 119.6 hrs
	RND 1C: 2986 hrs	SR 290: 25.6 hrs
	RND 2A: 2995 hrs	SR 292: 18 hrs
	RND 2B: 2981 hrs	SR 293: 22.4 hrs

- How many hours were actually used (average per year for 1990 thru 1993, total of all users)?

ANSWER:	RND 1A: 2324 hrs	VR 1152: 308 hrs
	RND 1B: 2938 hrs	SR 286: 119.6 hrs
	RND 1C: 42 hrs	SR 290: 25.6 hrs
	RND 2A: 1898 hrs	SR 292: 18 hrs
	RND 2B: 487 hrs	SR 293: 22.4 hrs

- State reasons for difference between scheduled and actually used. In this case "scheduled hours" is defined as available hours throughout the week. These hours translate to approximately 12 hours a day, 5 days a week.

ANSWER: Weather losses was the cause for the difference between scheduled and actual use of the

airspace.

g. Is it possible to increase utilization of the airspace? (Yes or No)

ANSWER: No.

h. Can it be expanded in volume and/or hours of use? (Yes or No)

ANSWER: No.

i. Describe the volume or area of the airspace.

ANSWER: RND 1A: 1839 square miles.
RND 1B: 644 square miles.
RND 1C: 123 square miles.
RND 2A: 1462 square miles.
RND 2B: 330 square miles.
VR 1152 - 6 NM wide x 180 NM long, 500 AGL to 2500/4000 MSL .
SRs - 4 to 10 NM wide x 95 NM long, 500 AGL to 4000 MSL.

j. What percentage of the airspace is usable?

ANSWER: 100%.

8. Potential For Growth in Training Airspace (Area)
a. Is expansion possible? (Yes or No)

ANSWER: Yes.

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

ANSWER: 2%: We would gain one T-37 "high area" which will have a small, but measurable impact on airspace usage.

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.

d. Do current special use airspace and training areas meet all training requirements? (Yes or No)

ANSWER: No.

- Can some of your training requirements only be met by deployed, off-station training? (Yes or No)

ANSWER: No.

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

ANSWER: N/A.

9. Commercial Aviation Impact

a. Is the installation joint-use (CIVILIAN/MILITARY)? YES/NO.

ANSWER: No.

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

Kerrville	San Marcos	Zuehl	Connally
Comfort	Brooks Place	Saints	Arrows Ranch
Rust	Prison Canyon	Idle	Midlake
Wallace Ranch	San Antonio Int'l	Alison Air	Rio Medina
B J McCombs	Twin Oaks	Lockhart	Arrow S Ranch
Hunt Ranch	San Geronimo	Fentress	Ray Farm
Johnson City	Tarry Bank	Carter Mem	Ten Oaks
Keller Ranch	Lobo Mtn	Gottwald	Pleasanton
Tatum Ranch	Flying L Ranch	Geronimo Field	Dauwe Farm
Cedar Hill Farms	Medina River	Randolph AFB Aux	Longs Farm
Double U	Taylor's	Lackhorn	Triple R
Charlie Thomas Ranch	Boerne Stage	Fleming	Horizon
Byram Ranch	Freedom Springs	Beicker	Stinson
Keyes Ranch	Purple Sage	Gonzales	Martindale AAF
Alexander	Bains	Elm Creek	Ranch Aero
Bleakley Ranch	Grier	Joye	Cannon
Halm Ranch	Grosser	Bailey	Devine
Garnett Ranch	Bulverde	McCreless Farm	Smith
Woodcreek Resort	Camp Bullis	Cleveland	Standard
Winn Ranch	Flying J	Haverlah East Farm	Kelly AFB
Canyon Lake	Kitty Hawk	Gillingham	T-Ranch
Rutherford Ranch	Kardys	Karnes Co	Castroville
Wyatt	H M Ranch	Burris	Hondo
Bergstrom ARS	Garys	Wall	
Jim Roach	New Braunfels	Boening	

RANDOLPH

NAME	DIMENSIONS		AREA	ALT	CUBIC NM	DISTANCE	CNM X DIST	BASE ALT
RND1A			1407	13000	3008	50	150419	
RND1B			540	15000	1332	30	39967	
RND1C			123	5000	101	40	4046	
RND2A			1462	20000	4809	45	216414	
RND2B			330	8000	434	30	13026	
LAU2			469	13000	1003	75	75210	
LAU3			1975	15000	4873	85	414165	
BRADY	46	20	920	16000	2421	90	217895	
CHASE1			2025	24000	7993	52	415658	
CHASE2			912	26000	3900	74	288600	
CHASE3			3016	27000	13393	62	830392	
CRYSTAL	39	32	1248	39000	8005	82	656432	
FRED 1			892	19000	2788	47	131013	
FRED 2			696	19000	2175	11	23925	
FRED 3			773	9000	1144	11	12587	
PECOS			7980	19000	24938	75	1870313	
A635	17	7	119	2500	49	1	49	
A638	14	8	112	2500	46	19	875	
A632C			500	18000	1480	87	128783	
A632D	45	40	1929	5000	1586	52	82490	
A632E	43	37	912	5000	750	72	54000	

ALERT x .8:	3129				
ALERT TOT:	3912	ALERT:	266197	ALERT DIST:	68.1
WA TOTAL:	0	WA:	0	WA DIST:	ERR
MOA TOTAL:	82318	MOA :	5360061	MOA DIST:	65.1
RES TOTAL:	0	RES:	0	RES DIST:	ERR
TOTAL:	86230	TOTAL:	5626258	ALL DIST:	65.2

	AL/WA/MOA	86230	5626258	MARITIME & AIRLIFT	65.2
	AL/MOA	86230	5626258	PRIMARY DIST	65.2
STRIKE & B/F	WA/MOA/RES:	82318	5360061	STRIKE & B/F DIST	65.1
E2/C2 & AIRLIFT & WS	AL.8/WA/MOA	85447			
PRIMARY & NFO & SC	AL.8/MOA	85447			

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

ANSWER: No.

- Describe the impact.

ANSWER: N/A.

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 Cap. Ana. (11 Oct)

ANSWER: Training permitted in MOAs is any "non-hazardous" activity. Training permitted on any MTR is Low Level Navigation. Canned/stereo routing to Seguin Aux is used, but is not necessary.

Bases track only their own use of MOAs. Calculations beyond that are not available. Usage shown is Randolph only. For standardization, times enroute to the listed airspace are based on .5 Mach (5 NM/min).

Airspace Designator: RND 1B MOA

a. Type of airspace: MOA with overlying ATCAA
b. Dimensions (nmi. x nmi. x ft): 644 sq nm x 11,000 ft (1.8) = 1159.2 nm³
c. Distance from main airfield: 30 NM
d. Time en route from main airfield: 6 minutes
e. Controlling agency: San Antonio Approach
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space? Yes
   - If so, how many? 1
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? IFR
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? San Antonio Approach
i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? San Antonio Approach
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: 30432
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 12480
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: 11944
   - By other services (including reserves and national guard): UNKNOWN

TOTAL A/S = 22959.1
WT AVG (NM) = 55.49
1274026 / 22959 =

o. Total number of hours used: UNKNOWN
   - By your service: 11752
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Any type that can be accomplished in the altitude block.

Airspace Designator: RND 1C MOA

a. Type of airspace: MOA
b. Dimensions (nmi. x nmi. x ft): 123 sq nm x 5000 ft (.82) = 101.15
c. Distance from main airfield: 40 NM
d. Time en route from main airfield: 8 minutes
e. Controlling agency: San Antonio Approach
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? San Antonio Approach
i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? San Antonio Approach
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: 360
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 12480
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: 11944
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: 168
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Any type that can be accomplished in the altitude block.

Airspace Designator: RND 1A MOA

a. Type of airspace: MOA and overlying ATCAA
b. Dimensions (nmi. x nmi. x ft): 1839 sq nm x 13000 ft (2.14) = 3932 nm^3
c. Distance from main airfield: 30 NM
d. Time en route from main airfield: 6 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?

- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: 25,364
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 12480
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: 11924
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: 9296
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Any type that can be accomplished in the altitude block.

Airspace Designator: RND 2A MOA

a. Type of airspace: MOA and overlying ATCAA
b. Dimensions (nmi. x nmi. x ft): 1462 sq nm x 12,000 ft (1.97) = 2885.5
c. Distance from main airfield: 33 NM
d. Time en route from main airfield: 9 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace: 1
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: 22,230
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 12,480
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: 11,980
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: 7,592

- By other services (including reserves and national guard): UNKNOWN

p. Types of training permitted: Any type that can be accomplished in the altitude block.

Airspace Designator: RND 2B MOA

a. Type of airspace: MOA and high ATCAA
b. Dimensions (nmi. x nmi. x ft): 330 sq nm x 8,000 ft (1.3) = 434.2
c. Distance from main airfield: 20 NM
d. Time en route from main airfield: 6 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace: 1
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: 5,248
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 12,480
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: 11,924
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: 1,948
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Any type that can be accomplished in the altitude block.

Airspace Designator: LAUGHLIN 2

a. Type of airspace: MOA
b. Dimensions (nmi. x nmi. x ft): 25 NM X 20 NM x 9,000 ft (1.68) = 740.1
c. Distance from main airfield: 75 NM
d. Time en route from main airfield: 15 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: 47 FTW, Laughlin AFB
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES

- If so who provides the coverage? Houston ARTCC

i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Any type that can be accomplished in the altitude block.

Airspace Designator: Laughlin 3

a. Type of airspace: MOA
b. Dimensions (nmi. x nmi. x ft): 68 nm (2108) x 31 nm x 11,000 ft (1.8) = 3813.8
c. Distance from main airfield: 85 NM
d. Time en route from main airfield: 17 minutes
e. Controlling agency: Del Rio Approach
f. Scheduling agency: 47 FTW, Laughlin AFB
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Del Rio Approach
i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Del Rio Approach
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Any type that can be accomplished in the altitude block.

Airspace Designator: Brady

a. Type of airspace: MOA (920)
b. Dimensions (nmi. x nmi. x ft): 46 nm x 20 nm x 16,000 ft (2.63) = 2421
c. Distance from main airfield: 90 NM
d. Time en route from main airfield: 18 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: 924 FG, Bergstrom AFB
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Any type that can be accomplished in the altitude block.

Airspace Designator: Chase 1

a. Type of airspace: MOA (1591)
b. Dimensions (nmi. x nmi. x ft): 43 nm x 37 nm x 7,000 ft (1.15) = 1831.7
c. Distance from main airfield: 52 NM
d. Time en route from main airfield: 10 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: COMTRAWING 2, NAS Kingsville
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? Yes

- If so who provides the coverage? Houston ARTCC

j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Any type that can be accomplished in the altitude block.

Airspace Designator: Chase 2

a. Type of airspace: MOA
b. Dimensions (nmi. x nmi. x ft): 8 nm x 24 nm x 9,000 ft (192) (1.48) = 284.2
c. Distance from main airfield: 74 NM
d. Time en route from main airfield: 15 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: COMTRAWING 2, NAS Kingsville
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Any type that can be accomplished in the altitude block.

Airspace Designator: Chase 3

a. Type of airspace: MOA (1591)
b. Dimensions (nmi. x nmi. x ft): 43 nm x 37 nm x 10,000 ft (1.64) = 2616.8
c. Distance from main airfield: 62 NM
d. Time en route from main airfield: 12 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: COMTRAWING 2, NAS Kingsville
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Any type that can be accomplished in the altitude block.

Airspace Designator: Crystal

a. Type of airspace: MOA (1248)
b. Dimensions (nmi. x nmi. x ft): 39 nm x 32 nm x 12,000 ft (1.97) = 2463.2
c. Distance from main airfield: 82 NM
d. Time en route from main airfield: 16 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: 149 TFG, Kelly AGB
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? Houston ARTCC

j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Any type that can be accomplished in the altitude block.

Airspace Designator: A-635

a. Type of airspace: Alert Area
b. Dimensions (nmi. x nmi. x ft): 17 nm x 7 nm x 2500 ft .41 = 49 x .8 = 39.2
c. Distance from main airfield: 0 NM
d. Time en route from main airfield: 0 minutes
e. Controlling agency: Randolph Tower
f. Scheduling agency: Randolph Tower
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? Yes
   - If so who provides the coverage? RND
i. Is the airspace under communications coverage? Yes
   - If so who provides the coverage? RND
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By your service: 560,000
   - By other services (including reserves and national guard): NA
m. Total number of available hours in FY 1990 thru 1993: 26,624
n. Total number of scheduled hours in FY 1990 thru 1993: 26,624
   - By your service:
   - By other services (including reserves and national guard):
o. Total number of hours used: 26,624
   - By your service:
   - By other services (including reserves and national guard):
p. Types of training permitted: IFR/VFR Pattern

Airspace Designator: A-638

Facilities

a. Type of airspace: Alert Area
b. Dimensions (nmi. x nmi. x ft): 14 nm x 8 nm x 2500 ft 45.92 x .8 = 36.7
c. Distance from main airfield: 19 NM
d. Time en route from main airfield: 4 minutes
e. Controlling agency: Randolph Aux RSU
f. Scheduling agency: Randolph Aux RSU
g. Are canned/stereo airways needed to access air space? Yes.
   - If so, how many? 4
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? 2 IFR, 2 VFR
h. Is the airspace under radar coverage? No.
   - If so who provides the coverage?
i. Is the airspace under communications coverage? Yes.
   - If so who provides the coverage? Randolph Aux RSU
j. Number of low level airways (below 18,000 ft) that bisect airspace: 1
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By your service: 120,000
   - By other services (including reserves and national guard): 0
m. Total number of available hours in FY 1990 thru 1993: 6,240
n. Total number of scheduled hours in FY 1990 thru 1993
   - By your service: 6,240
   - By other services (including reserves and national guard): 0
o. Total number of hours used
   - By your service: 6,240
   - By other services (including reserves and national guard): 0 3
p. Types of training permitted: VFR Pattern

Airspace Designator: A-632C

a. Type of airspace: Alert Area
b. Dimensions (nmi. x nmi. x ft): 23 nm x 17 nm x 17,000 ft 2.8 = 1095 x .8 = 876
c. Distance from main airfield: 87 NM
d. Time en route from main airfield: 17 minutes
e. Controlling agency: NA
f. Scheduling agency: CNATRA, NAS Corpus Christi
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? No.
   - If so who provides the coverage?
i. Is the airspace under communications coverage? No.
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN

- By your service: NA
- By other services (including reserves and national guard): NA

m. Total number of available hours in FY 1990 thru 1993: 7,500
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service
   - By other services (including reserves and national guard)
o. Total number of hours used: UNKNOWN
   - By your service
   - By other services (including reserves and national guard)
p. Types of training permitted: Unknown

Airspace Designator: A-632D

a. Type of airspace: Alert Area
b. Dimensions (nmi. x nmi. x ft): 45 nm x 40 nm x 5,000 ft .82 = 1480 = 1184
c. Distance from main airfield: 52 NM
d. Time en route from main airfield: 10 minutes
e. Controlling agency: NA
f. Scheduling agency: CNATRA, NAS Corpus Christi
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? No.
   - If so who provides the coverage?
i. Is the airspace under communications coverage? No.
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: NA
   - By other services (including reserves and national guard): NA
m. Total number of available hours in FY 1990 thru 1993: 7,500
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: UNKNOWN

Primary
1044
1184
876
39
2463
2617
284
1832
2421
2881
3

Airspace Designator: A-632E

a. Type of airspace: Alert Area
b. Dimensions (nmi. x nmi. x ft): 43 nm x 37 nm x 5,000 ft .82 = 1305 + .8 = 1044

+ 2881
39

c. Distance from main airfield: 72 NM
d. Time en route from main airfield: 10 minutes
e. Controlling agency: NA
f. Scheduling agency: CNATRA, NAS Corpus Christi
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? No.
   - If so who provides the coverage?
i. Is the airspace under communications coverage? No.
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 7,500
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: UNKNOWN

Airspace Designator: IR-149

IR-5
VR-9
SR-3
17

a. Type of airspace: IR Route
b. Dimensions (nmi. x nmi. x ft): 204 nm x 8 nm x 4000 ft
c. Distance from main airfield: 54 NM
d. Time en route from main airfield: 11 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: COMTRAWING 2, NAS Kingsville
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? Yes.
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? Yes.
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace: 1
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN

m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Altitude Navigation

Airspace Designator: IR-148

a. Type of airspace: IR Route
b. Dimensions (nmi. x nmi. x ft): 176 nm x 5 nm x 1000 ft
c. Distance from main airfield: 45 NM
d. Time en route from main airfield: 9 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: COMTRAWING 2, NAS Kingsville
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? Yes.
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? Yes.
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace: 3
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Altitude Navigation

Airspace Designator: IR-147

a. Type of airspace: IR Route
b. Dimensions (nmi. x nmi. x ft): 102 nm x 7 nm x 6000 ft
c. Distance from main airfield: 77 NM
d. Time en route from main airfield: 15 minutes

e. Controlling agency: Houston ARTCC
f. Scheduling agency: COMTRAWING 2, NAS Kingsville
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? Yes.
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? Yes.
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Altitude Navigation

Airspace Designator: IR-142

a. Type of airspace: IR Route
b. Dimensions (nmi. x nmi. x ft): 231 nm x 10 nm x 2000 ft
c. Distance from main airfield: 78 NM
d. Time en route from main airfield: 16 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: 924 FG/AFRES, Bergstrom AFB
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? Yes.
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? Yes.
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace: 8 15
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN

- By your service: UNKNOWN
- By other services (including reserves and national guard): UNKNOWN

o. Total number of hours used: UNKNOWN
- By your service: UNKNOWN
- By other services (including reserves and national guard): UNKNOWN

p. Types of training permitted: Low Altitude Navigation

Airspace Designator: IR-123

a. Type of airspace: IR Route
b. Dimensions (nmi. x nmi. x ft): 364 nm x 8 nm x 3500 ft
c. Distance from main airfield: 60 NM
d. Time en route from main airfield: 14 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: 924 FG/AFRES, Bergstrom AFB
g. Are canned/stereo airways needed to access air space? No.
- If so, how many?
- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? No.
- If so who provides the coverage?

i. Is the airspace under communications coverage? No.
- If so who provides the coverage?

j. Number of low level airways (below 18,000 ft) that bisect airspace: 11
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
- By your service: UNKNOWN
- By other services (including reserves and national guard): UNKNOWN

m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
- By your service: UNKNOWN
- By other services (including reserves and national guard): UNKNOWN

o. Total number of hours used: UNKNOWN
- By your service: UNKNOWN
- By other services (including reserves and national guard): UNKNOWN

p. Types of training permitted: Low Altitude Navigation

Airspace Designator: VR-1120

a. Type of airspace: MTR
b. Dimensions (nmi. x nmi. x ft): 84 nm x 20 nm x 1200 ft
c. Distance from main airfield: 48 NM
d. Time en route from main airfield: 10 minutes
e. Controlling agency: 924 TFG/DOTO, Bergstrom AFB
f. Scheduling agency: 924 TFG/DOTO, Bergstrom AFB

g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? No.
   - If so who provides the coverage?
i. Is the airspace under communications coverage? No.
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 4
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Altitude Navigation

Airspace Designator: VR-1105

a. Type of airspace: MTR
b. Dimensions (nmi. x nmi. x ft): 98 nm x 8 nm x 1000 ft
c. Distance from main airfield: 33 NM
d. Time en route from main airfield: 7 minutes
e. Controlling agency: 149 FTR GP, Kelly AFB
f. Scheduling agency: 149 FTR GP, Kelly AFB
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? No.
   - If so who provides the coverage?
i. Is the airspace under communications coverage? No.
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 2
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN

o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Altitude Navigation

Airspace Designator: VR-1106

a. Type of airspace: MTR
b. Dimensions (nmi. x nmi. x ft): 98 nm x 8 nm x 1000 ft
c. Distance from main airfield: 80 NM
d. Time en route from main airfield: 16 minutes
e. Controlling agency: 149 FTR GP, Kelly AFB
f. Scheduling agency: 149 FTR GP, Kelly AFB
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? No.
   - If so who provides the coverage?
i. Is the airspace under communications coverage? No.
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 1
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Altitude Navigation

Airspace Designator: VR-1121

a. Type of airspace: MTR
b. Dimensions (nmi. x nmi. x ft): 84 nm x 20 nm x 1200 ft
c. Distance from main airfield: 80 NM
d. Time en route from main airfield: 16 minutes
e. Controlling agency: 924 TFG/DOTO, Bergstrom AFB
f. Scheduling agency: 924 TFG/DOTO, Bergstrom AFB
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?

- If so, what types (i.e., IFR, VFR, or altitude reservation)?

h. Is the airspace under radar coverage? No.
   - If so who provides the coverage?
i. Is the airspace under communications coverage? No.
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 4
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Altitude Navigation

Airspace Designator: VR-1123

a. Type of airspace: MTR
b. Dimensions (nmi. x nmi. x ft): 194 nm x 20 nm x 1000 ft
c. Distance from main airfield: 87 NM
d. Time en route from main airfield: 17 minutes
e. Controlling agency: 924 TFG/DOTO, Bergstrom AFB
f. Scheduling agency: 924 TFG/DOTO, Bergstrom AFB
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? No.
   - If so who provides the coverage?
i. Is the airspace under communications coverage? No.
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 8
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN

- By other services (including reserves and national guard): UNKNOWN

p. Types of training permitted: Low Altitude Navigation

Airspace Designator: VR-1122

a. Type of airspace: MTR
b. Dimensions (nmi. x nmi. x ft): 194 nm x 20 nm x 1000 ft
c. Distance from main airfield: 30 NM
d. Time en route from main airfield: 6 minutes
e. Controlling agency: 924 TFG/DOTO, Bergstrom AFB
f. Scheduling agency: 924 TFG/DOTO, Bergstrom AFB
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? No.
   - If so who provides the coverage?
i. Is the airspace under communications coverage? No.
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 8
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Altitude Navigation

Airspace Designator: VR-143

a. Type of airspace: MTR
b. Dimensions (nmi. x nmi. x ft): 370 nm x 14 nm x 3500 ft
c. Distance from main airfield: 66 NM
d. Time en route from main airfield: 13 minutes
e. Controlling agency: Houston ARTCC
f. Scheduling agency: 924 TFG/DOTO, Bergstrom AFB
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? No.

- If so who provides the coverage?

i. Is the airspace under communications coverage? No.
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 11 64
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Altitude Navigation

Airspace Designator: VR-156

a. Type of airspace: MTR
b. Dimensions (nmi. x nmi. x ft): 234 nm x 8 nm x 4000 ft
c. Distance from main airfield: 35 NM
d. Time en route from main airfield: 7 minutes
e. Controlling agency: 149 FTR GP, Kelly AFB
f. Scheduling agency: 149 FTR GP, Kelly AFB
g. Are canned/stereo airways needed to access air space? No.
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? No.
   - If so who provides the coverage?
i. Is the airspace under communications coverage? No.
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 2
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0 66
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN

p. Types of training permitted: Low Altitude Navigation

Airspace Designator: VR 1152

a. Type of airspace - VR ROUTE
b. Dimensions (nmi. x nmi. x ft): 6 NM X 180 NM X 2000 ft
c. Distance from main airfield - 35 NM
d. Time en route from main airfield: 7 minutes
e. Controlling agency: 12 OSS/DORF
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space? Yes.
   - If so, how many? 2
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? VFR
h. Is the airspace under radar coverage? NO
   - If so who provides the coverage?
i. Is the airspace under communications coverage? NO
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 6
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: 360
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 12,480
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: 11,944
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: 168
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Altitude Navigation.

Airspace Designator: SR-286

a. Type of airspace: SLOW ROUTE
b. Dimensions (nmi. x nmi. x ft): 95 nm x 7 nm x 1000 ft
c. Distance from main airfield: 57 nm
d. Time en route from main airfield: 11 min
e. Controlling agency: 12 OSS/DOFR
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space? Yes
   - If so, how many? 1
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? VFR
h. Is the airspace under radar coverage? NO
   - If so who provides the coverage?

i. Is the airspace under communications coverage? NO
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 6
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: 411
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 8,736
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: 335
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: 279
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Altitude Navigation.

Airspace Designator: SR-292

a. Type of airspace: SLOW ROUTE
b. Dimensions (nmi. x nmi. x ft): 95 NM X 7 NM X 1000' FT
c. Distance from main airfield: 85 NM
d. Time en route from main airfield: 12 NM
e. Controlling agency: 12 OSS/DOFR
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space? Yes.
   - If so, how many? 1
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? VFR
h. Is the airspace under radar coverage? NO
   - If so who provides the coverage?
i. Is the airspace under communications coverage? NO
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 6
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: 87
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 8,736
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: 60
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: 50
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Level Navigation.

Airspace Designator: SR-293

a. Type of airspace: SLOW ROUTE
b. Dimensions (nmi. x nmi. x ft): 95 NM X 7 NM X 1000 FT
c. Distance from main airfield: 30 NM
d. Time en route from main airfield: 6 min
e. Controlling agency: 12 OSS/DOFR
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space? Yes.
   - If so, how many? 1
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? VFR
h. Is the airspace under radar coverage? NO
   - If so who provides the coverage?
i. Is the airspace under communications coverage? NO
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 4
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: 409
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 8,736
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: 312
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: 260
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Level Navigation.

Airspace Designator: SR-290

a. Type of airspace: SLOW ROUTE
b. Dimensions (nmi. x nmi. x ft): 95 NM X 7 NM X 1000 FT
c. Distance from main airfield: 90 NM
d. Time en route from main airfield: 18 min
e. Controlling agency: 12 OSS/DOFR
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space? Yes.
   - If so, how many? 1
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? VFR
h. Is the airspace under radar coverage? NO
   - If so who provides the coverage?
i. Is the airspace under communications coverage? NO
   - If so who provides the coverage?

j. Number of low level airways (below 18,000 ft) that bisect airspace: 4
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: 114
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 8,736
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: 94
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: 78
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: Low Level Navigation.

11. List all the Ranges (Controlled/managed by installation) (IF NONE, SKIP TO A. 12.)

ANSWER: None.

Range Name:____N/A__NONE_____

a. List the range(s) that your installation controls/manages?
b. List the range's (s') associated airspace to include restricted areas, MOAs, etc.
c. What is the distance from the installation to the range(s) (primary target or centroid)?
d. What is the size of the range? (in acres)
   - What is the size of the range's(s') impact area(s) (in acres)?
   - What is the size of the restricted area in which the range lies (in square miles)?
   - What is the altitude ceiling of the range's(s') restricted area(s)?
e. Does the range's(s') shape/location prohibit efficient training or significantly hamper mission accomplishment (i.e., single run-in headings, no pop patterns, etc)?
f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)?
g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List
h. What is the published availability of the range(s)?
   - How many hours (average per year for 1990 thru 1993) was the range(s) scheduled?
   - How many hours was the range(s) used (average per year for 1990 thru 1993, total of all users)?
   - Utilization (average used/average scheduled x 100 = %)
   - Give reasons for non-use.
i. Does the range(s) have full-scale weapons develivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail.
   - What are the associated FSWD/ASWS restrictions?
j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)?
   - What are the associated special weapons restrictions?
k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail.
   - What are the associated electronic warfare restrictions?

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

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

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

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

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

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

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

Range Name: _____R 6312_____

a. Location (city/county and state and lattitude and longitude): COTULLA TX 28-15N 098-44W
b. Distance from main airfield: 76 NM
c. Time en route from main airfield: 15 MIN
d. Controlling agency: HOUSTON ARTCC
e. Scheduling agency: KINGSVILLE NAS
f. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
g. Is the airspace under radar coverage? YES
   - If so who provides the coverage? HOUSTON ARTCC
h. Is the airspace under communications coverage? YES
   - If so who provides the coverage?: NAS Corpus Christi
i. Number of low level airways (below 18,000 ft) that bisect airspace: 0
j. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
k. Total number of sorties flown in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
l. Total number of available hours in FY 1990 thru 1993: UNKNOWN
m. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
n. Total number of hours used: UNKNOWN
   - By your service: UNKNOWN
   - By other services (including reserves and national guard): UNKNOWN
o. Types of training permitted: Unknown

From Kingsville mil Value Div Cal 276.3

13. Describe the major air traffic structure (routes, terminal control areas, approaches, etc.) within 50 NM of

each air-to-ground range, airspace, and airfields.

ANSWER: Victor airways within 50 NM of Randolph SUA: V163, V161, V568, V550, V17, V68, V198, V358, V222, V556, V212, V306, V565, V76, V558, V583 V574, V407, V13, V20, V70, V548, V15, V369, V194, V571, V477.

Jet routes within 50 NM of RND SUA: J2, J15, JJ17, J21, J22, J23, J25, J27, J29, J50, J65, J86, J87, J131, J138.

Class "B" airspace w/in 50 NM of RND SUA: Houston.
Class "C" airspace w/in 50 NM of RND SUA: San Antonio, Austin, Corpus Christi.

Airfields with IAP w/in 50 NM of RND SUA: Stinson Muni, Pleasonton Muni, Devine Muni, Hondo Muni, Castroville Muni, Kelly AFB, San Antonio IAP, Kerrville Muni, New Braunfels Muni, Bergstrom ARS, San Marcos Muni, Lockhart Muni, Lakeway AP, Robert Mueller Muni, Gillespie Co, Mason Co, Llano Muni, Hamilton Muni, Lampass AP, Robert Gray AAF, Killeen Muni, Hood AAF, McGregor Muni, Draughton Miller Muni, Lago Vista Bar-K AP, Austin Exec Airpark, Georgetown Muni, Taylor Muni, Garner Fld, Edwards Co, Kimble Co, Yoakim Muni, Wharton Muni, Bay City Muni, Jackson Co, Beeville Muni, Live Oak Co, McKinley Fld, Dimmet Co, Cotulla-LaSalle Co, Marlin AP, Mexia-Limestone Co, Madisonville Muni, Coulter Fld, Easterwood Fld, Caldwell Muni, Navasota Muni, Giddings-Lee Co, Brenham Muni, Eagle Lake.

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

ANSWER: Yes. During periods of bad weather in Houston, Houston ARTCC occasionally takes over use of our 1A, 1B, and 1C MOAs to route departures and arrivals into the Houston area.

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. Houston ARTCC re-sectorization, 23 Jun 94. Additional UHF radio frequencies as a result of re-sectorization will greatly improve BFM training.

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. Occasional delays experienced. Only recurring cause would be slow IFR releases from Departure Control. Average duration of such delays is 8 minutes. NEED % DELAY

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: YES. Seguin TX - T-38 Aux field is a nosie sensitive area and limits some of the flying maneuvers at that installation.

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 Randolph AFB does not control/manage any air-to-ground ranges.

20. Is there airspace within 50 NM which permits advanced fighter training?

ANSWER: No.

21. Does the current airspace configuration permit advanced helicopter training? If not, explain why.

ANSWER: No.

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 overwater access for training.

Syllabus of Training *	Terrain Feature or Overwater Requirement
SUNT	Overwater
MANS	Overwater
T-3 Flight Screening	None
T-41 Flight Screening	None

*** Use appropriate Navy, Air Force, or Army syllabus of training list**

B. Airfields

1. For the main airfield(s) and each auxiliary and outlying field/staging base, provide the following data

Airfield Name: _Randolph AFB_____

a. Location (city/county and state and lattitude and longitude) Universal City/Bexar, TX. 29-32N 98-

17W

b. Distance from main field: N/A.

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations? Yes.

d. Does the airfield have parallel or dual offset runways? Yes.

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations? Yes.

e. Does the airfield have full-length parallel taxiways? The east runway has a full length parallel taxiway, but the west does not.

f. Does the airfield have high speed taxiways? No.

g. Does the airfield have a crosswind runway? No.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity? N/A.

i. How much capacity is lost? N/A.

j. What percent of the time do conditions force the crosswind runway to be used? N/A.

k. Is the airfield equipped to support IFR flight operations? Yes.

l. Is the airfield owned by your service or leased? 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). The runways permit jet, prop, and helo operations.

Airfield Name: _Seguin Auxilliary Airfield_____

a. Location (city/county and state and lattitude and longitude) Seguin TX. 29-33N 97-55W

b. Distance from main field: 20 NM.

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations? No.

d. Does the airfield have parallel or dual offset runways? No.

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations? N/A

e. Does the airfield have full-length parallel taxiways? No.

8345 Runway Length

f. Does the airfield have high speed taxiways? No.

g. Does the airfield have a crosswind runway? No.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity? N/A.

i. How much capacity is lost? N/A.

j. What percent of the time do conditions force the crosswind runway to be used? N/A.

k. Is the airfield equipped to support IFR flight operations? No.

l. Is the airfield owned by your service or leased? 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). The runway permits jet, prop, and helo operations.

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

RANDOLPH

FACILITIES CCN	ADEQUATE	SUBSTAND	INADEQUATE	TOTAL	ADEQUATE
RUNWAYS	(%)	(%)	(%)		
111	66	27	7	1065446	703194
TAXI/APRONS	(%)	(%)	(%)		
112	36	46	18	349038	125654
113	23	71	6	947612	217951
TOTAL:					26%
UTILITIES	(%)	(%)	(%)		
812	82	18		83860	68765
812					0
822	80	16	4	6040	4832
832	60	40		202047	121228
842	35	65		318795	111578
843	85	15		8038	6832
TOTAL:					51%
OTHER					
131	30003		7218		
133					
171-51					
218	27289	288			
219	62066	9255	773		
610	473271	854792	1297		
723-30					
TOTAL:	592629	864335	9288	1466252	40%
CLASSROOMS					
171-10					
171-20					
171-30					
171-152					
171-211	135526	25390	1786		
171-223					
171-815					
TOTAL:	135526	25390	1786	162702	83%
TRAINERS					
171-12					
171-35					
171-212	66423				
TOTAL:	66423	0	0	66423	100%
OTHER TNG					
141-753	3675				
141	21685	9909			
171-25					
171-74					
171-213					
171-214	10700				
171-813					
TOTAL:	36060	9909	0	45969	78%
HANGARS					
211	227130	216752			
217	11366				
TOTAL:	238496	216752	0	455248	52%

report the percent of the system that is Adquate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	1,065,446	66%	27%	7%
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	349,038	125654 36%	46%	18%
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	947,612 1296650	217950 23% 343604	71% ~~74%~~	6% 26.5% = 27%
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	1,090,950	510565 46.8%	17.7%	35.5%
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	6,040	4832 80%	16%	4%
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	202,047	40409 20%	70%	10%
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	318,795	111578 35%	65%	0%
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	8,038 1625870	6832 85% 674216	15% = 41	0%

851	Roads (Do not include 851-142 and 851-143)	SY	661,760	55%	23%	22%
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	448,429	45%	44%	11%

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	Comminications Bldgs	SF	30,003	0	7,218
141	Operations Bldgs	SF	6,166	0	0
211	Maintenance - Aircraft	SF	227,130	216,752	0
217	Maintenance - Electronics and Communications Equip	SF	11,366	52% 0	0
219	Maintenance - Installation, Repair and Operation PW shops	SF	64,284	9,255	733
422	Ammunition Storage Installation and Ready Use	SF	543	0	0
610	Administrative Bldgs	SF	467,471	854,792	1,297

443882

579290/1452585 [redacted]% 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:

I. Communications Buildings

a. 131 (Facility 662)
b. Poor architectural condition (wood frame, asbestos siding, deteriorated ceiling), air conditioning

needs upgrading, and no parking for customers.

c. Multi-use (131) computer equipment control, (610) admin, (171) classroom.
d. $1.7M (requires replacement).
e. Facility could be used for Swing/Space Storage as is (no cost).
f. Current plans are to upgrade A/C as part of a multi-facility project to connect facilities to a central plant. Programmed funding (FY 95) for entire project is $450K. Estimated cost for subject facility is $45K. Pay back expected on energy savings.
g. No.

II. Maintenance - Installation, Repair and Operation

a. 219 (Facility 1282 & 1284)
b. Structural and architectural condition, deficient layout requires additional time for transportation and response time in emergencies.
c. Maintenance storage.
d. $27K (requires replacement).
e. None.
f. Current plans are to demo buildings and construct Base Engineer Complex. Programmed funding (FY 97) for entire project $6.2M. Estimate cost for subject facility is $27K.
g. No.

III. Administrative Buildings

a. 610 (Facility 662)
b. Poor architectural condition (wood frame, asbestos siding, deteriorated ceiling), air conditioning needs upgrading, and no parking for customers.
c. Multi-use (131) computer equipment control, (610) admin, (171) classroom.
d. $1.7M (requires replacement).
e. Facility could be used for Swing/Space Storage as is (no cost).
f. Current plans are to upgrade A/C as part of a multi-facility project to connect facilities to a central plant. Programmed funding (FY 95) for entire project $430K. Estimated cost for subject facility is $45K. Pay back expected on energy savings.
g. No.

C. Ground Training Facilities

1. List ground training facilities at the installation that support pilot and/or NFO/Navigator training (e.g., classrooms, pistol ranges, water survival facilities). Provide the 5 digit category code number (CCN) where possible. Indicate if these facilities are unique or if they include any specialized equipment and assess their material condition by indicating the quantities that are adequate/permanent, substandard/semi-permanent and inadequate/temporary. Specify how the facility is used if it is not obvious from its CCN.

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary

171-211	Instructor Pilot, Undergraduate Navigator Training, & Flight Screening Facilities. (Buildings 12, 64, 148, 662, 738, 743, 747, 856, 857, 878, 889 at RAFB; Building 1401 at Hondo Municipal Airport)	SF	143,353 84%	25,599	1,706	170,65
171-212	Flight Simulator Training (Buildings 738, 745 at RAFB)	SF	60,623 100%			

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:

ANSWER: Only Bldg 662 is inadequate.

a. Facility Type/Code:

ANSWER: 171-211

b. What makes it inadequate/temporary?

ANSWER: WWII wood.

c. What use is being made of the facility?

ANSWER: Undergrad Nav Flt Screening

d. What is the cost to upgrade the facility to substandard/semi-permanent?

ANSWER: Not economically feasible.

e. What other use could be made of the facility and at what cost?

ANSWER: Recommend demo.

f. Current improvement plans and programmed funding:

ANSWER: Replacement Fac under construction (BRAC MILCON)

g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

ANSWER: No.

D. Aircraft Maintenance Facilities

1. Complete the following table for each type of aircraft which can be maintained at your installation. Place an "x" in the applicable columns for each type of aircraft.

Aircraft Types	Level of Maintenance			Source	
	Depot	Intermediate	Organizational	DOD	Contract
T-37		X	X	X	
T-38/AT-38		X	X	X	
T-39		X	X	X	
T-43		X	X	X	X
T-1		X	X	X	X
C-21					X

E. Special Military Facilities

1. List all facilities and equipment that play a special role in military operations (e.g., radar, communications, command and control, oceanographic facilities) of the aircraft at the installation.

Type of Facility	Operational Mission of Facility
RADAR	Monitor Simultanous ILS (SILS) Approaches
VOR	Terminal nonprecision approach and navigational equipment
TACAN	Terminal nonprecision 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
Communications Transmitters and Receivers	Used for communications between aircraft and controlling agencies
RSU	Used for communications during student flying training

2. Contingency and Deployment Requirements:
(Assume full mobilization, sustained 24-hour capability)

ANSWER: With full mobilization we will deploy 369 personnel on 93 teams.

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: No.

3. Does installation have a dedicated munitions loading pad?

ANSWER: No.

a. If yes, are there any access limitations?

ANSWER: N/A.

b. What type aircraft have used your pad over the last five years?

ANSWER: N/A.

4. Is the installation located within 150NM of:

a. Ground Force Installation (active)? Yes/No (If yes, give name(s))

ANSWER: Yes. Ft Hood TX.

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?

ANSWER: No.

6. Do installation medical facilities have any unique missions (aeromedical staging facility, environmental health laboratory, area dental laboratory, physiological training unit, wartime tasking, etc.)? Identify.

ANSWER: Yes. Physiological Training Unit and Mobility Taskings. 48 person 2nd echelon team, 19 person decontamination team, 9 person blood donor team.

7. List any weapons storage and handling facilities located at the installation. YES

Type of Facility	Location	Mission and Capability of Facility
8 Bay Multi-Cube	1018	Weapons Storage Facility Max Sited NEW: (1.1) 3,400 lbs (total) Max Sq Foot: 408

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
Joint Health Care Management Engineering Team (JHMET)	Develops medical standards for medical activities.. Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B3, B4, B5, B7, B9, B10, B11, B12, B14, B15, B16, B17, B18, B19, B20, B21, B22, B23, B24, B25, B26, B28, B29, B30, B31, B32, B33, B34, C1, C2, C3, C4, C5, C6.
Marine Air Training Unit (MAMS)	Receives Navigational Training from Air Force Instructors Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B5, B7, B9, B10, B11, B12, B14, B15, B16, B17, B18, B19, B21, B22, B23, B26, B29, B32, B33, C1, C2, C3, C4, C5, C6.
Naval Air Training Unit (NATU)	Receives Navigational Training from Air Force Instructors. Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B5, B6, B7, B9, B10, B12, B14, B15, B16, B17, B18, B19, B21, B23, B26, B29, B32, B33, C1, C2, C3, C4, C5, C6.

Naval Civilian Personnel Data Systems Center (NCPDSC)	Uses AF Civilian Personnel Data System in support of Navy civilian personnel and EEO programs. Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B5, B6, B7, B9, B10, B11, B12, B14, B15, B16, B17, B18, B19, B20, B21, B22, B23, B24, B25, B26, B28, B29, B30, B31, B32, B33, B34, C1, C2, C3, C4, C5, C6.
Maximum Support = 70% - 80% Moderate Support = 30% - 40% Minimum Support = 10% - 20%	

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
2nd German Air Force (2 GAF)	SUNT Training. Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B5, B6, B7, B9, B10, B11, B12, B14, B15, B16, B17, B18, B19, B21, B22, B23, B24, B26, B29, B30, B31, B32, B33, C1, C2, C3, C4, C5, C6.
Defense Accounting Office, (AETC)	Provides accounting and finance services. Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B3, B4, B5, B6, B7, B9, B10, B11, B12, B14, B15, B16, B17, B19, B20, B21, B23, B24, B26, B28, B29, B30, B32, B33, B35, C1, C2, C3, C4, C5, C6.
Defense Accounting Office, Denver (RAFB)	Provides accounting and finance services. Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B3, B4, B7, B9, B10, B11, B12, B14, B15, B16, B17, B19, B20, B21, B22, B23, B24, B26, B28, B29, B30, B32, B33, B35, C1, C2, C3, C4, C5, C6.
Defense Accounting Office, Denver (AFSAT)	Provides accounting and finance services. Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B3, B4, B5, B6, B7, B9, B10, B11, B12, B14, B15, B16, B17, B19, B20, B21, B23, B24, B26, B28, B29, B30, B32, B33, B35, C1, C2, C3, C4, C5, C6.

Defense Commissary Agency (DeCA)	Provides commissary services to eligible personnel and troop issues. Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B3, B6, B7, B10, B11, B12, B14, B15, B16, B18, B19, B21, B22, B23, B24, B25, B26, B28, B29, B30, B32, B33, C1, C2, C3, C4, C5, C6.
Defense Logistics Agency (DLA)	Administers LSI contracts through Kelly AFB. Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B5, B6, B7, B9, B11, B12, B14, B15, B16, B18, B21, B28, B29, B30, B32, B33, B35, C2, C5.
Defense Information Services Organization (DISO)	Responsible for all data systems in Air Force military. Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B4, B5, B6, B7, B9, B10, B11, B12, B14, B15, B16, B17, B18, B19, B20, B21, B22, B23, B24, B25, B26, B28, B29, B30, B31, B32, B33, B34, C1, C2, C3, C4, C5, C6.
Defense Printing Service (DPS)	Provides reproduction services to government agencies. Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B5, B6, B7, B9, B11, B14, B15, B16, B17, B18, B21, B28, B29, B30, B32, B33, C1, C2, C3, C4, C5, C6.
Defense Civilian Personnel Systems Center (DCPSC)	Responsible for overall Informaiton management program for policy and EEO functions for OSD. Maximum Support - (Facilities, personnel, supplies, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B1, B2, B5, B6, B7, B9, B10, B11, B12, B14, B15, B16, B18, B21, B28, B29, B30, B32, B33, C1, C2, C3, C4, C5, C6.
American Red Cross	Provides various health, safety, financial, etc., services to uniformed personnel. Moderate Support - (Facilities, maintenance, communications, etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B5, B6, B7, B9, B11, B12, B14, B15, B29, B30, B33, C2, C5.
US Postal Service	Provides postal services to military and government agencies Moderate Support - (Facilities, maintenance, communications etc.) A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, B5, B6, B7, B9, B11, B12, B14, B15, B29, B30, B33, C2, C5.
Randolph Independent School District (Eliminatory, Kindergarden, Middle and High Schools)	Provides educational services to military dependents. Minimum Support - (Transportation, security, fire protection) A2, A3, A4, A5, A6, A10, B6, B7, B12, B30, B33, C2, C5.
National Order of Daedalians Headquarters	Provides services as a private organization to military. Minimum Support - (Utilities, security, fire protection) A2, A3, A4, A5, A6, A10, B6, B7, B30, B33, C2, C5.

Randolph Brooks Federal Credit Union	Provides credit union service to eligible personnel. Minimum Support - (Utilities, security, fire protection) A2, A3, A4, A5, A6, A10, B6, B7, B30, B33.
Eisenhower National Bank	Provides banking service. Minimum Support - (Utilities, security, fire protection) A2, A3, A4, A5, A6, A10, B6, B7, B30, B33.
Maximum Support = 70% - 80%	Moderate Support = 30% - 40% Minimum Support = 10% - 20%

Support Categories

(Listed in DoDI 4000.19)

Mandatory Reimbursement Support Categories

A1 Chapel and Chaplain Services	A5 Environmental Compliance	A9 Police Services
A2 Command Element (includes Public Affairs, Social Actions, etc.)	A6 Fire Protection	A10 Safety
A3 Common Use Facility Operations, Maintenance, Repair and Construction	A6 Libraries	A11 Shuttle Services
A4 Disaster Preparedness	A8 Morale and Fitness	

Optional Reimbursement Support Categories

B1 Administrative Services	B13 Explosive Ordnance	B25 Mobilization Support
B2 Audio/Visual Services	B14 Facilities and Real Properties Support	B26 Mortuary Services
B3 Automated Data Processing / Automation Services	B15 Facility Maintenance and Repair	B27 Printing and Reproduction
B4 Civilian Personnel Services	B16 Finance and Accounting	B28 Purchasing and Contracting Services
B5 Clubs	B17 Food Services	B29 Refuse Collecting and Disposal
B6 Communication Services	B18 Health Services	B30 Resource Management
B7 Community Support Services	B19 Housing and Lodging Services	B31 Training Services
B8 Confinement and Detention Centers	B20 Information Services	B32 Transportation Services
B9 Custodial Services	B21 Installation Retail Supply and Storage Operations	B33 Utilities
B10 Education Services	B22 Laundry and Dry Cleaning	B34 Weather Services
B11 Engineering Support	B23 Legal Services	B35 Other Support
B12 Equipment Operation, Maintenance and Repair	B24 Military Personnel Support	

Non-Reimbursement Support Categories

C1 Commissary Services	C3 Dependent Schools	C5 Museums
C2 Community Relations	C4 Exchange Services	C6 Retired Affairs

G. Proximity to Operational Mission Areas

1. Does the location of the installation have any strategic role at the present time or in future plans (include both location and attributes available at that location, e.g., waterfront space). Discuss alternate military/civilian facilities that could fulfill the same strategic role.

ANSWER: No.

H. Proximity to Training Areas

1. Does the location of the installation permit any specialized training with other operational units (e.g., Joint forces)? If so, provide details.

ANSWER: Yes. AETC aircraft from this installation have been used for air intercept practice from various ACC units. However, this is infrequent.

2. Describe the plan for conducting carrier qualifications. Will ship deploy to training squadron site or will squadrons deploy? Deploy.

ANSWER: Since the Air Force does not conduct carrier operations/qualifications, AETC does not have the necessary information to answer this question.

3. How far (nmi.) is the installation from a designated naval operations area where an aircraft carrier would conceivably operate?

ANSWER: Since the Air Force does not conduct carrier operations/qualifications, AETC does not have the necessary information to answer this question.

4. If the aircraft carrier deploys to an area within operating range of training air squadrons, would CQ training usually be conducted directly from the installation or on a detachment basis?

ANSWER: Since the Air Force does not conduct carrier operations/qualifications, AETC does not have the necessary information to answer this question.

I. Proximity to Other Support Facilities

1. List other airfields (currently not used for undergraduate pilot and/or NFO/Navigator training) in the local flying area that are available for training and emergency uses.

ANSWER: All airfields in the local area that can be used to support flying training operations are being used.

2. What other military facilities located in the vicinity are/could be used to support the installation's and tenants' mission?

Military Facility Name	Actual / Proposed Use	Distance
Kelly AFB	IFR/VFR Approaches (11,350)	20 NM
Bergstrom ARS	IFR/VFR Approaches (12,350)	60 NM

3. What civilian owned facilities located in the vicinity are/could be used to support the installation's and tenants' mission?

ANSWER: All civilian owned facilities located in the vicinity (i.e., San Antonio IAP and Stinson Municipal) that can be used to support flying training are currently being used.

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:

ANSWER: No.

a. Name or type of facility
b. Total SF
c. Cat code
d. Present use

A. Air Quality

1. What is the name of the Air Quality Management District in which the base is located?

ANSWER: Randolph AFB is located in Bexar County and is part of the Metro San Antonio Intrastate Air Quality Control Region.

a. Is the installation or any of its OLFs or Staging Bases located in different Air Quality Management Districts?

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.

2. Has EPA designated the air quality control area in which your installation is located as a maintenance or non-attainment area for any of the six criteria air pollutants (ozone, carbon monoxide, particulate matter (PM 10), sulfur dioxide, nitrogen dioxide, lead)?

ANSWER: No. → YES/YES

a. If the base is in a maintenance area, identify the regulated pollutant(s).
b. If the base is in a non-attainment area, identify the pollutant(s) and the degree of severity (marginal, moderate, serious, severe, or extreme).

3. Are there any critical air quality regions (i.e., non-attainment areas, national parks, etc.) within 100 kilometers of the base?

ANSWER: No.

4. Has the local Air Quality Board (or similar organization) restricted or delayed any on- or off-installation activities due to air quality considerations? Examples to consider include restrictions to construction permits, restrictions to operating hours for industrial facilities, implementation of High Occupancy Vehicle (HOV) procedures during rush hour, etc.

ANSWER: No. – YES

a. If activities have been restricted, describe the nature, extent and duration of the restriction.

b. Has the installation been required to implement emissions reduction through special actions, such as carpooling or emissions credit transfer?

ANSWER: No. – YES

c. If special actions have been implemented, specify the nature of the actions.

5. Are there any critical air quality regions (i.e. non-attainment areas, national parks, etc.) within 100 kilometers of the installation?

ANSWER: No.

B. Encroachment

1. Are there any known plans for a commercial airline to hub at an airport within 100 nmi. of your installation? If so, describe.

ANSWER: No.

2. Have there been any ATC delays (15 minutes or greater) between initial takeoff request and actual takeoff during the past three years as a result of civilian traffic? If so, please complete the following table.

ANSWER: None.

3. How many times during each of the past three years have any of your low level training routes been modified to accommodate construction and/or noise complaints?

Fiscal Year	Number of changes
1991	0
1992	0
1993	0

4. Is the existing AICUZ study encoded in local zoning ordnances?

a. Attach a copy of any applicable sections of the installation AICUZ plan and note any recent modifications.

ANSWER: See attachment 4(a). Recent modifications include T-1, AT-38, and T-43 mission activity. No significant change to noise contours.

b. Provide a description of local zoning ordinances and their impact on future encroachment, restricted flight hours and details of any litigation history.

ANSWER: Currently, the only local government in the vicinity of Randolph to adopt zoning ordinances that comply with FAA Part 77 requirements is the City of Schertz. (See Atch 4(b)). We are not aware of any flight hour restrictions or litigation history.

5. Do current estimates of population growth and development or environmental constraints pose problems

for existing or planned mission?

ANSWER: No. The majority of land that would have possible effects on the flying mission has already been developed (north, east, and west of Randolph), with no impact on the flying mission. The land south of Randolph, largely farm land, is within the jurisdiction of the City of Schertz and is therefore protected from enchroachment.

6. Provide a copy of the current and proposed land development plans for the area surrounding the installation (i.e., the local government's comprehensive land-use plan).

ANSWER: See attachment.

7. Air Space Encroachment.

a. Do you receive noise complaints from off-installation residents?

ANSWER: Yes.

b. How many per month (average)? Include noise complaints from local and transient aircraft within the airfield traffic pattern and departure and arrival corridors.

ANSWER: 1 per month.

c. Has the installation implemented noise abatement procedures?

ANSWER: Yes.

d. Describe your procedures. Include noise abatement procedures for maintenance, flight operations, arrivals, departures, and command-directed.

ANSWER: All transient aircraft, other than Undergraduate Flying Training aircraft, are restricted to one approach to a full stop landing. No engine runs after 2200 hours local without Ops Group Commander approval.

8. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures. Answer as well as possible if civilian control or FAR PART 150 Study applies. Answer the following questions regarding current community and other land encroachment near or at the installation by filling in the attached tables following the instructions below.

a. Instructions:

(1) Provide the percent off base current incompatible land use within the Clear Zone (CZ), Accident Potential Zone I (APZ I), Accident Potential Zone II (APZ II), and each noise contour interval (i.e. 60-65 Ldn if available, 65-75 Ldn, 75-80 Ldn if available, and greater than 80 Ldn if available) in the attached

tabular format, along with the indicated support information. Incompatibility is governed by DODI 4165.57 and is detailed in the 1980 report of the Federal Interagency Committee on Urban Noise.

(2) Obtain current land use data by overlaying noise contours and CZ/APZ from the most recent publicly released AICUZ, Environmental Assessment which has Finding of No Significant Impact, Environmental Impact Statement which has a Record of Decision, or other officially released noise contour analysis onto current land use maps obtained from local governments. Include the source and date of data. If no current land use maps are available, bases may use recent aerial photography of the off-base areas to determine compatibility percentages. Aerial photos may be available from local governments, USDA offices or planning agencies. Another alternative is to obtain a USGS or map of the environs, and determine land uses through a windshield survey. Analysis of tax/parcel or similar maps may also be conducted.

(3) Then determine the percent incompatible land use. This work is now typically done with computer digitizing programs and equipment. However, the work can be done manually, with the help of the drafting section, through the use of a template or other means. Visit local government planning offices for assistance with off-base land use.

(4) For consistency, use generalized land use areas in determining incompatible land uses (i.e. for residential land uses, include residences, lawns, sidewalks, driveways, local streets, etc., NOT JUST THE RESIDENCES). Generalized land use is the traditional nationwide planning convention and is the standard used in the typical land use maps provided by local governments. For each farm house or rural residence in Accident Potential Zone (APZ) I, add 1/2 acre of incompatible land use.

(5) What is the percent current off-base incompatible land use:
- (a) Within the Clear Zone (CZ) at each end of each active runway?
- (b) Within Accident Potential Zone (APZ) I at each end of each active runway?
- (c) Within APZ II at each end of each active runway?
- (d) Between the 60 Ldn and 65 Ldn noise contours (if available)?
- (e) Between the 65 Ldn and 75 Ldn noise contours?
- (f) Between the 75 Ldn and 80 Ldn noise contours (if available)?
- (g) Within the 80 Ldn noise contour and above (if available)?

9. Current land use status for accident zones: reference questions 8.a.(5)(a) through 8.a.(5)(c). Describe current off-base encroachment/incompatible land use by completing the information in the following table for clear zones and accident potential zones.

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	32R/PRI	0	136	0
APZ I	32R/PRI	10	345	0
APZ II	32R/PRI	21	482	0

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U

81.83

CZ	14L/PRI	0	136	0
APZ I	14L/PRI	904	345	23.72
APZ II	14L/PRI	153	482	0

4 x 345 = 1380
996.6

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	32L/SEC	0	136	0
APZ I	32L/SEC	11	345	0
APZ II	32L/SEC	35	482	0

APZ I
22% ✓

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	14R/SEC	0	136	0
APZ I	14R/SEC	1,718	345	65.17
APZ II	14R/SEC	2,406	482	71.0

224.83

= 342

342
1928
APZ II
17.75%

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			
65-75	10,068	6,735	20.42%
75-80	318	632	8.19%
80+	2	41	0.48%

11. Future local/regional community encroachment. Answer the following questions regarding future community and other land encroachment near or at the installation.

a. Provide a rough estimate of how previous BRAC or operational realignments will impact your AICUZ footprint (i.e., what types and quantities of aircraft and operations tempo increases are expected from incoming units, and what is their predicted effect on your footprints)?

ANSWER: Previous BRAC and other mission realignments have extended Randolph's noise contours. An EIS is planned to address the cumulative impacts of present and future base mission activity.

b. How are local land use plans expected to impact the AICUZ footprints?

ANSWER: The local communities affected by the AICUZ footprint have developed to a point where an expansion of structures would have only a minor effect and would not impede the flying mission. The land south of Randoolph, mostly undeveloped, is protected bt the City of Schertz and their zoning laws.

c. If the latest publicly released AICUZ is outdated (does not reflect current flying operations), provide milestones for completion of an updated AICUZ.

ANSWER: Next validation due Summer 1994.

d. Describe how local governments (municipalities, counties) have incorporated AICUZ recommendations into land use controls (zoning, etc.) by indicating which local governments, if any, have incorporated any of the following into their land use controls. Be sure to specify which types of controls: zoning, building codes, subdivision regulations, etc. Indicate if any new local land use control efforts are to be implemented, when implemented, what jurisdiction, and what type of controls, as well as how encroachment will be limited.

(1) AICUZ recommended height restrictions.

ANSWER: Only the City of Schertz has fully implemented a height ordinance that complies with FAR Part 77. No additional control efforts are being contemplated. Control is by zoning.

(2) AICUZ recommended development limits for Accident Potential Zone (APZ) I.

ANSWER: Only the City of Schertz has implemented a zoning ordinance for development limits for Accident Potential Zone 1 (APZ 1).

(3) AICUZ recommended development limits for APZ II.

ANSWER: Only the City of Schertz has implemented a zoning ordinance for development limits for Accident Potential Zone 2 (APZ 2).

(4) AICUZ recommended development limits between the 60 Ldn and 65 Ldn noise contours (if available).

ANSWER: N/A.

(5) AICUZ recommended development limits between the 65 Ldn and 75 Ldn noise contours.

ANSWER: Only the City of Schertz has implemented a zoning ordinance for development limits between the 65 Ldn and the 75 Ldn.

(6) AICUZ recommended development limits between the 75 Ldn and 80 Ldn noise contours (if available).

ANSWER: Only the City of Schertz has implemented a zoning ordinance for development limits between the 75 Ldn and the 80 Ldn.

(7) AICUZ recommended development limits above the 80 Ldn noise contour (if available).

ANSWER: Only the City of Schertz has implemented a zoning ordinance for development limits above 80 Ldn.

(8) Are real estate disclosure statements required by local communities?

ANSWER: (Real estate disclosure statements are required by the City of Schertz. They are not requred by the other communities bordering the base.) 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: Land use surrounding Randolph is generally residential, single and muti use. These are minor strip commercial developments; howerver, the local economy will not support them and many people shop in malls well clear of the AICUZ footprint. There are no long range trends in development that would have an adverse impact on the flying mission.

f. Has all clear zone acquisition been completed?

ANSWER: Yes.

(1) If not, indicate the runway approach and number of acres to be acquired, as well as timetable and expected acquisition costs.

g. Are on-base facilities and proposed facility development sited in accordance with AICUZ recommendations? Refer to the Base Comprehensive or Master Plan. For each incompatible facility (existing or proposed), indicate facility type (dormitory, etc.), approximate number of occupants, why the facility is incompatible, the reason this incompatibility is necessary, and the anticipated completion date if projected or under construction.

ANSWER: Yes.

C. Ability for Expansion

1. Does the operational infrastructure (e.g., parking apron, fuel and munitions storage, warehouse space, hangar space) provide capabilities for future expansion or change in mission?

ANSWER: Presently on Randolph AFB there are 233,791 SY of aircraft parking apron which is available for expansion of our current units or a change in mission. There is also ample fuel storage on base to meet a mission change. However, our missions storage capability is limited to the small storage area which supports our Security Police Squadron and the AT-38 Training mission. We also have a requirement for 133,863 SF of warehouse space vs.92,776 SF in our inventory which leaves a deficit of 41,087 SF. Hangar space on Randolph is also at a premium with the influx of the T-1, T-43, and AT-38 missions. Approximately 324,000 SF of aircraft maintenance space could be gained if the on-base hangar facilities which have been converted to other uses were turned back into maintenance hangars. However, this would require a great deal of new construction to accommodate the functions which presently occupy those facilities. Some space also could be made avialable if contract depot maintenance of T-37 and T-38 aircraft were performed at another location.

2. What is the availability of off-installation acreage for possible future installation development?

ANSWER: The 15 square mile area to the south of the installation is mainly farmland. Parts of this area could be acquired to meet future base development needs. Additional land is also available to the east and southwest of the installation. All of the aforementioned areas would need to have utilities installed before major installation expansion could occur.

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)	36,565,000	22,080,000	9,843,376	10,076,367
Water (GPD)	6,807,866	N/A	2,142,320	4,437,000
Sewage (GPD)	N/A	798,000	587,100	1,243,000
Natural Gas (CFH)	N/A	Not Limited	45,620	51,468
Short Term Parking	57,111 SY	0	22,844 SY	57,111 SY
High Temp.Water/ Steam Generation/ Distribution (MBTUH)	9.3	N/A	1.1	1.2

4. Are there any characteristics regarding your utility systems that should be considered?

ANSWER: Yes. All of our utility service contracts are without "take or pay" clauses due to connection charges or Demand Side Management initiatives. None of our natural gas is purchased through the Defense Fuel Supply Center (DFSC) central office. Our electric power is purchased from sources other than the

Federal Power Marketing Administrations (WAPA, BPA, SWPA, SEPA). We have cathodic protection on our water and gas lines with the exception of main gas lines which are polyethyene and do not require protection.

Utility contracts for Randolph AFB are located in HQ AETC/LGCU and managed by HQ AETC. CERF because San Antonio military installations (except Kelly AFB) are managed through the Centralized Utility Region activity at HQ AETC.

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: RANDOLPH AFB TX

Land Use RANDOLPH	Total Acres 3,129	Developed[3] 1,889.69	Available for Development	
			Restricted[4]	Unrestricted
Operational	2,336.04	1,154.62		
Training	60.92	60.92		
Research & Development				
Supply and Storage	12.83	12.83		
Admin	88.02	88.02		
Housing	286.68	229.30	57.38	
Recreational	344.51	344	.51 QD AREA	

[3] Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

[4]This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Land Use SEQUIN AUX	Total Acres 961	Developed[5]	Available for Development	
			Restricted[6]	Unrestricted
Operational	894.03	0		
Training	66.92	66	.92 CZ	
Research & Development				
Supply and Storage	.05	0.5		
Admin				
Housing				
Recreational				

[5] Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

[6]This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Land Use HONDO MUNO	Total Acres 867	Developed[7]	Available for Development	
			Restricted[8]	Unrestricted
Operational	859			
Training	8	7.5		
Research & Development				
Supply and Storage				
Admin				
Housing				
Recreational				

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: This installation is usable for non-destructive ordinance training aircraft only. The present operational capability is at maximum capacity with the growth of the Navigator Training Mission, T-1A, and
T-38. Airspae and ramp space are saturated.

[7] Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

[8]This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

A. Quality of Life

1. Military Housing

a. Family Housing:

(1) Do you have mandatory assignment to on-installation housing?

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+	33	33	0	0
Officer	3	185	185	0	0
Officer	1 or 2	0	0	0	0
Enlisted	4+	156	156	0	0
Enlisted	3	285	256	29	0
Enlisted	1 or 2	360	318	42	0
Mobile Homes	0	0	0	0	0
Mobile Home lots	0	0	0	0	0
		1019	948 = 93%		

(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:

ANSWER: N/A.

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?

(4) Complete the following table for the military housing waiting list.

Pay Grade	Number of Bedrooms	Number on List[9]	Average Wait
O-6/7/8/9	1		
	2		
	3	1	6 months
	4+	9	6 months
O-4/5	1		
	2		
	3	144	24 months
	4+		
O-1/2/3/CWO	1		
	2		
	3	170	24 months
	4+	14	18 months
E7-E9	1		
	2		
	3	90	24 months
	4+	18	9 months
E1-E6	1		
	2	157	12 months
	3	146	12 months
	4+	111	12 months

(5) What percent of your family housing units have all the amenities required by "The Facility Planning & Design Guide" (Military Handbook 1190 & Military Handbook 1035-Family Housing)?

ANSWER: 100%

(6) Provide the utilization rate for family housing for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	99%
Substandard/Semi-Permanent	98%
Inadequate/Temporary	

(7) As of 31 March 1994, have you experienced much of a change since FY 1993?

ANSWER: No.

If so, why? If occupancy is under 98% (or vacancy over 2%), is there a reason?

[9]As of 31 March 1994.

(b) BEQ:

(1) Provide the utilization rate for BEQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	96%
Substandard/Semi-Permanent	N/A
Inadequate/Temporary	N/A

(2) As of 31 March 1994, have you experienced much of a change since FY 1993?

ANSWER: No.

If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

(c) BOQ:

(1) Provide the utilization rate for BOQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	N/A
Substandard/Semi-Permanent	N/A
Inadequate/Temporary	N/A

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

ANSWER: N/A.

(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.

ANSWER: Yes.

Units Under Renovation or Construction

Type Unit (Family Housing BOQ/BEQ)	Total Number	Size (Beds)	Capacity (Beds)	Availability Date
BOQ	2 Bldg.	200	200	Dec 94

(e) Provide the following information on any family housing/BOQ/BEQ units planned for construction (MILCON) for FY94 - 97. State type unit, total number of units, size, capacity, and availability date.

ANSWER: N/A.

2. For on-installation MWR facilities[10] 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 RANDOLPH AFB DISTANCE ON BASE

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	20	Y
	Outdoor Bays	18	Y
Arts/Crafts	SF	9,278	Y
Wood Hobby	SF	5,700	Y
Bowling	Lanes	24	Y
Enlisted Club	SF	23,848	Y
Officer's Club	SF	39,481	Y
Library	SF	7,841	N/A
Library	Books	30,000	N/A
Theater	Seats	963	Y
ITT	SF	844	N
Museum/Memorial	SF	0	N/A
Pool (indoor)	Lanes	0	N/A
Pool (outdoor)	Lanes	9	N/A
Beach	LF	0	N/A
Canyon Lake, 39 miles from RAFB	Each	1	N/A
Tennis CT	Each	8	N/A
Equipment Checkout	SF	3,000	Y
Volleyball CT (outdoor)	Each	2	N/A

[10]Spaces designed for a particular use. A single building might contain several facilities, each of which should be listed separately.

Basketball CT (outdoor)	Each	1	N/A
Racquetball CT (indoor/outdoor)	Each	5	N/A
Squash CT	Each	0	N/A
Golf Course	Holes	18	Y
Driving Range	Tee Boxes	2	Y
Gymnasium	SF	56,089	N/A
Fitness Center	SF	0	
Marina Canyon Lake	Berths	50	Y
Stables	Stalls	62	Y
Rod and Gun Club/Range	Each	1	Y
Softball Fld	Each	3	N/A
Football Fld	Each	0	N/A
Soccer Fld	Each	15	N/A
Youth Center	SF	13,408	N/A
Baseball Field	Each	1	N/A

90%

~~25/30 = 83.33%~~

~~26/30 = 87%~~

3. Is your library part of a regional interlibrary loan program?

ANSWER: Yes.

4. Installation Family Support Facilities and Programs

a. Complete the following table on the availability of child care in a child care center on your installation.

Age Category	Capacity (Children)	SF			# of PN on Wait List	Avg Wait (Days)
		Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary		
0-6 Mos	0	N/A	N/A	N/A	N/A	N/A
6-18 Mos	18	1,545			42	270
18 Mos-5yrs	114	9,730			37	90
					79	185.7

1134
330
1467

b. An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

ANSWER: N/A.

- Facility Type/Code:
- What makes it inadequate/temporary?
- What use is being made of the facility?
- What is the cost to upgrade the facility to substandard/semi-permanent?
- What other use could be made of the facility and at what cost?
- Current improvement plans and programmed funding:
- Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

c. If you have a waiting list, describe what programs or facilities other than those sponsored by your command are available to accommodate those on the list.

ANSWER: Family Home Daycare.

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:
USAF, Kelly AFB - 256 children; Child Development Director - Luvinia Bradford
945-5747 SVS-SVYD
USAF, Brooks AFB - 88 children; Child Development Director - Mary Cline
240-2736 SVS-SVYD
USAF, Lackland AFB - 96 children; Child Development Director - Rhoda Doran
473-3168 SVS-SVYD
USA, Ft Sam Houston - Child Development Center - Lynn Piez
471-5002 AFZG-PA-CD

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	101,380
Gas Station	SF	800
Auto Repair	SF	5,347
Auto Parts Store	SF	0

Commissary	SF	84,534
Mini-Mart	SF	0
Package Store	SF	4,361
Fast Food Restaurants	Each	5
Bank/Credit Union	Each	2
Family Service Center	SF	11,914
Laundromat	SF	0
Dry Cleaners	Each	1
Alcohol Rehabilitation Center	PN	0
Chapel 1 Chapel 2	PN	303 295
FSC Classroom/Auditorium	PN	100

5. Proximity of closest major metropolitan areas (provide at least three):

City	Distance (Miles)
San Antonio,Tx	17
Houston, Tx	150
Corpus Christi, Tx	150
Dallas/Fort Worth, Tx	235
Austin, Tx	79

6. Standard Rate VHA Data for Cost of Living:

Paygrade	With Dependents	Without Dependents
E1	76.21	42.64
E2	49.87	31.36
E3	43.45	32.02
E4	67.80	47.32

E5	79.95	55.82
E6	89.01	60.59
E7	106.92	74.27
E8	110.62	83.63
E9	93.01	70.60
W1	122.62	93.12
W2	84.74	66.46
W3	80.82	65.69
W4	129.97	115.24
O1E	92.00	68.24
O2E	50.00	39.86
O3E	88.78	75.11
O1	51.59	38.02
O2	56.44	44.11
O3	105.82	89.09
O4	89.06	77.45
O5	76.98	63.67
O6	16.31	13.50
O7	5.93	4.81

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

6 OCT 1994

OFFICE OF THE ASSISTANT SECRETARY

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

FROM: SAF/MII

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

Attached is validated Air Force data submitted to answer the 28 Sep 94 supplemental data call (Atch 2). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan. Outstanding supplemental data calls are dated 27 Sep 94 and 30 Sep 94. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

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

Attachments:
1. Selected Question List, 28 Sep 94
2. AETC Response to 28 Sep 94 Questions

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Hondo Muni, TX

PURPOSE: To document the answer to Facilities question number (A.7.a) through (A.7.j)

SOURCE: International Station Meteorological Climate Summary, version 2.0, June 1992

METHOD: Extract data from source document

CONCLUSION:

a. Percentage of time WX at or above 200/1/2? 99.3

b. Percentage of time WX at or above 300/1? No records kept

c. Percentage of time WX at or above 500/1? No records kept

d. Percentage of time WX at or above 1000/2? 94.2

e. Percentage of time WX 3000/5 and above? No records kept

f. Percentage of time WX 3000/3 and above? 75.1

g. Percentage of time WX 1500/3 and above? 87.5

h. Percentage of time crosswind component to the primary runway at or below 15 knots? No records kept

i. Percentage of time crosswind component to the primary runway at or below 25 knots? No records kept

j. Mean number of days of icing in the local flying area? No records kept

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

Date 4 Oct 94

Signature

Douglas S. Clark, Capt, HQ AETC/XOSW, 487-5080

Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo TX

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

SOURCE: See base worksheet.

METHOD: See base worksheet.

CONCLUSION: This worksheet was generated to correct the base's response in the last column. See NOTE below the table for the rationale.

Month	% of Hours VMC	% of Hours IMC	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	% of All Sorties Rescheduled/Canceled Due to Weather
Jan.	81.9	18.1	4.3	See note.
Feb.	79.5	20.5	3.7	See note.
Mar.	83.0	17.0	1.8	See note.
Apr.	84.6	15.4	2.0	See note.
May	87.6	12.4	0.4	See note.
June	92.5	7.5	0.2	See note.
July	92.2	5.8	0	See note.
Aug.	96.5	3.5	0	See note.
Sept.	94.4	5.6	0	See note.
Oct.	90.1	9.9	0.9	See note.
Nov.	84.2	15.8	3.9	See note.
Dec.	81.6	18.4	2.3	See note.

NOTE: During T-41 operations, weather attrition data was not tracked by month, only by year. T-3A weather attrition data will be tracked by month; however, at this time insufficient data exists to answer this question.

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

Signature Date 30 Sep 94

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

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo TX

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

SOURCE: Major Timothy D. Ayres, HQ AETC/XOPU, 487-3390; Capt Eric C. Savage, 3 FTS/DOO, 473-3120; Major Gerald Groebe, HQ AETC/XOTI, 487-6341.

METHOD: Professional judgment/knowledge.

CONCLUSION: This worksheet was generated to correct the base's response.

ANSWER: HQ AETC does not have an official weather attrition planning factor for flight screening operatations at Hondo.

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

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

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

_____ Date 30 Sep 94
Signature

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

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Airport TX

PURPOSE: To document the answer to Future Requirements question number (B.9)

SOURCE: Scott Wall, City Manager, Hondo, Tx, 210-426-3378
Greg Baldasarri, City Counsel, Hondo, Tx 210-426-3378

METHOD: Telephone conversation

CONCLUSION: Flight Screening at Hondo Municiple Airport is a contract operation. The city of Hondo leases the Flight Screening facilities to the US Air Force. There is no AICUZ study for Hondo Airport.

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

Scott B. Shepherd III Date 18 Aug 94
Signature
SCOTT B. SHEPHERD, GS-11, 12 CES/CEV, 487-7265

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.

Jack Siegel Date 18 Aug 94
Signature
JACK SIEGEL,JR.,GM-13,AETC/CEPR,487-6352

Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Air Field

PURPOSE: To document the answer to Future Requirements question number (B.11.f) and (B.11.f.1)

SOURCE: Scott Wall, City Manager, Hondo, Tx, 210-426-3378
Greg Baldasarri, City Counsel, Hondo, Tx 210-426-3378
Scott B. Shepherd, GS-11, 12 CES/CEV, 487-4668

METHOD: Telephone conversation with Hondo City Officials, Professional Judgement and Knowledge.

CONCLUSION:

B.11.f: Flight Screening at Hondo Municipal Airport is a contract operation. The city of Hondo leases the Flight Screening facilities including the use of the runway to the US Air Force. There is no AICUZ study for Hondo Airport. Therefore, clearzones acquision by the Air Force is not applicable at Hondo Air Field.

B.11.f.1: Not Applicable

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

Scott B. Shepherd Date 19 Aug 99
Signature
Scott B. Shepherd, GS-11, 12 CES.CEV, 487-4668
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.

Jack Siegel Date 18 Aug 99
Signature
Jack Siegel, Jr., GM-13, AETC/CEPR, 487-6352
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo TX

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

SOURCE: See base worksheet.

METHOD: See base worksheet.

CONCLUSION: This worksheet was generated to correct the base's response in the last column. See NOTE below the table for the rationale.

Month	% of Hours VMC	% of Hours IMC	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	% of All Sorties Rescheduled/Canceled Due to Weather
Jan.	81.9	18.1	4.3	See note.
Feb.	79.5	20.5	3.7	See note.
Mar.	83.0	17.0	1.8	See note.
Apr.	84.6	15.4	2.0	See note.
May	87.6	12.4	0.4	See note.
June	92.5	7.5	0.2	See note.
July	92.2	5.8	0	See note.
Aug.	96.5	3.5	0	See note.
Sept.	94.4	5.6	0	See note.
Oct.	90.1	9.9	0.9	See note.
Nov.	84.2	15.8	3.9	See note.
Dec.	81.6	18.4	2.3	See note.

NOTE: During T-41 operations, weather attrition data was not tracked by month, only by year. T-3A weather attrition data will be tracked by month; however, at this time insufficient data exists to answer this question.

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

Signature Date 30 Sep 94

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

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo TX

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

SOURCE: Major Timothy D. Ayres, HQ AETC/XOPU, 487-3390; Capt Eric C. Savage, 3 FTS/DOO, 473-3120; Major Gerald Groebe, HQ AETC/XOTI, 487-6341.

METHOD: Professional judgment/knowledge.

CONCLUSION: This worksheet was generated to correct the base's response.

ANSWER: HQ AETC does not have an official weather attrition planning factor for flight screening operatations at Hondo.

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

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

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

_____ Date 30 Sep 94
Signature

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

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Hondo Airport, TX

PURPOSE: To document the answer to Facilities question number (A.7.a) through (A.7.j)

SOURCE: International Station Meteorological Climate Summary, version 2.0, June 1992

METHOD:

CONCLUSION:

a. Percentage of time WX at or above 200/1/2? 99.3

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

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

d. Percentage of time WX at or above 1000/2? 94.2

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

f. Percentage of time WX 3000/3 and above? ~~75.1~~

g. Percentage of time WX 1500/3 and above? 87.5

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

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

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

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

_____ Date 23 Sep 94
Signature
DOUGLAS S. CLARK, Captain, USAF 487-5080
Chief, Evaluation Section, Weather Branch

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

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

28 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 selected questions for Hondo Field, TX and Falcon Field, USAF Academy, CO. These questions represent time sensitive portions of the "Capacity Analysis" data call, and are provided to determine the capacity value of Flight Screening activities at the two sites. Previously I submitted information derived from the "Military Value Analysis" data calls (Atch 2). All the data has been certified in accordance with the Air Force Internal Control Plan.

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

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

Attachments:
1. Selected Capacity Analysis Question List
2. SAF/MII memo, 2 Sep 94 (No Atch's)
3. Hondo Field Data
4. Falcon Field Data

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Hondo Muni TX

PURPOSE: To document the answer to Mission Requirements question number (A.5).

SOURCE: Command Historical Database and Contractor Historical Data.

METHOD: Extract data from above source.

CONCLUSION: See attachment from contractor records.

Syllabus of Training	Level of Training	Graduates		
		FY 91	FY 92	FY 93
Fit Screening	Primary	207	266	195

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

Signature Date 21 SEP 94

ERIC C. SAVAGE, Capt, 3 FTS/DOO, 473-3120
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 21 SEP 94

LAWRENCE W. MARVIN, III, MAJ, 619TRSS/ADO, 487-2045
Typed Name, Rank, Office Symbol, DSN Number

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Hondo Municipal Airfield, TX

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

SOURCE: Capt Eric C. Savage, 3 FTS/DOO, DSN 473-3120

METHOD: Extraction and approximation of Historical Data. Hours flown was only information available. A conversion of hours to sorties was made using an average number of students entering and graduating training times the number of missions each student is alloted. Assumptions used are:

ASD=1.2; 1991 Students Average = 201; 1992 Student Average = 174; 1993 Student Average = 112; Remaining sortis will be logged as Training Support and Other sorties. Non-operational hours were not tracked during the requested timeframe. Note: Sortie reduction towards 1993 was for the transition to the T-3A aircraft.

CONCLUSION:

TYPE AIRCRAFT: T-41

		FY 1991	FY 1992	FY 1993
Operational Sorties	Flight Screening	2211	1914	1232
	Training Support/Other Sorties	218	161	108
	TOTAL SORTIES:	2429	2075	1340

TOTAL SORTIES = 5844

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

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

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

_____ Date 26 Sep 94
Signature
CHRISTOPHER A. SEAVER, Maj, 19 AF/DOT, 487-5862
Typed Name, Rank, Office Symbol, DSN Number

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Hondo Municipal Airfield, TX

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

SOURCE: 19 AF Syllabus S-V8A-E, Enhanced Flight Screening Program, Feb 1994; 19 AF Syllabus, F-V5A-F, T-3A Pilot Instructor Training, Feb 1994; Contractor Historical Data Sheet

METHOD: Extract data from above source.

CONCLUSION: NOTE: There are currently no student or IP requirements for night flying. Also, Overhead is projected based on student sorties being .84 of total projected flying.

Syllabus of Training * (EXAMPLES)	Level (Track) of Pilot Training *	Trainer Aircraft *	Sorties required per graduate					
			Student (syllabus)		Overhead[1]		Total	
			Day	Night	Day	Night	Day	Night
S-V8A-E Enhanced Flight Screening Program	Flight Screening	T-3A	19	0	5	0	24	0
F-V5A-F T-3A Pilot Instructor Training	Advanced	T-3A	18	0	5	0	23	0

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

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

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

_____ Date 21Sep94
Signature
CHRISTOPHER A. SEAVER, 19 AF/DOT, 487-5862
Typed Name, Rank, Office Symbol, DSN Number

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

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Hondo Muni TX

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

SOURCE: Program Guidance Letter (PGL), dated Mar 94

METHOD: Extract data from above source.

CONCLUSION:

Type of Pilot Training by Syllabus (EXAMPLES)		Output Requirements, Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor(%)/ADSL) By Fiscal Year							
		1994	1995	1996	1997	1998	1999	2000	2001
Flight Screening	USAF	367/25 /38	508/25 /50	694/25 /68	792/25 /74	1012/25 /95	1473/25 /138	1573/25 /148	1623/25 /152
Etc.									

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

Date 20 Sep 94

Signature

ERIC C. SAVAGE, Capt, 3FTS/DOO, 473-3120

Typed Name, Rank, Office Symbol, DSN Number

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

Date 21 Sep 94

Signature

James E. Parker, Maj, AETC/DOTI/487-6341

Typed Name, Rank, Office Symbol, DSN Number

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Hondo Muni, TX

PURPOSE: To document the answer to Facilities question number (A.16).

SOURCE: ATC analyst of the Enhanced Flight Screening Program (EFS) and various "What If" drills. Briefing prepared and presented 8 July 92.

METHOD: EFS program at Hondo Muni sized to match a 900 active duty UPT rate. Facililties have been modified to support and aircraft are being produced. Total Hondo aircraft buy is 57 aircraft with a programmed Utilization Rate (UTE) of 36. This equates to a annual sortie generation capability of 24,624 sorties.

CONCLUSION:

Syllabus of Training	Level (Track) of Pilot Training	Trainer Aircraft	Maximum Sorties
Flight Screening	Accession	T-3A	24,624 sorties/year

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

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

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

Gerald R. Groebe Date 21 SEP 94
Signature
Gerald R. Groebe, Maj, AETC/XOTI, DSN 487-6341
Typed Name, Rank, Office Symbol, DSN Number

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Hondo Muni, TX

PURPOSE: To document the answer to facilities question number (A.10.).

SOURCE: Historical traffic count information obtained from HQ AETC/XOSA

METHOD: Extract data

CONCLUSION: See table

FY 1991	FY 1992	FY 1993
50259	43302	34565

NOTE: Traffic count by runway isn't available. Numbers are combined 17L/R and 35 L/R.

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

19 Sep 94
JAMES D. WARREN, Capt, 12OSS/DOF, 487-5881

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

20 SEP 94
CARL L. CLAUS, CAPT, AETC/XOSA, 487-6162

= 128126

OPS/SORTIE = 128126 / 5844 = 21.9

21.9 ops/sortie × 24 sorties/grad = 526 ops/grad

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Hondo TX

PURPOSE: To document the answer to Facilities question number (A.9)

SOURCE: International Station Meteorological Climate Summary, Version 2.0, June 1992; FAA AC 150/5060-5, Airport Capacity and Delay Manual, 23 Sep 83.

METHOD: Extract data from above sources.

CONCLUSION: This worksheet was generated to add a weather attrition factor into the calculations.

Hondo does not track weather attrition data. However, since Flight Screening is a day, VFR-only operation, an approximation was derived by calculating the percentage of daylight hours below a 1,500-foot ceiling and below 3 miles visibilty.

The answer is 191.9.

The calculations are as follows:

Average Daily Capacity = (206.6 × 9) = 1859.4
Average Yearly Capacity = [190 – (.071 × 190)] × 1859.4 = 328,202.7
Average Hourly Capacity = (328,202.7 ÷ 190) ÷ 9 = 191.9.

VFR operations per hour is 206.6.
Traffic split is 100% VFR.
Weather attrition is 7.1%.
Average operating period 9 hours.

191.9 x 12

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

Signature Date 21 Sep 94

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

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Hondo Municipal Airfield, TX

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

SOURCE: 19 AF Syllabus S-V8A-E, Enhanced Flight Screening Program, Feb 1994, Capt Eric Savage, 3 FTS/DOT, DSN 473-3120

METHOD: Extract data from above sources

CONCLUSION:

Syllabus of Training: S-V8A-E (Enhanced Flight Screening Program) Type Aircraft: T-3

Type of Airspace	# Sorties per Grauduate	Flight Time in Airspace/ Sorties	Vertical Altitude	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
MOA						
PAT	19	0.5	1		25	9.5
AW						
ATCAA						
OWA						
OWAW						
WA						
AA	19	.63	4.5		36	12.0
RA						
RR						
MTR						

Black hole

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

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

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

_____ Date 21 Sep 94
Signature
CHRISTOPHER A. SEAVER, Maj, 19 AF/DOT, 487-5862
Typed Name, Rank, Office Symbol, DSN Number

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Hondo Municipal Airfield, TX

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

SOURCE: 19 AF Syllabus F-V5A-F, T-3A Pilot Instructor Training, Feb 1994, Capt Eric Savage, 3 FTS/DOT, DSN 473-3120

METHOD: Extract data from above sources

CONCLUSION:

Syllabus of Training: F-V5A-F (T-3A Pilot Instructor Training) **Type Aircraft: T-3**

Type of Airspace	# Sorties per Grauduate	Flight Time in Airspace/ Sorties	Vertical Altitude	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
MOA						
PAT	18	0.5	1		25	9.0
AW						
ATCAA						
OWA						
OWAW						
WA						
AA	18	.82	4.5		36	14.8
RA						
RR						
MTR						

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

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

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

_____ Date 21 Sep 94
Signature
CHRISTOPHER A. SEAVER, Maj, 19 AF/DOT, 487-5862
Typed Name, Rank, Office Symbol, DSN Number

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Hondo Muni, TX

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

SOURCE: Base Airspace Manager, Capt Ogden, 12 OSS/DOFR, DSN 487-5580. Professional judgement/knowledge.

METHOD: Extract data from above sources.

CONCLUSION:

Syllabus of Training	Level of Training	Trainer Aircraft	# Workable Blocks of Airspace	Type of Airspace	Avg Block Dimensions	Avail. (Hrs/Yr)/Block
Screening	Accesion	T-3A	3D	CLG	6NM x 6 NM	2520*

*Availability is based on daylight hours only for T-3A purposes, However, since the airspace is uncontrolled, it is available 24 hours per day for aircraft so equipped.

30 x [illegible] 87120 [illegible]

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

Signature Date 20 Sep 94

Daryl A. Ogden, Capt, 12 OSS/DOFR, DSN 487-5580

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

Signature Date 20 SEP 94

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

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Hondo Municipal Airfield, TX

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

SOURCE: 19 AF Syllabus S-V8A-E, Enhanced Flight Screening Program, Feb 1994
19 AF Syllabus F-V5A-F, T-3A Pilot Instructor Training, Feb 1994

METHOD: Extract data from above sources.

CONCLUSION.

Classroom hrs
gl cd

CCN: 171211

Syllabus of Training	Level of Training	Facility Type(s)	Requirement (Hrs/Grad)
S-V8A-E Enhanced Flight Screening Program	Entry	Academic Training Classrooms	14.0
S-V8A-E Enhanced Flight Screening Program	Entry	Flight Line Briefing Rooms	11.5
F-V5A-F T-3A Pilot Instructor Training	Graduate	Academic Training Classroom	15.0
F-V5A-F T-3A Pilot Instructor Training	Graduate	Flight Line Briefing Rooms	12.0

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

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

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

_____ Date 21 Sep 94
Signature
CHRISTOPHER A. SEAVER, Maj, 19 AF/DOT, 487-5862
Typed Name, Rank, Office Symbol, DSN Number

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Hondo Muni TX

PURPOSE: To document the answer to Facilities question number (C.1) and (C.2)

SOURCE: Real Property Records (28 Feb 94), Mr. Jeff Blevins, 12 CES/CER, DSN 487-3172, Wing Training Officer, Capt Ron Hall, 3 FTS/DOT, DSN 473-3120, and Wing CE personnel.

METHOD: Extract data from above sources and solicit inputs from appropriate wing agencies. Show how capacity is derived.

CONCLUSION: Design Capacity = (number of classrooms [2]) X (the capacity measured in students per room[30]).

Capacity = (Design Capacity[60]) X (available hours per day[10]) X (available days per year[200]).

See Change

Cat Code: 171211

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Classroom	2	60	120,000
Flight Rooms	5	150	300,000

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

[signature] Date 19 Sep 94
Signature
RON HALL, CAPT, DOT 473-3120
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 20 Sep 94
Signature
TIMOTHY D. AYRES, MAJOR HQ AETC/XOPU, 487-3390
Typed Name, Rank, Office Symbol, DSN Number

60 X 8 X 200 = 96,000 hrs

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Hondo Muni TX

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

SOURCE: Planned Delivery Schedule of T-3A Aircraft, Capt Eric C. Savage, 3 FTS/DOO, DSN 473-3120.

METHOD: Extrapolation.

CONCLUSION:

AIRCRAFT USED FOR TRAINING

Aircraft	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
T-3A	28	56	56	56	56	56	56	56

AIRCRAFT NOT USED FOR TRAINING

N/A – Only T-3A (Training aircraft) are scheduled military aircraft to be assigned to Hondo. Other civil aircraft will be on location, but that is beyond the control of the military.

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

Signature Date 20 Sep 94

for ERIC C. SAVAGE, Capt, 3 FTS/DOO, 473-3120
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 9/21/94

MELINDA D. EDDINGTON, MAJOR HQ AETC/LGXP DSN 487-4602
Typed Name, Rank, Office Symbol, DSN Number

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Hondo Muni, TX

PURPOSE: To document the answer to facilities question number (D.2.).

SOURCE: AFR 86-2, Capt Savage, DSN 473-3120

METHOD: Calculate information, apply standards, clarify information through discussion

CONCLUSION: Aircraft square footage requirement calculated on spanXlengthX3.5 IAW AFR 86-2 formula.

Aircraft Type	# of Aircraft	Comments
T-3A	89	270,000ft² ramp, 3046ft² per aircraft

339 SQ YDS Aircraft

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

14 Sep 94
JAMES D. WARREN, Capt, 12OSS/DOF, 487-5551

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

MELINDA D. EDDINGTON, MAJOR, USAF 9/20/94
HQ AETC/LGXP, DSN 487-4602

THE ABOVE INFOMRATION WAS VALIDATED WITH MR ROBERT HEMP, HQ AETC/LGM

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
HONDO MUNI TX

PURPOSE: To document the answer to Facilities question number (D.4) and (D.5)

SOURCE: Maj Anders, 3 FTS/DO, DSN 473-3120. Aircraft Parking Plan/TAB, AFR 86-2 Standards, and Hangar Floor Plans.

METHOD: Design capacity and personal judgement. Extract data from above sources.

CONCLUSION:

Aircraft Type	# of Aircraft	Comments
T-3	64	Shelters (CCN 141181) are designed to hold 50 aircraft and can't be packed tighter. Maintenance hanger (CCN 211111) and the wash rack can be tight packed to hold an additional 14 aircraft. Assumption on the tight packing is 3 feet between aircraft and any other aircraft/object.

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

Dwayne E. Shaw Date 19 Sep 94
Signature
DWAYNE E. SHAW, Capt, 12 OSS/ADO, 487-2923
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.

Melinda D. Eddington Date 9/20/94
Signature
MELINDA D. EDDINGTON, MAJOR, USAF, 9/20/94
Typed Name, Rank, Office Symbol, DSN Number
HQ AETC/LGXP, DSN 487-4602

THE ABOVE INFORMATION WAS VALIDATED WITH MR ROBERT HEMP, HQ AETC/LGM

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
HONDO MUNI TX

PURPOSE: To document the answer to Facilities question number (D.6) and (D.7)

SOURCE: Maj Anders, 3 FTS/DO, DSN 473-3120. Aircraft Parking Plan/TAB, AFR 86-2 Standards, and Hangar Floor Plans.

METHOD: Design capacity and personal judgement. Extract data from above sources.

CONCLUSION:

Aircraft Type	# of Aircraft	Comments
T-3	75	The contract will need to be modified to allow for additional maintenance support and manning. Not all aircraft will be shelterable.

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

Dwayne E. Shaw Date 19 Sep 94
Signature
DWAYNE E. SHAW, Capt, 12 OSS/ADO, 487-2923
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.

Melinda D. Eddington Date 9/20/94
Signature
MELINDA D. EDDINGTON, MAJOR, USAF 9/20/94
Typed Name, Rank, Office Symbol, DSN Number
HQ AETC/LGXP, DSN 487-4602

THE ABOVE INFORMATION WAS VALIDATED
WITH MR ROBERT HEMP, HQ AETC/LGM

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
HONDO MUNI TX

PURPOSE: To document the answer to Facilities question number (D.9) and (D.10)

SOURCE: Maj Anders, 3 FTS/DO, DSN 473-3120. Aircraft Parking Plan/TAB, AFR 86-2 Standards, and Hangar Floor Plans.

METHOD: Design capacity and personal judgement. Extract data from above sources.

CONCLUSION:

Aircraft Type	# of Aircraft	Comments
T-3	75	The contract will need to be modified to allow for additional supplies to be maintained.

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

Dwayne E. Shaw Date 19 Sep 94
Signature
DWAYNE E. SHAW, Capt, 12 OSS/ADO, 487-2923
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.

Melinda D. Eddington Date 9/20/94
Signaitre
MELINDA D. EDDINGTON, MAJOR, USAF
Typed Name, Rank, Office Symbol, DSN Number
HQ AETC/LGXP, DSN 487-4602

THE ABOVE INFORMATION WAS VALIDATED
WITH MR ROBERT HEMP, HQ AETC/LGM ON 9/20/94

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Hondo Municipal Airport TX

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

SOURCE: J SEYMORE, GS-12, HSG MGR, 12 CES/CEH, 487-3334 Real Property Record (28 Feb 94), AETC Fm 321 as of 31 Mar 94.

METHOD: Extract data from above sources.

CONCLUSION: See attached

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total people housed
UEPH, 721-312	0	0	0
UEPH, 721-312	0	0	0
UEPH, 721-312	0	0	0

N/A. Flight screening at Hondo Municipal Airport is a contract operation. The City of Hondo leases theflight screening facilities to the US Air Force. There are no BOQ/BEQ Facilities associated with this installation.

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

Judy Seymore Date 16 Sep 94
Signature
J SEYMORE, GS-12, HSG MGR, 12 CES/CEH, 487-3334
Typed Name, Rank, Office Symbol, DSN Number

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

Algie H. Ennis Date 16 Sep 94
Signature
ALGIE H. ENNIS, GS-12, HQ AETC/CEPH, DSN 487-3133
Typed Name, Rank, Office Symbol, DSN Number

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Hondo Municipal Airport TX

PURPOSE: To document the answer to Features and Capabilities question number (A.5) and (A.6)

SOURCE: J SEYMORE, GS-12, HSG MGR, 12 CES/CEH, 487-3334 Real Property Record (28 Feb 94). When completing this worksheet, include the name, rank, DSN number, and office symbol of any person providing answers.

METHOD: Extract data from above sources.

CONCLUSION:

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

N/A. Flight screening at Hondo Municipal Airport is a contract operation. The City of Hondo leases theflight screening facilities to the US Air Force. There are no Student Housing or Messing facilities associated with this installation.

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

Signature Date 16 Sep 94

L. SEYMORE GS-12, HSG MGR, 12 CES/CEH, 487-3334
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 16 Sept 94

W.B. HOGAN, GS-12, HQ AETC/CEPH, 487-3133
Typed Name, Rank, Office Symbol, DSN Number

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Hondo TX

PURPOSE: To document the answer to Features and Capabilities question number (A.5) and (A.6)

SOURCE: See base worksheet.

METHOD: See base worksheet.

CONCLUSION: This worksheet was generated to add clarification to the base's answer.

Billeting and messing facilities for students and permanent party personnel are provided by Lackland AFB which is approximately 45 minutes away. The information provided by the base remain unchanged.

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

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

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

_____ Date 26 Sep 94
Signature

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

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Hondo TX

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

SOURCE: See base worksheet

METHOD: See base worksheet.

CONCLUSION: This worksheet was generated to add clarification to the base's answer.

Housing for students and permanent party personnel is provided by Lackland AFB which is approximately 45 minutes away. The information provided by the base remain unchanged.

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

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

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

_____ Date 26 Sep 94
Signature

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

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Hondo TX

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

SOURCE: T-3A Firefly Delivery Schedule, 7 Jun 94.

METHOD: Extract data from above source.

CONCLUSION: This worksheet was generated to correct the base's answer.

AIRCRAFT USED FOR TRAINING

Aircraft	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
T-3A	28	57	57	57	57	57	57	57

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

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

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

_____ Date 22 Sep 94
Signature

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

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Hondo Tx

PURPOSE: To document the answer to Facilities question number (C.1) and (C.2)

SOURCE: See base worksheet.

METHOD: See base worksheet.

CONCLUSION: This worksheet was generated to correct the available days per year. The number should be 246 days per year.

RATIONALE: The average number of O&M days per year is 246.

The new answers are as follows:

Cat Code: 171211

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
Classrooms	2	60	147,600
Flight Rooms	5	150	369,00

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

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

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

_____ Date 22 Sep 94
Signature

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

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

SEP 0 2 1994

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

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

Attached is validated Air Force data submitted to answer your selected questions for Hondo Field, TX and Falcon Field, USAF Academy, CO. These questions represent the most time sensitive portions of the "Military Value Analysis" and "Capacity Analysis" data calls, and are provided to determine the functional value of Flight Screening activities at the two sites. Additionally, the joint working group made a request to HQ AETC for data clarification, and that information is also submitted (atch). All the data has been certified in accordance with the Air Force Internal Control Plan.

I have tasked Hondo Field and the USAF Academy to complete the Military Value Analysis and Capacity Analysis data calls by 1 October 1994 in order to provide the remainder of the information you requested. 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 E. Bruggemeyer, HQ USAF/RTR, 54578.

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

Attachments:
1. Selected Question List
2. Hondo Field Data
3. Falcon Field Data
4. Clarification Data, 16 Aug 94

Questions for Flight Screening

Military Value Questionnaire

- Mission Requirements
  - C. Managed Training Areas: #1
  - F. Weather: #1,2
- Facilities
  - A. Airspace and Flight Training Areas: #10, 14, 15, 17
  - B. Airfields: #1, 2, 3
  - C. Ground Training Facilities: #1
  - D. Aircraft Maintenance Facilities: #1
  - I. Proximity to Other Support Facilities: #1
  - J. Unique Features: #1
- Future Requirements
  - A. Air Quality: #2, 3, 4
  - B. Encroachment: #1, 2, 4, 9, 11d(8), 11f
- Manpower Implications
  - A. Quality of Life: #1a(2), 2, 4

Capacity Analysis

- Facilities
  - A. Airfield: #18

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Muni, TX

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

SOURCE: FLIP AP/1A, Special Use Airspace, 11 Nov 93, FLIP AP/1B, Military Training Routes, 28 Apr 94.

METHOD: Extract data from above sources.

CONCLUSION:

Managed Training Assets	Management Role
The Flight Screening unit at Hondo does not manage any other airfields or airspace.	NA

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

Signature Date 28 Aug 94

Peter A. Lewis, Capt, 12 OSS/DOFR, DSN 487-5580

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

Signature Date 20 AUG 94

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

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Muni, TX

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

SOURCE: USAFETAC/DS, Oct 91, Maj Kurt S. Anders, 3 FTS/DO, DSN 473-3120.

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

CONCLUSION:

Month	% of Hours VMC	% of Hours IMC	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	% of All Sorties Rescheduled/Canceled Due to Weather
Jan.	81.9	18.1	4.3	
Feb.	79.5	20.5	3.7	
Mar.	83.0	17.0	1.8	
Apr.	84.6	15.4	2.0	
May	87.6	12.4	0.4	
June	92.5	7.5	0.2	
July	94.2	5.8	0	
Aug.	96.5	3.5	0	
Sept.	94.4	5.6	0	
Oct.	90.1	9.9	0.9	
Nov.	84.2	15.8	3.9	
Dec.	81.6	18.4	2.3	

NOTE: Percentage of sorties rescheduled/cancelled is not tracked. Flight Screening at Hondo is a contract operation and the requirement for this is not in the contract.

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

Signature _____ Date 22 Aug 94

Peter A. Lewis, Capt, 12 OSS/DOFR, DSN 487-5580

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

Signature _____ Date 22 AUG 94

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

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Muni, TX

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

SOURCE: Maj Kurt S. Anders, 3 FTS/DO, DSN 473-3120.

METHOD: Extract data from above source.

CONCLUSION: This information is not available. Flight Screening at Hondo is a contract operation and the contractor is not required to maintain this information.

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

Signature Date 22 Aug 94

Peter A. Lewis, Capt, 12 OSS/DOFR, DSN 487-5580

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

Signature Date 22 AUG 94

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

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Muni, TX

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

SOURCE: FLIP IFR Enroute Low Altitude Charts, 18 Aug 94, FLIP AP/1A, Special Use Airspace, 11 Nov 93, FLIP AP/1B, Military Training Routes, 28 Apr 94, San Antonio Sectional Aeronautical Chart, 26 May 94, Annual Special Use Airspace Reports, 1990-1993, Base Airspace Manager, Capt Skowronek, DSN 487-5580, Professional Knowledge/Judgment.

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

CONCLUSION: See attachments for special use areas.

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

Signature Date 28 Aug 94

Peter A. Lewis, Capt, 12 OSS/DOFR, DSN 487-5580

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

Signature Date 30 AUG 94

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

3 Bisecting airways

HONDO

NAME	DIMENSIONS		AREA	ALT	CUBIC NM	DISTANCE	CNM X DIST
A623D	45	40	1800	5000	1480	67	99178
A635	17	7	119	2500	49	43	2104
A638	14	8	112	2500	46	61	2809
RND 1A			1839	13000	3932	78	306702
RND 1B			644	11000	1165	51	59422
RND 1C			123	5000	101	60	6069
RND 2A			1462	12000	2886	1	2886
RND 2B			330	8000	434	11	4776
CHASE 1	43	37	1591	7000	1832	67	122727
LAU 2	25	20	500	9000	740	33	24424
LAU 3	68	31	2108	11000	3814	35	133484
CRYSTAL	39	32	1248	12000	2463	45	110842
CHASE 3	43	37	1591	10000	2617	56	146539
LAU 1	78	57	4446	13000	9506	70	665438
A633B			154	3000	76	63	4787
A633A			707	6000	698	70	48839

ALERT x .8:	18791				
ALERT TOT:	23489	ALERT:	1421801	ALERT DIST:	60.5
WA TOTAL:	0	WA:	0	WA DIST:	0.0
MOA TOTAL:	324390	MOA :	12754934	MOA DIST:	39.3
RES TOTAL:	0	RES:	0	RES DIST:	0.0
TOTAL:	347879	TOTAL:	14176735	ALL DIST:	40.8
AL/WA/MOA	347879		14176735		40.8
AL/MOA	347879		14176735	FLT SCN DIST:	40.8
WA/MOA/RES:	324390		12754934		39.3
AL.8/WA/MOA	343181				
FLT SCN AREA: AL.8/MOA	343181				

Airspace Designator: __A 632D_____

a. Type of airspace: ALERT AREA
b. Dimensions (nmi. x nmi. x ft) 45nm X 40nm X 5000'
c. Distance from main airfield 67 NM
d. Time en route from main airfield 27 min at 150 kts
e. Controlling agency NA
f. Scheduling agency CNATRA, NAS CORPUS CHRISTI
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? NO
   - If so who provides the coverage?
i. Is the airspace under communications coverage? NO
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service NA
   - By other services (including reserves and national guard) NA
m. Total number of available hours in FY 1990 thru 1993 7500
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted UNKNOWN

Airspace Designator: __A-635_____

a. Type of airspace: ALERT AREA
b. Dimensions (nmi. x nmi. x ft) 17nm X 7nm X 2500'
c. Distance from main airfield 43 NM
d. Time en route from main airfield 17 min at 150 kts
e. Controlling agency Randolph Tower
f. Scheduling agency Randolph Tower
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? RND
i. Is the airspace under communications coverage? YES
   - If so who provides the coverage? RND
j. Number of low level airways (below 18,000 ft) that bisect airspace 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 560,000
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 26624
n. Total number of scheduled hours in FY 1990 thru 1993 26624
   - By your service 26624
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used 26624
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted IFR/VFR PATTERN

Airspace Designator: _____A-638_____

a. Type of airspace: ALERT AREA
b. Dimensions (nmi. x nmi. x ft) 14nm X 8nm X 2500
c. Distance from main airfield 61 NM
d. Time en route from main airfield 24 min at 150 kts
e. Controlling agency Randolph Aux RSU
f. Scheduling agency Randolph Aux RSU
g. Are canned/stereo airways needed to access air space? YES
   - If so, how many? 4
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? 2 IFR/2 VFR
h. Is the airspace under radar coverage? NO
   - If so who provides the coverage?
i. Is the airspace under communications coverage? YES
   - If so who provides the coverage? Randolph Aux RSU
j. Number of low level airways (below 18,000 ft) that bisect airspace 1
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By your service 120,000
   - By other services (including reserves and national guard) 0
m. Total number of available hours in FY 1990 thru 1993 6240
n. Total number of scheduled hours in FY 1990 thru 1993 6240
   - By your service 6240
   - By other services (including reserves and national guard) 0
o. Total number of hours used 6240
   - By your service 6240
   - By other services (including reserves and national guard) 0
p. Types of training permitted VFR PATTERN

Airspace Designator: _____RND 1A_____

a. Type of airspace: MOA AND OVERLYING ATCAA
b. Dimensions (nmi. x nmi. x ft): 1839NM X 13000'
c. Distance from main airfield: 78 NM
d. Time en route from main airfield: 31 min at 150 kts
e. Controlling agency: HOUSTON ARTCC
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space?: YES
   - If so, how many? 8
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?: IFR
h. Is the airspace under radar coverage?: YES
   - If so who provides the coverage?: HOUSTON ARTCC
i. Is the airspace under communications coverage?: YES
   - If so who provides the coverage?: HOUSTON ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: 25364
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 12480
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: 11924
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: 9296
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: ANY TYPE THAT CAN BE ACCOMPLISHED IN THE ALTITUDE BLOCK

Airspace Designator: _____RND 1B_____

a. Type of airspace: MOA AND OVERLYING ATCAA
b. Dimensions (nmi. x nmi. x ft): 644 Sq nm x 11,000 ft
c. Distance from main airfield: 51 NM
d. Time en route from main airfield: 20 min at 150 kts
e. Controlling agency: SAN ANTONIO APPROACH
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space?: YES
   - If so, how many? 1
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? IFR
h. Is the airspace under radar coverage?: YES
   - If so who provides the coverage?: SAN ANTONIO APPROACH
i. Is the airspace under communications coverage?: YES
   - If so who provides the coverage?: SAN ANTONIO APPROACH
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: 30432
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 12480
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service11944
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service11752
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: ANY TYPE THAT CAN BE ACCOMPLISHED IN THE ALTITUDE BLOCK

Airspace Designator: _____RND 1C_____

a. Type of airspace: MOA
b. Dimensions (nmi. x nmi. x ft): 123 sq nm x 5000 ft
c. Distance from main airfield: 60 NM
d. Time en route from main airfield: 24 min at 150 kts
e. Controlling agency: SAN ANTONIO APPROACH
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space?: YES
   - If so, how many? 1
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? IFR
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? SAN ANTONIO APPROACH
i. Is the airspace under communications coverage? YES
   - If so who provides the coverage? SAN ANTONIO APPROACH
j. Number of low level airways (below 18,000 ft) that bisect airspace: 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: 360
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 12480
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: 11944
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: 168
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted ANY TYPE THAT CAN BE ACCOMPLISHED IN THE ALTITUDE BLOCK

Airspace Designator: __RND 2A_____

a. Type of airspace: **MOA AND OVERLYING ATCAA**
b. Dimensions (nmi. x nmi. x ft): 1462 sq nm x 12,000'
c. Distance from main airfield: Overhead
d. Time en route from main airfield: N/A
e. Controlling agency: Houston ARTCC
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space? YES
   - If so, how many? 7
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? IFR
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? HOUSTON ARTCC
i. Is the airspace under communications coverage? YES,
   - If so who provides the coverage? HOUSTON
j. Number of low level airways (below 18,000 ft) that bisect airspace: 1
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: Unknown
   - By your service: 22,230
   - By other services (including reserves and national guard): Unknown
m. Total number of available hours in FY 1990 thru 1993: 12480
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: 11980
   - By other services (including reserves and national guard):0
o. Total number of hours used: UNKNOWN
   - By your service: 7592
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: ANY TYPE THAT CAN BE ACCOMPLISHED IN THE ALTITUDE BLOCK

Airspace Designator: _____RND 2B_____

a. Type of airspace: MOA and HIGH ATCAA
b. Dimensions (nmi. x nmi. x ft): 330 sq nm x 8000'
c. Distance from main airfield: 11 nm
d. Time en route from main airfield: 4 min at 150 kts
e. Controlling agency: HOUSTON ARTCC
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space? YES
   - If so, how many? 3
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? IFR
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? HOUSTON ARTCC
i. Is the airspace under communications coverage? YES
   - If so who provides the coverage? HOUSTON ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace: 1
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   By your service: 5248
   - By other services (including reserves and national guard): unknown
m. Total number of available hours in FY 1990 thru 1993: 12480
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: 11924
   - By other services (including reserves and national guard)0
o. Total number of hours used: UNKNOWN
   - By your service: 1948
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted: LOW ALTITUDE NAVIGATION

Airspace Designator: _____VR-1152_____

a. Type of airspace: VR ROUTE
b. Dimensions (nmi. x nmi. x ft): 6NM X 180NM X 2000'
c. Distance from main airfield: 30 NM
d. Time en route from main airfield: 12 min at 150 kts
e. Controlling agency: 12 OSS/DOFR
f. Scheduling agency: 12 OSS/DOFR
g. Are canned/stereo airways needed to access air space?: YES
   - If so, how many? 2
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? VFR
h. Is the airspace under radar coverage? NO
   - If so who provides the coverage?:
i. Is the airspace under communications coverage? NO
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace: 6
k. Number of high altitude airways (above 18,000 ft) that bisect airspace: 0
l. Total number of sorties/movements flown in FY 1990 thru 1993: UNKNOWN
   - By your service: 360
   - By other services (including reserves and national guard): UNKNOWN
m. Total number of available hours in FY 1990 thru 1993: 12480
n. Total number of scheduled hours in FY 1990 thru 1993: UNKNOWN
   - By your service: 11944
   - By other services (including reserves and national guard): UNKNOWN
o. Total number of hours used: UNKNOWN
   - By your service: 168
   - By other services (including reserves and national guard): UNKNOWN
p. Types of training permitted LOW ALTITUDE NAVIGATION

Airspace Designator: ___VR 168_____

a. Type of airspace : MTR
b. Dimensions (nmi. x nmi. x ft) 262nm X 5nm X 2600'
c. Distance from main airfield 80 NM
d. Time en route from main airfield 32 min at 150 kts
e. Controlling agency NAS KINGSVILLE
f. Scheduling agency NAS KINGSVILLE
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? NO
   - If so who provides the coverage? NA
i. Is the airspace under communications coverage? NO
   - If so who provides the coverage? NA
j. Number of low level airways (below 18,000 ft) that bisect airspace 1
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service NA
   - By other services (including reserves and national guard) NA
m. Total number of available hours in FY 1990 thru 1993 UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted...LOW ALTITUDE NAVIGATION

Airspace Designator: _____VR-143_____

a. Type of airspace: MTR
b. Dimensions (nmi. x nmi. x ft) 370nm X 14nm X 3500'
c. Distance from main airfield 85 NM
d. Time en route from main airfield 34 min at 150 kts
e. Controlling agency Houston ARTCC
f. Scheduling agency 924 FG/AFRES, BERGSTROM AFB
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? NO
   - If so who provides the coverage?
i. Is the airspace under communications coverage? NO
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace 11
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted LOW ALTITUDE NAVIGATION

Airspace Designator: __IR-123_____

a. Type of airspace: IR ROUTE
b. Dimensions (nmi. x nmi. x ft) 364nm X 8nm X 3500'
c. Distance from main airfield 80 NM
d. Time en route from main airfield 32 min at 150 kts
e. Controlling agency Houston ARTCC
f. Scheduling agency 924 BG/ATRES, BERGSTROM AFB
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? NO
   - If so who provides the coverage?
i. Is the airspace under communications coverage? NO
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace 11
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted LOW ALTITUDE NAVIGATION

Airspace Designator: ____VR-156_____

a. Type of airspace: MTR
b. Dimensions (nmi. x nmi. x ft) 234nm X 8nm X 4000'
c. Distance from main airfield 30 nm
d. Time en route from main airfield 12 min at 150 kts
e. Controlling agency 149 FTR GP, KELLY AFB
f. Scheduling agency 149 FTR GP, KELLY AFB
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many? NA
   - If so, what types (i.e., IFR, VFR, or altitude reservation)? NA
h. Is the airspace under radar coverage? NO
   - If so who provides the coverage?
i. Is the airspace under communications coverage? NO
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace 2
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted LOW ALTITUDE NAVIGATION

Airspace Designator: _____CHASE 1_____

a. Type of airspace: MOA
b. Dimensions (nmi. x nmi. x ft) 43nm X 37nm X 7000'
c. Distance from main airfield 67 NM
d. Time en route from main airfield 27 min at 150 kts
e. Controlling agency Houston ARTCC
f. Scheduling agency COMTRAWING 2, NAS KINGSVILLE
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? YES
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted ANY TYPE THAT CAN BE ACCOMPLISHED IN THE ALTITUDE BLOCK

Airspace Designator: ___LAUGHLIN 2_____

a. Type of airspace : MOA
b. Dimensions (nmi. x nmi. x ft) 25nm X 20nm X 9000'
c. Distance from main airfield 33 NM
d. Time en route from main airfield 13 min at 150 kts
e. Controlling agency Houston ARTCC
f. Scheduling agency 47 FTW, Laughlin AFB
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? YES
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted ANY TYPE THAT CAN BE ACCOMPLISHED IN THE ALTITUDE BLOCK

Airspace Designator: ____LAUGHLIN 3_____

a. Type of airspace: MOA
b. Dimensions (nmi. x nmi. x ft) 68nm X 31nm X 11000'
c. Distance from main airfield 35 NM
d. Time en route from main airfield 14 min at 150 kts
e. Controlling agency Del Rio
f. Scheduling agency 47 FTW Laughlin AFB
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Del Rio Approach
i. Is the airspace under communications coverage? YES
   - If so who provides the coverage? Del Rio Approach
j. Number of low level airways (below 18,000 ft) that bisect airspace 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted ANY TYPE THAT CAN BE ACCOMPLISHED IN THE ALTITUDE BLOCK

Airspace Designator: __CRYSTAL_____

a. Type of airspace: MOA
b. Dimensions (nmi. x nmi. x ft) 39nm X 32nm X 12000'
c. Distance from main airfield 45 NM
d. Time en route from main airfield 18 min at 150 kts
e. Controlling agency 149 TFG, Kelly AFB
f. Scheduling agency Houston ARTCC
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? YES
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted ANY TYPE THAT CAN BE ACCOMPLISHED IN THE ALTITUDE BLOCK

Airspace Designator: ____CHASE 3_____

a. Type of airspace: MOA
b. Dimensions (nmi. x nmi. x ft) 43nm X 37nm X 10000'
c. Distance from main airfield 56 NM
d. Time en route from main airfield 23 min at 150 kts
e. Controlling agency Houston ARTCC
f. Scheduling agency COMTRAWING 2, NAS KINGSVILLE
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? YES
   If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted ANY TYPE THAT CAN BE ACCOMPLISHED IN THE ALTITUDE BLOCK

Airspace Designator: ____IR-147_____

a. Type of airspace: IR ROUTE
b. Dimensions (nmi. x nmi. x ft) 102nm X 7nm X 6000'
c. Distance from main airfield 88 NM
d. Time en route from main airfield 35 min at 150 kts
e. Controlling agency Houston ARTCC
f. Scheduling agency COMTRAWING 2, NAS KINGSVILLE
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? YES
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted LOW ALTITUDE NAVIGATION

Airspace Designator: ___IR-148_____

a. Type of airspace : IR ROUTE
b. Dimensions (nmi. x nmi. x ft) 176nm X 5nm X 1000'
c. Distance from main airfield 56 NM
d. Time en route from main airfield 23 min at 150 kts
e. Controlling agency Houston ARTCC
f. Scheduling agency COMTRAWING 2, NAS KINGSVILLE
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? YES
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace 3
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted LOW ALTITUDE NAVIGATION

Airspace Designator: _____IR-149_____

a. Type of airspace: IR ROUTE
b. Dimensions (nmi. x nmi. x ft) 204nm X 8nm X 4000'
c. Distance from main airfield 20 NM
d. Time en route from main airfield 8 min at 150 kts
e. Controlling agency Houston ARTCC
f. Scheduling agency COMTRAWING 2, NAS KINGSVILLE
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? YES
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace 1
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted LOW ALTITUDE NAVIGATION

Airspace Designator: ____VR-1105_____

a. Type of airspace: MTR
b. Dimensions (nmi. x nmi. x ft) 98nm X 8nm X 1000'
c. Distance from main airfield 30 NM
d. Time en route from main airfield 12 min at 150 kts
e. Controlling agency 149 FTR GP, Kelly AFB
f. Scheduling agency 149 FTR GP, Kelly AFB
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? NO
   - If so who provides the coverage?
i. Is the airspace under communications coverage? NO
   If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace 2
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted LOW ALTITUDE NAVIGATION

Airspace Designator: __VR-1106

a. Type of airspace: MTR
b. Dimensions (nmi. x nmi. x ft) 98nm X 8nm X 1000'
c. Distance from main airfield 70 NM
d. Time en route from main airfield 28 min at 150 kts
e. Controlling agency 149 FTR GP, Kelly AFB
f. Scheduling agency 149 FTR GP, Kelly AFB
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? NO
   - If so who provides the coverage?
i. Is the airspace under communications coverage? NO
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace 2
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted LOW ALTITUDE NAVIGATION

Airspace Designator: _____VR-1121_____

a. Type of airspace: MTR
b. Dimensions (nmi. x nmi. x ft) 84nm X 20nm X 1200'
c. Distance from main airfield 78 NM
d. Time en route from main airfield 31 min at 150 kts
e. Controlling agency 924 TFG/DOTO, Bergstrom AFB
f. Scheduling agency 924 TFG/DOTO, Bergstrom AFB
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? NO
   - If so who provides the coverage?
i. Is the airspace under communications coverage? NO
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace 2
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted LOW ALTITUDE NAVIGATION

Airspace Designator: ____VR-1122_____

a. Type of airspace: mtr
b. Dimensions (nmi. x nmi. x ft) 194nm X 20nm X 1000'
c. Distance from main airfield 65 NM
d. Time en route from main airfield 26 min at 150 kts
e. Controlling agency 924 TFG/DOTO, Bergstrom AFB
f. Scheduling agency 924 TFG/DOTO, Bergstrom AFB
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? NO
   - If so who provides the coverage?
i. Is the airspace under communications coverage? NO
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace 8
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted LOW ALTITUDE NAVIGATION

Airspace Designator: ___VR-1123_____

a. Type of airspace : MTR
b. Dimensions (nmi. x nmi. x ft) 194nm X 20nm X 1000'
c. Distance from main airfield 75 NM
d. Time en route from main airfield 30 min at 150 kts
e. Controlling agency 924 TFG/DOTO, Bergstrom AFB
f. Scheduling agency 924 TFG/DOTO, Bergstrom AFB
g. Are named/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? NO
   - If so who provides the coverage?
i. Is the airspace under communications coverage? NO
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace 8
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted LOW ALTITUDE NAVIGATION

Airspace Designator: ____R-6316_____

a. Type of airspace: RESTRICTED AREA
b. Dimensions (nmi. x nmi. x ft) 5 NM DIAMETER CIRCLE X 14,000'
c. Distance from main airfield 81 NM
d. Time en route from main airfield 32 MIN AT 150 KTS
e. Controlling agency FAA HOUSTON ARTCC
f. Scheduling agency FAA HOUSTON ARTCC
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES (4,000 MSL and above)
   - If so who provides the coverage? HOUSTON ARTCC
i. Is the airspace under communications coverage? YES
   - If so who provides the coverage? HOUSTON ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 35,064
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted UNKNOWN HAZARDOUS

Airspace Designator: LAUGHLIN 1 MOA

a. Type of airspace: MOA
b. Dimensions (nmi. x nmi. x ft) 78 NM X 57 NM X 13,000'
c. Distance from main airfield 70 NM
d. Time en route from main airfield 28 MIN. AT 150 KTS
e. Controlling agency FAA HOUSTON ARTCC
f. Scheduling agency 47 FTW, LAUGHLIN AFB, TX
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? LAUGHLIN AFB, TX
i. Is the airspace under communications coverage? YES
   - If so who provides the coverage? LAUGHLIN AFB, TX 11,760
j. Number of low level airways (below 18,000 ft) that bisect airspace 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 11,760
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted NON-HAZARDOUS

Airspace Designator: ___A-633B_____

a. Type of airspace : ALERT AREA
b. Dimensions (nmi. x nmi. x ft) 14 NM DIAMETER CIRCLE X 3,000'
c. Distance from main airfield 63 NM
d. Time en route from main airfield 25 MIN. AT 150 KTS
e. Controlling agency LAUGHLIN AFB, TX
f. Scheduling agency LAUGHLIN AFB, TX
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? LAUGHLIN AFB, TX
i. Is the airspace under communications coverage? YES
   - If so who provides the coverage? LAUGHLIN AFB, TX
j. Number of low level airways (below 18,000 ft) that bisect airspace 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 17,532
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted VFR PATTERN

Airspace Designator: _____A-633A_____

a. Type of airspace: ALERT AREA
b. Dimensions (nmi. x nmi. x ft) 30 NM DIAMETER CIRCLE (approx. 1/4 of area cut off by U.S. border) X 6,000'
c. Distance from main airfield 70 NM
d. Time en route from main airfield 28 MIN. AT 150 KTS
e. Controlling agency LAUGHLIN AFB, TX
f. Scheduling agency LAUGHLIN AFB, TX
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many? 4
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? LAUGHLIN APPROACH CONTROL
i. Is the airspace under communications coverage? YES
   - If so who provides the coverage? LAUGHLIN APPROACH CONTROL
j. Number of low level airways (below 18,000 ft) that bisect airspace 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 17,532
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) 0
p. Types of training permitted IFR/VFR PATTERN

Airspace Designator: R-6312

a. Type of airspace: RESTRICTED AREA
b. Dimensions (nmi. x nmi. x ft) 18nm X 8nm X 11,500'
c. Distance from main airfield 67 NM
d. Time en route from main airfield 27 min. at 150 kts
e. Controlling agency FAA Houston ARTCC
f. Scheduling agency NAS Kingsville, TX
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES (4,000' MSL and above)
   - If so who provides the coverage? Houston ARTCC
i. Is the airspace under communications coverage? YES
   - If so who provides the coverage? Houston ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 35,064
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted UNKNOWN HAZARDOUS

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Muni, TX

PURPOSE: To document the answer to Facilities question number (A.14).

SOURCE: Maj Kurt S. Anders, 3 FTS/DO, DSN 473-3120

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

CONCLUSION: No.

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

Signature Date 20 Aug 94

Peter A. Lewis, Capt, 12 OSS/DOFR, DSN 487-5580

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

Signature Date 20 AUG 94

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

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Muni, TX

PURPOSE: To document the answer to Facilities question number (A.15).

SOURCE: Ronnie McKinley, GS-14, Houston ARTCC Airspace and Procedures Specialist, (713) 230-5534.

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

CONCLUSION: No, there are no known changes.

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

Signature Date 20 Aug 94

Peter A. Lewis, Capt, 12 OSS/DOFR, DSN 487-5580

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

Signature Date 20 AUG 94

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

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Muni, TX

PURPOSE: To document the answer to Facilities question number (A.17).

SOURCE: Wing Airspace Manager, Capt. Peter A. Lewis, 12 OSS/DOFR, DSN 487-5580. Professional knowledge/judgement.

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

CONCLUSION: No. Hondo Muni has no air traffic control facility, hence no ATC delays.

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

Signature Date 20 Aug 94

Peter A. Lewis, Capt, 12 OSS/DOFR, DSN 487-5580

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

Signature Date 20 AUG 94

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

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Muni, TX

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

SOURCE: Maj Kurt S. Anders, 3 FTS/DO, DSN 473-3120. Professional knowledge/judgement.

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

CONCLUSION:

a. Hondo, Medina Co., TX, N29'21.58" W99'10.61"
b. NA
c. Yes
d. Yes, No
e. No
f. No
g. Yes
h. Yes
I. 50%
j. 25%
k. Yes
l. The airfield is neither owned nor leased by the government. Only the ground facilities on the airfield are leased.
m. None

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

Signature Date 22 Aug 94

Peter A. Lewis, Capt, 12 OSS/DOFR, DSN 487-5580

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

Signature Date 22 AUG 94

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

HONDO

FACILITIES CCN	ADEQUATE	SUBSTAND	INADEQUATE	TOTAL	ADEQUATE
RUNWAYS					
111	399600	116550	38850	555000	72%
TAXI/APRONS					
112	25155	8385	2916	36456	69%
113	210380	78500	25120	314000	67%
TOTAL:	**235535**	**86885**	**28036**	**350456**	**67%**
UTILITIES					
812	7090				0
822					0
832					0
842					0
843					0
TOTAL:	**7090**			**7090**	**100%**
OTHER					
131					
133					
141	63912				
171-51					
218					
219					
610					
723-30					
TOTAL:	63912	0	0		**100%**
CLASSROOMS					
171-10					
171-20					
171-30					
171-152					
171-211	9556				
171-223					
171-815					
TOTAL:	9556	0	0		**100%**
TRAINERS					
171-12					
171-35					
171-212					
TOTAL:	0	0	0		**ERR**
OTHER TNG					
171-74					
171-213					
171-213					
171-213					
171-214					
171-214					
171-813					
TOTAL:	0	0	0		**ERR**
HANGARS					
211	22494				
217					
TOTAL:	22494	0	0		**100%**

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Airport TX

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

SOURCE: Real Property Records, (for Current Quantity) A, D, and E Records, AFCESA Pavement survey's (Apr 93 RAFB, Jan 90 Seguin) In-house survey (utility lines), Engineering Criteria.

METHOD: Extract data from above source.

CONCLUSION:

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/Semi-Permanent	Inadequate/Temporary
111	Airfield Pavement-Runways(Do not include shoulders or overruns)	SY	555,000	399,600	116,550	38,850
112	Airfield Pavements-Taxiways (Do not include Shoulders	SY	36,456	25,155	8,385	2,916
113	Airfield Pavements-Aprons (Do not include Shoulders	SY	314,000	210,380	78,500	25,120
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	7,090	7,090	0	0

72% adequate

67% adequate

Utilities 100% adequate

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard Semi-Permanent	Inadequate/Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248and822-268)	LF	0	0	0	0
832	Sewage and Indust Waste-Collection (Mains) (D0 not include 832-267	LF	0	0	0	0
842	Water-Distr Sys-Potable (Do not include842-246 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	1,367	1,367	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	3,171	3,171	0	0

NOTE: The flight screening squadron is a tenant organization. The US Air Force Academy owns all facilities including those utilized by the flight screening squadron. These facilities also support other Academy missions.

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

Signature Date 22 Aug 94

Scott W. Pillet, GS-11, 12 CES/CECC, 487-5662

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

James P. Magee Date 22 Aug 94
Signature

James P. Magee, Jr., GM-14, HQ AETC/CEOE, 487-2774

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Airport TX

PURPOSE: To document the answer to Facilities question number (B.3).

SOURCE: Randolph AFB Real Property Records as of 18 Aug 94.

METHOD: Extract data from source document.

CONCLUSION:

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/Permanent	Substandard/Semi-Permanent	Inadequate/Temporary
131	COMMUNICATIONS-BUILDINGS	SF	0	0	0
141	OPERATIONS-BUILDINGS	SF	63,912	0	0
211	MAINTENANCE-AIRCRAFT	SF	22,494	0	0
217	MAINT-ELECTRONICS AND COMMUNICATIONS EQUIP	SF	0	0	0
219	MAINTENANCE-INSTALLATION, REPAIR AND OPERATION	SF	0	0	0
422	AMMUNITION STORAGE INSTALLATION AND READY USE	SF	0	0	0
610	ADMINISTRATIVE BUILDINGS	SF	0	0	0

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

Doris Mollenhauer Date 18 Aug 94
Signature
DORIS MOLLENHAUER, GS-07, 12 CES/CERR, 487-3172
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 19 Aug 94
Signature
SUSAN L. HUGGINS, GS-12, AETC/CEPE, DSN 487-2994
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Airport TX

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

SOURCE: Answer was taken from Randolph AFB Real Property Records as of 18 Aug 94, sorted by conditon code.

METHOD: Extract data from source document.

CONCLUSION:

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/Semi-Permanent	Inadequate/ Temporary
171-211	INSTRUCTOR PILOT & UNDERGRADUATE NAVIGATOR AND FLIGHT SCREENING FACILITIES. (Building 1401 at Hondo Municipal Airport)	SF	9,556	0	0
171-212	FLIGHT SIMULATOR TRAINING	SF	0	0	0
171-213	FLIGHT TRAINING-UNT/UPT	SF	0	0	0
171-214	PHYSIOLOGICAL TRNG	SF	0	0	0
179-219	PARACHUTE SWING	EA	0	0	0

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

Doris Mollenhauer Date 18 Aug 94

Signature

DORIS MOLLENHAUER, GS-07, 12 CES/CERR, 487-3172

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 19 Aug 94

Signature

SUSAN L. HUGGINS, GS-12, AETC/CEPE, DSN 487-2004

Typed Name, Rank, Office Symbol, DSN Number

FOR OFFICIAL USE ONLY

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo TX

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

SOURCE: Real Property Records, 31 Mar 94; Mr. George Miller, Hondo QAE, 487-3184.

METHOD: Extract data from above source.

CONCLUSION:

Aircraft Types	Level of Maintenance			Source	
	Depot	Intermediate	Organizational	DOD	Contract
T-3			X		X

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

Signature Date 22 Aug 94

JAMES D. WARREN, Capt, 12 OSS/DOF, 487-5881

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 22 Aug 94

James M. Galliher, Major, HQ AETC/LGX, 487-4602

FOR OFFICIAL USE ONLY

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Muni, TX

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

SOURCE: San Antonio Sectional Aeronautical Chart, 18 Aug 94, Base Airspace Manager, Capt Lewis, DSN 487-5580, Professional Knowledge/Judgment.

METHOD: Extract data from above sources.

CONCLUSION:

Airfield Name	Major Use/Capability	Location/Distance
Idlewild	Private/Emergency Field	25 NM NNW of Hondo
Standard	Private/Emergency Field	26 NM East of Hondo
Glasscock	Private/Emergency Field	9 NM West of Hondo
Squirrel Creek	Private/Emergency Field	11 NM WSW of Hondo
Prison Canyon	Private/Emergency Field	30 NM North of Hondo

NOTE: Only paved runways were included in the table above.

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

Signature Date 20 Aug 94

Peter A. Lewis, Capt, 12 OSS/DOFR, DSN 487-5580

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

Signature Date 20 AUG 94

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

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Muni TX

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

SOURCE: Mr. John W. Gibson, GS-11, 12 CES/CERR, 487-3172.

METHOD: Professional judgment/knowledge.

CONCLUSION: None.

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

Signature Date 22 Aug 94

John W. Gibson, GS-11, 12 CES/CERR, 487-3172

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

Signature Date 22 Aug 94

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

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Airport TX

PURPOSE: To document the answer to Future Requirements question number (A.2.)

SOURCE: Mr. Michael J. Stock, GS-11, 12 CES/CEV, DSN 487-4668, interviewed Mr. Jim Menke, Region 13, Air Quality Director of the Texas Natural Resources Conservation Commission, San Antonio, TX office, (210) 490-3096 extension 326. 40 CFR Part 81 for your state and your state/county regulator.

METHOD: Mr. Michael J. Stock, GS-11, 12 CES/CEV, DSN 487-4668 reviewed 40 CFR Part 81.40 which identified the local Air Quality Compliance Area (AQCA) Metropolitan San Antonio Intrastate Air Quality Control Region (AQCR 217). Mr. Michael Stock also interviewed Mr. Jim Menke of the local TNRCC Region 13 office (210) 490-3096 extension 326.

Note: Although worded differently, questions A.2 and A.2.a were part of the Air Force Closure Questionnaire (VIII.16.C.1 through VIII.16.C.6).

CONCLUSION: No, - Yes AQCR 217 is designated as an attainment area for all six criteria air pollutants. It has been identified as a possible non attainment area for ozone, but currently is still an attainment area.

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

Dennis W. Kirsch Date 19 Aug 94
Signature
DENNIS W. KIRSCH, GS-12, 12 CES/CEV, 487-4668
Typed Name, Rank, Office Symbol, DSN Number

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

Date 19 Aug 94
Signature
William J. Pehlivanian, GM14, CEVC, 487-3656
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Airport TX

PURPOSE: To document the answer to Future Requirements question number (A.3).

SOURCE: Mr. Michael J. Stock, GS-11, 12 CES/CEV, DSN 487-4668, interviewed Mr. Jim Menke, Region 13, Air Quality Director of the Texas Natural Resources Conservation Commission, San Antonio, TX office, (210) 490-3096 extension 326. Mr. Michael J. Stock, GS-11, 12 CES/CEV, DSN 487-4668 reviewed 40 CFR Part 52 which discussed air quality limitations of the local Air Quality Compliance Area (AQCA) Metropolitan San Antonio Intrastate Air Quality Control Region (AQCR 217). Mr. Dennis W. Kirsch interviewed Cheryl Cellery of the U.S. Department of the Interior, National Park Service, San Antonio, TX (210) 229-5701 and reviewed 40 CFR 81.344.

METHOD: Mr. Michael J. Stock, GS-11, 12 CES/CEV, DSN 487-4668 reviewed 40 CFR Part 52 which discussed air quality limitations of the local Air Quality Compliance Area (AQCA) Metropolitan San Antonio Intrastate Air Quality Control Region (AQCR 217). Mr. Michael Stock also interviewed Mr. Jim Menke of the local TNRCC Region 13 office (210) 490-3096 extension 326. Mr. Dennis W. Kirsch interviewed Cheryl Cellery of the U.S. Department of the Interior, National Park Service, San Antonio, TX (210) 229-5701 and reviewed 40 CFR 81.344.

CONCLUSION: No, there are no critical air quality regions, non-attainment areas, within 100 kilometers of the base. However, there are several national parks, the San Antonio missions, that are within 100 kilometers of the base. See the attached memo from Mr. Kirsch.

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

Dennis W. Kirsch Date 19 Aug 94
Signature
DENNIS W. KIRSCH, GS-12, 12 CES/CEV, 487-4668
Typed Name, Rank, Office Symbol, DSN Number

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

Date 19 Aug 94
Signature
William J. Pehlivanian, GM14, CEVC, 487-3656
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Airport TX

PURPOSE: To document the answer to Future Requirements question number (A.4) and (A.4.b).

SOURCE: Mr. Michael J. Stock, GS-11, 12 CES/CEV, DSN 487-4668, interviewed Mr. Jim Menke, Region 13, Air Quality Director of the Texas Natural Resources Conservation Commission, San Antonio, TX office, (210) 490-3096 extension 326. Mr. Michael J. Stock, GS-11, 12 CES/CEV, DSN 487-4668 reviewed 40 CFR Part 52 which discussed air quality limitations of the local Air Quality Compliance Area (AQCA) Metropolitan San Antonio Intrastate Air Quality Control Region (AQCR 217).

METHOD: Mr. Michael J. Stock, GS-11, 12 CES/CEV, DSN 487-4668 reviewed 40 CFR Part 52 which discussed air quality limitations of the local Air Quality Compliance Area (AQCA) Metropolitan San Antonio Intrastate Air Quality Control Region (AQCR 217). Mr. Michael Stock also interviewed Mr. Jim Menke of the local TNRCC Region 13 office (210) 490-3096 extension 326.

CONCLUSION: (A.4) ~~NO. There are no restrictions to on or off base activities due to air~~ quality considerations from the local Air Quality Board or similar organization.

Yes

(A.4.b) NO.

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

Dennis W. Kirsch Date 19 Aug 1994
Signature
DENNIS W. KIRSCH, GS-12, 12 CES/CEV, 487-4668
Typed Name, Rank, Office Symbol, DSN Number

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

Date 19 Aug 94
Signature
William J. Pehlivanian, GM-14, CEVC, 487-3656
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Muni, TX

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

SOURCE: Airspace and Procedures Specialist, Mr. Randy Patchett, Houston ARTCC, (713) 230-5534, Professional Knowledge/Judgment.

METHOD: Extract data from above sources and solicit inputs from appropriate wing agencies. Future commercial hub?

CONCLUSION: **No.**

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

Signature Date 22 Aug 94

Peter A. Lewis, Capt, 12 OSS/DOFR, DSN 487-5580

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

Signature Date 22 AUG 94

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

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Muni, TX

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

SOURCE: Wing Airspace Manager, Capt Peter A. Lewis, 12 OSS/DOFR, DSN 487-5580. Professional knowledge/judgement.

METHOD: Extract data from above sources.

CONCLUSION:

Fiscal Year	Average Delay (minutes)	Number of Delays	% of Total Flight Operations Affected
1991	0	0	0
1992	0	0	0
1993	0	0	0

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

Signature Date 20 Aug 94

Peter A. Lewis, Capt, 12 OSS/DOFR, DSN 487-5580

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

Signature Date 20 AUG 94

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

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Air Field

PURPOSE: To document the answer to Future Requirements question number (B.4) through (B.4.b).

SOURCE: Scott Wall, City Manager, Hondo, Tx, 210-426-3378
Greg Baldasarri, City Counsel, Hondo, Tx 210-426-3378

METHOD: Telephone conversation with Hondo City Officials, Professional Judgement and Knowledge.

CONCLUSION:

B.4: Flight Screening at Hondo Municipal Airport is a contract operation. The city of Hondo leases the Flight Screening facilities to the US Air Force. There is no AICUZ study for Hondo Airport.

B.4.a: Not Applicable

B.4.b: As there is no AICUZ study, there are no recommendations for the city to incorporate into a zoning ordnance.

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

Scott B. Shepherd Date 18 Aug 94
Signature
Scott B. Shepherd, GS-11, 12 CES/CEV, 487-4668
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.

Jack Siegel Date 18 Aug 94
Signature
Jack Siegel, Jr., GM-13, AETC/CEPR, 487-6352
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Airport TX

PURPOSE: To document the answer to Future Requirements question number (B.9)

SOURCE: Scott Wall, City Manager, Hondo, Tx, 210-426-3378
Greg Baldasarri, City Counsel, Hondo, Tx 210-426-3378

METHOD: Telephone conversation

CONCLUSION: Flight Screening at Hondo Municiple Airport is a contract operation. The city of Hondo leases the Flight Screening facilities to the US Air Force. There is no AICUZ study for Hondo Airport.

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

Scott B. Shepherd III Date 18 Aug 94
Signature
SCOTT B. SHEPHERD, GS-11, 12 CES/CEV, 487-7265

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.

Jack Siegel Date 18 Aug 94
Signature
JACK SIEGEL,JR.,GM-13,AETC/CEPR,487-6352

Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Air Field

PURPOSE: To document the answer to Future Requirements question number (B.11.d.8)

SOURCE: Scott Wall, City Manager, Hondo, Tx, 210-426-3378
Greg Baldasarri, City Counsel, Hondo, Tx, 210-426-3378
Al Kiris, Bradfield Properties, San Antonio, Tx, 210-992-4906

METHOD: Telephone conversation with Hondo City Officials, Professional Judgement and Knowledge.

CONCLUSION:

Flight Screening at Hondo Municipal Airport is a contract operation. The city of Hondo leases the Flight Screening facilities to the US Air Force. There is no AICUZ study for Hondo Airport. Therefore, there are no noise disclosure requirements for the city to incorporate into a zoning ordnance.

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

Scott B Shepherd Date 19 Aug 94
Signature
Scott B. Shepherd, GS-11, 12 CES.CEV, 487-4668
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.

Jack Siegel Date 19 Aug 94
Signature
Jack Siegel, Jr., GM-13, AETC/CEPR, 487-6352
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Air Field

PURPOSE: To document the answer to Future Requirements question number (B.11.f) and (B.11.f.1)

SOURCE: Scott Wall, City Manager, Hondo, Tx, 210-426-3378
Greg Baldasarri, City Counsel, Hondo, Tx 210-426-3378
Scott B. Shepherd, GS-11, 12 CES/CEV, 487-4668

METHOD: Telephone conversation with Hondo City Officials, Professional Judgement and Knowledge.

CONCLUSION:

B.11.f: Flight Screening at Hondo Municipal Airport is a contract operation. The city of Hondo leases the Flight Screening facilities including the use of the runway to the US Air Force. There is no AICUZ study for Hondo Airport. Therefore, clearzones acquision by the Air Force is not applicable at Hondo Air Field.

B.11.f.1: Not Applicable

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

Scott B. Shepherd Date 19 Aug 94
Signature
Scott B. Shepherd, GS-11, 12 CES/CEV, 487-4668
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.

Jack Siegel Date 18 Aug 94
Signature
Jack Siegel, Jr., GM-13, AETC/CEPR, 487-6352
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Air Field, Texas

PURPOSE: To document the answer to Manpower Implications question number (A.1.a.2)

SOURCE: Current (30 Sep 93) DD Form 1410, Family Housing Inventory and Occupancy report, and 28 Feb 94 HAF LEE (AR 7115) report.

METHOD: Extract data including temporary conversions and excluding permanent conversions (prior to 28 Feb 94). Leave all non-applicable blocks blank.

CONCLUSION:

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate/ Permanent	Number Substandard/ Semi-Permanent	Number Inadequate/ Temporary
Officer	4+	0			
Officer	3	0			
Officer	1 or 2	0			
Enlisted	4+	0			
Enlisted	3	0			
Enlisted	1 or 2	0			
Mobile Homes					
Mobile Home lots					

Flight Screening at Hondo Municipal Airport is a contract operation. The city of Hondo leases the Flight Screening facilities to the US Air Force.

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

J Seymore Date 17 Aug 94
Signature

J SEYMORE, GS-12, HSG MGR, 12 CES/CEH, 487-3334
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 17 Aug 94
Signature

W.B. HOGAN, GS-12, HQ AETC/CEPH, 487-3133
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Airport TX

PURPOSE: To document the answer to Manpower Implications question number (A.2)

SOURCE: Local, regional, and national road maps coupled with information from Base LG and Facility Manager Program, the annual library report, Air Force Form 179, personal knowledge and professional judgement. When completing this worksheet, include the name, rank, DSN number, and office symbol of any person providing answers.

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

CONCLUSION: Data does not exist because Hondo is a municipal airport not owned by the Air Force.

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

Scott P. Conrey Date 22 Aug 94
Signature
SCOTT P. CONREY, CAPT, 12 SVS/SVX, 487-6962
Typed Name, Rank, Office Symbol, DSN Number

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

Date 22 Aug 94
Signature
ROBERT E. HERRING, GS-11, HQ AETC/SVFL, 487-2617
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Airport TX

PURPOSE: To document the answer to Manpower Implications question number (A.4.a).

SOURCE: The Child Development Director and Base Civil Engineer, personal knowledge and professional judgement. When completing this worksheet, include the name, rank, DSN number, and office symbol.

METHOD: Solicit inputs from appropriate wing agencies.

CONCLUSION: Data does not exist because Hondo is a municipal airport not owned by the Air Force.

Age	Capacity	SF			# of PN on	Avg Wait
		Adequate/ Permanent	Substandard/ Semi	Inadequate/ Temporary		
0-6 Mos						
6-18 Mos						
18Mos-5yrs						

Child Care Director: Nancy Meyers, GS-9, 12 SVS/SVYD, 487-3668

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

Scott P. Conrey Date 22 Aug
Signature
SCOTT P. CONREY, CAPT, 12 SVS/SVX, 487-6962
Typed Name, Rank, Office Symbol, DSN Number

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

Date 22 Aug 94
Signature
ROBERT E. HERRING, GS-11, HQ AETC/SVFL, 487-6217
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Airport TX

PURPOSE: To document the answer to Manpower Implications question number (A.4.b)

SOURCE: The Child Development Director and Base Civil Engineer, personal knowledge and professional judgement. When completing this worksheet, include the name, rank, DSN number, and office symbol.

METHOD: Solicit inputs from appropriate wing agencies.

CONCLUSION: Data does not exist because Hondo is a municipal airport not owned by the Air Force.

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

Scott P. Conrey Date 22 Aug 94
Signature
SCOTT P. CONREY, CAPT, 12 SVS/SVX, 487-6962
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 E. Herring Date 22 Aug 94
Signature
ROBERT E. HERRING, GS 11, HQ AETC/SVFL, 487-6217
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Airport TX

PURPOSE: To document the answer to Manpower Implications question number (A.4.c)

SOURCE: The Child Development Director and specific base plans or programs, personal knowledge and professional judgement. When completing this worksheet, include the name, rank, DSN number, and office symbol.

METHOD: Extract data from above sources.

CONCLUSION: Data does not exist because Hondo is a municipal airport not owned by the Air Force.

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

Scott P. Conrey Date 22 Aug 94
Signature
SCOTT P. CONREY, CAPT, 12 SVS/SVX, 487-6962
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 E. Herring Date 22 Aug 94
Signature
ROBERT E. HERRING, GS-11, HQ AETC/SVFL, 487-6217
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Airport TX

PURPOSE: To document the answer to Manpower Implications question number (A.4.d)

SOURCE: The Child Development Director, personal knowledge and professional judgement. When completing this worksheet, include the name, rank, DSN number, and office symbol.

METHOD: Professional judgment/knowledge.

CONCLUSION: Data does not exist because Hondo is a municipal airport not owned by the Air Force.

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

Scott P. Conrey Date 22 Aug 94
Signature
SCOTT P. CONREY, CAPT, 12 SVS/SVX, 487-6962
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 E. Herring Date 22 Aug 94
Signature
ROBERT E. HERRING, GS-11, GS-11, HQ AETC/SVFL, 487-6217
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Hondo Airport TX

PURPOSE: To document the answer to Manpower Implications question number (A.4.f)

SOURCE: Services Squadron and Base Civil Engineer, personal knowledge and professional judgement. When completing this worksheet, include the name, rank, DSN number, and office symbol.

METHOD: Randolph AFB Real Property Records as of 25 Apr 94

CONCLUSION: Data does not exist because Hondo is a municipal airport not owned by the Air Force.

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

Signature Date 22 Aug 94

SCOTT P. CONREY, CAPT, 12 SVS/SVX, 487-6962
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 22 Aug 94

ROBERT E. HERRING, GS-11, HQ AETC/SVFL 487-6217
Typed Name, Rank, Office Symbol, DSN Number

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Hondo Muni, TX

PURPOSE: To document the answer to Facilities question number (A.18)

SOURCE: FLIP IFR Supplement, 18 Aug 94, FLIP Low Altitude IAP, 18 Aug 94

METHOD: Extract data from above sources.

CONCLUSION:

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
08/26	6059	150					X		N/A	V	N/A
13/31	6045	150					X		N/A	V	N/A
[illegible]R	6020	150				X			N/A	I,N	
04/22	5400	150					X		N/A	V	N/A
17R/35L	3662	150					X		N/A	V	N/A

Flight Screening at Hondo Municipal Airport is a contract operation. The city of Hondo leases the Flight Screening facilities to the U.S. Air Force. The runways at Hondo Muni are neither owned nor leased by DOD, therefore no load bearing capacity information is available.

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

Signature Date 22 Aug 94

Peter A. Lewis, Capt, 12 OSS/DOFR, DSN 487-5580

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

Carl L. Claus Date 22 AUG 94
Signature

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

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

6 OCT 1994

OFFICE OF THE ASSISTANT SECRETARY

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

FROM: SAF/MII

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

Attached is validated Air Force data submitted to answer the 28 Sep 94 supplemental data call (Atch 2). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan. Outstanding supplemental data calls are dated 27 Sep 94 and 30 Sep 94. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

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

Attachments:
1. Selected Question List, 28 Sep 94
2. AETC Response to 28 Sep 94 Questions

Facilities (cont.)

Airfield (cont.)

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-41 Screening Accession

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Screening	20%	21%	22%
	Intermediate			
	Advanced			
	Etc.*			
Maintenance				
Operations				
Other Military Flights				
Civilian/Commercial Flights				
Other				
	Total	20%	21%	22%

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

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

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? 98.5%

b. Percentage of time WX at or above 300/1? 98%

c. Percentage of time WX at or above 500/1? 96%

d. Percentage of time WX at or above 1000/3? 95%

e. Percentage of time WX 3000/5 and above? 89.5%

f. Percentage of time WX 3000/3 and above? 90.3%

g. Percentage of time WX 1500/3 and above? 93.5

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 88%

i. Percentage of time crosswind component to the primary runway at or above 25 knots? 3%

j. Mean number of days of icing in the local flying area? 35

Mission Requirements (cont.)

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: USAF Academy

Month	% of Hours[3] VMC	% of Hours IMC	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	% of All Sorties Rescheduled/Canceled Due to Weather
Jan.	94	6	4	30
Feb.	90.9	9.1	6.6	32
Mar.	90.4	9.6	7.5	38
Apr.	91.5	8.5	6.1	35
May	93.7	6.3	3.6	18
June	96.9	3.1	1.5	13
July	96.9	3.1	1.9	14
Aug.	96.9	3.1	2.1	15
Sept.	92.7	7.3	4.9	17
Oct.	92.3	7.7	5.4	20
Nov.	92.7	7.3	5	32
Dec.	91.5	8.5	6.4	12(only scheduled 2 weeks)

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

30% for Sep-Jun

[3]Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

20% for Jul-Aug

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? NO

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USAF ACADEMY

Future Requirements (cont.)

B. Encroachment (cont.)

(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. NA

(5) What is the percent current off-base incompatible land use:
- (a) Within the Clear Zone (CZ) at each end of each active runway?
- (b) Within Accident Potential Zone (APZ) I at each end of each active runway?
- (c) Within APZ II at each end of each active runway?
- (d) Between the 60 Ldn and 65 Ldn noise contours (if available)?
- (e) Between the 65 Ldn and 75 Ldn noise contours?
- (f) Between the 75 Ldn and 80 Ldn noise contours (if available)?
- (g) Within the 80 Ldn noise contour and above (if available)?

9. Current land use status for accident zones: reference questions 8.a.(5)(a) through 8.a.(5)(c). Describe current off-base encroachment/incompatible land use by completing the information in the following table for clear zones and accident potential zones. NA. The USAF Academy does not have an AICUZ.

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ				
APZ I				
APZ II				

NOTE: Develop a table like the above for each runway end (for example, one table for runway 19 and one table for runway 01) and identify if primary or secondary runway.

Future Requirements (cont.)

B. Encroachment (cont)

1. Future local/regional community encroachment (cont.)

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. NA. The USAF Academy is already encircled by residential and commerical development.

f. Has all clear zone acquisition been completed? NA

(1) If not, indicate the runway approach and number of acres to be acquired, as well as timetable and expected acquisition costs.

g. Are on-base facilities and proposed facility development sited in accordance with AICUZ recommendations? Refer to the Base Comprehensive or Master Plan. For each incompatible facility (existing or proposed), indicate facility type (dormitory, etc.), approximate number of occupants, why the facility is incompatible, the reason this incompatibility is necessary, and the anticipated completion date if projected or under construction. AICUZ in draft

C. Ability for Expansion

1. Does the operational infrastructure (e.g., parking apron, fuel and munitions storage, warehouse space, hangar space) provide capabilities for future expansion or change in mission? NO

2. What is the availability of off-installation acreage for possible future installation development? NONE

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

28 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 selected questions for Hondo Field, TX and Falcon Field, USAF Academy, CO. These questions represent time sensitive portions of the "Capacity Analysis" data call, and are provided to determine the capacity value of Flight Screening activities at the two sites. Previously I submitted information derived from the "Military Value Analysis" data calls (Atch 2). All the data has been certified in accordance with the Air Force Internal Control Plan.

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

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

Attachments:
1. Selected Capacity Analysis Question List
2. SAF/MII memo, 2 Sep 94 (No Atch's)
3. Hondo Field Data
4. Falcon Field Data

ilities (cont.)

Airfield (cont.)

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-41 Screening Accession

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Screening	20%	21%	22%
	Intermediate			
	Advanced			
	Etc.*			
Maintenance				
Operations				
Other Military Flights				
Civilian/Commercial Flights				
Other				
	Total	20%	21%	22%

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

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

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? 98.5%

b. Percentage of time WX at or above 300/1? 98%

c. Percentage of time WX at or above 500/1? 96%

d. Percentage of time WX at or above 1000/3? 95%

e. Percentage of time WX 3000/5 and above? 89.5% ✓

f. Percentage of time WX 3000/3 and above? 90.3%

g. Percentage of time WX 1500/3 and above? 93.5 ✓

h. Percentage of time crosswind component to the primary runway at or below 15 knots? 88%

i. Percentage of time crosswind component to the primary runway at or above 25 knots? 3%

j. Mean number of days of icing in the local flying area? 35

Mission Requirements (cont.)

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: USAF Academy

Month	% of Hours[3] VMC	% of Hours IMC	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	% of All Sorties Rescheduled/Canceled Due to Weather
Jan.	94	6	4	30
Feb.	90.9	9.1	6.6	32
Mar.	90.4	9.6	7.5	38
Apr.	91.5	8.5	6.1	35
May	93.7	6.3	3.6	18
June	96.9	3.1	1.5	13
July	96.9	3.1	1.9	14
Aug.	96.9	3.1	2.1	15
Sept.	92.7	7.3	4.9	17
Oct.	92.3	7.7	5.4	20
Nov.	92.7	7.3	5	32
Dec.	91.5	8.5	6.4	12(only scheduled 2 weeks)

2. Give the official planning factor for percent of sorties lost due to weather (based on historic data). 23%

30% for Sep-Jun

[3]Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

20% for Jul-Aug

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? NO

,ture Requirements (cont.)

Encroachment (cont.)

(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. NA

(5) What is the percent current off-base incompatible land use:
- (a) Within the Clear Zone (CZ) at each end of each active runway?
- (b) Within Accident Potential Zone (APZ) I at each end of each active runway?
- (c) Within APZ II at each end of each active runway?
- (d) Between the 60 Ldn and 65 Ldn noise contours (if available)?
- (e) Between the 65 Ldn and 75 Ldn noise contours?
- (f) Between the 75 Ldn and 80 Ldn noise contours (if available)?
- (g) Within the 80 Ldn noise contour and above (if available)?

9. Current land use status for accident zones: reference questions 8.a.(5)(a) through 8.a.(5)(c). Describe current off-base encroachment/incompatible land use by completing the information in the following table for clear zones and accident potential zones. NA. The USAF Academy does not have an AICUZ.

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ				
APZ I				
APZ II				

NOTE: Develop a table like the above for each runway end (for example, one table for runway 19 and one table for runway 01) and identify if primary or secondary runway.

ture Requirements (cont.)

Encroachment (cont.)

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. NA

DNL	Est Pop	Acres	% Incomp L-U
60-65*			
65-75			
75-80*			
80+*			

*** If available**

11. Future local/regional community encroachment. Answer the following questions regarding future community and other land encroachment near or at the installation.

a. Provide a rough estimate of how previous BRAC or operational realignments will impact your AICUZ footprint (i.e., what types and quantities of aircraft and operations tempo increases are expected from incoming units, and what is their predicted effect on your footprints)? NA

b. How are local land use plans expected to impact the AICUZ footprints? Not expected to impact

c. If the latest publicly released AICUZ is outdated (does not reflect current flying operations), provide milestones for completion of an updated AICUZ. First AICUZ expected November 1994

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. AICUZ in draft

(1) AICUZ recommended height restrictions.
(2) AICUZ recommended development limits for Accident Potential Zone (APZ) I.
(3) AICUZ recommended development limits for APZ II
(4) AICUZ recommended development limits between the 60 Ldn and 65 Ldn noise contours (if available).
(5) AICUZ recommended development limits between the 65 Ldn and 75 Ldn noise contours.
(6) AICUZ recommended development limits between the 75 Ldn and 80 Ldn noise contours (if available).
(7) AICUZ recommended development limits above the 80 Ldn noise contour (if available).

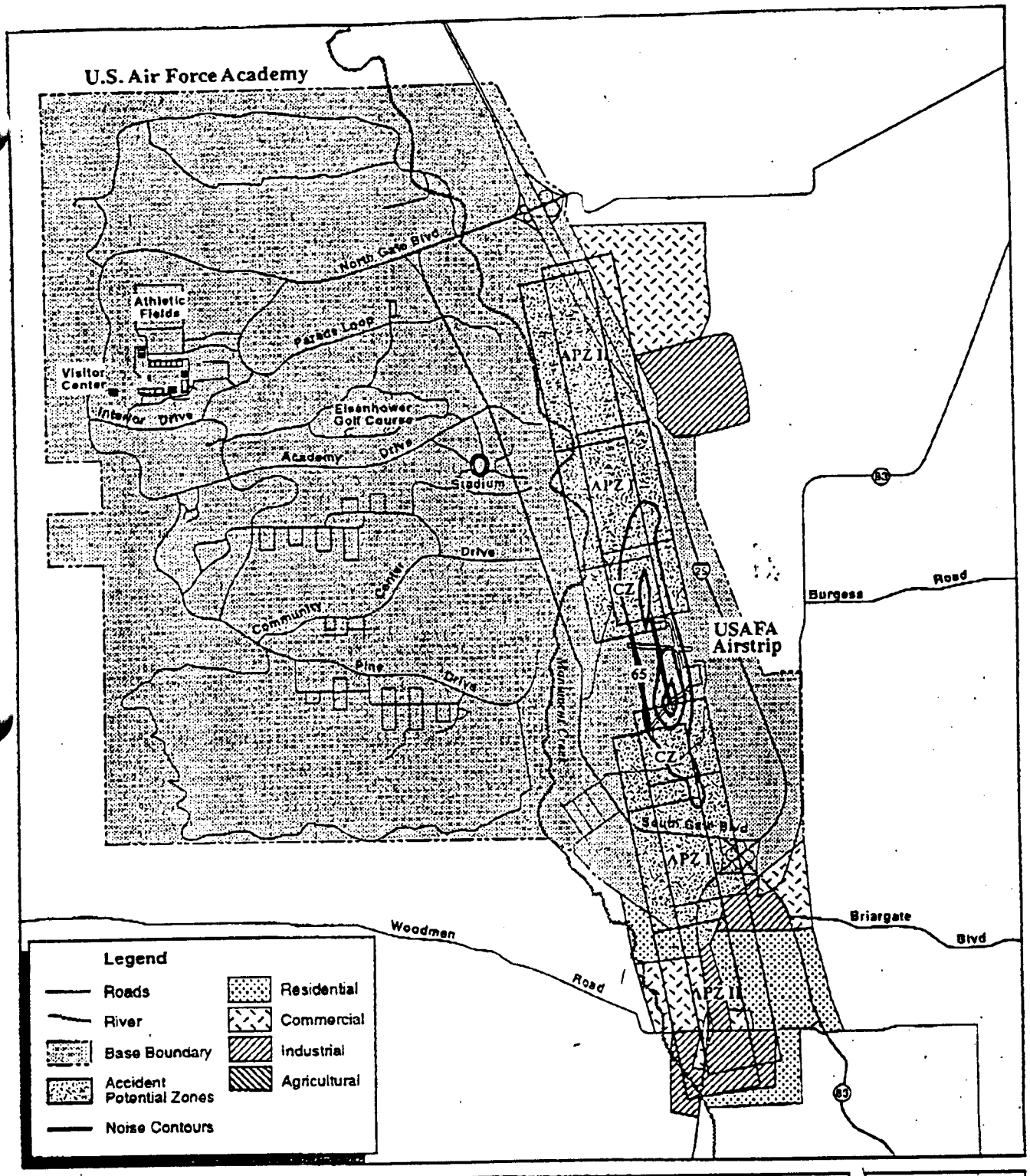

Figure 6

FUTURE LAND USE

document should show future zoning

TOTAL P.007

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
USAF ACADEMY COLORADO

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ USAFA/XP
2304 Cadet Drive, Suite 352
USAF Academy CO 80840-5002

SUBJECT: Supplemental Joint Data Call for Hondo and Falcon Field Flight Screening Activities

1. We have attached page extracts to provide answers to the selected JCSG Capacity Analysis Data Call questions. We answered only those questions as required by subject letter, dated 9 Sept 94. Our complete submission will be provided by the established suspense date. In the collection of this data, we reference, the installation airfield as USAF Academy airfield.

2. If you have questions, please contact Mr. Jerry Pasley,XPM, DSN 259-3350.

J. W. Hansen

JOHN W. HANSEN, JR., Lt Col, USAF
Actg Director of Plans & Programs

Attachment:
Selected JCSG UPT Capacity Analysis Data Call Questions

CLOSE HOLD

Mission Requirements

A. Undergraduate Flight Training (UFT) Throughput/Graduates (FLIGHT SCREENING)

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: USAF Academy

Type of Pilot Training by Syllabus * (EXAMPLES)		Output Requirements, Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor(%)/ADSL) By Fiscal Year							
		1994	1995	1996	1997	1998	1999	2000	2001
Strike (Intermediate/ Advanced)	USN	960/15%/240**	etc.						
	USMC								
	USCG								
	FMS								
Primary	USN								
	USMC								
	USCG								
	FMS								
	USAF								
USAFA	T-3	~~225/17%/120~~	~~225/21%~~ /120	~~265/20%~~ /150	~~315/20%~~ /150	~~400/20%~~ /150	~~400/20%~~ 150	~~400/20%~~ /150	~~400/20%~~ /150
Etc.									

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**
**** Example Entry**

see change

CLOSE HOLD

Mission Requirements (cont.)

Undergraduate Flight Training Throughput/Graduates (cont.)

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

Type of Navigator Training By Syllabus * (EXAMPLES)		Historical Attrition By Fiscal Year		
		1991	1992	1993
Adv Navigator (NAV)	USN	21%**		
	FMS			
	NOAA			
SUNT Core	USAF			
	ANG			
	AFRES			
	FMS			
Etc.				

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**
**** Example Entry**

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. USAF Academy

Syllabus of Training *	Level of Training*	Graduates		
		FY 91	FY 92	FY 93
General	Flight screening	735	920	827
Strike	Intermediate			
	Advanced			
SUPT	Primary			
	BF			
	AT			
Etc/				

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

Mission Requirements (cont.)

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*: AETC SYLLABUS S-V8A-A Type Aircraft: T-41 USAF Academy

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
CLG**	11	1.5	3000	NONE	5 X 5	16.5
PAT						
AW						
ATCAA						
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR						

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**

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

Mission Requirements (cont.)

B. Flight Training (cont.)

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

Syllabus of Training * (EXAMPLES)	Level (Track) of Pilot Training *	Trainer Aircraft *	Sorties required per graduate					
			Student (syllabus)		Overhead[1]		Total	
			Day	Night	Day	Night	Day	Night
General	Primary	T-41C	11	NA	6	NA	17	NA
		T-3A	21	NA	10	NA	31	NA
Strike	Intermediate	T-2						
		T-45[2]						
	Advanced	TA-4J						
		T-45						
SUPT	Primary	T-37						
	BF	T-38						
	AT	T-1A						
Etc.								

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

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

See change

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

[2] If requirements for the T-45 are still being derived, give best estimate.

Mission Requirements (cont.)

C. Flight Training Ground School

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

Facility Category Code (CCN): 141-453 USAF Academy

Syllabus of Training * (EXAMPLES)	Level of Training *	Facility Type(s)	Requirement (Hrs/Grad)
~~General~~	~~Flight Screening~~	~~CLASSROOM/BRIEFING ROOM~~	~~33.0~~
Strike	Intermediate		
	Advanced		
SUPT	Primary		
	Bomber/ Fighter (BF)		
	Airlift/ Tanker (AT)		
Etc.			

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

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

see change

Mission Requirements (cont.)

E. Training Airframes

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

Base: USAF Academy

AIRCRAFT USED FOR TRAINING

Aircraft*	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
EXAMPLE T-34/JPATS	**25**	**25**	**25**	**25**	**25**	**20 (JPATS 4)**	**10 (JPATS 10)**	**0 (JPATS 15)**
T-3A	NOT ON LINE	56	56	56	56	56	56	56
T-41C	56	OFF INV	0	0	0	0	0	0
T-34C								
T-39								
T-43								
T-44								
T-45								
TH-57								
JPATS								

AIRCRAFT NOT USED FOR TRAINING

C-12/C-21								
H-60								

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

see change

Facilities

A. Airfield USAF Academy

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

Airfield/OLF Name: _____ **Location (Lat/Long and nearest town):** _____

Syllabi and Level of Training Supported: _____

Ownership:_____**(Air Force/Army/Navy/Civilian)**

For OLF: Distance (nm) from home field_____

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: TG-3 USAF Academy

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties			
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	784	774	757
Non-Operational Hours[3]	Standdowns			
	Maintenance			
	Other Events			

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc. List below the "other sorties" and "other events" included in the table above:** Other information is not available.

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.

[3] Hours when the airfield was closed for flight operations.

CLOSE HOLD

TYPE AIRCRAFT: TG-4 USAF Academy

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties			
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	22,949	21,067	18,927
Non-Operational Hours[4]	Standdowns			
	Maintenance			-
	Other Events			

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc. List below the "other sorties" and "other events" included in the table above:** Other information is not available.

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: TG-7 USAF Academy

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties			
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	1.919	2,375	2,121
Non-Operational Hours[5]	Standdowns			
	Maintenance			
	Other Events			

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc. List below the "other sorties" and "other events" included in the table above:** Other information is not available.

---

4 Hours when the airfield was closed for flight operations.

5 Hours when the airfield was closed for flight operations.

CLOSE HOLD

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: TG-9 USAF Academy

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties			
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	1,820	1,305	1,384
Non-Operational Hours[6]	Standdowns			
	Maintenance			
	Other Events			

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc. List below the "other sorties" and "other events" included in the table above:** Other information is not available.

TYPE AIRCRAFT: UV-18 USAF Academy

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties			
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:	2,300	2,175	1,905
Non-Operational Hours[7]	Standdowns			
	Maintenance			
	Other Events			

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc. List below the "other sorties" and "other events" included in the table above:** Other information is not available. Parachute jump aircraft.

---

6 Hours when the airfield was closed for flight operations.

7 Hours when the airfield was closed for flight operations.

Facilities (cont.)

A. Airfield (cont.)

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: USAF Academy

Syllabus of Training *	Level of Training * (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
Flight Screening	T-3		
General	Primary (T-34/T-37)		
Strike	Intermediate (T-2/T-45)		
	Advanced (TA-4/T-45)		
Etc.			
	Total	100	100

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

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

YEAR	HISTORICAL COUNT
1991	215,933
1992	198,753
1993	236,944
Total	651,630 / 365 days/yr = 1785 / 14 hrs/day = 127.5 operations per hour

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 All Traffic Count	215,933	198,753	236.944

Operations count include simulated touch and go's.

Facilities (cont.)

A. Airfield (cont.)

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			
IFR			
Total	100%	100%	100%

Facilities (cont.)

A. Airfield (cont.)

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

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[8].

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[9]

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).

---

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

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

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
General	Flight screening	T-3	3000

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

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

Facilities (cont.)

A. Airfield (cont.)

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

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			

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

Facilities (cont.)

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
General	Screening	T-41	34	CLG	5NM x 5NM	Daylight VFR only
		T-41	2	PAT		Daylight VFR only
Strike	Intermediate	T-2C				
		T-45				
		JPATS				
	Advanced	TA-4J				
		T-45				
etc						
		Total				

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

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. 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.

Facilities (cont.)

C. Ground Training

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

For example: in the category 171-10, a type of training facility is academic instruction classroom. If you have 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: 141-453

Type Training Facility	Total Number	Design Capacity (PN)[10]	Capacity (Student HRS/YR)
Academic/Briefing Room	1	40	128,000

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

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.

4. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations[11]

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

---

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

Facilities (cont.)

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	

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-41C	48	Maximum capacity. Determined by aircraft wing span to include a
T-41D	2	10' safety clearance between aircraft and apron size. Developed
TG-3A	4	using the Airfield Master Plan, maintained by Civil Engineer
TG-4A	11	
TG-7A	9	
TG-9A	4	

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

Facilities (cont.)

D). Aircraft Parking, Maintenance, and Supply (cont.)

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-41C	42	Maximum capacity unable to house 6 aircraft
T-41D	2	Maximum capacity
TG-3A	4	Maximum capacity
TG-4A	11	Manimum capacity
TG-9A	4	Maximum capacity
TG-7A	9	Maximum capacity

NOTE: Based on Academy Reliability & Maintainability Information System (REMIS)

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.

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-41C	48	Maintenance contract and at maximum facitity capacity
T-41D	2	Maintenance contract and at maximum facility capacity
TG-3A	4	Maintenance contract and at maximum facility capacity
TG-4A	11	Maintenance contract and at maximum facility capacity
TG-7A	9	Maintneance contract and at maximum facility capacity
TG-9A	4	Maintenance contracr and at maximum facility capacity

7. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced. Based on Academy Reliability and Maintainability Information Syatem (REMIS)

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).

Facilities (cont.)

D. Aircraft Parking, Maintenance, and Supply (cont.)

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-41C	48	Maximum capacity
T-41D	2	Maximum capacity
TG-3A	4	Maximum capacity
TG-4A	11	Maximum capacity
TG-7A	9	Maximum capacity
TG-9A	4	Maximum capacity

10. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.
Based on Academy Reliability and Maintainability Information System (REMIS)

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

Features and Capabilities

Housing and Messing

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

Facility Type, Bldg. # & Cat Code Permanent Party	Total No. of Beds	Total No. of Rooms	Total people housed
Amn Dorm Bldg 5222	68	34	42
Amn Dorm Bldg 5223	192	96	124
Amn Dorm Bldg 5224	68	34	34

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
Amn Dorm Bldg 5222	68	34	68
Amn Dorm Bldg 5223	192	96	192
Amn Dorm Bldg 5224	68	34	68

Features and Capabilities (cont.)

. Housing and Messing (cont.)

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

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total People Housed
N/A			

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

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served
Dining Hall Cat A Bldg 5218	17,030	360	253

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							
BEQ							
On-Base Housing							
Off-Base Housing							
Messing (Enlisted)	500	500	500	500	500	500	500

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

MONTHLY HEADCOUNT (LUNCH MEALS)

October 93	8517
November 93	7966
December 93	6521
January 94	8012
February 94	7642
March 94	7346
Total	46,004
Daily Average	253

7. List any additional constraints or limitations to the housing and messing facilities that impact the training mission. None for messing

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
USAF Academy, CO

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

SOURCE: Student Production: Historical data for FY94, PFT guidance letter for FY95 on
Attrition Factor: Historical data for FY94, AF AETC 95-01 PFT for FY95 on
ADSL = ((entries + grads) / 2) x (course length / annual flight training days)

METHOD: Extract data from above sources

CONCLUSION:

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
Flight Screening	USAF	608/20% /38	424/25% /36	450/25% /39	450/25% /39	450/25% /39	450/25% /39	450/25% /39	450/25% /39
Etc.									

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

Jerrold C. Pasley Date 27 Sept 94
Signature
JERROLD C. PASLEY, GS-12, HQ USAFA/XPM, DSN 259-3350
Typed/Printed Name, Rank, Office Symbol, DSN Number

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

Date 27 Sep 94
Signature
Richard D. Baldwin, Maj, AF/XOOT, 225-0902
Typed/Printed Name, Rank, Office Symbol, DSN Number

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
USAF Academy, CO

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

SOURCE: Syllabus and historical data

METHOD: Extract data from above sources

CONCLUSION:

Syllabus of Training	Level (Track) of Pilot Training	Trainer Aircraft	Student (syllabus)		Overhead		Total	
			Day	Night	Day	Night	Day	Night
S-V8A-A Flight Screening Program	Flight Screening	T-41C	12	0	6	0	18	0
S-V8A-E Enhanced Flight Screening Program	Flight Screening	T-3A	19	0	5	0	24	0

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

Jerrold C Pasley Date 24 Sept 94
Signature
JERROLD C. PASLEY, GS-12, HQ USAFA/XPM, DSN 259-3350
Typed/Printed Name, Rank, Office Symbol, DSN Number

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

Date 27 Sep 94
Signature
Richard D. Baldwin, Maj, AF/XOOT, 225-0902
Typed/Printed Name, Rank, Office Symbol, DSN Number

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
USAF Academy, CO

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

SOURCE: Course Syllabus

METHOD: Extract Data from above source.

CONCLUSION:

Syllabus of Training	Level of Training	Facility Type (s)	Requirement (Hrs/Grad)
S-V8A-E	Entry	Classroom/Briefing Room	25.5

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

Jerrold C. Pasley Date 27 Sept 94
Signature
JERROLD C. PASLEY, CS-12, HQ USAFA/XPM, DSN 259-3350
Typed/Printed Name, Rank, Office Symbol, DSN Number

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

Date 27 Sep 94
Signature
Richard D. Baldwin, Maj, AF/XOOT, 225-0902
Typed/Printed Name, Rank, Office Symbol, DSN Number

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
USAF Academy, CO

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

SOURCE: 557 FTS/QA

METHOD: Confirmed data with above source

CONCLUSION: FY94 T-41C training aircraft number entered in error. Correct number is 48.

Aircraft	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01
T-3A	Not on Line	56	56	56	56	56	56	56
T-41C	48	Off Inv	0	0	0	0	0	0

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

Jerrold C. Pasley Date 27 Sept 94
Signature
JERROLD C. PASLEY, GS-12, HQ USAFA/XPM; DSN 259-3350
Typed/Printed Name, Rank, Office Symbol, DSN Number

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

Date 27 Sep 94
Signature
Richard D. Baldwin, Maj, AF/XOOT, 225-0902
Typed/Printed Name, Rank, Office Symbol, DSN Number

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
USAF Academy, CO

PURPOSE: To document the answer to Facilities question number (A.16)

SOURCE: UTE rate projected from Hondo Program (36)
Projected # of T-3A aircraft assigned (56)

METHOD: (UTE) x (# of Aircraft) x (12 Months) = Maximum Sorties

CONCLUSION:

Syllabus of Training	Level (Track) of Pilot Training	Trainer Aircraft	Maximum Sorties
S-V8A-E	Flight Screening	T-3A	24,192

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

Jerrold C Pasley Date 27 Sept 94
Signature
JERROLD C. PASLEY, BS-12, HQ USAFA/XPM, DSN 259-3350
Typed/Printed Name, Rank, Office Symbol, DSN Number

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

Date 27 Sep 94
Signature
Richard D. Baldwin, Maj, AF/XOOT, 225-0902
Typed/Printed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
US AIR FORCE ACADEMY, CO

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

SOURCE: FLIP AP/1A, Special Use Airspace, 11 Nov 93, FLIP AP/1B

METHOD: Extract data from above source.

CONCLUSION:

Managed Training Assets	Management Role
Bullseye	Schedule/Control Dang Airfield
A-260	Control

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

Signature Date 20 Aug 94

Peter A. Lewis, Capt, 12 OSS/DOFR, DSN 487-5580

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

Signature Date 20 AUG 94

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

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
US Air Force Academy CO

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

SOURCE: Station Climatic Summary, 8 Jan 93; 557 FTS Weekly Summaries 1991 - 1993, maintained by Lt Col James E. Thomas, 557 FTS/CC, 259-3650.

METHOD: Extract data from above sources.

CONCLUSION:

Month	% of Hours VMC	% of Hours IMC	% of Hours Below 1000 ft Ceilings and 2.0 Mile Visibility	% of All Sorties Rescheduled/Canceled Due to Weather
Jan.	94	6	4	30
Feb.	90.9	9.1	6.6	32
Mar.	90.4	9.6	7.5	38
Apr.	91.5	8.5	6.1	35
May	93.7	6.3	3.6	18
June	96.9	3.1	1.5	13
July	96.9	3.1	1.9	14
Aug.	96.9	3.1	2.1	15
Sept.	92.7	7.3	4.9	17
Oct.	92.3	7.7	5.4	20
Nov.	92.7	7.3	5	32
Dec.	91.5	8.5	6.4	12 (only scheduled 2 weeks)

22%

SEE CHANGE

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

Signature Date 22 Aug 94

Peter A. Lewis, Captain, 12 OSS/DOFR, 487-5580

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

Signature Date 22 Aug 94

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

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MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
US Air Force Academy CO

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

SOURCE: 557 FTS Weekly Summaries 1991 - 1993, maintained by Lt Col James E. Thomas, 557 FTS/CC, 259-3650.

METHOD: Extract data from above source.

CONCLUSION: 30 % for Sep - Jun
20 % for Jul - Aug

25% - AUG

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

Signature Date 22 Aug 94

Peter A. Lewis, Captain, 12 OSS/DOFR, 487-5580

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

Signature Date 22 Aug 94

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

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MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
US AIR FORCE ACADEMY, CO

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

SOURCE: FLIP IFR Enroute Low Altitude Charts, 18 Aug 94, FLIP AP/1A, Special Use Airspace, 11 Nov 93, FLIP AP/1B, Military Training Routes, 18 Aug 94, Denver and Wichita Sectional Aeronautical Charts, 18 Aug 94, Base Airspace Manager, Capt Lewis, DSN 487-5580, Traffic Management Supervisor, Gregory L. Dyer, GS-15, Denver ARTCC, (303) 651-4248, Airspace and Procedures Specialist, George Sparks, GS-12, Colorado Springs ATCT, (719) 596-1202, Flight Operations Database, FY 90-FY 93, maintained by Tsgt Paul R. Salyer, CATCO, DSN 259-2392.

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

CONCLUSION: See attachments for special use areas.

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

Signature Date 22 Aug 94

Peter A. Lewis, Capt, 12 OSS/DOFR, DSN 487-5580

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

Signature Date 20 AUG 94

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

3 bisecting airways

USAFA

NAME	DIMENSIONS		AREA	ALT	CUBIC NM	DISTANCE	CNM X DIST
A260	6	5	30	11000	54	1	54
LA VETA HI	30	40	1200	5000	987	43	42434
FREMONT	16	12	192	9000	284	19	5400
PINON CANYON	30	36	1080	4400	782	85	66434
KIT CARSON B	33	66	2178	4500	1612	64	103168
LA VETA LO	19	10	190	5500	172	43	7391

ALERT x .8:	43				
ALERT TOT:	54	ALERT:	54	ALERT DIST:	1.0
WA TOTAL:	0	WA:	0	WA DIST:	0
MOA TOTAL:	3837	MOA :	224827	MOA DIST:	58.6
RES TOTAL:	0	RES:	0	RES DIST:	0
TOTAL:	3891	TOTAL:	224882	ALL DIST:	57.8

AL/WA/MOA	3891		224882		57.8
AL/MOA	3891		224882	FLT SCN DIST:	57.8
WA/MOA/RES:	3837		224827		58.6
AL.8/WA/MOA	3880				
FLT SCN AREA: AL.8/MOA	3880				

Airspace Designator: A-260

a. Type of airspace: ALERT AREA
b. Dimensions (nmi. x nmi. x ft) 6 NM X 5 NM X 11,000'
c. Distance from main airfield OVERHEAD
d. Time en route from main airfield N/A
e. Controlling agency USAF ACADEMY
f. Scheduling agency USAF ACADEMY
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES (7,500' MSL and above)
   - If so who provides the coverage? Colorado Springs ATCT
i. Is the airspace under communications coverage? YES (7,500' MSL and above)
   - If so who provides the coverage? Colorado Springs ATCT
j. Number of low level airways (below 18,000 ft) that bisect airspace 1
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 894,705
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 17,532
n. Total number of scheduled hours in FY 1990 thru 1993 N/A
   - By your service N/A
   - By other services (including reserves and national guard) N/A
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted VFR PATTERN

Airspace Designator: R-2601

a. Type of airspace : RESTRICTED AREA
b. Dimensions (nmi. x nmi. x ft) 16 NM X 8 NM X 53,500'
c. Distance from main airfield 16 NM
d. Time en route from main airfield 6 min at 150 kts
e. Controlling agency Denver ARTCC
f. Scheduling agency Fort Carson, CO
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES, ABOVE 2,000' AGL
   - If so who provides the coverage? Denver ARTCC
i. Is the airspace under communications coverage? YES, ABOVE 2,000' AGL
   - If so who provides the coverage? Denver ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 35,064
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted UNKNOWN HAZARDOUS

Airspace Designator: _____IR-414_____

a. Type of airspace: MTR
b. Dimensions (nmi. x nmi. x ft) 100 NM X 17 NM X 4,500'
c. Distance from main airfield 65 NM
d. Time en route from main airfield 26 min at 150 kts
e. Controlling agency Denver ARTCC
f. Scheduling agency 140 TFW/DOT, Buckley ANGB, CO
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES, but only portions above 2,000' AGL
   - If so who provides the coverage? Denver ARTCC
i. Is the airspace under communications coverage?YES, but only above 2,000' AGL
   - If so who provides the coverage? Denver ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace 6
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 6,728
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted LOW ALTITUDE NAVIGATION

Airspace Designator: ___IR-415_____

a. Type of airspace : MTR
b. Dimensions (nmi. x nmi. x ft) 180 NM X 6 NM X 2,000'
c. Distance from main airfield 40 NM
d. Time en route from main airfield 16 min at 150 kts
e. Controlling agency Denver ARTCC
f. Scheduling agency 140 TFW/DOT, Buckley ANGB, CO
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES, but only portions above 2,000' AGL
   - If so who provides the coverage? Denver ARTCC
i. Is the airspace under communications coverage?YES, but only above 2,000' AGL
   - If so who provides the coverage? Denver ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace 11
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 6,728
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted LOW ALTITUDE NAVIGATION

Airspace Designator: LA VETA HIGH

a. Type of airspace: MOA
b. Dimensions (nmi. x nmi. x ft) 30 NM X 40 NM X 5,000'
c. Distance from main airfield 43 NM
d. Time en route from main airfield 17 min at 150 kts
e. Controlling agency Denver ARTCC
f. Scheduling agency 140 TFW, Buckley ANGB, CO
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Denver ARTCC
i. Is the airspace under communications coverage? YES
   - If so who provides the coverage? Denver ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 7,569
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted ANY NON-HAZARDOUS

Airspace Designator: ____FREMONT_____

a. Type of airspace: MOA
b. Dimensions (nmi. x nmi. x ft) 16 NM X 12 NM X 9,000'
c. Distance from main airfield 19 NM
d. Time en route from main airfield 8 min at 150 kts
e. Controlling agency Denver ARTCC
f. Scheduling agency 140 TFW, Buckley ANGB, CO
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Denver ARTCC
i. Is the airspace under communications coverage? YES
   - If so who provides the coverage? Denver ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 7,569
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted ANY NON-HAZARDOUS

Airspace Designator: PINON CANYON

a. Type of airspace: MOA
b. Dimensions (nmi. x nmi. x ft) 30 NM X 36 NM X 4,400'
c. Distance from main airfield 85 NM
d. Time en route from main airfield 34 min at 150 kts
e. Controlling agency Denver ARTCC
f. Scheduling agency HQ USA Fort Carson, CO
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Denver ARTCC
i. Is the airspace under communications coverage? YES
   - If so who provides the coverage? Denver ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace 2
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted ANY NON-HAZARDOUS

Airspace Designator: KIT CARSON B

a. Type of airspace : MOA
b. Dimensions (nmi. x nmi. x ft) 33 NM X 66 NM X 4,500'
c. Distance from main airfield 64 NM
d. Time en route from main airfield 26 min at 150 kts
e. Controlling agency Denver ARTCC
f. Scheduling agency 140 TFW, Buckley ANGB, CO
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Denver ARTCC
i. Is the airspace under communications coverage? YES
   - If so who provides the coverage? Denver ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted ANY NON-HAZARDOUS

Airspace Designator: ____LA VETA LOW_____

a. Type of airspace: MOA
b. Dimensions (nmi. x nmi. x ft) 19 NM X 10 NM X 5,500'
c. Distance from main airfield 43 NM
d. Time en route from main airfield 17 min at 150 kts
e. Controlling agency Denver ARTCC
f. Scheduling agency 140 TFW, Buckley ANGB, CO
g. Are canned/stereo airways needed to access air space? NO
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage? YES
   - If so who provides the coverage? Denver ARTCC
i. Is the airspace under communications coverage? YES
   - If so who provides the coverage? Denver ARTCC
j. Number of low level airways (below 18,000 ft) that bisect airspace 0
k. Number of high altitude airways (above 18,000 ft) that bisect airspace 0
l. Total number of sorties/movements flown in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
m. Total number of available hours in FY 1990 thru 1993 UNKNOWN
n. Total number of scheduled hours in FY 1990 thru 1993 UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
o. Total number of hours used UNKNOWN
   - By your service UNKNOWN
   - By other services (including reserves and national guard) UNKNOWN
p. Types of training permitted ANY NON-HAZARDOUS

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
US AIR FORCE ACADEMY, CO

PURPOSE: To document the answer to Facilities question number (A.14).

SOURCE: Maj Bruce Dopfel, Current Operations Flight Commander, DSN 259-4617, Professional Knowledge/Judgment.

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

CONCLUSION: No.

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

Signature Date 20 Aug 94

Peter A. Lewis, Capt, 12 OSS/DOFR, DSN 487-5580

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

Signature Date 20 AUG 94

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

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
US Air Force Academy CO

PURPOSE: To document the answer to Facilities question number (A.15).

SOURCE: Airspace and Procedures Specialist, Mr. George Sparks, GS-12, Colorado Springs ATCT; (719) 596-1202, Professional Knowledge/Judgment. Traffic management supervisor, Mr. Gregory L. Dyer, GS-15, Denver ARTCC, (303) 651-4248, Professional Knowledge/Judgment.

METHOD: Extract data from above sources.

CONCLUSION: Yes; Opening of the new Denver International Airport will increase Denver Approach Control terminal control airspace from 35 NM to 45 NM radius. All applicable airways, Standard Instrument Departures (SIDs), Standard Arrivals (STARs) and procedures will change to accommodate the new airport. Navaids will be upgraded/added (DIA, Falcon and Jeffco) as well as the decommissioning of the Kiowa VORTAC. These changes will have no effect on installation operations.

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

Signature Date 22 Aug 94

Peter A. Lewis, Captain, 12 OSS/DOFR, 487-5580

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

Signature Date 22 Aug 94

Carl L. Claus, Captain, HQ AETC/XOSA, 487-616

FOR OFFICAL USE ONLY

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
US Air Force Academy CO

PURPOSE: To document the answer to Facilities question number (A.17).

SOURCE: Chief Air Traffic Control Operations (CATCO), TSgt Paul R. Salyers, 259-2392. Quarterly Quality Data and Air Traffic Control Board Minutes.

METHOD: Extract data from above sources.

CONCLUSION: NO. AFA airstrip is a Visual Flight Rules (VFR) operation only and does not interface with Colorado Springs Approach Control for its normal daytime-only operations.

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

Signature Date 22 Aug 94

Peter A. Lewis, Captain, 12 OSS/DOFR, 487-5580

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

Signature Date 22 Aug 94

Carl L. Claus, Captain, HQ AETC/XOSA, 487-616

FOR OFFICAL USE ONLY

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
USAF Academy, CO

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

SOURCE: VFR En Route Supplement, 26 May 94, Tsgt Miranda, Base Airfield Manager, DSN 259-2367, Mr Treviso, 54 OSS/DOS, DSN 259-2367, professional knowledge/judgement.

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

CONCLUSION: USAF Academy Airfield

a. Colorado Springs/El Paso/CO/38 58'N 104 49'W
b. N/A
c. Yes
d. Yes, No
e. Yes
f. No
g. Yes
h. The crosswind runway is used only for recovery of airborne aircraft. No lfurther launches are made until conditions permit use of the main runways.
i. 100% except for recovery of airborne aircraft.
j. 6%
k. No
l. Owned
m. Light aircraft only

BULLSEYE OLF

a. Colorado Springs/El Paso/CO/ 38 46'N 104 08'W
b. 27 NM
c. No
d. No
e. Yes
f. No
g. No
h. N/A
i. N/A

j. N/A
k. No
l. The land is leased, the runway and facilities are owned by the USAF.
m. Light aircraft only.

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

Signature Date 22 Aug 94

Peter A. Lewis, Capt 12 OSS/DOFR, DSN 487-6162

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

Signature Date 22 AUG 94

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

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
US Air Force Academy CO

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

SOURCE Real Property Records, 30 Jun 94.

METHOD: Extract data from above source.

CONCLUSION: 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	29,167	29,167		
112	Airfield Pavements-Taxiways (Do not include Shoulders	SY	13,267	13,267		
113	Airfield Pavements-Aprons (Do not include Shoulders	SY	3,133	3,133		
116-662	Dangerous Cargo Pad	SY	None			
812	Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines) (Do not include 812-921, 812-926 and 812-928	LF	6,585	6,585		

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248and822-268)	LF	None			
832	Sewage and Indust Waste-Collection (Mains) (D0 not include 832-267	LF	None			
842	Water-Distr Sys-Potable (Do not include842-246 and 842-249)	LF	45	45		
843	Water-Fire Protection(Mains) (Do not include 843-315, 843-316 and 843-319	LF	None			
851	Roads (Do not include 851-142 and 851-143	SY	36,858	36,858		
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	None			

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

Signature Date 20 Aug 94

Scott W. Pillet, GS-11, 12 CES/CECC, 487-5662

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

Signature Date 20 Aug 94

Scott A. Mayberry, GM-13, HQ AETC/CEOE
487-3033

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
US Air Force Academy CO

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

SOURCE Real Property Records, 30 Jun 94.

METHOD: Extract data from above source.

CONCLUSION: USAFA

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	175,852	5,276	170,576	
112	Airfield Pavements-Taxiways (Do not include Shoulders	SY	47,022	14,107	32,915	
113	Airfield Pavements-Aprons (Do not include Shoulders	SY	57,653	49,582	8,071	
116-662	Dangerous Cargo Pad	SY	None			
812	Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines) (Do not include 812-921, 812-926 and 812-928	LF	1,162,000	1,022,560	139,440	

3% adequate

64% adequate

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248and822-268)	LF	92,873	65,011	27,862	
832	Sewage and Indust Waste-Collection (Mains) (D0 not include 832-267	LF	320,150	144,068	176,082	
842	Water-Distr Sys-Potable (Do not include842-246 and 842-249)	LF	761,538	548,307	213,231	
843	Water-Fire Protection(Mains) (Do not include 843-315, 843-316 and 843-319	LF	None			
851	Roads (Do not include 851-142 and 851-143	SY	1,993,575	1,594,860	398,715	
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	443,798	399,418	44,380	

No adequate

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

Signature Date 20 Aug 94

Scott W. Pillet, GS-11, 12 CES/CECC, 487-5662

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

Signature Date 20 Aug 94

Scott A. Mayberry, GM-13, HQ AFIC/CEOE
487-3033

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
United States Air Force Academy CO

PURPOSE: To document the answer to Facilities question number (B.3).

SOURCE: USAFA Real Property Records as of 19 Aug 94.

METHOD: Mr John Gibson, 12 CES/CERR used the USAFA Real Property Records as of 19 Aug 94, sorted by category code to determine the major facility assets which support the flight screening function at USAFA. Building 9207's category code will be changed from 141-753 to 171-211 on 22 Aug 94 to agree with other flying training facilities owned by the 12th FTW

CONCLUSION:

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/Permanent	Substandard/Semi-Permanent	Inadequate/Temporary
131	COMMUNICATIONS-BUILDINGS	SF	13,478	0	0
141	OPERATIONS-BUILDINGS	SF	2,931	44,334	1,729
211	MAINTENANCE-AIRCRAFT	SF	78,511	7,200	0
217	MAINT-ELECTRONICS AND COMMUNICATIONS EQUIP	SF	1,740	0	0
219	MAINTENANCE-INSTALLATION, REPAIR AND OPERATION	SF	134,963	0	6,180
422	AMMUNITION STORAGE INSTALLATION AND READY USE	SF	1,957	0	0
610	ADMINISTRATIVE-BUILDINGS	SF	346,756	122,082	3,280

NOTE: The Flight Screening Squadron is a tenant organization. The US Air Force Academy owns all facilities including those utilized by the flight screening squadron. These facilities also support other academy missions.

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

JOHN W GIBSON Date 21 AUG 94
Signature
JOHN W. GIBSON GS-11, 12 CES/CERR, 487-3172
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 21 Aug 94
Date
Signature
SUSAN L. HUGGINS,GS-12,AETC/CEPE,DSN 487-2994
Typed Name, Rank, Office Symbol, DSN Number

USAFA

FACILITIES CCN	ADEQUATE	SUBSTAND	INADEQUATE	TOTAL	ADEQUATE
RUNWAYS					
111	5276	170576		175852	3%
TAXI/APRONS					
112	14107	32915		47022	30%
113	49582	8071		57653	86%
TOTAL:	**63689**	**40986**		**104675**	**61%**
UTILITIES					
812	1022560	139440		1162000	88%
822	65011	27862		92873	70%
832	144068	176082		320150	45%
842	548307	213231		761538	72%
843					
TOTAL:	**1779946**	**556615**	**0**	**2336561**	**76%**
OTHER					
131	13478			13478	100%
133					
141	2931	44334	1729	48994	6%
171-51					
218					
219	134963		6180	141143	96%
610	346756	122082	3280	472118	73%
723-30					
TOTAL:	498128	166416	11189	675733	**74%**
CLASSROOMS					
171-10					
171-20					
171-30					
171-152					
171-211	11452			11452	100%
171-223					
171-815					
TOTAL:	11452	0	0	11452	**100%**
TRAINERS					
171-12					
171-35					
171-212					
TOTAL:	0	0	0	0	**ERR**
OTHER TNG					
171-74					
171-213	8582			8582	100%
171-214					
171-813					
TOTAL:	8582	0	0	8582	**100%**
HANGARS					
211	78511	7200		85711	92%
217	1740			1740	100%
TOTAL:	80251	7200	0	87451	**92%**

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
United States Air Force Academy CO

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

SOURCE: Answer was taken from USAFA Real Property Records as of 19 Aug 94, sorted by category code.

METHOD: Mr John Gibson, 12 CES/CERR used the source listed above to determine the utilization of ground training facilities at USAFA.

CONCLUSION:

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate / Permanent	Substandard/Semi - Permanent	Inadequate/Temporary
171-211	FLIGHT SCREENING FACILITIES Building 9207	SF	11,452	0	0
171-212	FLIGHT SIMULATOR TRAINING	SF	0	0	0
171-213	SAIL PLANE AND FLIGHT SCREENING FACILITIES FLIGHT TRAINING UPT/UNT Buildings 9201,9206	SF	8,582	0	0
171-214	PSYSIOLOGICAL TRNG	SF	0	0	0
179-219	PARACHUTE SWING	SF	0	0	0

NOTE: The Flight Screening Squadron is a tenant organization. The US Air Force Academy owns all facilities including those utilized by the flight screening squadron. These facilities also support other academy missions.

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

Signature Date 21 Aug 94

JOHN W. GIBSON, GS-11, 12 CES/CERR, 487-3172
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 21 Aug 94

Signature Date

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

Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
US Air Force Academy CO

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

SOURCE: AETC Maintenance Records, current as of 20 Aug 94, maintained by Maj James M. Galliher, HQ AETC/LGX, 487-4602, Maintenance Contract FO 561189D0207, Mr Hamilton Bucll, HQ USAFA/LGDQS, 259-3428.

METHOD: Extract data from above sources.

CONCLUSION:

Aircraft Types	Level of Maintenance			Source	
	Depot	Intermediate	Organizational	DOD	Contract
T-41			X		X
T-3			X		X

NOTE: The flight screening squadron is a tenant organization. The US Air Force Academy owns all facilities including those utilized by the flight screening sqadron. These facilities also support other Academy missions.

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

Signature Date 22Aug94

JAMES D. WARREN, Capt, 12 OSS/DOF, 487-5881
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 22Aug 94

James M. Galliher, Major, HQ AETC/LGX, 487-4602

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
US AIR FORCE ACADEMY, CO

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

SOURCE: Denver Sectional Aeronautical Chart, 18 Aug 94, Maj Bruce Dopfel, Current Operations Flight Commander, DSN 259-4617, Professional Knowledge/Judgment.

METHOD: Extract data from above sources.

CONCLUSION:

Airfield Name	Major Use/Capability	Location/Distance
Colorado Springs East	Civil/Emergency	20 NM Southeast of USAFA

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

Signature Date 20 Aug 94

Peter A. Lewis, Capt, 12 OSS/DOFR, DSN 487-5580

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

Signature Date 20 AUG 94

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

FOR OFFICIAL USE ONLY

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
US Air Force Academy CO

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

SOURCE: Mr. John W. Gibson, GS-11, 12 CES/CERR, 487-3172.

METHOD: Professional judgment/knowledge.

CONCLUSION: None.

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

Signature Date 22 Aug 94

John W. Gibson, GS-11, 12 CES/CERR, 487-3172

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

Signature Date 22 Aug 94

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

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MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
US Air Force Academy, Colo

PURPOSE: To document the answer to Future Requirements question number (A.2.) through (A.2.b).

SOURCE: Captain Christopher McDaniel, HQ USAFA/CEVC, DSN 259-4483, interviewed Page Panuska, Air Quality Control Section, El Paso County Environmental Health, 310 South Union Boulevard, Colorado Springs, CO 80910, (719) 578-3138. 40 CFR Part 81 for your state and your state/county regulator.

METHOD: Captain McDaniel, HQ USAFA/CEVC, DSN 259-4483 reviewed 40 CFR Part 81.306 which identified the local Air Quality Compliance Area (AQCA) San Isabel Intrastate Air Quality Control Region (AQCR 4). Captain Christopher McDaniel also interviewed Page Panuska of the Air Quality Control Section of the El Paso County Environmental Health office (719) 578-3138.

CONCLUSION: A.2 - Yes, PM10 AQCR 4, Colorado Springs 3-C Urbanized Area, is designated as a non-attainment area for one of the six criteria air pollutants.

A.2.a - N/A

A.2.b - AQCR 4, Colorado Springs 3-C Urbanized Area, is designated as a non-attainment area for Carbon Monoxide, Moderate. It has also been designated for PM-10 an unclassified Group II, ~~Moderate.~~ see attached worksheet

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

Dennis W. Kirsch Date 19 Aug 94
Signature
DENNIS W. KIRSCH, GS-12, 12 CES/CEV, 487-4668
Typed Name, Rank, Office Symbol, DSN Number

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

Date 19 Aug 94
Signature

William J. Bohlmann, GM-14, CEVC, 487-3656
Typed Name, Rank, Office Symbol, DSN Number

DATE: 8/26/94

MEMORANDUM FOR RECORD, AF/CEVC

AIR STAFF CORRECTION WORKSHEET

PURPOSE: To provide corrected answer to Question Number A.2.b US Air Force Academy Questionaire

SOURCE: Clean Air Act (CAA) definitions and discussion with local air quality region.

METHOD: Telecon with base MAJCOM POCs.

CONCLUSION: The word moderate was erronously associated with the PM-10 designation of the area. The area is designated as unclassified Group II.

MAJCOM CONCURS: Per Mr. Pehlivanian, HQ AETC/CEVC, DSN 487-3656.

BASE CONCURS: Per Capt McDaniel concurs, HQ USAFA/CEVC, DSN 259-4483.

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

AIR STAFF REVIEWER: D Carrillo **DATE:** 8/26/94

D. Carrillo

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
US Air Force Academy, Colo

PURPOSE: To document the answer to Future Requirements question number (A.3).

SOURCE: Captain Christopher McDaniel, HQ USAFA/CEVC, DSN 259-4483, interviewed Page Panuska, Air Quality Control Section, El Paso County Environmental Health, 310 South Union Boulevard, Colorado Springs, CO 80910, (719) 578-3138. Captain Christopher McDaniel, HQ USAFA/CEVC, DSN 259-4483, reviewed 40 CFR Part 52 which discussed air quality limitations of the local Air Quality Compliance Area (AQCA) San Isabel Intrastate Air Quality Control Region (AQCR 4).

METHOD: Captain Christopher McDaniel, HQ USAFA/CEVC, DSN 259-4483, reviewed 40 CFR Part 52 which discussed air quality limitations of the local Air Quality Compliance Area (AQCA) San Isabel Intrastate Air Quality Control Region (AQCR 4). Captain Christopher McDaniel, HQ USAFA/CEVC, DSN 259-4483, also interviewed Page Panuska, Air Quality Control Section, El Paso County Environmental Health, 310 South Union Boulevard, Colorado Springs, CO 80910, (719) 578-3138.

CONCLUSION: Yes, Denver is a critical air quality regions that is within 100 kilometers of the base.

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

Dennis W. Kirsch Date 19 Aug 94
Signature
DENNIS W. KIRSCH, GS-12, 12 CES/CEV, 487-4668
Typed Name, Rank, Office Symbol, DSN Number

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

Date 19 Aug 94
Signature
William J. Pehlivanian, GM-14, CEVC, 487-3656
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
US Air Force Academy, Colo

PURPOSE: To document the answer to Future Requirements question number (A.4) through (A.4.c).

SOURCE: Captain Christopher McDaniel, HQ USAFA/CEVC, DSN 259-4483, interviewed Page Panuska, Air Quality Control Section, El Paso County Environmental Health, 310 South Union Boulevard, Colorado Springs, CO 80910, (719) 578-3138. Captain Christopher McDaniel, HQ USAFA/CEVC, DSN 259-4483, reviewed 40 CFR Part 52 which discussed air quality limitations of the local Air Quality Compliance Area (AQCA) San Isabel Intrastate Air Quality Control Region (AQCR 4).

METHOD: Captain Christopher McDaniel, HQ USAFA/CEVC, DSN 259-4483, reviewed 40 CFR Part 52 which discussed air quality limitations of the local Air Quality Compliance Area (AQCA) San Isabel Intrastate Air Quality Control Region (AQCR 4). Captain Christopher McDaniel, HQ USAFA/CEVC, DSN 259-4483, also interviewed Page Panuska, Air Quality Control Section, El Paso County Environmental Health, 310 South Union Boulevard, Colorado Springs, CO 80910, (719) 578-3138. Captain Christopher McDaniel, HQ USAFA/CEVC, DSN 259-4483 also interviewed Mr. West Roybal, Assistant TRIP Coordinator, 219 W. Colorado Ave., Suite 210, Colorado Springs, CO 80903, (719) 633-4211.

CONCLUSION: (A.4) NO. There are no restrictions to on or off-base activities due to air quality considerations from the local Air Quality Board or similar organization.

(A.4.a) N/A The Air Force Academy has implemented voluntary restriction on the use of wood burning stoves & fireplaces with Colorado Springs. This restriction is implemented only in the winter during inversion season. The restriction duration is typically several days.

(A.4.b) NO. Page Panuska confirmed that there have not been any restrictions imposed on the Air Force Academy.

(A.4.c) The Academy is in the initial phases of voluntary participation in the Travel Reduction Incentive Program(TRIP). This program is offered by the El Paso County Clean Air Campaign Office to encourage car pooling and cleaner alternate travel modes.

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

Dennis W. Kirsch Date 18 Aug 94
Signature
DENNIS W. KIRSCH, GS-12, 12 CES/CEV, 487-4668
Typed Name, Rank, Office Symbol, DSN Number

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

Date 18 Aug 94
Signature
William J. Pehlivanian, GM-14, CEVC, 487-3656
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
US Air Force Academy CO

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

SOURCE: Chief Air Traffic Control Operations, Mr. Gregory L. Dyer, GS-15, Denver ARTCC, (303) 651-4248,

METHOD: Professional Knowledge/Judgment.

CONCLUSION: **Yes.** The commissioning of the new Denver International Airport will result in a net gain of the number of airlines that will hub at a Denver location. Three airlines plan to add Denver as a mini-hub (American, TWA and America West) and United will continue to hub in Denver. Continental is planning to cease hubbing operations in the Denver area.

Future Commercial Hub

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

Signature Date 22 Aug 94

Peter A. Lewis, Captain; 12 OSS/DOFR, 487-5580

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

Signature Date 22 Aug 94

Carl L. Claus, Captain, HQ AETC/XOSA, 487-616

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
U.S. Air Force Academy, CO

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

SOURCE: Chief Air Traffic Control Operations (CATCO), TSgt Paul R. Salyers, DSN 259-2392. Quarterly Quality Data and Air Traffic Control Board Minutes. Professional Knowledge/Judgement.

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

CONCLUSION:

Fiscal Year	Average Delay (minutes)	Number of Delays	% of Total Flight Operations Affected
1991	0	0	0
1992	0	0	0
1993	0	0	0

NOTE: The installation is a Visual Flight Rules (VFR) tower operation only and is not required to interface with ATC during operations.

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

Signature _____ Date 22 Aug 94

Peter A. Lewis, Capt, 12 OSS/DOFR, DSN 487-5580

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

Signature _____ Date 20 AUG 94

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

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Air Force Academy

PURPOSE: To document the answer to Future Requirements question number (B.4) through (B.4.b).

SOURCE: Mr. John Baie, HQ USAF/CEVP, 225-8942

METHOD: Telephone conversation with Air Staff personnel, Professional Judgment and Knowledge.

CONCLUSION:

DO

Not Appplicable, the Air Force Academy does not have an AICUZ.

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

Scott B. Shepherd Date 19 Aug 94
Signature
Scott B. Shepherd, GS-11, 12 CES/CEV, 487-4668
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.

Jack Siegel Date 19 Aug 94
Signature
Jack Siegel, Jr., GM-13, AETC/CEPR, 487-6352
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Air Force Academy

PURPOSE: To document the answer to Future Requirements question number (B.9)

SOURCE: Mr. John Baic, HQ USAF/CEVP, 225-8942

METHOD: Telephone conversation with Air Staff personnel, Professional Judgment and Knowledge.

CONCLUSION:

Not Appplicable, the Air Force Academy does not have an AICUZ.

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

Scott B. Shepherd Date 19 Aug 94
Signature
Scott B. Shepherd, GS-11, 12 CES.CEV, 487-4668
Typed Name, Rank, Office Symbol, DSN Number

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

Date 19 Aug 94
Signature
Jack Siegel, Jr., GM-13, AETC/CEPR, 487-6352
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Air Force Academy

PURPOSE: To document the answer to Future Requirements question number (B.11.d.8)

SOURCE: Mr. John Baic, HQ USAF/CEVP, 225-8942

METHOD: Telephone conversation with Air Staff personnel, Professional Judgment and Knowledge.

CONCLUSION:

Not Appplicable, the Air Force Academy does not have an AICUZ.

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

Scott B. Shepherd Date 19 Aug 94
Signature
Scott B. Shepherd, GS-11, 12 CES.CEV, 487-4668
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.

Jack Siegel Date 19 Aug 94
Signature
Jack Siegel, Jr., GM-13, AETC/CEPR, 487-6352
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Air Force Academy

PURPOSE: To document the answer to Future Requirements question number (B.11.f) and (B.11.f.1)

SOURCE: Mr. John Baie, HQ USAF/CEVP, 225-8942

METHOD: Telephone conversation with Air Staff personnel, Professional Judgment and Knowledge.

CONCLUSION:

Not Appplicable, the Air Force Academy does not have an AICUZ.

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

Scott B. Shepherd Date 19 Aug 94
Signature
Scott B. Shepherd, GS-11, 12 CES/CEV, 487-4668
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.

Jack Siegel Date 19 Aug 94
Signature
Jack Siegel, Jr., GM-13, AETC/CEPR, 487-6352
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
US Air Force Academy, Colo

PURPOSE: To document the answer to Manpower Implications question number (A.1.a.2)

SOURCE: Current (30 Sep 93) DD Form 1410, Family Housing Inventory and Occupancy report, and 28 Feb 94 HAF LEE (AR 7115) report.

METHOD: Extract data including temporary conversions and excluding permanent conversions (prior to 28 Feb 94). Leave all non-applicable blocks blank.

CONCLUSION:

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate/ Permanent	Number Substandard/ Semi-Permanent	Number Inadequate/ Temporary
Officer	4+	198	198		
Officer	3	422	422		
Officer	1 or 2				
Enlisted	4+	70	70		
Enlisted	3	463	463		
Enlisted	1 or 2	76	76		
Mobile Homes					
Mobile Home lots					

1229

Flight Screening is a tenant organization. The US Air Force Academy owns all facilities including Flight Screening facilities. These facilities also support other Academy missions.

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

Mable R. Bailey Date 19 Aug 94
Signature

MABLE R. BAILEY, GS-9, Acting HSG MGR, 12CES/CEH, 487-3334
Typed Name, Rank, Office Symbol, DSN Number

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

Date 19 Aug 94
Signature

W.B. HOGAN, GS-12, HQ AETC/CEPU, 487-3133
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
US Air Force Academy CO

PURPOSE: To document the answer to Manpower Implications question number (A.2)

SOURCE: USAFA Real Property Records, 19 Aug 94; USAF Academy Library System Statistical Monthly Report, Jul 94; Nonappropriated Fund Financial Statement, Jun 94; Col Michael L. Hogan, Director of Services, 259-4801; Gennelle C. Howell, GM-13, Resource Management Flight Chief, 259-4812.

METHOD: Extract data from above sources.

CONCLUSION:

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	17	NA
	Outdoor Bays	None	
Arts/Crafts	SF	3,674	NA
Wood Hobby	SF	3,117	NA
Bowling	Lanes	20	Y
Enlisted Club	SF	17,564	Y
Officer's Club	SF	33,079	Y
Library	SF	4,622	NA
Library	Books	36,729	NA
Theater	Seats	None	
ITT	SF	500	NA
Museum/Memorial	SF	None	
Pool (indoor)	Lanes	7	NA
Pool (outdoor)	Lanes	6	NA
Beach	LF	None	
Lake	Each	3	NA
Tennis CT	Each	7	NA

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Volleyball CT (outdoor)	Each	2	NA
Basketball CT (outdoor)	Each	None	
Racquetball CT (indoor)	Each	8	NA
Squash CT	Each	None	
Golf Course	Holes	36	Y
Driving Range	Tee Boxes	22	Y
Gymnasium Annex	SF	7,100	NA
Fitness Center	SF	38,399	NA
Marina	Berths	None	
Stables	Stalls	102	Y
Rod and Gun Club/Range	Each	None	
Softball Fld	Each	2	NA
Football Fld	Each	None	
Soccer Fld, Youth	Each	2	NA
Youth Center	SF	17,526	NA
Baseball Field, Youth	EA	6	NA

$\frac{23}{30} = 77\%$

NOTE: The flight screening squadron is a tenant organization. The US Air Force Academy owns all facilities including those utilized by the flight screening sqadron. These facilities also support other Academy missions.

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

Signature _____ Date 22 Aug 94

John W. Gibson, GS-11, 12 CES/CERR, 487-3172

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

Signature _____ Date 22 Aug 94

Robert E. Herring, GS-11, HQ AETC/SVFL, 487-6217

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
US Air Force Academy CO

PURPOSE: To document the answer to Manpower Implications question number (A.4.a).

SOURCE: DoD Certification Inspection Standard, 1990; National Academy Accreditation Standard.

METHOD: Extract data from above sources.

CONCLUSION:

Age Category	Capacity (Children)	SF			# of PN on Wait List	Avg Wait (Days)	
		Adequate/Permanent	Substandard/Semi-Permanent	Inadequate/Temporary			
0-6 Mos	4	224			10	32	= 320
6-18 Mos	12	672			23	22	= 506
18Mos-5yrs	205	4,592	8,224		32 65	20	= 640

Ave Wait = 22

NOTE: The flight screening squadron is a tenant organization. The US Air Force Academy owns all facilities including those utilized by the flight screening squadron. These facilities also support other Academy missions.

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

Signature Date 22 Aug 94

John W. Gibson, GS-11, 12 CES/CERR, 487-3172

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

Signature Date 22 Aug 94

Robert E. Herring, GS-11, HQ AETC/SVFL, 487-6217

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
US Air Force Academy CO

PURPOSE: To document the answer to Manpower Implications question number (A.4.b)

SOURCE: USAFA Real Property Records, 19 Aug 94.

METHOD: Extracted data from above source.

CONCLUSION: No facilities are inadequate/temporary.

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

Signature Date 20 Aug 94

John W. Gibson, GS-11, 12 CES/CERR, 487-3172

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

Signature Date 20 Aug 94

Robert E. Herring, GS-11, HQ AETC/SVFL, 487-6217

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
US Air Force Academy CO

PURPOSE: To document the answer to Manpower Implications question number (A.4.c)

SOURCE: Ms Donna Head, GS-12, Youth Flight Chief, 259-4733.

METHOD: Professional judgment/knowledge.

CONCLUSION: Family Day Care homes are available for child care. Other facilities which include Base Chapel, Recreation Center, and youth Center are used to care for children on a short term basis.

NOTE: The flight screening squadron is a tenant organization. The US Air Force Academy owns all facilities including those utilized by the flight screening sqadron. These facilities also support other Academy missions.

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

Signature Date 22 Aug 94

John W. Gibson, GS-11, 12 CES/CERR, 487-3172

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

Signature Date 22 Aug 94

Robert E. Herring, GS-11, HQ AETC/SVFL, 487-6217

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
US Air Force Academy CO

PURPOSE: To document the answer to Manpower Implications question number (A.4.d)

SOURCE: Mr. Dick Siebel, GS-12, HQ AFSPC/SVPY, 809-4210.

METHOD: Professional judgment/knowledge.

CONCLUSION: YES. Peterson Air Force Base, 350 children.

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

Signature Date 20 Aug 94

John W. Gibson, GS-11, 12 CES/CERR, 487-3172

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

Signature Date 20 Aug 94

Robert E. Herring, GS-11, HQ AETC/SVFL, 487-6217

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
US Air Force Academy CO

PURPOSE: To document the answer to Manpower Implications question number (A.4.f)

SOURCE: USAFA Real Property Records, 19 Aug 94; Chaplain James Price, USAFA Command Chaplain, 259-2856.

METHOD: Extract data from above sources.

CONCLUSION:

Service	Unit of Measure	Qty
Exchange	SF	35,000
Gas Station	SF	4,078
Auto Repair	SF	2,407
Auto Parts Store	SF	817
Commissary	SF	68,000
Mini-Mart	SF	1,077
Package Store	SF	3,167
Fast Food Restaurants	Each	1
Bank/Credit Union	Each	1 of each
Family Service Center	SF	4,310
Laundromat	SF	None
Dry Cleaners	Each	1
Alcohol Rehabilitation Center	PN	None
Chapel	PN	1,800
FSC Classroom/Auditorium	PN	None

NOTE: The flight screening squadron is a tenant organization. The US Air Force Academy owns all facilities including those utilized by the flight screening squadron. These facilities also support other Academy missions.

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

Signature Date 22 Aug 94

John W. Gibson, GS-11, 12 CES/CERR, 487-3172

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

Signature Date 22 Aug 94

Robert E. Herring, GS-11, HQ AETC/SVFL, 487-6217

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
US AIR FORCE ACADEMY, CO

PURPOSE: To document the answer to Facilities question number (A.18)

SOURCE: FLIP VFR Supplement, 26 May 94, Airfield Project Level Pavement Management Plan, 9 Nov 93.

METHOD: Extract data from above sources.

CONCLUSION:

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
16R/34L	4500	75	12,500*				X		N/A	V	N/A
[illegible] 34R	3500	75	12,500*				X		N/A	V	N/A
[illegible] 34G	1500	25					X		N/A	V	N/A
08/26	2300	75	12,500*				X		N/A	V	N/A
BULLSEYE OLF 17/35	3500	75					X		N/A	V	N/A

* The only load bearing data available indicates a capacity of handling a 12,500 lb aircraft (UV-18).

Flight Screening is a tenant organization. The US Air Force Academy owns all facilities including Flight Screening facilities. These facilities also support other Academy missions.

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

Signature Date 22 Aug 94

Peter A. Lewis, Capt, 12 OSS/DOFR, DSN 487-6162

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

Signature Date 22 AUG 94

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