1995 AIR FORCE BASE QUESTIONNAIRE

Altus AFB - AETC

Section I

1. Force Structure

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

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	AAFES	-	3	93	96
I.1.A.2	Arts & Crafts Center	-	-	9	9
I.1.A.3	Base Exchange Vendors	-	-	13	13
I.1.A.4	Bowling Lanes	-	-	23	23
I.1.A.5	Child Development Center	-	-	27	27
I.1.A.6	Colorado State University	-	-	1	1
I.1.A.7	Community Activity Center	-	-	2	2
I.1.A.8	Corps of Engineers	1	-	11	12
I.1.A.9	DECA	-	7	42	49
I.1.A.10	DFAS	-	6	16	22
I.1.A.11	Golf Course	-	-	13	13
I.1.A.12	Lodging	-	-	52	52
I.1.A.13	NCO Club	-	-	48	48
I.1.A.14	National Bank of Commerce	-	-	5	5
I.1.A.15	Officers Club	-	-	20	20
I.1.A.16	Post Office	-	-	1	1
I.1.A.17	Red Cross	-	-	37	37
I.1.A.18	Red River Federal Credit Union	-	-	15	15
I.1.A.19	SVS Admin	-	-	14	14
I.1.A.20	Southern Illinois University	-	-	2	2
I.1.A.21	Veterinary	-	-	1	1
I.1.A.22	Webster University	-	-	3	3
I.1.A.23	Youth Center	-	-	4	4
	TOTAL:				469

I.1.B **No Remote/Geographically Separated Units receive more then 50% of Base Operational Support from the base.**

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2. Operational Effectiveness

A. Air Traffic Control

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

I.2.A.1 Some of the base ATCALS are officially part of the NAS.

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

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
RAPCON	2	55525	8884	46641	36091	14437	4997
Tower	2	73801	1476	72325	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 35L

64000 operations were conducted this runway during calander year 1993

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

There are no known or projected problems.

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

B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: FORT SILL distance 42 NM

Nearest major primary airdrop customer: FORT HOOD distance 215 NM

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

Lajes AB: 3478 NM

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Rota AB:	4531 NM
Hickam AFB:	3188 NM
RAF Mildenhall:	4398 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	HENRY POST AAF	43
I.2.B.4	Military airfield, runway >= 8,000ft	SHEPPARD AFB	56
I.2.B.5	Military airfield, runway >= 10,000ft	SHEPPARD AFB	56
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Altus Municipal	4
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Clinton-Sherman Airport	32
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Clinton-Sherman Airport	32
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Clinton-Sherman Airport	32
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Clinton-Sherman Airport	32

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

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

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

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

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
R-5107B	372 NM	O'NEILL	439 NM	W-228 A,B,C,D	489 NM
W-228D	496 NM	W-228C	498 NM	W-602	506 NM

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

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Area Name	Distance	Area Name	Distance	Area Name	Distance
FALCON	28 NM	MELROSE	225 NM	SMOKEY HILL	252 NM
RAZORBACK	257 NM	AIRBURST	352 NM	OSCURA	357 NM
CLAIBORNE	375 NM	CANNON	385 NM	McMULLEN	389 NM
SHELBY WEST	557 NM	SHELBY EAST	561 NM	GOLDWATER RANGE 3	681 NM
ATTERBURY	691 NM	GOLDWATER RANGE 2	691 NM	GOLDWATER RANGE 1	696 NM
EGLIN C52	698 NM	GOLDWATER RANGE 4	699 NM	EGLIN C62	701 NM
HARDWOOD	714 NM	JEFFERSON PROVING G	714 NM	HAG/UTTR	724 NM
KITTYCAT/UTTR	753 NM	EAGLE/UTTR	757 NM		

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

MELROSE	225 NM

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

GULFPORT MDS	624 NM

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

FALCON	28 NM

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

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	0	16	19	65	95	136
SR	8	24	26	53	71	98
VR	13	21	28	77	102	155
Total Routes:	**21**	**61**	**73**	**195**	**268**	**389**

Identify Routes:

SR-208	23 NM	SR-217	23 NM	SR-205	26 NM	VR-1140	38 NM	VR-1141	42 NM	SR-206	50 NM
VR-1144	50 NM	VR-1142	51 NM	VR-159	54 NM	VR-1138	65 NM	SR-216	68 NM	VR-163	71 NM
SR-294	73 NM	SR-295	73 NM	VR-1146	76 NM	VR-1145	81 NM	VR-158	81 NM	VR-1139	82 NM
VR-162	83 NM	VR-1143	84 NM	SR-296	88 NM						
IR-103	101 NM	IR-105	101 NM	IR-171	101 NM	IR-172	101 NM	IR-182	101 NM	IR-173	101 NM
VR-104	105 NM	IR-117	106 NM	VR-1113	106 NM	VR-1137	106 NM	VR-1128	106 NM	IR-145	110 NM
IR-146	110 NM	VR-1116	112 NM	IR-181	118 NM	VR-152	118 NM	IR-183	118 NM	IR-155	119 NM
IR-175	121 NM	VR-118	121 NM	IR-154	123 NM	IR-139	124 NM	SR-233	130 NM	SR-240	130 NM
SR-236	130 NM	SR-258	130 NM	SR-255	130 NM	SR-251	130 NM	SR-250	130 NM	SR-249	130 NM
SR-245	130 NM	SR-244	130 NM	SR-243	130 NM	SR-273	130 NM	SR-267	130 NM	SR-242	130 NM
SR-234	130 NM	VR-1110	135 NM	IR-185	139 NM	SR-280	141 NM				

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VR-138	159 NM	VR-119	160 NM	IR-128	164 NM	IR-503	164 NM	IR-129	173 NM	VR-114	179 NM
SR-270	182 NM	VR-532	188 NM	VR-1174	194 NM	SR-228	198 NM	VR-535	198 NM	VR-534	198 NM
IR-107	202 NM	VR-1124	206 NM	VR-189	210 NM	SR-261	211 NM	IR-180	212 NM	IR-124	215 NM
VR-186	215 NM	VR-125	217 NM	VR-101	218 NM	VR-188	219 NM	VR-533	221 NM	IR-164	226 NM
VR-1104	226 NM	VR-100	226 NM	IR-150	227 NM	IR-113	234 NM	VR-108	239 NM	VR-1130	240 NM
VR-536	240 NM	VR-531	243 NM	IR-177	245 NM	VR-143	247 NM	VR-1574	248 NM	VR-544	250 NM
SR-223	251 NM	SR-224	251 NM	IR-123	253 NM	VR-552	254 NM	SR-286	255 NM	VR-1182	258 NM
VR-1546	264 NM	IR-409	268 NM	IR-142	276 NM	IR-127	282 NM	SR-293	282 NM	VR-187	282 NM
VR-1122	284 NM	SR-290	287 NM	SR-292	287 NM	SR-239	299 NM	IR-149	300 NM	IR-110	301 NM
IR-111	301 NM	IR-506	302 NM	VR-1522	302 NM	VR-1120	303 NM	IR-169	304 NM	IR-414	306 NM
IR-502	307 NM	IR-504	307 NM	IR-116	309 NM	VR-1117	311 NM	IR-120	312 NM	VR-1102	312 NM
IR-170	312 NM	IR-524	312 NM	IR-121	313 NM	VR-1103	313 NM	IR-133	315 NM	VR-1523	318 NM
VR-196	319 NM	SR-213	321 NM	VR-106	322 NM	VR-1195	325 NM	IR-507	326 NM	VR-1107	327 NM
IR-134	329 NM	SR-214	329 NM	IR-130	335 NM	VR-1105	336 NM	VR-156	336 NM	VR-545	336 NM
VR-1152	336 NM	IR-102	339 NM	IR-141	339 NM	IR-131	339 NM	SR-218	343 NM	SR-219	343 NM
SR-220	343 NM	SR-221	343 NM	SR-226	343 NM	SR-229	343 NM	SR-227	343 NM	SR-237	343 NM
SR-232	343 NM	SR-231	343 NM	SR-230	343 NM	SR-222	343 NM	IR-505	344 NM	VR-1525	347 NM
VR-512	349 NM	VR-511	353 NM	IR-148	356 NM	SR-618	361 NM	SR-619	361 NM	IR-122	362 NM
IR-115	367 NM	IR-132	369 NM	VR-168	374 NM	IR-144	376 NM	IR-165	376 NM	IR-178	376 NM
IR-415	378 NM	SR-616	380 NM	VR-413	380 NM	VR-412	380 NM	SR-617	380 NM	VR-541	382 NM
VR-1106	386 NM	IR-147	388 NM	SR-212	388 NM	IR-160	389 NM	IR-161	389 NM	IR-517	390 NM
VR-1123	390 NM	VR-1520	390 NM	VR-1515	390 NM	VR-1121	390 NM	VR-1108	392 NM	VR-1109	392 NM
IR-109	395 NM	IR-126	398 NM								
VR-151	403 NM	IR-518	405 NM	IR-514	409 NM	VR-176	413 NM	IR-112	414 NM	VR-1196	414 NM
VR-540	420 NM	IR-136	422 NM	SR-238	429 NM	IR-527	437 NM	SR-073	438 NM	SR-074	438 NM
VR-510	439 NM	IR-135	442 NM	IR-070	446 NM	VR-1032	446 NM	IR-068	449 NM	IR-166	454 NM
IR-592	458 NM	IR-500	460 NM	IR-501	460 NM	IR-416	466 NM	SR-540	469 NM	SR-542	469 NM
SR-541	469 NM	SR-075	472 NM	SR-210	472 NM	SR-211	472 NM	VR-1521	478 NM	IR-508	484 NM
VR-1072	484 NM	IR-509	484 NM	IR-167	497 NM	IR-157	513 NM	IR-174	513 NM	VR-1016	515 NM
IR-091	516 NM	SR-137	518 NM	IR-044	520 NM	IR-320	522 NM	IR-078	524 NM	IR-429	538 NM
IR-473	538 NM	IR-476	538 NM	IR-476A	538 NM	IR-499	538 NM	VR-1033	539 NM	VR-1031	550 NM
VR-615	555 NM	VR-1014	559 NM	IR-613	561 NM	SR-031	561 NM	SR-030	562 NM	VR-179	566 NM
IR-614	574 NM	VR-1635	574 NM	VR-1083	576 NM	VR-1233	576 NM	VR-260	576 NM	SR-225	577 NM
VR-267	577 NM	VR-268	577 NM	VR-269	577 NM	VR-263	577 NM	VR-259	577 NM	SR-059	580 NM
SR-061	580 NM	SR-062	580 NM	SR-060	580 NM	VR-1030	582 NM	IR-276	583 NM	SR-029	590 NM
VR-1022	598 NM										

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IR-037	602 NM	VR-1020	609 NM	IR-040	611 NM	VR-1024	611 NM	VR-1023	611 NM	VR-1021	611 NM
IR-038	613 NM	IR-066	616 NM	IR-067	616 NM	VR-1051	616 NM	VR-1050	616 NM	VR-1679	620 NM
VR-1616	625 NM	VR-060	631 NM	IR-069	636 NM	IR-077	638 NM	VR-1054	638 NM	IR-618	644 NM
VR-619	644 NM	VR-239	647 NM	VR-245	647 NM	SR-728	648 NM	SR-729	648 NM	SR-773	651 NM
IR-430	655 NM	IR-490	655 NM	IR-492	655 NM	IR-400	656 NM	VR-1220	656 NM	VR-244	656 NM
VR-246	656 NM	VR-242	656 NM	VR-1219	656 NM	SR-774	658 NM	IR-041	661 NM	VR-1067	661 NM
IR-063	661 NM	IR-021	662 NM	VR-223	662 NM	SR-730	665 NM	SR-731	665 NM	SR-069	666 NM
SR-070	666 NM	SR-072	666 NM	SR-071	666 NM	VR-092	667 NM	IR-250	669 NM	VR-231	671 NM
IR-254	672 NM	VR-1070	673 NM	VR-1082	674 NM	VR-1085	674 NM	VR-1084	674 NM	IR-057	676 NM
SR-106	676 NM	SR-104	676 NM	VR-1056	676 NM	IR-059	676 NM	SR-103	676 NM	SR-101	676 NM
IR-089	682 NM	SR-776	686 NM	SR-727	687 NM	VR-1667	690 NM	SR-771	693 NM	SR-785	696 NM
VR-1052	698 NM	VR-1641	699 NM	VR-1642	699 NM	IR-017	702 NM	VR-1017	702 NM	IR-030	706 NM
IR-031	706 NM	SR-039	709 NM	VR-1650	709 NM	VR-1668	714 NM	SR-038	716 NM	IR-002	720 NM
SR-035	725 NM	SR-037	725 NM	SR-040	725 NM	SR-036	725 NM	VR-1406	728 NM	IR-266	729 NM
IR-418	729 NM	IR-420	729 NM	VR-1640	735 NM	IR-425	736 NM	VR-1005	737 NM	VR-1055	737 NM
VR-299	743 NM	IR-498	744 NM	IR-310	748 NM	VR-1422	751 NM	VR-1423	751 NM	VR-1267	752 NM
VR-1445	755 NM	IR-075	757 NM	VR-1446	757 NM	SR-102	760 NM	IR-042	762 NM	VR-1068	762 NM
IR-644	765 NM	IR-649	765 NM	IR-480	766 NM	IR-481	766 NM	VR-1225	766 NM	VR-1253	769 NM
SR-105	773 NM	VR-1266	774 NM	VR-1267	774 NM	VR-1268	774 NM	SR-397	775 NM	IR-285	777 NM
VR-289	778 NM	VR-296	778 NM	VR-607	781 NM	IR-083	787 NM	IR-255	788 NM	IR-235	790 NM
IR-214	798 NM										

I.2.C.9 **IR-429 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 538 NM from the base.**

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

200 NM	300 NM	500 NM
11	25	59

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

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-013 WEST	40 NM	AR-013 EAST	135 NM	AR-102A EAST	149 NM	AR-312	151 NM
AR-112 EAST	156 NM	AR-113 WEST	168 NM	AR-104 WEST	174 NM	AR-330 EAST	180 NM
AR-461	193 NM	AR-116 EAST	194 NM	AR-309 EAST	194 NM		
AR-313 SOUTH	203 NM	AR-113 EAST	211 NM	AR-114	211 NM	AR-104 EAST	218 NM
AR-314 WEST	220 NM	AR-116 WEST	235 NM	AR-313 NORTH	246 NM	AR-112 WEST	253 NM

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AR-623	260 NM	AR-602	269 NM	AR-330 WEST	271 NM	AR-653	290 NM
AR-309 WEST	291 NM	AR-314 EAST	294 NM				
AR-644 SOUTH	317 NM	AR-644 NORTH	330 NM	AR-643	342 NM	AR-167 NORTH	346 NM
AR-167 SOUTH	346 NM	AR-650	346 NM	AR-110 EAST	352 NM	AR-614	352 NM
AR-637	369 NM	AR-115	377 NM	AR-017 NORTH	379 NM	AR-019 NORTH	389 NM
AR-024 NORTH	389 NM	AR-310 EAST	393 NM	AR-310 WEST	393 NM	AR-318 EAST	398 NM
AR-101 SOUTH	427 NM	AR-3L	440 NM	AR-622	440 NM	AR-110 WEST	456 NM
AR-318 WEST	460 NM	AR-111 EAST	461 NM	AR-615	465 NM	AR-017 SOUTH	474 NM
AR-016 NORTHEAST	475 NM	AR-3H WEST	475 NM	AR-019 SOUTH	480 NM	AR-024 SOUTH	480 NM
AR-105 EAST	483 NM	AR-105 WEST	483 NM	AR-613	484 NM	AR-302 EAST	489 NM
AR-011 WEST	494 NM	AR-014 WEST	494 NM				

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

500 NM	700 NM
5410	6746

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-013	40 NM	329	AR-102	149 NM	10	AR-112	156 NM	360	AR-113	168 NM	27
AR-104	174 NM	123	AR-116	194 NM	541	AR-309	194 NM	138	AR-114	211 NM	566
AR-314	220 NM	256	AR-110	352 NM	596	AR-017	379 NM	186	AR-024	389 NM	149
AR-101	427 NM	217	AR-111	461 NM	303	AR-016	475 NM	157	AR-105	483 NM	285
AR-302	489 NM	445	AR-011	494 NM	87	AR-014	494 NM	635			0

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 194NM from the base."**

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

Tanker saturation within the region has been classified as tanker Balanced

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	SR
ALL AMERICAN	344 NM	✔	✔	✔	0	0
ANTELOPE - FT HOOD	219 NM	✔	✔	✔	1	2
ANTELOPE - PINON	282 NM	✔	✔	✔	0	0
APOLLO (CIR)	283 NM	✔	✔	✔	0	0
ARDMORE(CIR)	114 NM	✔	✔	✔	0	0

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ARROWHEAD	250 NM	✔	✔	✔	3	2
ARROYO	290 NM	✔	✔	✔	0	0
BAILEY	251 NM	✔	✔	✔	0	0
BRADFORDS FOLLY	275 NM		✔	✔	0	0
CHOLA	288 NM	✔	✔	✔	0	0
DEVIL	184 NM	✔	✔	✔	0	0
DEVILS RIVER	322 NM	✔	✔		0	0
EAGLE MOUNTAIN	135 NM	✔	✔	✔	0	1
FT HOOD	220 NM		✔	✔	1	2
FT SILL CIRCULA	48 NM	✔	✔	✔	2	3
GEMINI	283 NM	✔	✔	✔	0	0
GRANDMA	280 NM	✔	✔	✔	0	0
GRANDMA (CIR)	281 NM	✔	✔	✔	0	0
GRANDPA	280 NM	✔	✔	✔	0	0
HALL	299 NM	✔	✔	✔	0	0
HOGBACK	288 NM	✔	✔	✔	0	0
JD (CIR, water)	297 NM				0	1
KAREN EAST	345 NM			✔	0	0
KAREN WEST	345 NM			✔	0	0
MARRION IMC N	138 NM	✔	✔	✔	0	14
MARRION IMC S	138 NM	✔	✔	✔	0	13
MELROSE	224 NM		✔		5	0
MINERAL WELLS	124 NM		✔	✔	0	2
MINERAL WLS CAT	124 NM		✔	✔	0	2
MINERAL WLS CIR	124 NM		✔	✔	0	2
MINERAL WLS SKE	124 NM		✔	✔	0	2
PINE	288 NM	✔	✔	✔	0	0
PINON	288 NM	✔	✔	✔	0	0
PINON (CIR)	288 NM	✔	✔	✔	0	0
PREY	282 NM	✔	✔	✔	0	0
PRONGHORN	282 NM	✔	✔	✔	0	0
RAPIDO	211 NM	✔	✔	✔	0	2
RAPTOR	282 NM	✔	✔	✔	0	0
RATTLESNAKE	258 NM		✔	✔	3	2

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

ANTELOPE - FT HOOD	IR-139	SR-258	SR-261						

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

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

ALTUS (C-17) NM

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	SR
MINERAL WELLS	124 NM		✔	✔	0	0
RAPIDO	211 NM	✔	✔	✔	0	0

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

FORT SILL 42 NM

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D. Ranges

Ranges (Controlled/managed by the base)

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

Ranges (Used by the base)

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

I.2.D.19

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

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

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

I.2.D.20

I.2.D.21

I.2.D.22

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E. Airspace Used by Base

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

AR Tracks 312, 313,461	Air Refueling Track / Anc
IR 1160, 61, 62, 63, 64, 65	MTA
Low Alt Tactical Nav Area	Other
SR 205, 206, 208, 216, 217	MTA

Details for airspace scheduled or managed by the base:

Airspace: AR Tracks 312, 313,461

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

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

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

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

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

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

24 hous a day, 365 days a year

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Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 2,940 hrs

I.2.E.7.b **Hours used:** 2,940 hrs

I.2.E.8 **Utilization of the airspace can Not be increased.**

I.2.E.9 **It is Not possible to expand either hours or volume to increase the airspace utilization.**

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

AR 312, Alt Block 200-220, AR 313 Alt block 180-220, AR 461 Alt block 240-260.

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

Airspace: IR 1160, 61, 62, 63, 64, 65

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

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

I.2.E.3.a **Eldorado, avoid overflight**

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

I.2.E.3.a **N35-01.0, W100-10.6, # NM rad**

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

I.2.E.3.a **Quail, 2 NM radius**

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

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

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

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

Subsonic
There are other resrictions
under development at this time

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

24 hours a day, 365 days a year.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 0 hrs

I.2.E.7.b **Hours used:** 0 hrs

I.2.E.8 **Utilization of the airspace can Not be increased.**

I.2.E.9 **It is Not possible to expand either hours or volume to increase the airspace utilization.**

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

Altitude restictions for IR Routes 1160, 1161, 1162, 1163 are 300' AGL to 5000' MSL
Altitude restictions for IR Routes 1164 and 1165 are 300' AGL to 4000' MSL.

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

Airspace: Low Alt Tactical Nav Area

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

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

I.2.E.3.a **Eldorado, avoid over flight**
I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.3.a **N35-01.0, W100-10.6, 3 NM RA**
I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.3.a **Ostrich Farms along SR205** Not Listed
I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

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

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

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

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

Min Alt 300 ft
Subsonic

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

24 hours a day, 365 days a year.

Range scheduling statistics (yearly average from 1990 to 93.

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

I.2.E.8 **Utilization of the airspace can be increased.**
I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**
I.2.E.10 **Description of the volume or area of the Airspace:**

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Altitude structure: 300' to 1500'

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

Airspace: SR 205, 206, 208, 216, 217

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

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

I.2.E.3.a **Eldorado, avoid over flight**

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

I.2.E.3.a **N35-01.0, W100-10.6 3 NM Rad**

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

I.2.E.3.a **Ostrich farms along SR 205** Not Listed

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

I.2.E.3.a **Quail, 2 NM radius**

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

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

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

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

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Min Alt 300'
Subsonic

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

24 hours a day, 365 days a year.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a Hours scheduled: 1,300 hrs

I.2.E.7.b Hours used: 1,280 hrs

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

SRs are occasionally used by Dyess AFB.

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

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

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

Altitude structure for all SRs is 300' to 1500' AGL

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

Commercial Aviation Impact

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

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

Airfield:	Airfield:
Altus Municipal Airport	General Aviation
Carlin Lawrence	Uncontrolled
Carnegie	Uncontrolled
Chattanooga Sky Habor	Uncontrolled
Childress Muni	Uncontrolled
Clinton-Sherman Airport	General Aviation
Cordell Muni	Uncontrolled
Cunningham	Uncontrolled
Elk City Muni	Uncontrolled
Ferrell Ranch	Uncontrolled
Foard Co	Uncontrolled
Fredrick Muni	General Aviation
Grandfield Muni	Uncontrolled

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Haddock	Uncontrolled
Harp	Uncontrolled
Henry Post AAF	Military
Hill Top	Uncontrolled
Hobart Muni	General Aviation
Hohman	Uncontrolled
Hollis Muni	General Aviation
Lawrence	Uncontrolled
Lawton Muni	Commercial
Lehman	Uncontrolled
Lockett	Uncontrolled
Mangum Muni	General Aviation
Marian	Uncontrolled
McAlister Farm	Uncontrolled
Olustee Muni	Uncontrolled
Pinson's Cotton Patch	Uncontrolled
Pleasant Valley	Uncontrolled
Preston	Uncontrolled
Quanah Muni	Uncontrolled
Sayre Muni	Uncontrolled
Sheffield Smith	Uncontrolled
Snyder	Uncontrolled
Sugar Creek	Uncontrolled
Tipton	Uncontrolled
Walters	Uncontrolled
Wilbarger County Airport	Uncontrolled

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

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F. Potential for Growth in Training Airspace (Area)

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

I.2.F.1.a **Estimated expansion potential is 40.0 percent. Rationale for estimate:**

SRs can be increased by 50% if we schedule and use them during non-airdrop training weeks and weekends.
AR airspace can be increased 30% if we add one addition AR Track.
We will continue to have 100% access to all airspace.

I.2.F.2 **Current access will remain the same.**

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

I.2.F.4 **Current special use airspace and training areas do Not meet all training requirements.**

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

I.2.F.4.b **Degradation experienced:** Loadmaster personnel training can only be accomplished off base due to the large requirement of jumpers needed for training. This is not an airspace restriction.

G. Composite / Integrated Force Training

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

FORT SILL

42 NM from the base.

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

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

Corpus Christi, TX

428 mi from the base.

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

Oklahoma City ANG, OK

94 mi from the base.

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

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H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

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

J. Weather Data (AF Environmental Technical Applications Center)

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

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.4	98.9	93.0	88.3	87.6

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

I.2.J.2.a **Is at or below 15 knots 97.5 percent of the time**

I.2.J.2.b **Is at or below 25 knots 99.7 percent of the time**

I.2.J.3 **13 Days have freezing partcipitation (mean per year).**

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Altus AFB	Air Base	5,878	5,758	120
II.1.A.2	Flexor Drop Zone	Drop Zone (leased)	458	458	
II.1.A.3	Fredrick, OK	NEXRAD(leased)	1	1	
II.1.A.4	Humphreys VOR	VOR (leased)	360	360	
II.1.A.5	ILS	ILS Site	1	1	
		TOTALS:	6,698	6,578	120

B. Facilities

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

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	11,400	11,400	21.0	0.0	79.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	14,157	100.0	0.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	152,563	81.0	18.0	1.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	50,900	62,289	56.0	44.0	0.0	11,389
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	1,530	0		0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	9,020	100.0	0.0	0.0	9,020
II.1.B.1.d	171	Training Buildings	SF	N/A	354,335	94.0	4.0	2.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	113,344	70,498	100.0	0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	45,000	64,438	79.0	21.0	0.0	19,438
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	416,259	40.0	57.0	3.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	194,154	135,914	100.0	0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	94,000	62,940	19.0	80.0	1.0	0

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II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	4,000	4,685	100.0	0.0	0.0	685
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	39,600	7,200	100.0	0.0	0.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	30,134	32,269	22.0	78.0	0.0	2,135
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	96,500	0		0.0		0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	78,101	0.0	100.0	0.0	78,101
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	41,396	36,627	0.0	100.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	42,980	52,035	76.0	0.0	24.0	9,055
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	4,843	0.0	100.0	0.0	4,843
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	36,603	87.0	0.0	13.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	31,680	31,670	100.0	0.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	3,600	4,933	0.0	0.0	100.0	1,333
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	0		0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	28,939	0.0	100.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	41,900	28,939	0.0	100.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	16,000	12,037	0.0	100.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	9,359	12,376	100.0	0.0	0.0	3,017
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	3,880	3,740	100.0	0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	65,160	30.0	34.0	36.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	78,000	109,740	13.0	77.0	10.0	31,740

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II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	22,530	100.0	0.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	2,600	100.0	0.0	0.0	2,600
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	19,930	19,930	100.0	0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	175,361	15.0	81.0	4.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	0	25,000	100.0	0.0	0.0	25,000
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	129,850	142,649	4.0	92.0	4.0	12,799
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	0	0		0.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	0	0		0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	120,170	90.0	5.0	5.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	3,608	100.0	0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	6,820	100.0	0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	193,057	60.0	31.0	9.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	1,034	42.0	58.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	1,467	658	65.0	35.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	20,310	100.0	0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	20,310	20,310	100.0	0.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	267	45.0	55.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	68,002	69.0	20.0	11.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	330,877	58.0	37.0	5.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	0	13,331	100.0	0.0	0.0	13,331

Notes for specific Cat Codes:

II.1.B.1.c.iv	141-784	The Air Passanger Terminal is only part of building, there is no dedicated Terminal.
II.1.B.1.r	318	78000

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

	Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111	Aircraft Pavement-Runway(s)	SY	448,000	0.0	100.0	0.0

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II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	277,796	100.0	0.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	649,060	45.0	55.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	1,178,644	84.0	16.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	0			
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	168,036	94.0	6.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	224,129	6.0	94.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	0			
II.1.B.1.j	851	Roads	SY	687,081	100.0	0.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	348,925	100.0	0.0	0.0

C. Family Housing (Facility Category Code 711)

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

II.1.C.1.a **Number of adequate units from current DD Form 1410, line 18d:** 799

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

II.1.C.1.c **Current deficit (-) or surplus units in validated Market Analysis:** -236 **(includes E-1 - E3 requirements)**

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

II.1.C.1.d **FY95/4 projected net housing deficit (-) or surplus of units:** -286 **(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)**

II.1.C.2 **Condition**

II.1.C.2.a **Number of adequate units meeting current whole-house standards of accommodation and state of repair:** 279 **(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)**

II.1.C.2.a **Number of adequate units requiring whole-house renovation or replacement:** 521 **(Units meeting whole-house standards are those that were programmed/ renovated after FY88).**

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

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

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II.1.C.3.a **47.0 percent of officer families live on base.**

II.1.C.3.b **35.0 percent of enlisted families live on base.**

II.1.C.3.a **37.0 percent of all military families live on base.**

2. Airfield Characteristics

II.2 **Runway Table:**

Primary Designation		Dimensions: Length	Width	Cross Runway	Aircraft Arresting Systems (II.2.I) Number	Types
35R	Secondary	9000 ft	150 ft	No		
35L	Primary	13440 ft	300 ft	No	None	

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

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

II.2.B **There are 1 parallel runways (excluding main runway).**

II.2.C **Dimensions of the primary runway (35L).**

II.2.C.1 **Length: 13,440 ft**

II.2.C.2 **Width: 300 ft**

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

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

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

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

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

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

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Pavement:	Aircraft:	(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Aprons	B-52	SY	16,000	21" PCC, 1,000 SY with 23" PCC
Taxiway	B-52	SY	34,500	19" PCC
Runway	B-52	SY	14,200	19" PCC

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

II.2.G.1 **The total usable apron space for aircraft parking is 552,000 Sq Yds.**

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

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
Alert Spot #1	200 ft	240 ft	Neither	Aircraft Parking
Alert Spot #2	200 ft	240 ft	Neither	Aircraft Parking
Alert Spot #3	200 ft	240 ft	Neither	Aircraft Parking
Alert Spot #4	200 ft	240 ft	Neither	Aircraft Parking
Alert Spot #5	200 ft	240 ft	Neither	Aircraft Parking
Alert Spot #6	200 ft	240 ft	Neither	Aircraft Parking
Alert Spot #7	200 ft	240 ft	Neither	Aircraft Parking
Alert Spot #8	200 ft	240 ft	Neither	Aircraft Parking
Alert Spot #9	200 ft	240 ft	Neither	Aircraft Parking
Center Wing	1,950 ft	525 ft	Primary Aircraft	Aircraft Parking-C5
North Apron	750 ft	600 ft	Primary Aircraft	Aircraft Parking-C14
North Wing	1,450 ft	830 ft	Primary Aircraft	Aircraft Parking-C13
South Wing	2,300 ft	525 ft	Primary Aircraft	Aircraft Parking-C14

II.2.G.2 **Permanently assigned aircraft currrently require 485,000 Sq Yds of parking space.**

II.2.G.3 **67,000 Sq Yds of parking space is available for parking additional non-transient aircraft.**

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

Configuration, space and location of the "Alert Christmas Tree", it is located on the far north end of the base.

II.2.H **The dimensions of the (largest) transient parking area:** N/A

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

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

Other than the limits for B-52s, 450 KIPS, 15000 passes, no other features exist that limit pavement system capacity. Review of the bae waiver file shows no restrictions to Airfield operations.

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3. Utility Systems

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

	Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1	Water:	3.7 MG/D	MG/D - million gallons per day	37 %
II.3.A.2	Sewage:	3.7 MG/D		27 %
II.3.A.3	Electrical distribution:	18.28 MW	MW - million watts	65 %
II.3.A.4	Natural Gas:	3.36 MCF/D	MCF/D - million cubic feet per day	58 %
II.3.A.5	High temperature water/steam generation/distribution:	-	MBTUH - million British thermal units per hour	0 %

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

All utility service contracts are without "take or pay" clauses, no natural gas is purchased through the DFSC central office, no electrical power is purchased from Federal Power Marketing Administration, cathodic protection on water and gas lines.

4. Aircraft Maintenance Hangar Facilities

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

II.4.A.1 **Facility number:** 285 Nose Dock

Current Use: Maintenance Dock, L/A.

II.4.A.2 **Size (SF):** 78,101 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-5

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	250 ft	64 ft	
II.4.A.6	Largest unobstructed space inside the facility:	270 ft	68 ft	70 ft

II.4.A.1 **Facility number:** 435 Hanger

Current Use: Maintenance Hanger

II.4.A.2 **Size (SF):** 84,735 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-5

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	265 ft	79 ft	
II.4.A.6	Largest unobstructed space inside the facility:	368 ft	160 ft	302 ft

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II.4.A.1 **Facility number:** 509 Hanger

Current Use: Maintenance Hanger

II.4.A.2 **Size (SF):** 51,179 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-17

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	203 ft	62 ft	
II.4.A.6	Largest unobstructed space inside the facility:	207 ft	101 ft	197 ft

II.4.A.1 **Facility number:** 510 Nose Dock

Current Use: Maintenance Dock, M/A.

II.4.A.2 **Size (SF):** 16,627 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-141

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	203 ft	20 ft	
II.4.A.6	Largest unobstructed space inside the facility:	190 ft	29 ft	74 ft

II.4.A.1 **Facility number:** 514 Nose Dock

Current Use: Maintenance Dock, Fuel Sys.

II.4.A.2 **Size (SF):** 25,400 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-17

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	192 ft	35 ft	
II.4.A.6	Largest unobstructed space inside the facility:	208 ft	56 ft	102 ft

II.4.A.1 **Facility number:** 515 Nose Dock

Current Use: Maintenance Fuel System, To be demolished

II.4.A.2 **Size (SF):** 12,590 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** KC-135

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	151 ft	32 ft	
II.4.A.6	Largest unobstructed space inside the facility:	200 ft	36 ft	60 ft

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II.4.A.1 **Facility number:** 517 Hanger

Current Use: Corr Control, awaiting construction award.

II.4.A.2 **Size (SF):** 96,500 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-5

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	243 ft	72 ft	
II.4.A.6	Largest unobstructed space inside the facility:	262 ft	80 ft	206 ft

II.4.A.1 **Facility number:** 518 Nose Dock

Current Use: Maintenance Dock, Fuel Sys.

II.4.A.2 **Size (SF):** 39,445 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-5

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	238 ft	40 ft	
II.4.A.6	Largest unobstructed space inside the facility:	285 ft	66 ft	195 ft

II.4.A.1 **Facility number:** 523 Nose Dock

Current Use: Maintenance Dock, M/A.

II.4.A.2 **Size (SF):** 20,000 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-141

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	198 ft	32 ft	
II.4.A.6	Largest unobstructed space inside the facility:	198 ft	34 ft	85 ft

5. Unique Facilities

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

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

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

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.1	17L	CZ	0	206	0.0	Gen Compat	0.0	0.0	0.0	97.0	0.0	3.0
	17R	CZ	0	206	0.0	Gen Compat	0.0	0.0	0.0	69.0	0.0	31.0

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	35L	CZ	0	206	0.0	Gen Compat	0.0	0.0	0.0	62.0	0.0	38.0
	35R	CZ	0	206	0.0	Gen Compat	0.0	0.0	0.0	81.0	0.0	19.0
II.6.A.2	17L	APZ 1	49	344	0.0	Gen Compat	7.0	4.0	0.0	7.0	0.0	82.0
	17R	APZ 1	6	344	0.0	Gen Compat	0.0	0.0	0.0	1.0	0.0	99.0
	35L	APZ 1	1	344	0.0	Gen Compat	0.0	0.0	0.0	2.0	0.0	98.0
	35R	APZ 1	9	344	0.0	Gen Compat	0.0	6.0	0.0	22.0	0.0	72.0
II.6.A.3	17L	APZ 2	35	482	0.0	Gen Compat	2.0	0.0	0.0	0.0	0.0	98.0
	17R	APZ 2	17	482	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	35L	APZ 2	0	482	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	35R	APZ 2	11	482	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.4	65-70	231	10,151	0	Gen Compat	1.0	1.0	0.0	0.0	1.0	97.0
II.6.A.5	70-75	170	6,352	0	Gen Compat	1.0	1.0	0.0	0.0	1.0	97.0
II.6.A.6	75-80	71	1,783	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.7	80+	14	992	0	Gen Compat	0.0	0.0	0.0	1.0	0.0	99.0

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

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.1	17L	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	97.0	0.0	3.0
	17R	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	69.0	0.0	31.0
	35L	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	62.0	0.0	38.0
	35R	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	81.0	0.0	19.0
II.6.B.2	17L	APZ 1	49	344	12	Sig Incompat	7.0	5.0	0.0	7.0	0.0	81.0
	17R	APZ 1	6	344	0	Gen Compat	0.0	0.0	0.0	1.0	0.0	99.0
	35L	APZ 1	1	344	0	Gen Compat	0.0	0.0	0.0	2.0	0.0	98.0
	35R	APZ 1	9	344	0	Gen Compat	0.0	6.0	0.0	22.0	0.0	72.0
II.6.B.3	17L	APZ 2	35	482	2	Gen Compat	2.0	0.0	0.0	0.0	0.0	98.0
	17R	APZ 2	17	482	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	35L	APZ 2	0	482	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	35R	APZ 2	11	482	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN

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II.6.B.4	65-70	231	10,151	1	Gen Compat	1.0	1.0	0.0	0.0	1.0	97.0
II.6.B.5	70-75	170	6,352	1	Gen Compat	1.0	1.0	0.0	0.0	1.0	97.0
II.6.B.6	75-80	71	1,783	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.7	80+	14	992	0	Gen Compat	0.0	0.0	0.0	1.0	0.0	99.0

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

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

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

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

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

The old plan is too old and a new one will be released in October 1994.

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

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

II.6.E.1 Base Plan-Completed Feb 94, Base Approval-Est Mar 94, USAF/MAJCOM-Est Mar 94, Public Release-Est Apr 94, Implementation-Ongoing.

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

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

Government name:	Types of controls in place	Types of encroachment limited:
Jackson County	Zoning by Jackson County Commission	All encroachment has been limited by the Zoning ordance from the County Commission.

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

Government name:	Types of controls in place	Types of encroachment limited:
Jackson County	Zoning by Jackson County Commission	All encroachment has been limited by the Zoning ordance from the County Commission.

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

Government name:	Types of controls in place	Types of encroachment limited:
Jackson County	Zoning by Jackson County Commission	All encroachment has been limited by the Zoning ordance from the County Commission.

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

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

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Jackson County	Zoning by Jackson County Commission	All encroachment has been limited by the Zoning ordance from the County Commission.

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

Government name:	Types of controls in place	Types of encroachment limited:
Jackson County	Zoning by Jackson County Commission	All encroachment has been limited by the Zoning ordance from the County Commission.

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

Government name:	Types of controls in place	Types of encroachment limited:
Jackson County	Zoning by Jackson County Commission	All encroachment has been limited by the Zoning ordance from the County Commission.

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

No significant development currently exists in any AICUZ zone.

No significant development is projected for any AICUZ zone.

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

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

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Jackson County	29736	30902	30356	28764	32790

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

II.6.I.1

Runway approach	Extent of acquisition	Expected acquisition date	Expected acquisition cost
35L	5 acres	Feb 1996	$ 8 M

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

Type of facility:	Appoximate number of occupants	Zone with violation	Reason the incompatability is necessary
BLDG 440 Terminal Fleet Service	2	CZ	All facility were in existance prior to AICUZ

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BLDG 441 Terminal Fleet Service	2	CZ	All facility were in existance prior to AICUZ
BLDG 444 Squadron OPS	50	CZ	All facility were in existance prior to AICUZ
BLDG 445 Petrol OPS Bldg	5	CZ	All facility were in existance prior to AICUZ
BLDG 446 Hsg Sup & Stor Facility	0	CZ	All facility were in existance prior to AICUZ
BLDG 447 BE Stor CV Facility	0	CZ	All facility were in existance prior to AICUZ
BLDG 449 Hazard Stor Base	0	CZ	All facility were in existance prior to AICUZ
BLDG 566 Support Group NCO Leadership School	25	CZ	All facility were in existance prior to AICUZ
BLDG 567 Aux Fire Station	3	CZ	Will be removed in 1995
BLDG 568 Traffic Check House	0	CZ	All facility were in existance prior to AICUZ

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

Air Space Encroachment

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

II.6.K.1 **0.0 noise complaints per month (average) are received from off base residents.**

II.6.L **The base has not implemented noise abatement procedures.**

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

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

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

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

III.1.A.1.b **Current MHE:** 9 Ton Hi-Lift - 2; 10K Forklift - 7; 10K A/T Forklift - 2; 40K Loader - 5; 25K Loader - 4; 40 Ft Trailer (rollerized) - 2; Tugs - 5; 4K Forklift - 4; 6K Forklift - 3; C238 3 Ton - 1; and 15K Forklift -1.

III.1.A.2 **14 C-141 equivalent aircraft can be refueled at one time.**

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

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

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

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

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

III.1.C.2 **5 hydrant pits are operational.**

Description of base fuel hydrant system:

System Type:	Total Pumping Rate (GPM):	Number of Laterals:	Nomber of Usable Refueling Positions:	Number of SIMULTANEOUS aircraft refuelings of Narrow	Widebody
Type II, Station 1	1500	3	12	3	3
Type II, Station 2	1500	3	3	3	3
Type II, Station 3	1800	6	6	6	6
Type III, North Ramp	2400	0	5	5	5

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Type III, South Ramp	2400	0	8	8	8

III.1.C.3 **20 fuel storage tanks support the operational fuel hydrant system:**

III.1.C.3.a

Storage tank Capacity:	Tanks with this capacity
50000	16
210000	2
420000	2

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

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

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

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

III.1.D.3 **Excess storage capacity is 2,000,000 gallons.**

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

III.1.D.4 **Other receipt modes available:** tank trucks, 10,000 gallon tank cars, 20,000 gallon tank cars

Number of offload headers: 22

6 tank trucks can be simultaneously offloaded

16 tank cars can be simultaneously offloaded

III.1.D.5 **4 refueling unit fillstands are available.**

III.1.D.5.a **4 refuelers can be filled simultaneously.**

III.1.D.6 **Current despensing capabilities as defined in AFR 144-1** **sustained:** 3
maximum: 3

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

III.1.D.7.a **Supporting DFSP:** DFSP UY7026, ST Services, Route 1, Box 122, Drumbright, OK 74030

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

	Cat 1.1	Cat 1.2
III.1.E.1 **Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:**	696400	152740
Square footage available (including physical capacity limit):	18678	18678
III.1.E.2 **Normal installation mission storage requirement:**	2888	1711

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Physical Limits for Cat 1.2 Munitions:

Based on the physical capacity of the earth igloos not restricted to NEW.

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

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

C-5 aircraft may taxi onto the spot but must be turned around by maintenance personnel.

III.1.F.2 **The size of the hot cargo pad is 59,400 sq feet.**

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

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

III.1.F.5 **The taxiway servicing the hot pad is 75 ft wide and has a pavement classification number (PCN) of 65.**

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

L-100, C-130, KC-135, C-5, C-141.

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

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

Active ground force installations within 150 NM:

FORT SILL	42 NM

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

Railheads within 150 NM:

Altus - Altus AFB	3 NM
Enid - Vance	124 NM
Lawton - Chickasha	70 NM
Midwest City	104 NM

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

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

III.1.I **The base does not have a dedicated deployment facility capable of handling DoD standardized cargo pallets.**

III.1.J **The base medical treatment facility does Not routinely receive referral patients.**

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

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

Deploy FFGLB, FFGLE, FFQC1 and FFGKH.

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

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

There is a 1994 O&M project to add to and repair dental clinic.

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

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

III.1.M.2 **Major MCP completed since 1989:**

An MCP project was completed 15 Aug 93. This MCP constructed 6,200 SF Material Logistics Facility. The cost was $611,311.

III.1.N **Base facilities have a total excess storage capacity of 99,955 sq ft.**

III.1.N.1 **Base facilities have a total covered storage capacity of 142,649 sq ft.**

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	122,196 sq ft
Mobility storage:	12,713 sq ft
War Readiness Support Kits (WRSK) storage:	3,870 sq ft

III.1.O **172 light military vehicles are on base.**

III.1.P **274 heavy military and special vehicles are on base.**

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Section IV

1. Base Budget

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

IV.1.A	**xxx56**	Environmental Compliance			**FY 91 Total**	**FY 92 Total**	**FY 93 Total**	**FY 94 Total**
	FY-91	**Appropriation**	**Direct**	**Reimbursable**				
		3400	1,222.30 $sK	0.00 $sK	1,222.30 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		3400	1,286.90 $sK	0.00 $sK		1,286.90 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		3400	1,391.50 $sK	0.00 $sK			1,391.50 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		3400	639.00 $sK	0.00 $sK				639.00 $sK
				xxx56 TOTALS:	1,222.30 $sK	1,286.90 $sK	1,391.50 $sK	639.00 $sK
IV.1.B	**xxx76**	Real Property Maintenance A			**FY 91 Total**	**FY 92 Total**	**FY 93 Total**	**FY 94 Total**
	FY-91	**Appropriation**	**Direct**	**Reimbursable**				
		3400	12,020.75 $sK	643.92 $sK	12,664.67 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		3400	8,413.28 $sK	576.31 $sK		8,989.59 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		3400	1,418.60 $sK	0.00 $sK			1,418.60 $sK	
				xxx76 TOTALS:	12,664.67 $sK	8,989.59 $sK	1,418.60 $sK	
IV.1.C	**xxx78**	Real Property Maintenance S			**FY 91 Total**	**FY 92 Total**	**FY 93 Total**	**FY 94 Total**
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		3400	1,612.20 $sK	0.00 $sK		1,612.20 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		3400	3,630.20 $sK	605.80 $sK			4,236.00 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		3400	1,227.00 $sK	91.90 $sK				1,318.90 $sK
				xxx78 TOTALS:		1,612.20 $sK	4,236.00 $sK	1,318.90 $sK
IV.1.D	**xxx90**	Audio Visual			**FY 91 Total**	**FY 92 Total**	**FY 93 Total**	**FY 94 Total**
	FY-91	**Appropriation**	**Direct**	**Reimbursable**				
		3400	60.60 $sK	0.00 $sK	60.60 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		3400	39.50 $sK	0.00 $sK		39.50 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				

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		3400	40.90 $sK	0.00 $sK			40.90 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	11.00 $sK	0.00 $sK				11.00 $sK
				xxx90 TOTALS:	60.60 $sK	39.50 $sK	40.90 $sK	11.00 $sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	600.60 $sK	1.70 $sK	602.30 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	494.30 $sK	1.70 $sK		496.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	703.80 $sK	1.90 $sK			705.70 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	514.60 $sK	0.50 $sK				515.10 $sK
				xxx95 TOTALS:	602.30 $sK	496.00 $sK	705.70 $sK	515.10 $sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	7,813.30 $sK	5.50 $sK	7,818.80 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	4,417.20 $sK	80.00 $sK		4,497.20 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	11,037.70 $sK	438.90 $sK			11,476.60 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	5,772.40 $sK	109.50 $sK				5,881.90 $sK
				xxx96 TOTALS:	7,818.80 $sK	4,497.20 $sK	11,476.60 $sK	5,881.90 $sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		7045	2,008.50 $sK	0.00 $sK	2,008.50 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		7045	2,654.40 $sK	0.00 $sK		2,654.40 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		7045	2,893.50 $sK	0.00 $sK			2,893.50 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		7045	2,290.80 $sK	0.00 $sK				2,290.80 $sK
				MFH TOTALS:	2,008.50 $sK	2,654.40 $sK	2,893.50 $sK	2,290.80 $sK

2. Relocation Costs

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

Total relocation costs: $ 6,204.00 K

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Section IV/V Level Playingfield COBRA Data

One time closure costs: 433$sM

Twenty year Net Present Value 18$sM

Steady state savings 28$sM per year

Manpower savings associated with closure 833

Return on Investment (years): 20

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Section VI Economic Impact

Economic Area Statistics:

Jackson County, OK
Total population: 28,000 (FY 92)
Total employment: 13,775 (FY 93)
Unemployment Rates (FY93/3 Year Average/10 Year Average)

4.6% / 5.8% / 6.2%

Average annual job loss: 87

Average annual per capita income: $13,677

Average annual increase in per capita income: $5.6%

Projected economic impact:

Direct Job Loss:	**4,378**	
Indirect Job Loss:	**1,324**	
Closure Impact:	**5,702**	**(41.4% of employment total)**
Other BRAC Losses:	**(875)**	
Cumulative Impact:	**4,827**	**(35.0% of employment total)**

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

VII.1.A.1 **Off-base housing is NOT affordable**

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

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

VII.1.A.3 **19.5 Percent of off-base housing was rated as unsuitable in the latest VHA survey**

VII.1.A.4 **Median monthly cost of off-base housing based on latest VHA survey:** $612

Describe the transportation systems.

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

Southwest Transit Bus Line.
Unlimited Limousine Company

VII.1.B.2 **Distance to the nearest municipal airport with scheduled, commercial air traffic:** 67 miles

VII.1.B.2 **Airport name:** Lawton Municipal Airport, Lawton OK

VII.1.B.3 **Number of commercial air carriers available at the airport:** 2

VII.1.B.4 **Average round trip commuting time to work:** 21 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

	Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time			
VII.1.C.1	Swimming pool	Altus City Pool	2		Hrs.	10	Min.
VII.1.C.2	Movie theater	Heritage Park Cinema	5		Hrs.	15	Min.
VII.1.C.3	Public golf course	Quartz Mountain Public Golf Course	19		Hrs.	30	Min.
VII.1.C.4	Bowling lane	Town and Country Lanes	2		Hrs.	08	Min.
VII.1.C.5	Boating	Lake Altus	19		Hrs.	30	Min.
VII.1.C.6	Fishing	Altus City Resevoir	2		Hrs.	08	Min.
VII.1.C.7	Zoo	Oklahoma City Zoo	148	2	Hrs.	30	Min.
VII.1.C.8	Aquarium	Oklahoma City Zoo	148	2	Hrs.	30	Min.
VII.1.C.9	Family theme park	Frontier City, OK	156	2	Hrs.	41	Min.
VII.1.C.10	Professional sports	Myriad Center	148	2	Hrs.	30	Min.

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VII.1.C.11	Collegiate sports	WOSC, Altus, OK	4		Hrs.	10	Min.
VII.1.C.12	Camping facilities	Quartz Mountain	19		Hrs.	30	Min.
VII.1.C.13	Beaches (lake or ocean)	Quartz Mountain/Lake Altus	19		Hrs.	30	Min.
VII.1.C.14	Outdoor winter sports	Red River Ski Resort, NM	466	8	Hrs.	12	Min.

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

Central Mall, Lawton, OK 1 hrs (58 Miles)

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

Oklahoma City Oklahoma 2 hrs 30 min (148 Miles)

Local area crime rate:

VII.1.F.1 **Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.)** 259

VII.1.F.2 **Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.)** 6012

2. Education

VII.2.A **The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios:** 24 to 1

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

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

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

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

VII.2.D **43.0 percent of high school students go on to either a two- or four-year college**

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

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

Southwestern Area Vo-tech

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

Western Oklahoma State College

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

3. Spousal Employment

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VII.3.A **58.3 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **61.4 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **4.6 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **6.6 percentage rate of job growth in the local area (Department of Labor Stastics)**

4. Local Medical Care

VII.4.A	**Current ratio of active, non-federal physicians in the community:**	0.8 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	3.7 beds/1000 people

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Section VIII

1. Air Quality - Clean Air Act

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

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

VIII.1.C **There are critical air quality regions within 100 kilometers of the base**

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

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

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

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

(i.e. carpooling or emissions credit transfer)

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

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

E.1.a The state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

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

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

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

VIII.E.2 Infrastructure Maintenance / Public Works

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

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

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

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

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VIII.E.3 Open Burn/Open Detonation

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

E.3.b The state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.

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

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

VIII.E.4 Fire Training

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

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

VIII.E.5 Signal Flares

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

VIII.E.6 Emergency Generators

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

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

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

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

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

VIII.E.7 Short-term Activities

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

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

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

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

VIII.E.8 Monitoring

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

VIII.E.9 BACT/LAER

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

2. Water - Potable

VIII.2.A The base potable water supply is Local Community and the source is:

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Tom Steed Reservoir

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

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

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

3. Water - Ground Water

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

VIII.3.A.1 **Nature of contamination.** Benzene, Toulene, Ethylbenzene, Xylene, Trichloroethene, Trichloroethane,Dichloroethane,Styrene etc.

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

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

VIII.3.C **No water wells exist on the base.**

VIII.3.D **No wells have been abandoned.**

4. Water - Surface Water

VIII.4.A **There No perennial bodies of water located on base.**

VIII.4.A.2 **These bodies do Not receive water runoff or treated wastewater discharge from the base.**

VIII.4.A.3 **The base is Not located within a specified drainage basin.**

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

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

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

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5. Wastewater

VIII.5.A **Base wastewater is treated by Local Community facilities.**

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

6. Discharge Points / Impoundments

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

Issued a permit by the EPA dated 19 Feb 93, number OKR00A570.

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

Base does not treat any wastewater.

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

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

7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A **100.0 percent of facilities have been surveyed for asbestos.**

VIII.7.A.1 **71.0 percent of the facilities surveyed are identified as having asbestos.**

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

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8. Biological - Habitat

VIII.8.A There are No ecological or wildlife management areas ON the base.

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

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

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

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

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

9. Biological - Threatened and Endangered Species

VIII.9.A There are No Threatened or endangered species identified on the base.

VIII.9.B There are No Special Concern species identified on the base.

10. Biological - Wetlands

VIII.10.A There are No wetlands, estuaries, or other special aquatic features present on the base.

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

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

VIII.10.B.1 Survey was completed in Dec 89

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

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

US Fish and Wildlife Service National Wetlands Inventory

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

VIII.10.D The presence of these resources constrains current or future construction activities or operations as follows:

Constrains future construction locations, but does not impact the current mission.

11. Biological - Floodplains

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

VIII.11.A.1 Floodplains constrain construction (siting) activities or operations.

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

12. Cultural

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

VIII.12.A.1

Sites:	Significant status:
Isolated find dated pre-1917	Not eligible for the National Register.
Two trash scatters ca. 1890-1929	Not eligible for the National Register.
ca. 1890-1920 farm	Not eligible for the National Register.
ca. 1903-1958 homestead	Not eligible for the National Register.
ca. 1903-1964 homestead	Not eligible for the National Register.
ca. 1903-1964 homesteads (4)	Not eligible for the National Register.
ca. 1903-1977 homestead	Not eligible for the National Register.
ca. 1940-present dump	Not eligible for the National Register.

VIII.12.B 1 percent of the buildings on base are over 50 years old.

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

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

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

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

VIII.12.D.1 75 percent of the base has been surveyed.

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

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

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

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

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

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

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

VIII.13.A.1 14 IRP sites have been identified

VIII.13.A.2 1 IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 1996

VIII.13.B The installation is Not a National Priority List (NPL) site nor proposed as an NPL site.

VIII.13.C There are no existing Federal Agency Agreements to clean up the base.

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

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

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

VIII.13.E No sites or SWMUs are currently being investigated and remediated pursuant to the RCRA.

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

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

14. Compliance / IRP Costs ($000)

VIII.14.A

Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	$510.000 K	$510.000 K	$550.000 K	$550.000 K	$550.000 K
IRP	$910.000 K	$300.000 K	$1,265.000 K	$41.000 K	$22.000 K
Natural Resources	$55.000 K	$36.000 K	$64.000 K	$25.000 K	$34.000 K
Other(s) Specify:Air Emission Fees	$1.500 K	$1.600 K	$1.600 K	$2.500 K	$2.500 K
Permits	$22.500 K	$5.400 K	$5.400 K	$7.000 K	$7.000 K

15. Other Issues

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

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16. Air Quality - Clean Air Act

VIII.16.A **Air Quality Control Area (AQCA) geographic region in which the base is located:**
EPA Region 6 area 189.

VIII.16.B **Air quality regulatory agency responsible for the AQCA:.** Oklahoma Department of Environmental Quality, Air Quality Division.

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

Mr Jack White (405)271-5220

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

VIII.16.C.1 In Attainment for Ozone

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

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

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

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

VIII.16.C.6 In Attainment for Lead

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

VIII.16.D.1 **Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located:** 0.00 ppm

VIII.16.D.2 **Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:** 0.0 ppm

VIII.16.D.3 **Ozone Design value is 0.0% of NAAQS**

VIII.16.D.4 **Carbon monoxide Design value is 0.0% of NAAQS**

Air Quality Survey complete, No additional data required.

Document Separator

1995 AIR FORCE BASE QUESTIONNAIRE

Andersen AFB - PACAF

Section I

1. Force Structure

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

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	AAFES Class Six	-	-	28	28
I.1.A.2	AAFES Country Fair Boutique	-	-	2	2
I.1.A.3	AAFES Curbside Pizza	-	-	2	2
I.1.A.4	American Red Cross	-	-	1	1
I.1.A.5	Andy South Shoppette	-	-	12	12
I.1.A.6	Automotive Skills/Resale Ops	-	-	6	6
I.1.A.7	Bank	-	-	5	5
I.1.A.8	Billeting	-	-	38	38
I.1.A.9	Bowling Center	-	-	33	33
I.1.A.10	CERAP (FAA	-	-	38	38
I.1.A.11	Child Care Center	-	-	55	55
I.1.A.12	Community Center	-	-	9	9
I.1.A.13	Conference Center	-	-	11	11
I.1.A.14	Cons Club/Taraque Beach	-	-	115	115
I.1.A.15	Credit Union	-	-	15	15
I.1.A.16	DECA Commissary	-	-	73	73
I.1.A.17	Defense Courier Svs	-	3	-	3
I.1.A.18	Dive Shop	-	-	4	4
I.1.A.19	Dry Cleaners	-	-	3	3
I.1.A.20	Fiesta Snack Bar	-	-	5	5
I.1.A.21	Flower Shop	-	-	2	2
I.1.A.22	Franks Franks	-	-	4	4
I.1.A.23	Furniture Mart	-	-	25	25
I.1.A.24	Gas Station	-	-	25	25
I.1.A.25	Golf Course	-	-	30	30
I.1.A.26	HRO	-	-	5	5
I.1.A.27	Hafa Adai Inn (Food)	-	-	34	34

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I.1.A.28	Hong Kong Center	-	-	1	1
I.1.A.29	Karneraworld	-	-	5	5
I.1.A.30	Latte Stone (Food)	-	-	7	7
I.1.A.31	Library	-	-	3	3
I.1.A.32	Loral (Contracted for Space Comm)	-	-	52	52
I.1.A.33	Main Exchange	-	-	150	150
I.1.A.34	Marketing/Publicity	-	-	1	1
I.1.A.35	Meehan Theater	-	-	10	10
I.1.A.36	Military Clothing Sales	-	-	6	6
I.1.A.37	NAF Acct	-	-	16	16
I.1.A.38	Optical Shop	-	-	1	1
I.1.A.39	Outdoor Recreation	-	-	30	30
I.1.A.40	Phillipine Arts	-	-	1	1
I.1.A.41	Private Animal Care	-	-	3	3
I.1.A.42	Rec Equipment Checkout	-	-	6	6
I.1.A.43	SNS/SVFL Logistics	-	-	4	4
I.1.A.44	Shell Shop	-	-	1	1
I.1.A.45	Skills Development Center	-	-	8	8
I.1.A.46	Specialty Shop	-	-	1	1
I.1.A.47	Tailor Shop	-	-	2	2
I.1.A.48	Taiwan Furniture	-	-	2	2
I.1.A.49	Toy/Four Seasons	-	-	19	19
I.1.A.50	VCR-50	73	432	-	505
I.1.A.51	Veterinarian	1	3	-	4
I.1.A.52	Waterbed Shop	-	-	2	2
I.1.A.53	Youth Activities/Youth Centre	-	-	21	21
	TOTAL:				1444

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

I.1.B.1 **Supported Unit:** Det 1, 633 ABW/LG REM
Location: Diego Garcia, BIO
Support provided: Sup, Maint, Trans, Fin, Pers, Comm

GSU - Geographically Separated Unit
REM - Remote Unit

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I.1.B.2 **Supported Unit:** Det 1, 633 Jt Typhoon Warn C GSU
Location: Nimitz Hill, GUAM
Support provided: Serv,Fin, Man, Pers, Comm

I.1.B.3 **Supported Unit:** Det 5 750 SGP GSU
Location: Northwest Field, Guam
Support provided: Sec, Serv, Util, CE Maint, Comm, Fin, Pers

I.1.B.4 **Supported Unit:** FAA GSU
Location: NCTAMS, GUAM
Support provided: Sup, Maint, trans, Fin, Pers, Comm

GSU - Geographically Separated Unit
REM - Remote Unit

1995 AIR FORCE BASE QUESTIONNAIRE

Andersen AFB - PACAF

2. Operational Effectiveness

A. Air Traffic Control

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

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

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

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
RAPCON	1	16000	0	16000	0	0	0
Tower	1	18000	0	18000	N/A	N/A	N/A

I.2.A.4 **The primary instrument runway is designated 06r**

16000 operations were conducted this runway during calander year 1993

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

There are no known or projected airspace problems.

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

B. Geographic Location

I.2.B.1 **Nearest major primary airlift customer:** FORT LEWIS **distance** 5009 NM

Nearest major primary airdrop customer: FORT LEWIS **distance** 5009 NM

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

Lajes AB: 9166 NM

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Rota AB:	8171 NM
Hickam AFB:	3296 NM
RAF Mildenhall:	7264 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	BUCHOLZ AAF	548
I.2.B.4	Military airfield, runway >= 8,000ft	KADENA AFB	1230
I.2.B.5	Military airfield, runway >= 10,000ft	KADENA AFB	1230
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Won Pat Int'l	10
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Won Pat Int'l	10
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Won Pat int'l	10
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Won Pat Int'l	10
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Won Pat Int'l	10

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

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

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

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

I.2.C.3 **There are No low altitude MOAs and warning/restricted areas (minimum size of 2,100 sq NM and a floor no greater than 2,000 ft) within 600 NM.**

I.2.C.4 **There are No scorable range complexes / target arrays (capable of or having tactical targets, conventional targets, and strafe) within 800 NM.**

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

FALLON TACTS	5335 NM

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

FALLON TACTS	5335 NM

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

FALLON B-16	5269 NM

I.2.C.8 **There are No slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within 800NM.**

I.2.C.9 **IR-498 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 5601 NM from the base.**

I.2.C.10 **There are No Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within 500 NM.**

I.2.C.10c **There are no concentrated receiver areas (AR track with at least 500 events) within 800NM of the base.**

I.2.C.10d **Percentage of tanker demand in region:** 0.0
Percentage of tankers based in region: 0.0

Tanker saturation within the region has been classified as tanker Balanced

I.2.C.11 **There are No Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM of the base with a minimum size of 700 by 1000 yards.**

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

PACEMAKER 5014 NM

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	SR
BANGER (WATER)	4995 NM	✔	✔		0	0
POINT SALINAS	5009 NM	✔	✔	✔	0	0

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

CAMP POHAKULOA 3436 NM

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D. Ranges

Ranges (Controlled/managed by the base)

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

R7201

Information relative to each range:

RANGE: R7201

I.2.D.2 **Type of any associated airspace:** None

I.2.D.3 **Distance from the base to the range:** 160 NM

I.2.D.4 **Overall size of the range:** 11,592 Acres

I.2.D.4.a **Size of the impact area(s):** 644 Acres

I.2.D.4.b **Size of the restricted area in which the range lies:** 18 Sq Mi

I.2.D.4.c **Altitude ceilingof this restricted area:** 100,000 ft

I.2.D.5 **The range shape or location DOES NOT prohibit efficient training**

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

There is an airway at FL300

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

None

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

Prior Coordination

Range scheduling statistics (yearly average from 1990 to 93.

I.2.D.8.a **Hours scheduled:** 18 hrs

I.2.D.8.b **Hours used:** 17 hrs

I.2.D.8.c **Percent utilized:** 94.4

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

Weather in the area and Shipping not adhering to warning area boundries

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

Uncontrolled Tactical range

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

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I.2.D.10 **The range does Not have a special weapons delivery capability.**

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

I.2.D.12 **There are No Noise Sensitive Areas associated with the range.**

I.2.D.13

Encroachment Problem: Occasionally fishing vessels ignore radio warnings and enter the range during scheduled periods

I.2.D.13.a **Encroachment threatens or affects quality of training as follows:**

I.2.D.14 **The range has No problems with hazardous material / waste/ ordinance disposal**

I.2.D.15 **MOUs, MOAs or LOAs associated with the range:**

LOA **Current status:** FAA CERAP Maintains with COMNAVMAR as the controlling agency. It was established 1 Jan 87.

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

I.2.D.16 **It is possible to expand hours to increase the range utilization, volume can Not be expanded.**

I.2.D.17 **There are No planned range real property expansions.**

Ranges (Used by the base)

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

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

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I.2.D.20 MOAs/bombing ranges/other training areas have No scheduling restrictions/limitations.

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

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

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E. Airspace Used by Base

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

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

Commercial Aviation Impact

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

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

Airfield:	Airfield:
ROTA	Uncontrolled
Won Pat International	Civilian

I.2.E.14 **Civilian/commercial operators or other airspace users constrain or limit operations:**

I.2.E.14.a **Description of impacts:** There is no impact on day-to-day operations. Surge operations during exercises are scheduled around peak commercial inter-island flight activity.

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F. Potential for Growth in Training Airspace (Area)

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

I.2.F.1.a **Estimated expansion potential is 100.0 percent. Rationale for estimate:**

Ranges are over water and can be expanded outside controlled airspace through coordination with the local FAA.

I.2.F.2 **Current access will remain the same.**

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

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

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

G. Composite / Integrated Force Training

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

HONOLULU

3296 NM from the base.

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

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

NAS Agana

11 mi from the base.

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

18 Wg, Kadena, JA

1233 mi from the base.

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

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

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I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

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

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.9	99.8	96.8	95.2	94.9

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

I.2.J.2.a Is at or below 15 knots 98.0 percent of the time

I.2.J.2.b Is at or below 25 knots 99.6 percent of the time

I.2.J.3 0 Days have freezing partcipitation (mean per year).

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Andersen AFB	Main Base	11,050	8,604	1,446
II.1.A.2	Andersen South		2,419	530	1,839
II.1.A.3	Barrigada Trmtr Site		432	157	275
II.1.A.4	Camp Edusa		102		
II.1.A.5	Harmon Cliffline		408		
II.1.A.6	Mt Santa Rosa		32	25	
II.1.A.7	Northwest Field		4,378	1,878	
II.1.A.8	Potts Tank Farm & Pi		96	81	
II.1.A.9	Radio Beacon		25		
II.1.A.10	Tumon Tank Farm		64	31	
II.1.A.11	Tumon Water Well		55	15	
II.1.A.12	VOR Site		346		
II.1.A.13	Wettengel Receiver		862		
		TOTALS:	20,269	11,321	3,560

B. Facilities

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

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	0	57	100.0	0.0	0.0	57
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	N/A
II.1.B.1.b	131	Communications-Buildings	SF	N/A	82,435	78.0	22.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	113,443	60.0	35.0	5.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	43,900	38,901	75.0	25.0	0.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	0	16,635	66.0	33.0	1.0	16,635
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	18,840	16,845	100.0	0.0	0.0	5,082
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	1,200	100.0	0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	21,187	83.0	17.0	0.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0

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II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	0	0		0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	0	0		0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	173,816	57.0	36.0	7.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	55,138	55,138	100.0	0.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	4,048	4,048	100.0	0.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	63,000	4,960	0.0	100.0	0.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	4,592	600	100.0	0.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	42,207	42,207	100.0	0.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	45,783	45,783	0.0	100.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	20,073	20,073	0.0	100.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	687	687	100.0	0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	14,181	100.0	0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	14,181	100.0	0.0	0.0	14,181
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	67,990	90.0	0.0	10.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	39,255	55,276	80.0	0.0	20.0	16,021
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	4,500	4,743	100.0	0.0	0.0	243
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	0		0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	19,507	19,507	25.0	0.0	75.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	13,254	100.0	0.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	11,258	11,258	100.0	0.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	24,183	24,183	11.0	89.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	1,248	1,248	0.0	0.0	100.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	7,200	7,584	100.0	0.0	0.0	384
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	110,413	95.0	5.0	0.0	N/A

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II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	14,640	100.0	0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	0	1,632,364	100.0	0.0	0.0	1,632,364
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	392,403	91.0	0.0	9.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	111,300	111,300	100.0	0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	262,938	262,938	90.0	10.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	17,065	17,065	100.0	0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	270	100.0	0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	234,504	67.0	33.0	0.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	0	18,800	0.0	0.0	100.0	18,800
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	223,039	223,039	75.0	25.0	0.0	0
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	0	0		0.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	0	0		0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	32,372	13.0	87.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	4,280	0.0	100.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	237,409	51.0	49.0	0.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	10,674	10,674	67.0	33.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	1,398	42.0	58.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	1,983	1,274	40.0	60.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	20,231	23.0	77.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	15,631	15,631	0.0	100.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	293	33.0	67.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	109,611	68.0	28.0	4.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	508,407	0.0	0.0	100.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	0	13,015	100.0	0.0	0.0	13,015

Notes for specific Cat Codes:

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II.1.B.1.bb | 721 Required Capacity is 1983, Program would not allow entry of figure.

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

	Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111	Aircraft Pavement-Runway(s)	SY	483,156	75.0	12.0	13.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	1,364,435	33.0	0.0	67.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	834,197	33.0	0.0	67.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	22,222	100.0	0.0	0.0
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	1,301,237	55.0	36.0	9.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	2,130	100.0	0.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	554,082	57.0	33.0	10.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	692,642	94.0	6.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	13,034	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	2,946,101	55.0	38.0	7.0
II.1.B.1.k	852	Veh/Equip Parking	SY	129,156	63.0	18.0	19.0

C. Family Housing (Facility Category Code 711)

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

II.1.C.1.a Number of adequate units from current DD Form 1410, line 18d: 1750

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

II.1.C.1.c Current deficit (-) or surplus units in validated Market Analysis: 95 **(includes E-1 - E3 requirements)**

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

II.1.C.1.d FY95/4 projected net housing deficit (-) or surplus of units: 77 **(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)**

II.1.C.2 Condition

II.1.C.2.a Number of adequate units meeting current whole-house standards of accommodation and state of repair: 347 **(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)**

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II.1.C.2.a Number of adequate units requiring whole-house renovation or replacement: 1410 (Units meeting whole-house standards are those that were programmed/ renovated after FY88).

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

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

II.1.C.3.a 96.0 percent of officer families live on base.

II.1.C.3.b 96.0 percent of enlisted families live on base.

II.1.C.3.a 96.0 percent of all military families live on base.

2. Airfield Characteristics

II.2 Runway Table:

Primary Designation		Dimensions: Length	Width	Cross Runway	Aircraft Arresting Systems (II.2.I) Number	Types
000	Secondary	ft	ft	Yes	None	
06L	Secondary	10555 ft	200 ft	No	2	BAK 12
06r	Primary	11182 ft	200 ft	No	2	Bak 12

II.2.A There are 3 active runways.

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

II.2.B There are 1 parallel runways (excluding main runway).

II.2.C Dimensions of the primary runway (06r).

II.2.C.1 Length: 11,182 ft

II.2.C.2 Width: 200 ft

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

II.2.E The primary taxiway is 75 ft wide.

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

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

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

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II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.5	Tanker	KC-135R	320 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now

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

II.2.G.1 **The total usable apron space for aircraft parking is 452,873 Sq Yds.**

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

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
C-10	170 ft	251 ft	Neither	None
C-11	170 ft	251 ft	Neither	None
C-12	250 ft	190 ft	Neither	None
C-13	170 ft	175 ft	Neither	None
C-14	170 ft	251 ft	Neither	None
C-15	170 ft	251 ft	Neither	None
C-16	250 ft	190 ft	Neither	None
C-17	170 ft	175 ft	Neither	None
C-18	170 ft	251 ft	Neither	None
C-19	170 ft	251 ft	Neither	None
C-2	106 ft	106 ft	Neither	None
C-20	250 ft	190 ft	Neither	None
C-21	160 ft	175 ft	Neither	None
C-22	170 ft	251 ft	Neither	None
C-23	160 ft	251 ft	Neither	None
C-24	250 ft	175 ft	Neither	None
C-25	240 ft	181 ft	Neither	None
C-26	170 ft	251 ft	Neither	None
C-27	170 ft	251 ft	Neither	None
C-28	170 ft	244 ft	Neither	None
C-29	170 ft	244 ft	Neither	None
C-30	170 ft	175 ft	Neither	None
C-31	170 ft	244 ft	Neither	None

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C-32	250 ft	190 ft	Neither	None
C-34	170 ft	246 ft	Neither	None
C-35	160 ft	246 ft	Neither	None
C-36	250 ft	190 ft	Neither	None
C-37	160 ft	175 ft	Neither	None
C-38	170 ft	246 ft	Neither	None
C-39	160 ft	246 ft	Neither	None
C-4	250 ft	190 ft	Neither	None
C-40	250 ft	190 ft	Neither	None
C-41	160 ft	175 ft	Neither	None
C-42	106 ft	106 ft	Neither	None
C-43	106 ft	106 ft	Neither	None
C-44	106 ft	106 ft	Neither	None
C-45	160 ft	175 ft	Neither	None
C-46	250 ft	190 ft	Neither	None
C-47	160 ft	246 ft	Neither	None
C-48	160 ft	175 ft	Neither	None
C-49	160 ft	175 ft	Neither	None
C-5	170 ft	175 ft	Neither	None
C-50	250 ft	190 ft	Neither	None
C-51	106 ft	106 ft	Neither	None
C-52	160 ft	246 ft	Neither	None
C-53	170 ft	246 ft	Neither	None
C-54	250 ft	190 ft	Neither	None
C-55	240 ft	180 ft	Neither	None
C-56	234 ft	180 ft	Neither	None
C-57	170 ft	244 ft	Neither	None
C-58	237 ft	182 ft	Neither	None
C-59	170 ft	244 ft	Neither	None
C-6	106 ft	106 ft	Neither	None
C-60	170 ft	244 ft	Neither	None
C-62	237 ft	182 ft	Neither	None
C-64	170 ft	244 ft	Neither	None
C-66	237 ft	182 ft	Neither	None
C-68	170 ft	244 ft	Neither	None
C-7	170 ft	251 ft	Neither	None

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C-70	237 ft	182 ft	Neither	None
C-8 (Not used)	106 ft	106 ft	Neither	None
C-9	170 ft	175 ft	Neither	None
N-1	175 ft	175 ft	Neither	None
N-13	250 ft	250 ft	Neither	None
N-15	106 ft	106 ft	Neither	None
N-17	250 ft	250 ft	Neither	None
N-2	175 ft	175 ft	Neither	None
N-23	250 ft	250 ft	Neither	None
N-25	250 ft	250 ft	Neither	None
N-27	234 ft	244 ft	Neither	None
N-29	250 ft	250 ft	Neither	None
N-29-1/2	175 ft	175 ft	Neither	None
N-31	170 ft	244 ft	Neither	None
N-33	175 ft	175 ft	Neither	None
N-37	175 ft	175 ft	Neither	None
N-39	170 ft	244 ft	Neither	None
N-43	175 ft	175 ft	Neither	None
N-45	170 ft	244 ft	Neither	None
N-47	170 ft	244 ft	Neither	None
S-1	106 ft	106 ft	Neither	None
S-11	106 ft	106 ft	Neither	None
S-13	106 ft	106 ft	Neither	None
S-15	106 ft	106 ft	Neither	None
S-17	106 ft	106 ft	Neither	None
S-19	106 ft	106 ft	Neither	None
S-2	106 ft	106 ft	Neither	None
S-21	106 ft	106 ft	Neither	None
S-23	106 ft	106 ft	Neither	None
S-28	106 ft	106 ft	Neither	None
S-3	106 ft	106 ft	Neither	None
S-30	170 ft	175 ft	Neither	None
S-32	106 ft	106 ft	Neither	None
S-34	170 ft	175 ft	Neither	None
S-36	106 ft	106 ft	Neither	None
S-38	170 ft	175 ft	Neither	None

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S-40	106 ft	106 ft	Neither	None
S-42	170 ft	175 ft	Neither	None
S-44	106 ft	106 ft	Neither	None
S-46	170 ft	175 ft	Neither	None
S-47	106 ft	106 ft	Neither	None
S-48	106 ft	106 ft	Neither	None
S-49	106 ft	106 ft	Neither	None
S-5	106 ft	106 ft	Neither	None
S-50	170 ft	175 ft	Transient Aircraft	None
S-52	106 ft	106 ft	Neither	None
S-53	106 ft	106 ft	Neither	None
S-54	170 ft	175 ft	Neither	None
S-55	106 ft	106 ft	Neither	None
S-56	106 ft	106 ft	Neither	None
S-58	106 ft	106 ft	Neither	None
S-60	170 ft	175 ft	Neither	None
S-62	170 ft	246 ft	Neither	None
S-7	106 ft	106 ft	Neither	None
S-70	106 ft	106 ft	Neither	None
S-71	106 ft	106 ft	Neither	None
S-72	106 ft	106 ft	Transient Aircraft	None
S-73	106 ft	106 ft	Neither	None
S-74	106 ft	106 ft	Neither	None
S-75	106 ft	106 ft	Neither	None
S-76	170 ft	175 ft	Neither	None
S-84	170 ft	244 ft	Neither	None
S-86	243 ft	244 ft	Neither	None
S-88	243 ft	244 ft	Neither	None
S-9	106 ft	106 ft	Neither	None
S-90	170 ft	244 ft	Neither	None
S-92	240 ft	244 ft	Neither	None
S-94	170 ft	244 ft	Neither	None
S-96	243 ft	244 ft	Neither	None
S-98	243 ft	244 ft	Neither	None

II.2.G.2 **Permanently assigned aircraft currrently require 42,182 Sq Yds of parking space.**

II.2.G.3 **386,997 Sq Yds of parking space is available for parking additional non-transient aircraft.**

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

All parking areas listed above that are 106 x 106 are actually 120 ft diameter hardstands. No Air Force permanent parking, 42,182 for Navy. The total excess parking for operational uses is 574,918 SY, not 452,873 due to irregular shapes.

II.2.H **The dimensions of the (largest) transient parking area:** **170 Ft** **175 Ft**

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

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

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3. Utility Systems

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

	Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1	Water:	3.5 MG/D	MG/D - million gallons per day	80 %
II.3.A.2	Sewage:	3.0 MG/D		83 %
II.3.A.3	Electrical distribution:	21.282 MW	MW - million watts	74 %
II.3.A.4	Natural Gas:	-	MCF/D - million cubic feet per day	0 %
II.3.A.5	High temperature water/steam generation/distribution:	-	MBTUH - million British thermal units per hour	0 %

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

The water service lines for Andersen AFB are antiquated and of poor design. The mains from the wells to the base are beneath one of Guam's main traffic routes. Approximately 60 percent of the water lines are cement asbestos - easily crushed.

4. Aircraft Maintenance Hangar Facilities

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

II.4.A.1 **Facility number:** 18017 Hanger

Current Use: Used for corrosion control, no obstructed space.

II.4.A.2 **Size (SF):** 42,207 SF

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

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	ft	ft	
II.4.A.6	Largest unobstructed space inside the facility:	186 ft	65 ft	200 ft

II.4.A.1 **Facility number:** 18020 Nose Dock

Current Use: Used for maint., C-130/B-52, no obstructed space

II.4.A.2 **Size (SF):** 20,073 SF

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

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	49 ft	21 ft	
II.4.A.6	Largest unobstructed space inside the facility:	91 ft	50 ft	201 ft

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II.4.A.1 **Facility number:** 18021 Nose Dock

Current Use: Used for maint., C-130/B-52, no obstructed space

II.4.A.2 **Size (SF):** 26,565 SF

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

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	232 ft	29 ft	
II.4.A.6	Largest unobstructed space inside the facility:	91 ft	50 ft	201 ft

II.4.A.1 **Facility number:** 18027 Nose Dock

Current Use: Used for maint, C-130/B-52, no obstructed space

II.4.A.2 **Size (SF):** 22,378 SF

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

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	232 ft	29 ft	
II.4.A.6	Largest unobstructed space inside the facility:	240 ft	50 ft	128 ft

5. Unique Facilities

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

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

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

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.1	06R/L	CZ	0	326	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	24L/R	CZ	0	326	0.0	Gen Compat	0.0	0.0	0.0	89.0	0.0	11.0
II.6.A.2	06R/L	APZ 1	1	519	0.0	Gen Compat	0.0	0.0	0.0	98.0	0.0	2.0
	24L/R	APZ 1	0	519	0.0	Gen Compat	0.0	0.0	0.0	13.0	0.0	87.0
II.6.A.3	06R/L	APZ 2	169	718	5.0	Gen Compat	6.0	0.0	1.0	0.0	14.0	79.0
	24L/R	APZ 2	0	718	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.4	65-70	34	998	1	Gen Compat	1.0	0.0	0.0	0.0	4.0	95.0

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II.6.A.5	70-75	0	133	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.6	75-80	0	41	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.7	80+	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

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

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.1	06R/L	CZ	0	326	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	24L/R	CZ	0	326	0	Gen Compat	0.0	0.0	0.0	89.0	0.0	11.0
II.6.B.2	06R/L	APZ 1	1	519	0	Gen Compat	0.0	0.0	0.0	98.0	0.0	2.0
	24L/R	APZ 1	0	519	0	Gen Compat	0.0	0.0	0.0	13.0	0.0	87.0
II.6.B.3	06R/L	APZ 2	169	718	5	Gen Compat	6.0	0.0	1.0	0.0	14.0	79.0
	24L/R	APZ 2	0	718	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.4	65-70	34	998	1	Gen Compat	1.0	0.0	0.0	0.0	4.0	95.0
II.6.B.5	70-75	0	133	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.6	75-80	0	41	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.7	80+	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

II.6.C **The most recent, publicly released AICUZ study is dated Mar 76**

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

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

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

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

Projected Aicuz release Nov 94.

II.6.E **The AICUZ study was last updated on Mar 76**

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

II.6.E.1 Projected Aicuz release Nov 94.

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

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

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

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Government of Guam	Zoning	

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

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

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

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

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

Government name:	Types of controls in place	Types of encroachment limited:
Government of Guam	Zoning	Base Comprehensive Plan

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

Government name:	Types of controls in place	Types of encroachment limited:
Government of Guam	Zoning	Base Comprehensive Plan

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

Government name:	Types of controls in place	Types of encroachment limited:
Government of Guam	Zoning	Base Comprehensive Plan

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

Government name:	Types of controls in place	Types of encroachment limited:
Government of Guam	Zoning	Base Comprehensive Plan

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

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No significant development currently exists in any AICUZ zone.

Significant development is projected for one or more AICUZ zone.

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

Areas Impacted	Type of Development	Status	Projected Completion	Jurisdiction	Other details and size of the development
APZ 2	Low Density	Planned	TBD	Gov. Guam	Low Density Residential
70-75	Low Density	Planned	TBD	Gov. Guam	Low Density Residential

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

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

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Northern Guam	67044	84996	105979	133152	160000

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

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

Type of facility:	Appoximate number of occupants	Zone with violation	Reason the incompatability is necessary
Commercial (Base Community Center)	0	70-75	Predates AICUZ
Low Density Residential	0	65-70	Predates AICUZ
Low Density Residential	0	APZ 1	Predates AICUZ
Residential	0	CZ	Predates Expanded AICUZ

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

Air Space Encroachment

II.6.K **No noise complaints are received from off base residents.**

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II.6.L **The base has not implemented noise abatement procedures.**

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 **3 C-141 equivalent aircraft can be loaded or unloaded at one time.**

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

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

III.1.A.1.b **Current MHE:** 6 10k Forklifts, 2 10k AT Forklifts, 1 25k Loader, 4 40k Loaders (3 AAFB + PACAF WRM)

III.1.A.2 **28 C-141 equivalent aircraft can be refueled at one time.**

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

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

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

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

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

III.1.C.2 **57 hydrant pits are operational.**

Description of base fuel hydrant system:

System Type:	Total Pumping Rate (GPM):	Number of Laterals:	Nomber of Usable Refueling Positions:	Number of SIMULTANEOUS aircraft refuelings of Narrow	Widebody
3 Panero Systems	1800	20	20	20	20
7 Pritchard Systems	4200	37	37	37	37

III.1.C.3 **70 fuel storage tanks support the operational fuel hydrant system:**

III.1.C.3.a

Storage tank Capacity:	Tanks with this capacity

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50000	70

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

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

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

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

III.1.D.2 **Limitations to continious service from the primary source:**

Quantity of product Naval Supply Depot has on Hand

III.1.D.3 **Excess storage requirement is 4.7 million gallons, however, large amounts of tankage is slated for removal, eliminating our excess storage capacity**

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

III.1.D.4 **Other receipt modes available:** None

There are No offload headers.

Tank trucks can Not be offloaded.

Tank cars can Not be offloaded.

III.1.D.5 **8 refueling unit fillstands are available.**

III.1.D.5.a **8 refuelers can be filled simultaneously.**

III.1.D.6 **Current despensing capabilities as defined in AFR 144-1** **sustained:** 1080000
maximum: 5595979

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

III.1.D.7.a **Supporting DFSP:** The Guam Naval Supply Depot Fuel DODAAC N61119

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

	Cat 1.1	Cat 1.2
III.1.E.1 **Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:**	62297800	100000000
Square footage available (including physical capacity limit):	391236	391236
III.1.E.2 **Normal installation mission storage requirement:**	29625090	2116260

Physical Limits for Cat 1.2 Munitions:

Unlimited Maximum capacity only limited by square footage

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

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

III.1.F.2 **The size of the hot cargo pad is 59,292 sq feet.**

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

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

III.1.F.5 **The taxiway servicing the hot pad is 75 ft wide and has a pavement classification number (PCN) of 67.**

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

C-130, C-141, C-5, B-52. There are Two other hot cargo pads, one of equal size and one 22,048SF, one alternate 43,200SF

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

III.1.G.1 **The base is over 150 NM from a ground force installation.**

III.1.G.2 **The base is over 150 NM from a railhead.**

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

Deep water ports within 150 NM:

Guam	1 NM

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

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

III.1.J **The base medical treatment facility does Not routinely receive referral patients.**

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

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

Wartime mission, space shuttle alternate landing site.

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

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

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

III.1.N **Base facilities have No excess storage capacity.**

III.1.N.1 **Base facilities have a total covered storage capacity of 685,307 sq ft.**

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	271,385 sq ft
Mobility storage:	0 sq ft
War Readiness Support Kits (WRSK) storage:	0 sq ft

III.1.N.3 **Base supply facilities that have a planned and funded MCP project:**

Facility:	Funding:
Flammable acid facility	0
WRM Storage	2850

III.1.O **202 light military vehicles are on base.**

III.1.P **422 heavy military and special vehicles are on base.**

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Section IV

1. Base Budget

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

IV.1.A	xxx56	Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	908.70 $sK	0.00 $sK	908.70 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	2,376.20 $sK	0.00 $sK		2,376.20 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,878.60 $sK	0.00 $sK			1,878.60 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	2,708.00 $sK	0.00 $sK				2,708.00 $sK
				xxx56 TOTALS:	908.70 $sK	2,376.20 $sK	1,878.60 $sK	2,708.00 $sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	27,025.90 $sK	2,279.80 $sK	29,305.70 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	17,116.60 $sK	4,530.00 $sK		21,646.60 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	5.30 $sK	29.60 $sK			34.90 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	11.00 $sK	0.00 $sK				11.00 $sK
				xxx76 TOTALS:	29,305.70 $sK	21,646.60 $sK	34.90 $sK	11.00 $sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-92	Appropriation	Direct	Reimbursable				
		3400	29,722.40 $sK	0.00 $sK		29,722.40 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	11,982.20 $sK	945.30 $sK			12,927.50 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	6,635.00 $sK	192.00 $sK				6,827.00 $sK
				xxx78 TOTALS:		29,722.40 $sK	12,927.50 $sK	6,827.00 $sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	54.30 $sK	0.00 $sK	54.30 $sK			
	FY-92	Appropriation	Direct	Reimbursable				

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		3400	31.60 $sK	0.00 $sK		31.60 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	38.80 $sK	0.00 $sK			38.80 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	0.00 $sK	0.00 $sK				0.00 $sK
				xxx90 TOTALS:	54.30 $sK	31.60 $sK	38.80 $sK	0.00 $sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	1,200.30 $sK	26.20 $sK	1,226.50 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	2,245.40 $sK	25.00 $sK		2,270.40 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	861.60 $sK	475.50 $sK			1,337.10 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	1,452.90 $sK	16.50 $sK				1,469.40 $sK
				xxx95 TOTALS:	1,226.50 $sK	2,270.40 $sK	1,337.10 $sK	1,469.40 $sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	9,921.70 $sK	163.10 $sK	10,084.80 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	14,597.50 $sK	187.00 $sK		14,784.50 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	11,419.40 $sK	537.20 $sK			11,956.60 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	15,899.00 $sK	569.90 $sK				16,468.90 $sK
				xxx96 TOTALS:	10,084.80 $sK	14,784.50 $sK	11,956.60 $sK	16,468.90 $sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	13,006.60 $sK	234.60 $sK	13,241.20 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	15,395.40 $sK	319.40 $sK		15,714.80 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	14,457.10 $sK	363.00 $sK			14,820.10 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	9,979.00 $sK	334.00 $sK				10,313.00 $sK
				MFH TOTALS:	13,241.20 $sK	15,714.80 $sK	14,820.10 $sK	10,313.00 $sK

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Section IV/V Level Playingfield COBRA Data

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Section VI Economic Impact

Economic Area Statistics:

Anytown, USA

Total population: 963,493 (FY 92)

Total employment: 66,773 (FY 93)

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

4.1% / 0.0% / 4.2%

Average annual job growth: 8,392

Average annual per capita income: $16,730

Average annual increase in per capita income: $3.8%

Projected economic impact:

Direct Job Loss:	**3,115**	
Indirect Job Loss:	**977**	
Closure Impact:	**4,092**	**(6.1% of employment total)**
Other BRAC Losses:	**200**	
Cumulative Impact:	**4,292**	**(6.4% of employment total)**

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

VII.1.A.1 **Off-base housing is NOT affordable**

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

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

VII.1.A.3

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

Describe the transportation systems.

VII.1.B.1 **The base is NOT served by REGULARLY SCHEDULED, public transportation.**

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

VII.1.B.2 **Airport name:** Won Pat International Airport

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

VII.1.B.4 **Average round trip commuting time to work:** 21 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

	Facility Subcategory Type	Name of Nearest Facility	Distance to:		Drive Time		
VII.1.C.1	Swimming pool	Agana Swimming Pool	18		Hrs.	40	Min.
VII.1.C.2	Movie theater	Hafa Adai (Tamuning)	15		Hrs.	30	Min.
VII.1.C.3	Public golf course	Guam Municipal Course	6		Hrs.	15	Min.
VII.1.C.4	Bowling lane	Royal Lanes	6		Hrs.	15	Min.
VII.1.C.5	Boating	Tumon Bay	10		Hrs.	20	Min.
VII.1.C.6	Fishing	Tanguisson Park	8		Hrs.	20	Min.
VII.1.C.7	Zoo	Cushing Zoo	10		Hrs.	25	Min.
VII.1.C.8	Aquarium	None	1400	20	Hrs.		Min.
VII.1.C.9	Family theme park	Ypoa Park	15	0	Hrs.	25	Min.
VII.1.C.10	Professional sports	Paseo Park Major League Baseball	18		Hrs.	40	Min.
VII.1.C.11	Collegiate sports	University of Guam	10	0	Hrs.	20	Min.

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VII.1.C.12	Camping facilities	Tanguisson Park	8		Hrs.	20	Min.
VII.1.C.13	Beaches (lake or ocean)	Miss Beach	5		Hrs.	20	Min.
VII.1.C.14	Outdoor winter sports	Hokido, Missawa Japan	1900	30	Hrs.	00	Min.

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

Micronesian Mall 20 min (8 Miles)

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

0 0 min (0 Miles)

Local area crime rate:

VII.1.F.1 **Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.)** 280

VII.1.F.2 **Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.)** 3779

2. Education

VII.2.A **The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios:** 28 to 1

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

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

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

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

VII.2.D **0.0 percent of high school students go on to either a two- or four-year college**

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

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

Guam Community College

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

Univ of Guam

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

Univ of Guam

3. Spousal Employment

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VII.3.A **57.0 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **91.0 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **0.0 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D

4. Local Medical Care

VII.4.A	**Current ratio of active, non-federal physicians in the community:**	1.1 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	1.5 beds/1000 people

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Section VIII

1. Air Quality - Clean Air Act

VIII.1.A **Air Quality Management District for the base:** There is no district on Guam

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

VIII.1.C **There are critical air quality regions within 100 kilometers of the base**

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

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

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

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

(i.e. carpooling or emissions credit transfer)

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

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

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

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

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

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

VIII.E.2 Infrastructure Maintenance / Public Works

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

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

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

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

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VIII.E.3 Open Burn/Open Detonation

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

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

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

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

VIII.E.4 Fire Training

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

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

VIII.E.5 Signal Flares

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

VIII.E.6 Emergency Generators

E.6.a The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

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

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

E.6.d The state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

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

VIII.E.7 Short-term Activities

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

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

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

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

VIII.E.8 Monitoring

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

VIII.E.9 BACT/LAER

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

2. Water - Potable

VIII.2.A The base potable water supply is Local Community and the source is:

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On Base Aquifer

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

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

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

3. Water - Ground Water

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

VIII.3.A.1 **Nature of contamination.** TCE

VIII.3.A.2 **The contaminated groundwater is a potable water source**

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

VIII.3.C **9 water wells exist at the base.**

VIII.3.D **1 wells have been abandoned for the following reasons:**

One, Tarague Well due to high Chloride levels.

4. Water - Surface Water

VIII.4.A **There No perennial bodies of water located on base.**

VIII.4.A.2 **These bodies do Not receive water runoff or treated wastewater discharge from the base.**

VIII.4.A.3 **The base is Not located within a specified drainage basin.**

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

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

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

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5. Wastewater

VIII.5.A **Base wastewater is treated by Local Community facilities.**

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

6. Discharge Points / Impoundments

VIII.6.A **There any No National Pollutant Elimination System permits in effect.**

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

The base currently does not discharge treated wastewater.

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

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

7. HAZARDOUS MATERIALS - Asbestos

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

VIII.7.A.2 **6 facilities are considered regulated areas or have restricted use due to friable asbestos.**

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8. Biological - Habitat

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

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

Andersen AFB Marine Resources Preserve-9.3 mi. of coastline

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

Andersen Species Recovery & Habitat Mgmt Test Site
Guam Anao Conservation Area
Guam Nationall Wildlife Refuge-all AAFB except the main base proper, EOD small arms firing ranges, and Det 15
Pati Point
Proposed Federal Critical habitat has been withdrawn
US Fish & Wildlife Service Brown Tree Snake Test Site

VIII.8.B **The U.S. Fish and Wildlife Service has identified critical/sensitive habitats on base.**

Endangered Guam rail and Endangered Micronesian kingfisher habitats
Endangered Mariana Crow nesting and foraging areas
Endangered Mariana Fruit Bat colony roosting locations
Endangered Serianthes nelsonii trees-one
Threatened Green sea turtles nesting coastline

VIII.8.C **The base has a cooperative agreement for conducting a hunting and fishing program.**

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

VIII.8.D **The presence of these resources constrains CURRENT construction activities/operations:**

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

Sometimes.Specific flight operations have been limited while monitoring impact to endangered birds. However, authorization for past operations have never been denied after environmental impact review documents or correspondence were submitted.

9. Biological - Threatened and Endangered Species

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

Species	Kingdom				Remarks
Bridled White-Eye	Animal	Federa	Listed	Endangered	
Cardinal Honeyeater	Animal	Federa	Listed	Endangered	
Green Sea Turtle	Animal	Federa	Listed	Threatened	
Guam Broadbill	Animal	Federa	Listed	Endangered	

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Guam Flycatcher	Animal	Federa	Listed	Endangered	
Guam Rail	Animal	Federa	Listed	Endangered	
Hawskbill Sea Turtle	Animal	Federa	Listed	Endangered	
Hayun-lago	Plant	Federa	Listed	Endangered	
Little Mariana Fruit Bat	Animal	Federa	Listed	Endangered	
Mariana Crow	Animal	Federa	Listed	Endangered	
Mariana Fruit Bat	Animal	Federa	Listed	Endangered	
Mariana Fruit-Dove	Animal	Federa	Listed	Endangered	
Micronesian Kingfisher	Animal	Federa	Listed	Endangered	
Micronesian Starling	Animal	Federa	Listed	Endangered	
Rufous Fantail	Animal	Federa	Listed	Endangered	
Ufa-halomtano	Plant	Federa	Listed	Endangered	
White-throated Ground-Dove	Animal	Federa	Listed	Endangered	

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

Species	Kingdom				Remarks
Guam tree	Plant	State		Special Concern	
Ifit Tree	Plant	State		Special Concern	

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

10. Biological - Wetlands

VIII.10.A **There are No wetlands, estuaries, or other special aquatic features present on the base.**

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

VIII.10.B **The base has Not been surveyed for wetlands in accordance with established federally approved guidelines.**

VIII.10.C **No part of the base is located in a 100-year floodplain.**

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

11. Biological - Floodplains

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11. Biological - Floodplains

VIII.11.A **There are No floodplains on the base.**

12. Cultural

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

VIII.12.A.1

Sites:	Significant status:
Pati Point Cultural Site	Listed on Guam Register of Historic Sites
Tarague Historic District	Listed on Guam Register of Historic Sites

VIII.12.B

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

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

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

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

VIII.12.D.1 **Not Applicable.**

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

VIII.12.D.3 **Archeological collections are housed on base.**

VIII.12.D.4 **Native Americans or others use/identified sacred areas or burial sites on or near base:**

Yes. Burial, however Guam does not fall under the Native American Protection Laws.

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

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

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

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

VIII.13.A.1 50 IRP sites have been identified

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

VIII.13.A.3 All on-site remediation is estimated to be in place in 2008

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

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

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

VIII.13.D There reported or known uncontrolled or unregulated occurrences of specific contaminate types and sources.

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

VIII.13.E No sites or SWMUs are currently being investigated and remediated pursuant to the RCRA.

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

VIII.13.F The IRP currently restricts construction (siting) activities/operations on-base.

14. Compliance / IRP Costs ($000)

VIII.14.A

Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	$281.000 K	$311.000 K	$294.000 K	$294.000 K	$294.000 K
IRP	$8,450.000 K	$11,101.000 K	$13,960.000 K	$12,600.000 K	$8,600.000 K
Natural Resources	$5.000 K	$50.000 K	$5.000 K	$5.000 K	$5.000 K
Other(s) Specify:Waste water comp	$4,345.000 K	$8,350.000 K	$7,875.000 K	$7,824.000 K	$425.000 K
Permits	$4.700 K	$456.000 K	$13.600 K	$13.600 K	$13.600 K

15. Other Issues

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

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16. Air Quality - Clean Air Act

VIII.16.A Air Quality Control Area (AQCA) geographic region in which the base is located:
No AQCA, Guam is all one

VIII.16.B Air quality regulatory agency responsible for the AQCA:. Guam Environmental Protection Agency

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

None asked in original Questionnaire 646-8864

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

VIII.16.C.1 In Attainment for Ozone

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

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

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

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

VIII.16.C.6 In Attainment for Lead

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

VIII.16.D.1 Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located: 0.00 ppm

VIII.16.D.2 Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located: 0.0 ppm

VIII.16.D.3 Ozone Design value is 0.0% of NAAQS

VIII.16.D.4 Carbon monoxide Design value is 0.0% of NAAQS

Air Quality Survey complete, No additional data required.

Document Separator

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Section I

1. Force Structure

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

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	AAFES Concessions	-	-	162	162
I.1.A.2	Aero Club (NAF)	-	-	8	8
I.1.A.3	Army	15	48	2	65
I.1.A.4	Arts & Crafts (NAF)	-	-	19	19
I.1.A.5	Bank of So. Maryland	-	-	11	11
I.1.A.6	Billeting (NAF)	-	-	52	52
I.1.A.7	Boeing/E Systems	-	-	80	80
I.1.A.8	Bowling Center (NAF)	-	-	39	39
I.1.A.9	CAP	3	2	2	7
I.1.A.10	Child Dev Ctr (NAF)	-	-	52	52
I.1.A.11	Community Activities (NAF)	-	-	20	20
I.1.A.12	Credit Union	-	-	69	69
I.1.A.13	Customs, Agriculture	-	-	1	1
I.1.A.14	Customs, Treasury	-	-	3	3
I.1.A.15	DECA	-	13	159	172
I.1.A.16	Def Invest Svs	-	-	3	3
I.1.A.17	Defense Printing Svs	-	-	10	10
I.1.A.18	E Systems/Rockwell	-	-	4	4
I.1.A.19	Energy Dept	-	-	1	1
I.1.A.20	Equipment Check-out (NAF)	-	-	4	4
I.1.A.21	FAA	-	-	53	53
I.1.A.22	Fitness Center (NAF)	-	-	5	5
I.1.A.23	Four Winds Inc	-	-	3	3
I.1.A.24	GTE/Bell Atlantic	-	-	13	13
I.1.A.25	Glasco	-	-	19	19
I.1.A.26	Golf Course (NAF)	-	-	61	61
I.1.A.27	HRO (NAF)	-	-	6	6

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I.1.A.28	Immigration Svc	-	-	1	1
I.1.A.29	Kentucky MNT Inc	-	-	56	56
I.1.A.30	Library (NAF)	-	-	4	4
I.1.A.31	Litton (Navy)	-	-	12	12
I.1.A.32	MWR (NAF)	-	-	6	6
I.1.A.33	Maketing (NAF)	-	-	3	3
I.1.A.34	Marine (Active)	28	206	-	234
I.1.A.35	Marine (Reserve)	26	184	-	210
I.1.A.36	McDonnell Douglas (Marines)	-	-	2	2
I.1.A.37	NAFFMB (NAF)	-	-	19	19
I.1.A.38	NCO Club (NAF)	-	-	125	125
I.1.A.39	Navy (Active)	104	913	173	1190
I.1.A.40	Navy (Reserve)	1141	1097	-	2238
I.1.A.41	OL-WHCZ	1	16	-	17
I.1.A.42	Officer Club (NAF)	-	-	180	180
I.1.A.43	Out Door Maint (NAF)	-	-	21	21
I.1.A.44	Pool (NAF)	-	-	1	1
I.1.A.45	RRRP (NAF)	-	-	3	3
I.1.A.46	Red Cross	-	-	3	3
I.1.A.47	SATO	-	-	6	6
I.1.A.48	Secret Services	-	-	3	3
I.1.A.49	Sons Quality Food	-	-	214	214
I.1.A.50	Stay Maint	-	-	117	117
I.1.A.51	Tennis Center (NAF)	-	-	3	3
I.1.A.52	US Post Office	-	-	14	14
I.1.A.53	Youth Center (NAF)	-	-	29	29
	TOTAL:				5653

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

I.1.B.1 **Supported Unit:** 1111TH SIGNAL BATTALI GSU
Location: FORT RITCHIE MD
Support provided: EQUIP REP

GSU - Geographically Separated Unit
REM - Remote Unit

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I.1.B.2 **Supported Unit:** 167TH AIRLIFT GROUP GSU **GSU - Geographically Separated Unit**
Location: MARTINSBURG WV **REM - Remote Unit**
Support provided: COMMON USE FACILITIES, ENVIRONMENTAL COMP, FIRE, LIBRARIES, MWR AND FITNESS, ADP, CLUBS, COMM, COMMUNITY SVC, CUSTODIAL, EDUC, ENGR SVC, EQUIP REP, FAC & REAL PROP, FAC MAINT & REP, SUPPLY, MIL PERS, MORTUARY, REFUSE COL, UTIL

I.1.B.3 **Supported Unit:** 193RD SPEC OPS GROUP GSU **GSU - Geographically Separated Unit**
Location: MIDDLETOWN PA **REM - Remote Unit**
Support provided: ENVIRONMENTAL COMP, EQUIP REP, MORTUARY

I.1.B.4 **Supported Unit:** 19TH AIR REFUELING WIN GSU **GSU - Geographically Separated Unit**
Location: ROBINS AFB GA **REM - Remote Unit**
Support provided: SUPPLY

I.1.B.5 **Supported Unit:** 4950 TEST WING, DET 1 GSU **GSU - Geographically Separated Unit**
Location: EDWARDS AFB CA **REM - Remote Unit**
Support provided: COMMAND ELEMENT, COMMON USE FACILITIES, ENVIRONMENTAL COMP, FIRE, LIBRARIES, POLICE, COMM, EQUIP REP, SUPPLY, REFUSE COLL, TRANS, UTIL

I.1.B.6 **Supported Unit:** 50TH SPACE WING GSU **GSU - Geographically Separated Unit**
Location: FALCON AFB CO **REM - Remote Unit**
Support provided: SHUTTLE, ADMIN, COMMUNICATIONS, FOOD, HOUSING, SUPPLY, TRANS

I.1.B.7 **Supported Unit:** 694 INTEL WING GSU **GSU - Geographically Separated Unit**
Location: FT MEADE MD **REM - Remote Unit**
Support provided: DISASTER PREP, ENV COMP, LIBRARIES, MWR & FITNESS, POLICE, SHUTTLE, AUDIO/VISUAL, ADP, CLUBS, COMMUNITY SPT, CONF & DET, EQUIP REP, FOOD, HOUSING, SUPPLY, MORTUARY, TRANS

I.1.B.8 **Supported Unit:** 7TH COMMUNICATIONS G GSU **GSU - Geographically Separated Unit**
Location: WASHINGTON DC **REM - Remote Unit**
Support provided: EQUIP REPAIR, HOUSING, SUPPLY, TRANS

I.1.B.9 **Supported Unit:** AF DISTRICT OF WASHIN GSU **GSU - Geographically Separated Unit**
Location: PENTAGON, WASHINGTON DC **REM - Remote Unit**
Support provided: CHAPLAIN, CMD ELEMENT, COMMON USE FACILITY, DISASTER PREP, ENV COMP, FIRE, LIBRARIES, MWR & FITNESS, POLICE, SAFETY, SHUTTLE, ADMIN, ADP, CLUBS, COMM, COMMUNITY SVCS, CONFINEMENT & DETENTION, CUSTODIAL, ENGR SPT, EQUIP REPAIR, FAC & REAL PROP, FOOD,

I.1.B.10 **Supported Unit:** AF ELEMENTS GSU **GSU - Geographically Separated Unit**
Location: PENTAGON, WASHINGTON DC **REM - Remote Unit**
Support provided: COMMAND ELEMENT, ENVIRONMENTAL COMP, LIBRARIES, MWR AND FITNESS, POLICE, CLUBS, COMMUNITY SPT, CONF & DET, EDUCATION, SUPPLY, LEGAL, MIL PERS, MORTUARY

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I.1.B.11 **Supported Unit:** AF INTEL SPT AGENCY GSU
Location: FT BELVIOR VA
Support provided: ENVIRONMENTAL COMP, SAFETY, SHUTTLE, EQUIP REP, SUPPLY, MORTUARY, TRANS

I.1.B.12 **Supported Unit:** AF OFC/SCI RESEARCH GSU
Location: BOLLING AFB WASHINGTON D
Support provided: ENVIRONMENTAL COMP, SHUTTLE, ADP, CIV PERS, EQUIP REP, MORTUARY, TRANS

I.1.B.13 **Supported Unit:** AF WARTIME MANPOWER GSU
Location: FORT RITCHIE MD
Support provided: MORTUARY

I.1.B.14 **Supported Unit:** ARMED FORCES INST PAT GSU
Location: WASHINGTON DC
Support provided: EQUIP REP, SUPPLY

I.1.B.15 **Supported Unit:** ATF BUREAU GSU
Location: WASHINGTON DC
Support provided: SAFETY, SUPPLY

I.1.B.16 **Supported Unit:** BALTIMORE DIST CORP O GSU
Location: BALTIMORE MD
Support provided: SUPPLY

I.1.B.17 **Supported Unit:** DEF COURIER SVCS GSU
Location: FT MEADE MD
Support provided: DISASTER PREP, HOUSING

I.1.B.18 **Supported Unit:** DEF PLANT PROD OFFICE GSU
Location: BALTIMORE MD
Support provided: CHAPLAIN, COMMAND ELEMENT, ENVIRONMENTAL COMP, POLICE

I.1.B.19 **Supported Unit:** DEFENSE INFO SYSTEM A GSU
Location: ARLINGTON VA
Support provided: ADP

I.1.B.20 **Supported Unit:** DEFENSE INVESTIGATIVE GSU
Location: ARLINGTON VA
Support provided: ADP

I.1.B.21 **Supported Unit:** DEFENSE PERS SPT CTR GSU
Location: PHILADELPHIA PA
Support provided: COMMAND ELEMENT

GSU - Geographically Separated Unit
REM - Remote Unit

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I.1.B.22 **Supported Unit:** DEP/STATE PROT SVCS GSU
Location: WASHINGTON DC
Support provided: POLICE

I.1.B.23 **Supported Unit:** DEPT OF INTERIOR OAS GSU
Location: WASHINGTON DC
Support provided: FAC & REAL PROP, SUPPLY

I.1.B.24 **Supported Unit:** DEPT OF STATE, DIV OF T GSU
Location: WASHINGTON DC
Support provided: SUPPLY

I.1.B.25 **Supported Unit:** DET 11, AF INTEL RESERV GSU
Location: WASHINGTON DC
Support provided: MORTUARY, TRANS

I.1.B.26 **Supported Unit:** DET 29, SAN ANTONIO AL GSU
Location: ALEXANDRIA VA
Support provided: SUPPLY, MORTUARY

I.1.B.27 **Supported Unit:** DET 45, AF CONTRACT M GSU
Location: BALTIMORE MD
Support provided: AUDIO/VISUAL, CONF & DET, EDUC, SUPPLY, LEGAL, MIL PERS, MORTUARY

I.1.B.28 **Supported Unit:** DRUG ENFORC. ADMIN GSU
Location: ARLINGTON VA
Support provided: POLICE, TRANS

I.1.B.29 **Supported Unit:** ECAC GSU
Location: ANNAPOLIS MD
Support provided: COMMAND ELEMENT, POLICE, CIV PERS, EDUC, EQUP REP, SUPPLY, LEGAL, MIL PERS, MORTUARY, REFUSE COLL, TRANS

I.1.B.30 **Supported Unit:** FEDERAL AVIATION ADM GSU
Location: WASHINGTON DC
Support provided: EQUIP REP

I.1.B.31 **Supported Unit:** FT GEORGE G. MEADE GSU
Location: FT MEADE MD
Support provided: COMMON USE FACILITIES, FIRE, SAFETY, SUPPLY, ENGR SPT, FAC & REAL PROP, FAC MAINT & REP, FOOD, SUPPLY, TRANS

GSU - Geographically Separated Unit
REM - Remote Unit

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I.1.B.32 **Supported Unit:** GENERAL ACCOUNTING GSU **GSU - Geographically Separated Unit**
Location: WASHINGTON DC **REM - Remote Unit**
Support provided: REFUSE COL

I.1.B.33 **Supported Unit:** GSA, NATIONAL CAPITAL GSU **GSU - Geographically Separated Unit**
Location: WASHINGTON DC **REM - Remote Unit**
Support provided: REFUSE COL

I.1.B.34 **Supported Unit:** HQ AFOSI GSU **GSU - Geographically Separated Unit**
Location: BOLLING AFB DC **REM - Remote Unit**
Support provided: ADP, MORTUARY

I.1.B.35 **Supported Unit:** HQ USAF SURGEON GEN. GSU **GSU - Geographically Separated Unit**
Location: BOLLING AFB WASHINGTON D **REM - Remote Unit**
Support provided: COMMON USE FACILITIES, ENVIRONMENTAL COMP, FIRE, SHUTTLE, MORTUARY, REFUSE COLL

I.1.B.36 **Supported Unit:** HUMAN RESOURCE OFFIC GSU **GSU - Geographically Separated Unit**
Location: WASHINGTON DC **REM - Remote Unit**
Support provided: REFUSE COL

I.1.B.37 **Supported Unit:** MARINE CORPS AIR BASE GSU **GSU - Geographically Separated Unit**
Location: CHERRY POINT NC **REM - Remote Unit**
Support provided: SUPPLY

I.1.B.38 **Supported Unit:** MD ANG GSU **GSU - Geographically Separated Unit**
Location: BALTIMORE MD **REM - Remote Unit**
Support provided: ENVIRONMENTAL COMP, LIBRARIES, MWR AND FITNESS, SAFETY,, ADP, CLUBS, COMMUNICATIONS, COMMUNITY SVC, EQUP REP, FOOD, HOUSING, SUPPLY, MORTUARY, TRANS

I.1.B.39 **Supported Unit:** NAVAL AIR TEST CENTER GSU **GSU - Geographically Separated Unit**
Location: ARLINGTON VA **REM - Remote Unit**
Support provided: REFUSE COL

I.1.B.40 **Supported Unit:** NAVAL DIST. /WASHINGT GSU **GSU - Geographically Separated Unit**
Location: WASHINGTON DC **REM - Remote Unit**
Support provided: CHAPLAIN, FIRE, LIBRARIES, MWR AND FITNESS, POLICE, SHUTTLE, CLUBS, COMMUNITY SPT, HOUSING, TRANS

I.1.B.41 **Supported Unit:** NAVAL INTEL ACTIVITY GSU **GSU - Geographically Separated Unit**
Location: WASHINGTON DC **REM - Remote Unit**
Support provided: REFUSE COL

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I.1.B.42 **Supported Unit:** NAVAL RESEARCH LAB GSU
Location: PATUXENT RIVER MD
Support provided: EQUIP REP

I.1.B.43 **Supported Unit:** NAVAL SPT FACILITY GSU
Location: THURMONT MD
Support provided: EQUIP REPAIR

I.1.B.44 **Supported Unit:** NAVAL SURFACE WARFA GSU
Location: DAHLGREN VA
Support provided: REFUSE COL

I.1.B.45 **Supported Unit:** ON SITE INSPECTION AGE GSU
Location: WASHINGTON DC
Support provided: AUDIO/VISUAL, SUPPLY, MIL PERS, TRANS

I.1.B.46 **Supported Unit:** THE JOINT STAFF GSU
Location: WASHINGTON DC
Support provided: REFUSE COL

I.1.B.47 **Supported Unit:** U.S. SECRET SERVICE GSU
Location: WASHINGTON DC
Support provided: COMMON USE FACILITY, FIRE, POLICE, EQUIP REPAIR, SUPPLY

I.1.B.48 **Supported Unit:** US ARMY RESERVE CENT GSU
Location: FORT MEADE MD
Support provided: FOOD, REFUSE COL, UTIL

I.1.B.49 **Supported Unit:** US CAPITAL POLICE GSU
Location: WASHINGTON DC
Support provided: COMM, FAC & REAL PROP

I.1.B.50 **Supported Unit:** US PARK POLICE GSU
Location: WASHINGTON DC
Support provided: FIRE, SAFETY, SUPPLY

I.1.B.51 **Supported Unit:** USAF FREQUENCY MGT C GSU
Location: ARLINGTON VA
Support provided: MORTUARY

I.1.B.52 **Supported Unit:** USSTRATCOM/JCC GSU
Location: FT RITCHIE MD
Support provided: COMMAND ELEMENT, POLICE, AUDIO/VISUAL, EDUC, SUPPLY, LEGAL, MIL PERS, MORTUARY, TRANS

GSU - Geographically Separated Unit
REM - Remote Unit

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I.1.B.53 **Supported Unit:** WASHINGTON HQ SERVIC GSU

Location: WASHINGTON DC

Support provided: ADP

GSU - Geographically Separated Unit
REM - Remote Unit

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2. Operational Effectiveness

A. Air Traffic Control

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

I.2.A.1 **Some of the base ATCALS are officially part of the NAS.**

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

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
RAPCON	3	146852	0	0	0	0	0
Tower	3	131459	0	0	N/A	N/A	N/A

I.2.A.4 **The primary instrument runway is designated 1L**

0 operations were conducted this runway during calander year 1993

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

NONE, Airspace saturation problems in local area due to proximity of 4 major airports within 50 mi. Does not prevent accomplishment of mission, the movement of the President and other dignitaries. Local & FAA aircraft handling priorities for this.

I.2.A.6 **The base experiences ATC delays.**

I.2.A.6.a **Details regarding ATC delays:**

Average number of delays per month (over the last 2 years): 15

The total number of sorties per month: 13628

The average length of the delays: 0:00

I.2.A.6.b **There is a common rationale for the delays:**

DELAYS DUE TO AIRCRAFT SATURATION IN LOCAL AIRSPACE. DOES NOT PREVENT UNIT FROM ACCOMPLISHING MISSION. LOCAL AND FAA AIR TRAFFIC CONTROL HANDBOOK AIRCRAFT HANDLING PRIORITIES WHICH ADDRESS THIS ISSUE.

B. Geographic Location

I.2.B.1 **Nearest major primary airlift customer:** LETTERKENNY ARMY DEPOT **distance** 79 NM

Nearest major primary airdrop customer: FORT MEADE **distance** 17 NM

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

Lajes AB:	2328 NM
Rota AB:	3348 NM
Hickam AFB:	4290 NM
RAF Mildenhall:	3307 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	DAVISON AAF	16
I.2.B.4	Military airfield, runway >= 8,000ft	PATUXENT RIVER NAS	38
I.2.B.5	Military airfield, runway >= 10,000ft	PATUXENT RIVER NAS	38
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Washington National	10
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Baltimore Washington Int'l	24
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Dulles Int'l	35
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Baltimore Washington Int'	24
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Dulles Int'l	35

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

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

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-108 A,B	118 NM	W-108 A,B	118 NM	W-386 A,B,C,D,E	144 NM
W-107 A,D,E,F	173 NM	W-107 A,D,E,F,	173 NM	W-72 A,B	222 NM
W-122 A,B,C,F,G,H,I,J	234 NM	W-72B	244 NM	W-122 D	257 NM
W-122 E	257 NM	W-105 A,B,D,E,G	299 NM	W-155 A,B,D,E,G	299 NM

I.2.C.2 **MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft, within 200 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-108 A,B	118 NM	W-108 A,B	118 NM	W-386 A,B,C,D,E	144 NM
W-107A	164 NM	W-386B	168 NM	W-107 A,D,E,F	173 NM

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W-107 A,D,E,F,	173 NM	W-72A	178 NM	W-387 A,B	194 NM
W-387A	194 NM	W-387B	194 NM		

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-108 A,B	118 NM	W-108 A,B	118 NM	W-386 A,B,C,D,E	144 NM
W-107A	164 NM	W-386B	168 NM	W-107 A,D,E,F	173 NM
W-107 A,D,E,F,	173 NM	W-72A	178 NM	W-387 A,B	194 NM
W-387A	194 NM	W-72 A,B	222 NM	W-122 A,B,C,F,G,H,I,J	234 NM
W-72B	244 NM	W-122 D	257 NM	W-122 E	257 NM
W-122F	289 NM	W-122C	291 NM	W-105 A,B,D,E,G	299 NM
W-155 A,B,D,E,G	299 NM	W-105A	300 NM	W-122 A,B,C,D,E,F,G,H,I,	302 NM
W-122I	314 NM	W-105E	316 NM	W-122G	327 NM
W-177A	345 NM	W-161A,B/W-177A,B	359 NM	W-122J	367 NM
W-132 A,B	410 NM	W-132A,B/W-134/W-157A	449 NM	W-157B	457 NM
W-157A	474 NM	W-157C	480 NM	W-102 LOW	485 NM
W-158B	557 NM	W-158A	564 NM		

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
INDIANTOWN GAP	98 NM	WARREN GROVE	129 NM	NAVY DARE COUNTY	191 NM
USAF DARE COUNTY	193 NM	CHERRY POINT BT-11	231 NM	FT DRUM	332 NM
POINSETT	347 NM	JEFFERSON PROVING G	400 NM	ATTERBURY	429 NM
TOWNSEND	496 NM	GRAYLING	500 NM	GRAND BAY	562 NM
PINECASTLE	629 NM	EGLIN C62	672 NM	HARDWOOD	677 NM
EGLIN C52	680 NM	AVON PARK BRAVO/FO	703 NM	AVON PARK CHARLIE/E	707 NM
CANNON	727 NM	SHELBY EAST	751 NM	SHELBY WEST	757 NM

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

WARREN GROVE	129 NM

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

OCEANA TACTS	187 NM

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

BLOODSWORTH ISL	52 NM

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

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Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	5	9	10	28	58	87
SR	16	17	19	53	72	100
VR	10	18	22	54	100	132
Total Routes:	**31**	**44**	**51**	**135**	**230**	**319**

Identify Routes:

SR-820	20 NM	SR-821	20 NM	SR-835	20 NM	VR-1713	20 NM	VR-1712	20 NM	VR-1711	20 NM
VR-1709	36 NM	VR-1759	58 NM	VR-708	66 NM	SR-800	73 NM	SR-801	73 NM	SR-805	73 NM
SR-802	74 NM	SR-803	74 NM	SR-806	74 NM	SR-808	74 NM	SR-807	74 NM	SR-804	74 NM
VR-704	77 NM	VR-705	77 NM	SR-844	78 NM	SR-846	78 NM	SR-845	78 NM	IR-720	81 NM
SR-867	86 NM	VR-1757	88 NM	IR-716	90 NM	IR-719	93 NM	IR-714	97 NM	VR-1754	97 NM
IR-760	97 NM										
VR-1753	104 NM	VR-1755	104 NM	VR-1758	114 NM	IR-761	121 NM	VR-1751	121 NM	IR-762	126 NM
SR-847	126 NM	VR-1756	126 NM	IR-715	128 NM	IR-718	128 NM	VR-1061	132 NM	VR-1722	132 NM
VR-073	148 NM										
VR-1752	152 NM	VR-707	154 NM	VR-096	155 NM	IR-721	175 NM	VR-1721	184 NM	SR-817	196 NM
SR-818	197 NM										
IR-062	205 NM	SR-822	205 NM	SR-816	205 NM	SR-815	205 NM	VR-085	210 NM	VR-086	210 NM
SR-871	215 NM	SR-872	215 NM	SR-873	215 NM	VR-1057	215 NM	SR-874	215 NM	VR-1058	226 NM
SR-823	228 NM	IR-723	231 NM	VR-1726	231 NM	IR-726	231 NM	VR-093	237 NM	VR-1043	237 NM
IR-743	239 NM	VR-1743	239 NM	VR-1046	243 NM	IR-608	246 NM	IR-022	252 NM	IR-082	272 NM
IR-012	276 NM	SR-737	278 NM	SR-738	278 NM	SR-825	278 NM	SR-901	278 NM	VR-1631	282 NM
VR-1632	284 NM	VR-1633	284 NM	VR-1060	285 NM	SR-707	288 NM	SR-713	288 NM	SR-708	288 NM
SR-714	288 NM	SR-711	288 NM	SR-710	288 NM	SR-733	289 NM	SR-732	291 NM	SR-735	291 NM
SR-734	292 NM	VR-087	292 NM	SR-900	297 NM	IR-081	300 NM	VR-724	301 NM	VR-725	301 NM
IR-035	302 NM	VR-1074	302 NM	VR-1069	302 NM	VR-1040	303 NM	SR-709	305 NM	SR-715	305 NM
SR-712	305 NM	SR-904	310 NM	SR-905	316 NM	VR-088	326 NM	IR-074	332 NM	VR-1801	345 NM
IR-079	346 NM	IR-080	346 NM	VR-1013	354 NM	VR-095	359 NM	VR-097	360 NM	VR-1617	360 NM
VR-1638	360 NM	VR-1059	369 NM	SR-902	371 NM	IR-036	373 NM	SR-703	373 NM	SR-701	373 NM
IR-090	374 NM	VR-1624	375 NM	VR-1625	375 NM	VR-058	376 NM	SR-702	377 NM	IR-075	378 NM
SR-105	381 NM	IR-801	386 NM	SR-166	386 NM	IR-083	397 NM	VR-1668	399 NM	VR-1055	400 NM
VR-1800	402 NM	IR-002	406 NM	IR-042	411 NM	VR-1068	411 NM	VR-840	415 NM	VR-842	415 NM
VR-841	415 NM	SR-102	419 NM	VR-1041	422 NM	VR-1667	430 NM	VR-1640	433 NM	VR-1049	434 NM
IR-843	435 NM	IR-843A	435 NM	VR-1641	450 NM	VR-1642	450 NM	IR-018	452 NM	VR-1627	453 NM
VR-1628	453 NM	IR-023	456 NM	VR-664	460 NM	VR-1003	466 NM	VR-1626	466 NM	IR-610	467 NM

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SR-782	470 NM	VR-1052	472 NM	SR-035	476 NM	SR-037	476 NM	SR-040	476 NM	SR-036	476 NM
IR-618	479 NM	VR-619	479 NM	VR-1011	479 NM	SR-781	483 NM	VR-092	487 NM	IR-089	488 NM
VR-1645	498 NM	VR-1644	501 NM	VR-1647	501 NM	VR-1679	504 NM	VR-1001	507 NM	VR-634	522 NM
IR-800	523 NM	IR-800A	523 NM	IR-804	523 NM	SR-059	525 NM	SR-062	525 NM	SR-061	525 NM
SR-060	525 NM	SR-225	528 NM	VR-1004	528 NM	IR-850	530 NM	IR-851	530 NM	IR-852	530 NM
VR-094	531 NM	IR-016	535 NM	VR-1002	539 NM	IR-069	547 NM	IR-077	554 NM	VR-1066	555 NM
SR-038	557 NM	IR-033	562 NM	IR-066	565 NM	IR-067	565 NM	VR-1636	565 NM	VR-1051	565 NM
VR-1050	565 NM	SR-039	566 NM	VR-1009	567 NM	VR-1006	572 NM	VR-1639	572 NM	VR-1007	572 NM
VR-1054	578 NM	VR-615	578 NM	IR-614	579 NM	VR-1635	579 NM	SR-774	580 NM	VR-1008	581 NM
VR-1056	582 NM	IR-017	584 NM	VR-1017	584 NM	IR-019	584 NM	IR-800B	586 NM	SR-069	589 NM
VR-1005	589 NM	SR-070	590 NM	SR-072	590 NM	SR-071	590 NM	IR-041	591 NM	IR-063	591 NM
IR-174	591 NM	IR-157	591 NM	VR-1067	591 NM	VR-1065	594 NM	IR-078	598 NM		
VR-1010	601 NM	IR-015	607 NM	SR-771	609 NM	VR-1070	611 NM	IR-805	612 NM	IR-609	613 NM
SR-773	613 NM	VR-1039	620 NM	IR-802	625 NM	IR-803	625 NM	VR-1014	632 NM	VR-1016	632 NM
VR-060	640 NM	IR-592	648 NM	SR-075	660 NM	IR-032	661 NM	IR-091	662 NM	SR-137	665 NM
VR-1031	668 NM	VR-1082	669 NM	VR-1084	669 NM	VR-1085	669 NM	VR-1030	672 NM	SR-785	676 NM
IR-057	680 NM	SR-103	680 NM	SR-101	680 NM	IR-059	680 NM	SR-104	680 NM	SR-106	680 NM
VR-1648	681 NM	IR-030	687 NM	IR-031	687 NM	VR-1666	691 NM	SR-073	692 NM	SR-074	692 NM
VR-1033	692 NM	SR-776	693 NM	IR-021	696 NM	SR-238	702 NM	VR-1097	703 NM	IR-044	704 NM
IR-047	705 NM	IR-048	707 NM	IR-046	717 NM	VR-1650	717 NM	IR-055	719 NM	IR-068	720 NM
VR-1020	720 NM	IR-020	726 NM	IR-049	732 NM	IR-051	732 NM	VR-1098	732 NM	IR-050	732 NM
IR-527	737 NM	VR-1629	741 NM	IR-037	744 NM	SR-031	747 NM	VR-1083	748 NM	VR-1089	752 NM
IR-038	754 NM	IR-040	758 NM	VR-1021	758 NM	VR-1023	758 NM	VR-1024	758 NM	IR-070	759 NM
SR-029	760 NM	VR-1032	761 NM	VR-1072	764 NM	VR-607	764 NM	SR-218	769 NM	SR-220	769 NM
SR-221	769 NM	SR-226	769 NM	SR-229	769 NM	SR-231	769 NM	SR-237	769 NM	SR-232	769 NM
SR-230	769 NM	SR-227	769 NM	SR-222	769 NM	SR-219	769 NM	VR-1022	777 NM	VR-1087	794 NM
VR-1088	794 NM	IR-120	795 NM	VR-1102	795 NM	VR-1616	797 NM	SR-727	799 NM		

I.2.C.9 **IR-430 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 1070 NM from the base.**

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

200 NM	300 NM	500 NM
3	11	33

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

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

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AR-218H	173 NM	AR-612	173 NM	AR-218L	176 NM		
AR-636	205 NM	AR-206H	254 NM	AR-206L	254 NM	AR-217	255 NM
AR-207SW SOUTHW	268 NM	AR-328	269 NM	AR-455 WEST	297 NM	AR-609	297 NM
AR-600	316 NM	AR-777	321 NM	AR-633A	352 NM	AR-203 SOUTHWEST	354 NM
AR-631	355 NM	AR-315 WEST	359 NM	AR-216 SOUTHWEST	365 NM	AR-202S SOUTH	371 NM
AR-601	374 NM	Racoon MOA	386 NM	AR-207NE NORTHEA	387 NM	AR-455 EAST	393 NM
AR-633B	399 NM	AR-204 NORTHEAST	406 NM	AR-212 NORTHEAST	406 NM	AR-632A	440 NM
AR-202AN ALTERNA	442 NM	AR-315 EAST	445 NM	AR-608	454 NM	AR-616B	464 NM
AR-632B	476 NM	AR-216 NORTHEAST	486 NM				

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

500 NM	700 NM
3592	4904

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-218	173 NM	359	AR-206H	254 NM	50	AR-206L	254 NM	20	AR-455	297 NM	372
AR-203	354 NM	223	AR-216	365 NM	64	Racoon	386 NM	1829	AR-204	406 NM	319
AR-212	406 NM	356			0			0			0
AR-205	537 NM	43	AR-111	560 NM	303	AR-016	609 NM	157	AR-109	634 NM	213

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 386NM from the base."**

I.2.C.10d **Percentage of tanker demand in region:** 17.0
Percentage of tankers based in region: 25.0

Tanker saturation within the region has been classified as tanker Rich

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	SR
AEGIS	50 NM	✔	✔	✔	0	1
ANDREWS	NM		✔		0	1
BLACKSTONE	116 NM	✔	✔	✔	0	1
CANAL	236 NM	✔	✔	✔	0	0
CASWELL BEACH (WATER	304 NM	✔	✔		0	0
CHERRY	234 NM	✔	✔	✔	0	0
CHUTE (CIR)	325 NM	✔	✔	✔	0	1
CORINTH	246 NM	✔			0	0

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COTENTIN	246 NM	✔	✔	✔	0	0
DARLINGTON	300 NM	✔	✔	✔	0	0
DAVIS #1	260 NM	✔		✔	0	0
DAVIS #2	259 NM	✔	✔	✔	0	0
DAVIS (CIR)	259 NM				0	0
DEEP CREEK	246 NM		✔		0	0
DOVE - FT PICKETT	114 NM	✔	✔	✔	0	1
EAST FORK	237 NM	✔	✔		0	0
FARNEL BAY WATR	251 NM				0	0
FERRUZZI	237 NM	✔			0	0
FLYING DUTCHMAN	248 NM	✔			0	0
FORSYTHE	232 NM	✔	✔	✔	0	0
FRAMHART	162 NM	✔	✔	✔	0	0
GELA	246 NM	✔	✔	✔	0	0
HARD	245 NM	✔			0	0
HAT TRICK	260 NM	✔			0	1
HOLLAND	248 NM	✔	✔	✔	0	0
JERSEY DEVIL	137 NM	✔	✔	✔	0	5
LAURNBERG MAXTN	270 NM	✔	✔	✔	0	0
LUZON	260 NM	✔	✔	✔	0	1
LUZON REVERSE	260 NM	✔			0	1
MCLEAN	98 NM	✔		✔	0	0
MOUNTAIN	329 NM	✔		✔	1	0
MYITKYINA TREE	240 NM	✔	✔		0	0
NELSON - BEAUFORT	236 NM	✔	✔	✔	0	0
NETHERLANDS	248 NM	✔	✔	✔	0	0
NETHERLANDS ORI	249 NM	✔	✔	✔	0	0
NEUSE RIVER (WATER)	231 NM	✔	✔		1	1
NIJMEGEN	252 NM	✔	✔	✔	0	0
NORMANDY	246 NM	✔	✔	✔	0	0
OLIVE	229 NM	✔	✔	✔	0	0
OPEN GROUNDS	236 NM	✔	✔		0	0
PANTHER	325 NM	✔	✔	✔	1	0
PUDGY	137 NM	✔	✔	✔	0	5
SALERNO	247 NM	✔	✔	✔	0	0
SEAL WATER	119 NM	✔	✔		0	0

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SICILY	246 NM	✔	✔	✔	0	0
SICILY DEMO	246 NM	✔	✔	✔	0	0
STONE BAY WATER	254 NM				0	0
SWAN CREEK	51 NM	✔	✔	✔	0	0
TATER EAST	193 NM	✔		✔	0	0
TURNER	323 NM	✔	✔	✔	0	2
VOLTURNO	247 NM	✔	✔	✔	0	0
WEST FORK	237 NM	✔	✔		0	0
WOODLAWN BEACH	255 NM		✔		0	1
ZIMMER	325 NM	✔	✔	✔	1	0
ZIPGUN-WATER	121 NM	✔	✔		0	0

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

AEGIS	SR-800								
ANDREWS	SR-820								
BLACKSTONE	SR-867								
CHUTE (CIR)	SR-801								
DOVE - FT PICKETT	SR-867								
HAT TRICK	SR-105								
JERSEY DEVIL	SR-801	SR-805	SR-844	SR-845	SR-846				
LUZON	SR-105								
LUZON REVERSE	SR-105								
MOUNTAIN	IR-801								
NEUSE RIVER (WATER)	IR-062	SR-105							
PANTHER	IR-801								
PUDGY	SR-801	SR-805	SR-844	SR-845	SR-846				
TURNER	SR-904	SR-905							
WOODLAWN BEACH	SR-825								
ZIMMER	IR-801								

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

ALL AMERICAN ENG. 46 NM

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	SR
AEGIS	50 NM	✔	✔	✔	0	0
ANDREWS	NM		✔		0	0

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

FORT BRAGG 243 NM

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D. Ranges

Ranges (Controlled/managed by the base)

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

Ranges (Used by the base)

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

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

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

I.2.D.20.a	R4002	SAME AS ABOVE
I.2.D.20.a	R4005	SAME AS ABOVE
I.2.D.20.a	R4006	SAME AS ABOVE
I.2.D.20.a	R4008	SAME AS ABOVE
I.2.D.20.a	R5002	USE BY NUMEROUS OTHER ANG USAF, USMC, AND NAVY AIRCRAFT, THE 113TH SCHEDULING OFFICER MUST SCHEDULE EACH TRAINING AREA TO MEET THE REQUIREMENTS WITHIN THE CONSTRAINTS OF THE AIRSPACE TIME SLOTS ALLOCATED TO THE 113FW
I.2.D.20.a	R5302	SAME AS ABOVE
I.2.D.20.a	R5306	SAME AS ABOVE
I.2.D.20.a	R5313	SAME AS ABOVE
I.2.D.20.a	R5314	SAME AS ABOVE

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I.2.D.20.a	R5802	USE BY NUMEROUS OTHER ANG USAF, USMC AND NAVY AIRCRAFT, THE 113TH SCHEDULING OFFICER MUST SCHEDULE EACH TRAINING AREA TO MEED THE 113FW FLYING TRAINING REQUIREMENTS WITHIN THE CONSTRATINTS OF THE AIR SPACE TIME SLOTS ALLOCATED TO THE 113FW
I.2.D.20.a	R6608	SAME AS ABOVE
I.2.D.20.a	R6609	SAME AS ABOVE
I.2.D.20.a	VR1061	SAME AS ABOVE
I.2.D.20.a	VR1709	SAME AS ABOVE
I.2.D.20.a	VR1711	SAME AS ABOVE
I.2.D.20.a	VR1712	SAME AS ABOVE
I.2.D.20.a	VR1713	SAME AS ABOVE
I.2.D.20.a	VR1754	SAME AS ABOVE
I.2.D.20.a	VR73	SAME AS ABOVE
I.2.D.20.a	W107	SAME AS ABOVE
I.2.D.20.a	W108	SAME AS ABOVE
I.2.D.20.a	W386A	SAME AS ABOVE

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

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

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E. Airspace Used by Base

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

SR-820	Other
SR-821	Other
SR-835	Other
VR1711	Other
VR1712	Other
VR1713	Other

Details for airspace scheduled or managed by the base:

Airspace: SR-820

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

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

EA conducted for C-130E not C-141 aircraft, datd 25 Sep 80. Maintained by HQ AFRES/DOTSA for C-130E only. DOPAA being developed and EA for C-141 being considered.

I.2.E.2.b **There are problems associated with the environmental analysis.**

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

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

Explanation for any lack of reports:

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

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

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

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

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Alt: 300" AGL from (D) to (H)
Alt: 300' AGL from (A) to (C)
Alt: 500' AGL from (C) to (D)
Hrs of Ops: 0900-2300 local
Min Alt night: 1000' AGL

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

Fourteen hours per day, 7 days a week, or 5,110 hours per year.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 36 hrs

I.2.E.7.b **Hours used:** 36 hrs

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

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

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

135 miles; 2 miles right side of centerline from (A) to (B); 1 mile either side of centerline from (B) to (H)

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

Airspace: SR-821

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

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

EA conducted for C-130E aircraft, not C-141, dated 25 Sep 80. Maintained by HQ AFRES/DOTSA. EA for C-141 being considered and DOPAA being developed.

I.2.E.2.b **There are problems associated with the environmental analysis.**

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

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

Explanation for any lack of reports:

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

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

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

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

Alt Night: 1000' AGL
Alt: 300' AGL from (A) to (B)
Alt: 300' AGL from (C) to (G)
Alt: 500' AGL from (B) to (C)
Hrs of Ops: 0900-2300 local

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

Fourteen hours per day, 7 days a week, or 5,110 hours per year for each route.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 36 hrs
I.2.E.7.b **Hours used:** 36 hrs

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

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

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

120 miles; 2 miles right side of centerline from (A) to (B); 1 mile either side of centerline from (B) to (G).

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

Airspace: SR-835

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

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

EA conducted for C-130E aircraft only, dated 25 Sep 80. Maintained by HQ AFRES/DOTSA. Considering EA for C-141 aircraft and DOPAA being Developed.

I.2.E.2.b **There are problems associated with the environmental analysis.**

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

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

Explanation for any lack of reports:

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

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

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

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

Alt Night: 1000' AGL
Alt: 300' AGL from (A) to (D)
Alt: 500' AGL from (D) to (F)
Hrs of Ops: 0900-2300 local

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

Fourteen hours per day, 7 days a week, or 5,110 hours per year.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 36 hrs

I.2.E.7.b **Hours used:** 36 hrs

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

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

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

135 miles; 2 miles right side of centerline from (A) to (B); 1 mile either side of centerline from (B) to (F).

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

Airspace: VR1711

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

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I.2.E.2.a **Status of the environmental analysis and supplement:**
CURRENT AND UPDATED PERIODICALLY BY THE ANGRC/CEV. DOPAA being developed.

I.2.E.2.b **There are problems associated with the environmental analysis.**

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

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

Explanation for any lack of reports:

DOPAA being developed.

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

I.2.E.3.a **3833N 7635W**

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

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

I.2.E.4.a	Avoid hospital
I.2.E.4.a	Avoid towns/pop area by 1 nm
I.2.E.4.a	Numerous light acft Jun-Oct

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

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

Airspeed: Subsonic
Alt: 500' AGL to 1500' AGL
Hrs of Ops: 0730L-sunset

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

0730L to sunset

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 75 hrs

I.2.E.7.b **Hours used:** 75 hrs

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

I.2.E.9 **It is Not possible to expand either hours or volume to increase the airspace utilization.**

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

A tube of airspace extending from 500' above the ground to 1500' above the ground, 6 miles wide for the entire length of the low levels.

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

Airspace: VR1712

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

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

CURRENT AND UPDATED PERIODICALLY BY THE ANGRC/CEV

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

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

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

Explanation for any lack of reports:

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

I.2.E.3.a **3833N 7635W**

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

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

I.2.E.4.a	Avoid hospital
I.2.E.4.a	Avoid towns/pop area by 1 nm
I.2.E.4.a	Numerous light acft Jun-Oct

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

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

Airspeed: subsonic
Alt: 500' AGL to 1500' AGL
Hrs of Ops: 0730L-Sunset

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

0730L to sunset

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 15 hrs

I.2.E.7.b **Hours used:** 15 hrs

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

I.2.E.9 **It is Not possible to expand either hours or volume to increase the airspace utilization.**

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

A tube of airspace extending fro 500' above the ground to 1500' above the ground, 6 miles wide for the entire length of the low levels.

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

Airspace: VR1713

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

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

CURRENT AND UPDATED PERIODICALLY BY THE ANGRC

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

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

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

Explanation for any lack of reports:

DOPAA being developed.

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

I.2.E.3.a **3833N 7635W**

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

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

I.2.E.4.a	Avoid hospital
I.2.E.4.a	Avoid towns/pop area by 1 nm
I.2.E.4.a	Numerous light acft Jun-Oct

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

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

Airspeed: subsonic
Alt: 500' AGL to 1500' AGL
Hrs of Ops: 0730L-Sunset

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

0730L to sunset

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 350 hrs

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

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

I.2.E.9 **It is Not possible to expand either hours or volume to increase the airspace utilization.**

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

A tube of airspace extending from 500' above the ground to 1500' above the ground, 6 miles wide for the entire length of the low levels.

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

Commercial Aviation Impact

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

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

Airfield:	Airfield:
Baltimore International	Commercial
Dulles International	Commercial
Hyde Airport	Commercial
Washington National	Commercial

I.2.E.14 **Civilian/commercial operators or other airspace users constrain or limit operations:**

I.2.E.14.a **Description of impacts:** The airspace surrounding Andrews AFB is very complex and saturated due to the proximity of three major airports. Many times our operations are delayed due to arrivals, departures, and or overflights originating to/from these terminals.

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F. Potential for Growth in Training Airspace (Area)

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

I.2.F.1.a **Estimated expansion potential is 10.0 percent. Rationale for estimate:**

An estimated increase of 5-10%can be expected due to recent modifications of East Coast airspace necessitated by new training requirements.

I.2.F.2 **Current access will remain the same.**

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

I.2.F.4 **Current special use airspace and training areas do Not meet all training requirements.**

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

I.2.F.4.b **Degradation experienced:** All training can be met by all airspace except all live missiles firing must be conducted at Tyndall AFB,FL.

G. Composite / Integrated Force Training

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

QUANTICO MCB

28 NM from the base.

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

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

Marine Air Group, Andrews

0 mi from the base.

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

175FG (ANG), Baltimore MD

45 mi from the base.

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

H. Missile Bases (AF Space Command)

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Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

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

J. Weather Data (AF Environmental Technical Applications Center)

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

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
98.8	97.7	87.8	84.2	79.8

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

I.2.J.2.a **Is at or below 15 knots 94.7 percent of the time**

I.2.J.2.b **Is at or below 25 knots 99.2 percent of the time**

I.2.J.3 **23 Days have freezing partcipitation (mean per year).**

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Andrews AFB	Main Base	4,971	4,718	133
II.1.A.2	Brandywine	Receiver Site	1,640	5	
II.1.A.3	Brandywine DRMO	DRMO	9		
II.1.A.4	Brandywine Housing	Housing Area	5	5	
II.1.A.5	Davidsonville	Housing Area	7	7	
II.1.A.6	Governor's Bridge	Transmitter Site	864	7	
		TOTALS:	7,496	4,742	133

B. Facilities

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

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	7	2	100.0	0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	153,350	29.0	69.0	2.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	175,732	65.0	25.0	10.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	3,600	3,600	100.0	0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	76,560	76,187	55.0	27.0	18.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	38,600	1,093	100.0	0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	34,915	16,098	100.0	0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	N/A	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	198,871	34.0	31.0	35.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	2,950	2,950	100.0	0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	2,813	0		0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	N/A	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	N/A	0		0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	1,030,095	55.0	45.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	620,323	784,936	56.0	44.0	0.0	164,613

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II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	49,200	57,042	42.0	58.0	0.0	7,842
II.1.B.1.e.iii	211-152a	DASH 21	SF	10,800	12,960	0.0	100.0	0.0	2,160
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	5,600	2,800	100.0	0.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	69,581	69,581	69.0	31.0	0.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	44,418	40,428	71.0	29.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	6,200	2,952	100.0	0.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	43,170	21,585	0.0	100.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	24,479	30,384	63.0	37.0	0.0	5,905
II.1.B.1.e.xiii	211-183	Test Cell	SF	4,715	4,715	100.0	0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	89,345	87.0	7.0	6.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	48,813	70,869	89.0	5.0	6.0	22,056
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	2,700	4,286	0.0	77.0	23.0	1,586
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	17,500	12,700	100.0	0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	53,871	67.0	33.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	24,100	51,608	66.0	34.0	0.0	27,508
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	25,750	17,126	46.0	54.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	17,645	17,645	89.0	11.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	8,520	8,649	100.0	0.0	0.0	129
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	200,357	37.0	17.0	46.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A

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II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	40,363	39,459	100.0	0.0	0.0	904
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	29,680	47.0	14.0	39.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	23,321	25,662	55.0	0.0	45.0	2,341
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	289	100.0	0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	335,967	74.0	13.0	13.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	800	800	100.0	0.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	0	0		0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	149,535	150,021	68.0	29.0	3.0	486
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	128,256	134,120	89.0	0.0	11.0	5,864
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	13,700	14,500	69.0	0.0	31.0	800
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	399,560	16.0	83.0	1.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	10,877	17.0	83.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	833,967	40.0	53.0	7.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	2,457	2,457	0.0	0.0	100.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	1,432	17.0	60.0	23.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	1,305	1,404	17.0	61.0	22.0	99
II.1.B.1.cc	722	Dining Hall	SF	N/A	30,382	72.0	4.0	24.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	17,800	26,860	68.0	5.0	27.0	9,060
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	233	53.0	41.0	6.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	158,977	60.0	28.0	12.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	800,966	59.0	34.0	7.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	0	0		0.0	0.0	0

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

	Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111	Aircraft Pavement-Runway(s)	SY	369,251	90.0	10.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	642,299	85.0	15.0	0.0

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II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	1,067,222	70.0	30.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	5	100.0	0.0	0.0
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	2,297,770	90.0	10.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	103,155	50.0	50.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	342,795	90.0	10.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	521,991	95.0	5.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	19,630	95.0	5.0	0.0
II.1.B.1.j	851	Roads	SY	1,095,516	93.0	7.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	475,508	80.0	20.0	0.0

C. Family Housing (Facility Category Code 711)

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

II.1.C.1.a **Number of adequate units from current DD Form 1410, line 18d:** 2081

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

II.1.C.1.c **Current deficit (-) or surplus units in validated Market Analysis:** -515 **(includes E-1 - E3 requirements)**

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

II.1.C.1.d **FY95/4 projected net housing deficit (-) or surplus of units:** -420 **(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)**

II.1.C.2 **Condition**

II.1.C.2.a **Number of adequate units meeting current whole-house standards of accommodation and state of repair:** 280 **(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)**

II.1.C.2.a **Number of adequate units requiring whole-house renovation or replacement:** 1801 **(Units meeting whole-house standards are those that were programmed/ renovated after FY88).**

II.1.C.2.a **Number of new housing units projected to meet current deficit.** 414

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

II.1.C.3.a **47.0 percent of officer families live on base.**

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II.1.C.3.b **58.0 percent of enlisted families live on base.**

II.1.C.3.a **56.0 percent of all military families live on base.**

2. Airfield Characteristics

II.2 **Runway Table:**

Primary Designation		Dimensions: Length	Width	Cross Runway	Aircraft Arresting Systems (II.2.I) Number	Types
1R	Secondary	9755 ft	150 ft	No	2	BAK-12 and MA-1A
1L	Primary	9300 ft	200 ft	No	None	

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

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

II.2.B **There are 2 parallel runways (excluding main runway).**

II.2.C **Dimensions of the primary runway (1L).**

II.2.C.1 **Length: 9,300 ft**

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

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

II.2.E **The primary taxiway is 75 ft wide.**

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

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

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

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

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Pavement:	Aircraft:	(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Aprons	B-1B	SY	164,000	19 INCHES OF CONCRETE
Taxiway	B-1B	SY	640,000	19 INCHES OF CONCRETE
Runway	B-1B	SY	370,000	6-INCH CONCRETE OVERLAY
Aprons	B-52	SY	164,000	19 INCHES OF CONCRETE
Taxiway	B-52	SY	640,000	19 INCHES OF CONCRETE
Runway	B-52	SY	370,000	6-INCH CONCRETE OVERLAY

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

II.2.G.1 **The total usable apron space for aircraft parking is 605,169 Sq Yds.**

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

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
113 FW RAMP- ROW 1	100 ft	800 ft	Primary Aircraft	113 FW/F-16G
113TH RAMP-ROW 2	100 ft	800 ft	Primary Aircraft	113 FW/F-16
459TH RAMP	250 ft	2,320 ft	Primary Aircraft	459 AFRES C-141
NAVY RAMP-ROW 1	100 ft	800 ft	Primary Aircraft	NAVAL ACFT PARKING
NAVY RAMP-ROW 1T	100 ft	700 ft	Transient Aircraft	VARIOUS ACFT
NAVY RAMP-ROW 2	100 ft	700 ft	Primary Aircraft	NAVAL ACFT
NAVY RAMP-ROW 2T	100 ft	700 ft	Transient Aircraft	VARIOUS ACFT
NAVY RAMP-ROW 3	100 ft	400 ft	Primary Aircraft	NAVAL ACFT
NAVY RAMP-ROW 4	100 ft	400 ft	Primary Aircraft	NAVAL ACFT
NAVY RAMP-ROW 5	175 ft	700 ft	Primary Aircraft	NAVAL ACFT
NAVY RAMP-ROW 6	150 ft	700 ft	Primary Aircraft	NAVAL ACFT
NAVY RAMP-ROW 7	200 ft	300 ft	Primary Aircraft	NAVAL ACFT
NAVY RAMP-ROW 8	200 ft	700 ft	Primary Aircraft	NAVAL ACFT
NAVY RAMP-ROW 9	75 ft	700 ft	Primary Aircraft	NAVAL ACFT
NORTH END	100 ft	850 ft	Transient Aircraft	FIGHTERS
NORTH END-A	100 ft	850 ft	Primary Aircraft	UH-1 HELICOPTERS
NORTH END-B	540 ft	850 ft	Primary Aircraft	201ALS (DCANG) ACFT
ROW 10	200 ft	850 ft	Primary Aircraft	ARMY C-20/ C-12 ACFT
ROW 11	350 ft	850 ft	Transient Aircraft	VARIOUS ACFT
ROW 12	450 ft	850 ft	Transient Aircraft	VARIOUS ACFT
ROW 13	450 ft	800 ft	Transient Aircraft	VARIOUS ACFT

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ROW 1A	400 ft	300 ft	Primary Aircraft	NEACAP/VC-25 PARKING
ROW 1B	400 ft	300 ft	Primary Aircraft	MEDEVAC/C-9 PARKING
ROW 2	200 ft	600 ft	Transient Aircraft	DV ACFT
ROW 3	200 ft	600 ft	Transient Aircraft	DV ACFT
ROW 4	350 ft	850 ft	Transient Aircraft	DV ACFT
ROW 5	300 ft	850 ft	Primary Aircraft	SAM (RESTRICTED)
ROW 6	325 ft	850 ft	Primary Aircraft	SAM (RESTRICTED)
ROW 7	300 ft	850 ft	Primary Aircraft	SAM (RESTRICTED)
ROW 8	200 ft	850 ft	Primary Aircraft	SAM (RESTRICTED)
ROW 9A-C	175 ft	210 ft	Primary Aircraft	C-21
ROW 9D-J	175 ft	640 ft	Transient Aircraft	VARIOUS ACFT

II.2.G.2 **Permanently assigned aircraft currrently require 586,905 Sq Yds of parking space.**

II.2.G.3 **18,264 Sq Yds of parking space is available for parking additional non-transient aircraft.**

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

Due to Presidential/VIP missions parking becomes very limited during a "ramp freeze" which locks up the airfield during departure/arrival. Several spaces cannot be occupied during the "freeze" and space is permanently dedicated to VIP mission.

II.2.H **The dimensions of the (largest) transient parking area:** **450 Ft** **850 Ft**

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

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

Taxiway 2 and 459 AFRES parking ramp currently under design for upgrade for C-141/FY 94. Taxiway 7 underdesigned for current use. A project to upgrade taxiway programmed for FY96. Rows 6 through 8 programmed for repair during FY96.

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3. Utility Systems

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

	Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1	Water:	10.0 MG/D	MG/D - million gallons per day	28 %
II.3.A.2	Sewage:	12.93 MG/D		13 %
II.3.A.3	Electrical distribution:	39.8 MW	MW - million watts	74 %
II.3.A.4	Natural Gas:	10.44 MCF/D	MCF/D - million cubic feet per day	18 %
II.3.A.5	High temperature water/steam generation/distribution:	362.9 MBTUH	MBTUH - million British thermal units per hour	30 %

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

New program is being requested to replace east switching station and upgrade feeders B3 and A5, this project will be in the FY95 program.

4. Aircraft Maintenance Hangar Facilities

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

II.4.A.1 **Facility number:** 1225 Hanger

Current Use: 201st Airlift Squadron (DCANG)

II.4.A.2 **Size (SF):** 35,054 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-22

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	140 ft	40 ft	
II.4.A.6	Largest unobstructed space inside the facility:	140 ft	40 ft	145 ft

II.4.A.1 **Facility number:** 1228 Hanger

Current Use: 201st Airlift Squadron (DCANG)

II.4.A.2 **Size (SF):** 31,847 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-22

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	139 ft	40 ft	
II.4.A.6	Largest unobstructed space inside the facility:	139 ft	40 ft	136 ft

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II.4.A.1 **Facility number:** 1280 Hanger

Current Use: 89th Airlift Wing

II.4.A.2 **Size (SF):** 66,214 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-137

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	240 ft	60 ft	
II.4.A.6	Largest unobstructed space inside the facility:	247 ft	60 ft	270 ft

II.4.A.1 **Facility number:** 1282 Hanger

Current Use: 89th Airlfit Wing

II.4.A.2 **Size (SF):** 66,217 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-137

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	240 ft	60 ft	
II.4.A.6	Largest unobstructed space inside the facility:	247 ft	60 ft	270 ft

II.4.A.1 **Facility number:** 1288 Hanger

Current Use: SENEX

II.4.A.2 **Size (SF):** 64,640 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-20

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	202 ft	30 ft	
II.4.A.6	Largest unobstructed space inside the facility:	202 ft	30 ft	120 ft

II.4.A.1 **Facility number:** 1714 Hanger

Current Use: C-21 GLASCO

II.4.A.2 **Size (SF):** 40,278 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-137

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	160 ft	60 ft	
II.4.A.6	Largest unobstructed space inside the facility:	232 ft	60 ft	160 ft

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II.4.A.1 **Facility number:** 1734 Hanger

Current Use: 89th Airlift Wing

II.4.A.2 **Size (SF):** 63,865 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-137

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	200 ft	60 ft	
II.4.A.6	Largest unobstructed space inside the facility:	241 ft	68 ft	200 ft

II.4.A.1 **Facility number:** 1754 Hanger

Current Use: 89th Airlift Wing

II.4.A.2 **Size (SF):** 63,865 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-137

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	200 ft	60 ft	
II.4.A.6	Largest unobstructed space inside the facility:	241 ft	60 ft	200 ft

II.4.A.1 **Facility number:** 1794 Hanger

Current Use: Used by 93rd Aerial Port Squadron

II.4.A.2 **Size (SF):** 65,703 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** B52

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	235 ft	60 ft	
II.4.A.6	Largest unobstructed space inside the facility:	265 ft	60 ft	240 ft

II.4.A.1 **Facility number:** 1914 Hanger

Current Use: Used by 1st Helicopter Squadron

II.4.A.2 **Size (SF):** 64,894 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-137

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	235 ft	60 ft	
II.4.A.6	Largest unobstructed space inside the facility:	235 ft	60 ft	244 ft

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II.4.A.1 **Facility number:** 1915 Nose Dock

Current Use: Fuel Systems Repair

II.4.A.2 **Size (SF):** 18,967 SF

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

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	198 ft	29 ft	
II.4.A.6	Largest unobstructed space inside the facility:	198 ft	32 ft	72 ft

II.4.A.1 **Facility number:** 3119 Hanger

Current Use: 113th Fighter Wing

II.4.A.2 **Size (SF):** 28,046 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-15

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	130 ft	32 ft	
II.4.A.6	Largest unobstructed space inside the facility:	150 ft	32 ft	170 ft

II.4.A.1 **Facility number:** 3629 Nose Dock

Current Use: 459th Airlift Wing

II.4.A.2 **Size (SF):** 21,585 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-141B

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	174 ft	32 ft	
II.4.A.6	Largest unobstructed space inside the facility:	200 ft	32 ft	87 ft

II.4.A.1 **Facility number:** 3635 Hanger

Current Use: 459th Airlift Wing

II.4.A.2 **Size (SF):** 71,860 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-141B

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	180 ft	56 ft	
II.4.A.6	Largest unobstructed space inside the facility:	234 ft	56 ft	228 ft

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II.4.A.1 **Facility number:** 3640 Hanger

Current Use: 459th Airlift Wing

II.4.A.2 **Size (SF):** 49,976 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-141B

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	190 ft	24 ft	
II.4.A.6	Largest unobstructed space inside the facility:	208 ft	24 ft	138 ft

II.4.A.1 **Facility number:** 5016 Hanger

Current Use: 89th Airlift Wing

II.4.A.2 **Size (SF):** 137,000 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** B-747

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	250 ft	72 ft	
II.4.A.6	Largest unobstructed space inside the facility:	ft	ft	ft

5. Unique Facilities

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

A.1 Name or type of facility	A.2 Total square footage	A.3 Category code	A.4 Present use
AF-1 Maintenance Hgr	185,546 SF	211-111	Maintenance hangar for Presidential Aircraft
Auto Digital Network	81,747 SF	131-135	Part of the world-wide AUTODIN system, and one of only 8 DoD ASC's in the CONUS. Provides record communication (message traffic) to the DoD and other Federal Government Agencies. Processes over 16 million messages annually, it is the busiest AF
Mystic Star/Voice and Data Com	81,747 SF	131-135	Provides 2-way air-to-ground voice and data communications to the President, Vice President, cabinet members, members of Congress, and other senior government and military officials while abord Special Air Mission aircraft anywhere in the world
Spanish Info & Telecommunicati	19,246 SF	131-111	The CSAF direct line of communication to Central America and South American Chiefs of Staff of the Air Forces. HF network provides voice an E-mail system and translation and conference spt. The network control station for internal SITFAA network.

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Tech/Circuit Control Facility	81,747 SF	131-135	Largest Defense Communications Systems (DCS) facilaity in the CONUS exercising operational control for over 1200 telecommunications circuits for the DCS. Major hub for critical telecommunications users within the Washington Metropolitan area.

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

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

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.1	01R/L	CZ	0	340	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	19L/R	CZ	2	357	5.0	Sig Incompat	0.0	0.0	5.0	61.0	0.0	34.0
II.6.A.2	01R/L	APZ 1	666	573	15.0	Sig Incompat	12.0	6.0	0.0	35.0	0.0	47.0
	19L/R	APZ 1	484	571	15.0	Sig Incompat	10.0	8.0	28.0	7.0	0.0	47.0
II.6.A.3	01R/L	APZ 2	1,623	806	33.0	Sig Incompat	40.0	0.0	0.0	1.0	4.0	55.0
	19L/R	APZ 2	3,664	808	47.0	Sig Incompat	55.0	5.0	3.0	5.0	1.0	31.0

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.4	65-70	10,257	4,766	7	Incompat	22.0	2.0	2.0	3.0	2.0	69.0
II.6.A.5	70-75	3,108	1,924	12	Sig Incompat	18.0	8.0	7.0	3.0	0.0	64.0
II.6.A.6	75-80	616	675	9	Incompat	9.0	3.0	13.0	4.0	0.0	71.0
II.6.A.7	80+	110	204	6	Incompat	6.0	0.0	25.0	0.0	0.0	69.0

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

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.1	01R/L	CZ	0	340	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	19L/R	CZ	2	357	5	Sig Incompat	0.0	0.0	5.0	61.0	0.0	34.0
II.6.B.2	01R/L	APZ 1	666	573	15	Sig Incompat	12.0	6.0	0.0	35.0	0.0	47.0
	19L/R	APZ 1	484	571	11	Sig Incompat	12.0	33.0	5.0	6.0	0.0	44.0
II.6.B.3	01R/L	APZ 2	1,623	806	33	Sig Incompat	40.0	0.0	0.0	1.0	4.0	55.0
	19L/R	APZ 2	3,664	808	47	Sig Incompat	55.0	5.0	3.0	5.0	1.0	31.0

DNL			Percent	Percent	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES

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	Noise Contour	Est Pop	Acres	Incompatible Land Use	Incompatible Land Use	RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.4	65-70	10,257	4,766	7	Incompat	22.0	2.0	2.0	3.0	2.0	69.0
II.6.B.5	70-75	3,108	1,924	12	Sig Incompat	18.0	8.0	7.0	3.0	0.0	64.0
II.6.B.6	75-80	616	675	9	Incompat	9.0	3.0	13.0	4.0	0.0	71.0
II.6.B.7	80+	110	204	6	Incompat	6.0	0.0	25.0	0.0	0.0	69.0

II.6.C **The most recent, publicly released AICUZ study is dated May 89**

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

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

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

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

The most recent, publicly released AICUZ study does not reflect current flying ops. It does not identify current types of assigned aircraft and number of daily flying operations. Also, it does not accurately reflect current flight tracks.

II.6.E **The AICUZ study was last updated on May 89**

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

II.6.E.1 New, updated AICUZ Study release scheduled for 15 Aug 94

II.6.F **Local governments have Not incorporated AICUZ recommendations into land use controls**

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

No significant development currently exists in any AICUZ zone.

No significant development is projected for any AICUZ zone.

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

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

II.6.H.2 **Metropolitan area encompassing the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Washington DC SMSA	2097000	2909000	3478000	4223000	0

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Prince George's Country	357395	661719	665071	729268	809318

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

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II.6.I.1

Runway approach	Extent of acquisition	Expected acquisition date	Expected acquisition cost
19L	18 acres	TBD	Unknown
19R	18 acres	TBD	Unknown

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

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

Air Space Encroachment

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

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

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

II.6.L.1 Base quiet period 2300-0600L; engine runs, local pattern ops prohibited. No turns by aircraft less than 1mi from departure end; Navy restricts turboprop engines to idle while taxiing and securing engines prior to ramp entry.

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 **3 C-141 equivalent aircraft can be loaded or unloaded at one time.**

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

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

III.1.A.1.b **Current MHE:** 10K Forklift - 4; 25K Loader - 3; 40K Loader - 1; 40 ft Trailer - 1; Wide Body Loader - 1; Lower Lobe Loader - 1

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

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

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

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

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

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

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

Description of base fuel hydrant system:

System Type:	Total Pumping Rate (GPM):	Number of Laterals:	Nomber of Usable Refueling Positions:	Number of SIMULTANEOUS aircraft refuelings of Narrow	Widebody
III	1200	0	4	4	2

III.1.C.3 **2 fuel storage tanks support the operational fuel hydrant system:**

III.1.C.3.a

Storage tank Capacity:	Tanks with this capacity
50000	2

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III.1.C.4 The hydrant system is 1.0 miles from the bulk storage area.

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

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

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

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

III.1.D.3 JP-4: -5,336 barrels JP-5 : JP-5 - +2,560 barrels excess

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

III.1.D.4 Other receipt modes available: TANK TRUCKS ARE SECONDARY RECEIPT MODES AVAILABLE

Number of offload headers: 3

5 tank trucks can be simultaneously offloaded

Tank cars can Not be offloaded.

III.1.D.5 11 refueling unit fillstands are available.

III.1.D.5.a 8 refuelers can be filled simultaneously.

III.1.D.6 Current despensing capabilities as defined in AFR 144-1 sustained: 28286
maximum: 34857

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

III.1.D.7.a Supporting DFSP: Piney Point

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

	Cat 1.1	Cat 1.2
III.1.E.1 Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:	4778	415
Square footage available (including physical capacity limit):	5924	
III.1.E.2 Normal installation mission storage requirement:	4778	415

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

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

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III.1.F.2 **The size of the hot cargo pad is 95,100 sq feet.**

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

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

III.1.F.5 **The taxiway servicing the hot pad is 75 ft wide and has a pavement classification number (PCN) of 84.**

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

C-5, C-130, C-141, UH-1, and Fighter Aircraft

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

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

Active ground force installations within 150 NM:

ABERDEEN PROVING GROUND	51 NM
FORT A.P. HILL	38 NM
FORT DIX	118 NM
FORT EUSTIS	101 NM
FORT INDIANTOWN GAP	98 NM
FORT LEE	96 NM
FORT PICKETT	116 NM

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

Railheads within 150 NM:

Aberdeen	53 NM
Alexandria - Newington	16 NM
Baltimore	31 NM
Blackstone	117 NM
Chambersburg - Culbertson	79 NM
Fredericksburg - Guinea	48 NM
Harrisburg - New Cumberland	85 NM
Havre De Grace	57 NM
Little Creek - NAB	118 NM
Mechanicsburg	84 NM
Newport News - Lee Hall	98 NM
Norfolk - Sewells Point	114 NM
Petersburg	99 NM

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Philadelphia	105 NM
Portsmouth	122 NM
Quantico	26 NM
Richmond - Bellbluff	81 NM
Williamsburg - NWS	93 NM
Williamsburg - Pennimam	93 NM
Woodzell - Bowie	12 NM

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

Deep water ports within 150 NM:

Baltimore	36 NM
Norfolk	123 NM

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

III.1.I **The base does not have a dedicated deployment facility capable of handling DoD standardized cargo pallets.**

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

III.1.J.1

Facilities Receiving Referrals:	Types of Patients Referred:
Dover AFB	All Medical Specialties
Ft Belvoir	All Medical Specialities
Ft Drumm NY	All Medical Specialties
Gorgas ACH, ANCON Panama	All Medical Specialties
Griffis AFB NY	All Medical Specialties
Hanscom AFB, MA	All Medical Specialties
Lajes Field Azores	All Medical Specialties
Lowry AFB, CO	All Medical Specialties
Luke AFB AZ	All Medical Specialties
McGuire AFB NJ	All Medical Specialties
Newport News Navy Yard	All Medical Specialties
Patuxent River, NAS	All Medical Specialties
Pope AFB NC	All Medical Specialties
Seymour Johnson AFB NC	All Medical Specialities
Spangdahlem AB Germany	All Medical Specialties
USA Hospital Berlin Germany	All Medical Specialities
Keesler Medical Center	All Medical Specialties

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US Naval Hospital Naples Italy	All Medical Specialties
Walter Reed Army Medical Center	All Medical Specialties
National Naval Medical Center, Bethesda MD	All Medical Specialties
Womack ACH NC	All Medical Specialties
Shaw AFB SC	All Medical Specialities

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

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

10th Aeromedical Staging Flight; 1299th Physiological Training Flight; Eastern Region Medical Equipment Repair Ctr; Graduate Medical

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

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

93-3008 Life Safety, Utility Update (funded for FY 96); 88-0813 Construct Medical Logistics Warehouse; 89-0657A/B Replace Electrical

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

III.1.M.1 **The project has Not been approved.**

III.1.M.2 **Major MCP completed since 1989:**

87-0001 Convert School to Medical Clinic, $2.9M.

III.1.N **Base facilities have No excess storage capacity.**

III.1.N.1 **Base facilities have a total covered storage capacity of 337,787 sq ft.**

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	184,467 sq ft
Mobility storage:	19,200 sq ft
War Readiness Support Kits (WRSK) storage:	134,120 sq ft

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III.1.O 313 light military vehicles are on base.

III.1.P 384 heavy military and special vehicles are on base.

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Section IV

1. Base Budget

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

IV.1.A	xxx56	Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	2,529.00 $sK	0.00 $sK	2,529.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	2,921.90 $sK	0.00 $sK		2,921.90 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,717.20 $sK	0.00 $sK			1,717.20 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	450.50 $sK	10.50 $sK				461.00 $sK
				xxx56 TOTALS:	2,529.00 $sK	2,921.90 $sK	1,717.20 $sK	461.00 $sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		XXXX	22,984.00 $sK	3,749.00 $sK	26,733.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		XXXX	25,789.90 $sK	4,054.90 $sK		29,844.80 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		XXXX	1,642.60 $sK	0.00 $sK			1,642.60 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		XXXX	100.00 $sK	14.30 $sK				114.30 $sK
				xxx76 TOTALS:	26,733.00 $sK	29,844.80 $sK	1,642.60 $sK	114.30 $sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-93	Appropriation	Direct	Reimbursable				
		XXXX	15,722.50 $sK	0.00 $sK			15,722.50 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		XXXX	2,641.50 $sK	0.00 $sK				2,641.50 $sK
				xxx78 TOTALS:			15,722.50 $sK	2,641.50 $sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-92	Appropriation	Direct	Reimbursable				
		XXXX	30.60 $sK	0.00 $sK		30.60 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		XXXX	47.10 $sK	0.00 $sK			47.10 $sK	
				xxx90 TOTALS:		30.60 $sK	47.10 $sK	

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IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		XXXX	1,295.00 $sK	99.00 $sK	1,394.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		XXXX	1,030.80 $sK	186.60 $sK		1,217.40 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		XXXX	1,444.50 $sK	312.40 $sK			1,756.90 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		XXXX	347.20 $sK	70.20 $sK				417.40 $sK
				xxx95 TOTALS:	1,394.00 $sK	1,217.40 $sK	1,756.90 $sK	417.40 $sK

IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		XXXX	10,620.00 $sK	247.00 $sK	10,867.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		XXXX	7,949.70 $sK	365.60 $sK		8,315.30 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		XXXX	21,600.80 $sK	5,301.10 $sK			26,901.90 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		XXXX	16,425.40 $sK	5,313.00 $sK				21,738.40 $sK
				xxx96 TOTALS:	10,867.00 $sK	8,315.30 $sK	26,901.90 $sK	21,738.40 $sK

IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	11,375.00 $sK	366.00 $sK	11,741.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	18,782.00 $sK	363.60 $sK		19,145.60 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	20,521.80 $sK	393.00 $sK			20,914.80 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	11,920.00 $sK	127.00 $sK				12,047.00 $sK
				MFH TOTALS:	11,741.00 $sK	19,145.60 $sK	20,914.80 $sK	12,047.00 $sK

2. Relocation Costs

IV.2 **All Large, unusual items integral to the unit mission, can be moved as regular freight.**

Total relocation costs: $ 0.00 K

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Section IV/V Level Playingfield COBRA Data

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Section VI Economic Impact

Economic Area Statistics:

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

/ /

Projected economic impact:

Direct Job Loss:

Indirect Job Loss: _____

Closure Impact:

Other BRAC Losses: _____

Cumulative Impact:

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

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

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

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

VII.1.A.3 **4.8 Percent of off-base housing was rated as unsuitable in the latest VHA survey**

VII.1.A.4 **Median monthly cost of off-base housing based on latest VHA survey:** $1029

Describe the transportation systems.

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

2 metro routes from Andrews North Gate: J12 to Addison Road Metro Station - 0645-2145 daily and K12 to Potomac Ave Metro Station - 0540 to 1915 hours daily

VII.1.B.2 **Distance to the nearest municipal airport with scheduled, commercial air traffic:** 13 miles

VII.1.B.2 **Airport name:** Washington National Airport

VII.1.B.3 **Number of commercial air carriers available at the airport:** 9

VII.1.B.4 **Average round trip commuting time to work:** 56 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

	Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time			
VII.1.C.1	Swimming pool	Brookwood Swimming Pool	6	0	Hrs.	10	Min.
VII.1.C.2	Movie theater	Andrews Manor Movie Theater	0	0	Hrs.	01	Min.
VII.1.C.3	Public golf course	Marlboro Country Club	12	0	Hrs.	15	Min.
VII.1.C.4	Bowling lane	Fair Lanes Bowling	3	0	Hrs.	05	Min.
VII.1.C.5	Boating	Potoma River	12	0	Hrs.	15	Min.
VII.1.C.6	Fishing	Solomon's Naval Recreation Center	45	1	Hrs.	00	Min.
VII.1.C.7	Zoo	Washington National Zoo	15	0	Hrs.	40	Min.
VII.1.C.8	Aquarium	National Aquarium	12	0	Hrs.	35	Min.
VII.1.C.9	Family theme park	Wild World	25	0	Hrs.	45	Min.
VII.1.C.10	Professional sports	Capital Center Indoor Arena	10	0	Hrs.	15	Min.

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VII.1.C.11	Collegiate sports	University of MD	30	0	Hrs.	40	Min.
VII.1.C.12	Camping facilities	Cherry Hill Park	30	0	Hrs.	40	Min.
VII.1.C.13	Beaches (lake or ocean)	Ocean City MD	150	3	Hrs.	00	Min.
VII.1.C.14	Outdoor winter sports	Ski Liberty	100	2	Hrs.	30	Min.

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

Forrestville Village Park Mall 0 hrs 10 min (4 Miles)

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

Washington DC 0 hrs 35 min (13 Miles)

Local area crime rate:

VII.1.F.1 Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.) 775

VII.1.F.2 Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.) 4813

2. Education

VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 25 to 1

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

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

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

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

VII.2.D 60.0 percent of high school students go on to either a two- or four-year college

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

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

University of District of Columbia, Northern Virginia Community College

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

American University, Beacon College, Catholic University of America, Dominican House of Studies, Gallaudet University, Georgetown University, George Washington University, Howard University, Mount Vernon College, Oblate College, Southeastern Univ

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

American University, Catholic University of America, Gallaudet University, Georgetown University, George Washington University, Howard University, Mount Vernon College, Strayer College, Trinity College, University of District of Columbia

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3. Spousal Employment

VII.3.A **64.0 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **73.5 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **4.5 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **2.5 percentage rate of job growth in the local area (Department of Labor Stastics)**

4. Local Medical Care

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

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Section VIII

1. Air Quality - Clean Air Act

VIII.1.A **Air Quality Management District for the base:** National Capitol Interstate Air Quality Control Region

VIII.1.B **The base is located within a maintenance or non-attainment area for specific pollutants.**

VIII.1.B.1 **No pollutants in maintenance**

VIII.1.B.2 **Non-attainment area regulated pollutant(s) and severity:**

Ozone	Serious

VIII.1.C **There are critical air quality regions within 100 kilometers of the base**

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

VIII.1.D **On- or off-base activities have been restricted or delayed due to air quality considerations.**

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

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

(i.e. carpooling or emissions credit transfer)

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

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

E.1.a The state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

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

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

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

VIII.E.2 Infrastructure Maintenance / Public Works

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

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

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

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

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VIII.E.3 Open Burn/Open Detonation

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

E.3.b The state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.

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

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

VIII.E.4 Fire Training

E.4.a The state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.

E.4.b The state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

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

VIII.E.6 Emergency Generators

E.6.a The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

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

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

E.6.d The state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

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

VIII.E.7 Short-term Activities

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

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

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

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

VIII.E.8 Monitoring

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

VIII.E.9 BACT/LAER

E.9 The state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

2. Water - Potable

VIII.2.A The base potable water supply is Local Community and the source is:

MUNICIPAL

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

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

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

3. Water - Ground Water

VIII.3.A **Base or local community groundwater is Not known to be contaminated.**

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

VIII.3.C **No water wells exist on the base.**

VIII.3.D **No wells have been abandoned.**

4. Water - Surface Water

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

VIII.4.A.1

Location	Surface area size
Base Lake at south end of Base	16.85 Acres
Fish Ponds at Bell Chance	2.68 Acres

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

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

The base is involved in cooperative agreementsregarding surface water quality

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

VIII.4.B **Special permits are required as follows:**

General NPDES Pemit No. MDR000001 and General Discharge Permit No. 92-GP-0001

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

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VIII.4.C **There is known contamination to the base or local community surface water**

VIII.4.C.1 **Nature of the contamination:** Dieldrein and Accidental Aqueous Film Forming Foam releases

VIII.4.C.2 **The contaminated surface water is Not a potable water source.**

5. Wastewater

VIII.5.A **Base wastewater is treated by Local Community facilities.**

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

6. Discharge Points / Impoundments

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

Delivery of Oil by truck; Above ground storage of petroleum products; discharge of non-toxic storm water by acft maint facility; water treatment plant for Brandywine Family Housing area and receiver site water treatment plan for Davidsonville FHA

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

Andrews Air Foce Base does not treat wastewater. Therefore, only untreated wastewater is discharged off-base to Washington Suburban Sanitary Commission

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

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

7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A **8.0 percent of facilities have been surveyed for asbestos.**

VIII.7.A.1 **58.0 percent of the facilities surveyed are identified as having asbestos.**

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

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8. Biological - Habitat

VIII.8.A There are No ecological or wildlife management areas ON the base.

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

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

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

VIII.8.C The base has a cooperative agreement for conducting a hunting and fishing program.

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

9. Biological - Threatened and Endangered Species

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

Species	Kingdom				Remarks
Agalinis obtusifolia (ten-lobed agalinis	Plant	State	Listed	Endangered	Andrews AFB
Carex bullata (Button sedge)	Plant	State	Listed	Threatened	Brandywine site
Carex buxbaumii (Buxbaum's sage)	Plant	State	Listed	Endangered	Brandywine Site
Galactia volubilis (downy milk pea)	Plant	State	Listed	Endangered	Davidsonville site
Lespedeza stuevei (downy bushclover)	Plant	State	Listed	Endangered	Davidsonville and Brandywine site
Linum intercursum (sandplain flax)	Plant	State	Listed	Endangered	Brandywine site
Matelea carolinensis (Anglepod)	Plant	State	Listed	Endangered	Davidsonville Site
Polygala polygama (racemed milkwort)	Plant	State	Listed	Threatened	Brandywine site
Pyrola secunda (One-sided pyrola)	Plant	State	Listed	Endangered	Davidsonville Site
Stenanthium gramineum (featherbells)	Plant	State	Listed	Threatened	Davidsonville site.

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

Species	Kingdom				Remarks
Carex complanata (flattened sedge)	Plant	State		Special Concern	Brandywine Site

Carex grayi (Asa Gray's sedge)	Plant	State		Special Concern	Brandywine Site
Carex leptalea (Bristle-stalked sedge)	Plant	State		Special Concern	Davidsonville Site
Carex styloflexa	Plant	State		Special Concern	Brandywine Site
Castanea pumila	Plant	State		Special Concern	Andrews, Brandywine and Davidsonville Sites
Cynanchum laeve (Honeyvine)	Plant	State		Special Concern	Andrews
Helianthemum propinquum (hoary frostweed)	Plant	State		Special Concern	Davidsonville Site
Juncus coriaceus (Awl-leved Rush)	Plant	State		Special Concern	Davidsonville and Brandywine Sites
Lechea villosa (Hairy pinweed)	Plant	State		Special Concern	Davidsonville Site
Lycopodium tristachyum (ground cedar)	Plant	State		Special Concern	Davidsonville Site
Senecio anonymus (small's ragwort)	Plant	State		Special Concern	Brandywine Site
Utricularia gibba (swollen bladderwort)	Plant	State		Special Concern	Andrews and Brandywine Sites
carya pallida (Pale hickory)	Plant	State		Special Concern	Davidsonville Site

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

Depends on location of future construction activities/operations. Disturbance activities associated with military practiice or timber productions should be prohibited from the near vicinity.

10. Biological - Wetlands

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

VIII.10.A.1

Identification and type of wetland:	Approximate acreage:
BROAD-LEAVED DECIDUOUS FORESTED	90
BROAD-LEAVED DECIDUOUS FORESTED SCRUB SHRUB	1
BROAD-LEAVED DECIDUOUS FORRESTED (EMERGENT)	17
BROAD-LEAVED DECIDUOUS SCRUB SHRUB	10
BROAD-LEAVED DECIDUOUS SCRUB-SHRUB (EMERGENT)	6
PALUSTRINE OPEN WATER	6
PERSISTENT EMERGENT SCRUB-SHRUB	6
PERSISTENT EMERGENT WETLANDS	8

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

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

VIII.10.B.1 Survey was completed in Dec 93

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

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

US FISH AND WILDLIFE SYSTEM SERVICE CLASSIFICATION SYSTEM

VIII.10.C **No part of the base is located in a 100-year floodplain.**

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

11. Biological - Floodplains

VIII.11.A **There are No floodplains on the base.**

12. Cultural

VIII.12.A **No historic,prehistoric, archaeological sites or other cultural resources are located on the base.**

VIII.12.B **6 percent of the buildings on base are over 50 years old.**

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

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

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

VIII.12.D **The base has Not been archeologically surveyed.**

VIII.12.D.1 **Not Applicable.**

VIII.12.D.2 **No archeological sites have been found.**

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

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

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

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

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

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

VIII.13.A.1 20 IRP sites have been identified

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

VIII.13.A.3 All on-site remediation is estimated to be in place in 2025

VIII.13.B The installation is Not a National Priority List (NPL) site nor proposed as an NPL site.

VIII.13.C There are no existing Federal Agency Agreements to clean up the base.

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

VIII.13.D There reported or known uncontrolled or unregulated occurrences of specific contaminate types and sources.

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

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

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

VIII.13.E.1 5 sites are being investigated and remediated.

VIII.13.F The IRP currently restricts construction (siting) activities/operations on-base.

14. Compliance / IRP Costs ($000)

VIII.14.A

Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	$300.000 K	$280.000 K	$250.000 K	$225.000 K	$215.000 K
IRP	$5.137 K	$6.274 K	$10.000 K	$10.000 K	$8.700 K
Natural Resources	$80.000 K	$82.000 K	$85.000 K	$88.000 K	$90.000 K
Permits	$15.000 K	$18.000 K	$25.000 K	$28.000 K	$30.000 K
Waste Water, Water Quality, Hazardous Waste Mgt	$580.000 K	$600.000 K	$600.000 K	$600.000 K	$600.000 K

15. Other Issues

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

LOCAL: The installation may be greatly affected by the Chesapeake Bay Protection Laws and increased demands of related environmental laws. Installation lies in a non-attainment area for air emissions.

STATE: The State of Maryland laws are much more stringent

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FEDERAL: As the Clean Air Act is amended the cost of permits will inevitably increase.

16. Air Quality - Clean Air Act

VIII.16.A **Air Quality Control Area (AQCA) geographic region in which the base is located:**
Prince George's County portion of the National Capital Interstate Air Quality Control Region

VIII.16.B **Air quality regulatory agency responsible for the AQCA:.** Maryland Department of the Environment, Air Management Administration

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

Mr. Lee Haskins (410) 631-3231

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

VIII.16.C.1 In Non-Attainment for Ozone

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

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

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

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

VIII.16.C.6 In Attainment for Lead

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

VIII.16.D.1 **Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located:** 0.12 ppm

VIII.16.D.2 **Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:** 9.0 ppm

VIII.16.D.3 **Ozone Design value is 100.0% of NAAQS**

VIII.16.D.4 **Carbon monoxide Design value is 100.0% of NAAQS**

VIII.16.E.1 **The EPA-designated severity of nonattainment for OZONE is Serious**

VIII.16.E.2 **Prince George's County portion of the National Capital Interstate Air Quality Control Region**

VIII.16.E.3 **Multi-state ozone transport region for the base:** Northeast Ozone Transport Region

VIII.16.E.4 **The base is Not in a rural transport area**

VIII.16.E.5 **The EPA has Not proposed that the AQCA severity of nonattainment for OZONE be redesignated**

VIII.16.G. **Specific ozone precursor (Volatile organic compounds(VOCs) and nitrogen oxides (NOx)) emissions for the base:**
based on the AQCA 1990 baseline AND in the required attainment year inventory.

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	VOCs		NOx		VOCs		NOx	
Mobile Source Including Aircraft	G.1.a	1358	G.1.d	249	G.2.a	1032	G.2.d	182
Military Aircraft Associated with the Base	G.1.b	1326	G.1.e	193	G.2.b	1020	G.2.e	159
Stationary Source	G.1.c	250	G.1.f	106	G.2.c	190	G.2.f	80

Amount of reduced annual emissions of VOCs and NOx resulting from permanent reductions in base activity levels, process changes, or any other measures implemented at the base since 1 Jan 1990

	VOCs		NOx	
Mobile Source Including Aircraft	G.3.a	0	G.3.c	0
Stationary Source	G.3.b	0	G.3.d	0

Amount of increased annual emissions of VOCs and NOx resulting from increased activity levels, facility expansion, process changes, or other means implemented at the base since 1 Jan 1990

Mobile Source Including Aircraft	G.4.a	0	G.4.c	0
Stationary Source	G.4.b	0	G.4.d	0

Computed allowable growth	VOCs		NOx	
Mobile Source Including Aircraft	G.5.a	-24.01%	G.5.c	-26.91%
Stationary Source	G.5.b	-24.00%	G.5.d	-24.53%
TOTAL	G.5.e	-24.00%	G.5.f	-26.20%

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Section IX

Document Separator

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Section I

1. Force Structure

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

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	AAFES	-	-	8	8
I.1.A.2	Contractor	-	-	3516	3516
I.1.A.3	Credit Union	-	-	5	5
I.1.A.4	DCAA	-	-	4	4
I.1.A.5	DECA	-	1	28	29
I.1.A.6	DFAS	-	1	6	7
I.1.A.7	NAF	-	-	53	53
I.1.A.8	US Army Corps of Engineers	-	-	15	15
	TOTAL:				3637

I.1.B **No Remote/Geographically Separated Units receive more then 50% of Base Operational Support from the base.**

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2. Operational Effectiveness

A. Air Traffic Control

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

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

I.2.A.2 Base has No ATC facilities.

I.2.A.4 The primary instrument runway is designated 02

75 operations were conducted this runway during calander year 1993

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

None

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

B. Geographic Location

I.2.B.1	Nearest major primary airlift customer:	FORT CAMPBELL	distance	103 NM
	Nearest major primary airdrop customer:	FORT CAMPBELL	distance	103 NM

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

Lajes AB:	2830 NM
Rota AB:	3870 NM
Hickam AFB:	3858 NM
RAF Mildenhall:	3821 NM

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	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	LOVELL FLD	48
I.2.B.4	Military airfield, runway >= 8,000ft	NASHVILLE INTL	52
I.2.B.5	Military airfield, runway >= 10,000ft	NASHVILLE INTL	52
I.2.B.6	Military or civilian airfield, runway >= 3,000ft		
I.2.B.7	Military or civilian airfield, runway >= 8,000ft		
I.2.B.8	Military or civilian airfield, runway >= 10,000ft		
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations		
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations		

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

William Northern Field, Tullahoma TN 15 NM

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

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

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

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-151A	327 NM	W-151B	353 NM	W-151 A,B,C,D	357 NM
W-155 A,B	360 NM	W-155B	378 NM	W-177A	388 NM
W-470 A,B,C,D,E	388 NM	W-157A	392 NM	W-132 A,B	399 NM
W-151D	399 NM	W-132A,B/W-134/W-157A	402 NM	W-161A,B/W-177A,B	408 NM
W-157B	446 NM	W-158A	454 NM	W-122I	464 NM
W-122 D	474 NM	W-122 E	474 NM	W-122J	491 NM
W-158B	492 NM	W-157C	499 NM	W-122F	502 NM
W-122 A,B,C,D,E,F,G,H,I,	507 NM	W-122 A,B,C,F,G,H,I,J	514 NM	W-497A	519 NM

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W-92	530 NM	W-122G	532 NM	W-168A	533 NM
W-168 A,B,C	535 NM	W-72A	543 NM	W-122C	562 NM
W-497 A,B	572 NM	W-497B	577 NM	W-386 A,B,C,D,E	585 NM
W-108 A,B	587 NM	W-108 A,B	587 NM	W-72 A,B	592 NM

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
JEFFERSON PROVING G	219 NM	ATTERBURY	233 NM	EGLIN C62	285 NM
EGLIN C52	290 NM	POINSETT	292 NM	SHELBY EAST	294 NM
SHELBY WEST	298 NM	GRAND BAY	304 NM	CANNON	325 NM
TOWNSEND	325 NM	RAZORBACK	392 NM	CLAIBORNE	419 NM
PINECASTLE	436 NM	CHERRY POINT BT-11	473 NM	USAF DARE COUNTY	498 NM
NAVY DARE COUNTY	500 NM	AVON PARK BRAVO/FO	522 NM	AVON PARK CHARLIE/E	530 NM
INDIANTOWN GAP	538 NM	HARDWOOD	562 NM	GRAYLING	573 NM
SMOKEY HILL	597 NM	WARREN GROVE	615 NM	FALCON	621 NM
FT DRUM	721 NM	McMULLEN	776 NM		

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

JEFFERSON PROVIN	219 NM

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

GULFPORT MDS	361 NM

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

JEFFERSON PROVIN	219 NM

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

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	6	10	18	57	87	124
SR	0	11	19	67	106	142
VR	5	8	16	84	145	198
Total Routes:	**11**	**29**	**53**	**208**	**338**	**464**

Identify Routes:

VR-092	35 NM	IR-089	62 NM	VR-1052	68 NM	IR-002	81 NM	IR-069	88 NM	VR-1055	89 NM
IR-066	96 NM	IR-067	96 NM	VR-1051	96 NM	VR-1050	96 NM	IR-077	99 NM		
IR-075	111 NM	SR-036	111 NM	SR-040	111 NM	SR-037	111 NM	SR-035	111 NM	IR-042	117 NM
VR-1068	117 NM	SR-059	118 NM	SR-060	118 NM	SR-061	118 NM	SR-102	118 NM	SR-062	118 NM

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SR-225	120 NM	SR-105	123 NM	IR-078	125 NM	VR-1054	133 NM	IR-083	142 NM	VR-1016	146 NM
VR-1014	153 NM	VR-058	154 NM	IR-079	159 NM	IR-080	159 NM	IR-041	168 NM	VR-1067	168 NM
IR-063	168 NM	IR-157	169 NM	IR-174	169 NM	SR-069	171 NM	VR-097	171 NM	SR-070	171 NM
SR-071	171 NM	SR-072	171 NM	VR-1056	172 NM	IR-091	177 NM	SR-075	180 NM	SR-137	180 NM
SR-038	182 NM	SR-039	185 NM	VR-1031	194 NM	IR-017	196 NM	VR-1017	196 NM	VR-095	198 NM
VR-1070	201 NM	VR-060	203 NM	IR-074	205 NM	IR-090	205 NM	IR-081	209 NM	VR-1030	213 NM
SR-073	214 NM	SR-074	214 NM	VR-1033	218 NM	VR-1668	219 NM	SR-238	224 NM	IR-044	226 NM
VR-1059	228 NM	VR-1667	231 NM	VR-1005	232 NM	IR-068	233 NM	VR-088	235 NM	IR-618	238 NM
VR-619	238 NM	VR-1679	241 NM	VR-1049	247 NM	IR-592	248 NM	IR-743	248 NM	VR-1743	248 NM
IR-726	256 NM	VR-1726	256 NM	VR-093	263 NM	VR-1082	264 NM	VR-1084	264 NM	VR-1085	264 NM
IR-016	265 NM	IR-036	271 NM	IR-023	272 NM	SR-166	273 NM	IR-070	274 NM	IR-059	275 NM
VR-1032	275 NM	IR-057	276 NM	SR-101	276 NM	SR-103	276 NM	SR-106	276 NM	SR-104	276 NM
VR-094	279 NM	VR-615	280 NM	VR-1020	281 NM	SR-871	282 NM	SR-872	282 NM	SR-874	282 NM
SR-873	282 NM	IR-021	284 NM	VR-1072	285 NM	VR-087	288 NM	SR-031	289 NM	IR-082	290 NM
VR-1631	292 NM	IR-723	294 NM	VR-1641	294 NM	VR-1642	294 NM	VR-1083	296 NM	VR-1633	296 NM
VR-1632	296 NM	SR-732	298 NM	SR-735	298 NM	SR-734	298 NM	IR-030	302 NM	IR-031	302 NM
IR-037	302 NM	IR-608	303 NM	SR-733	303 NM	VR-1065	304 NM	SR-218	306 NM	SR-219	306 NM
SR-221	306 NM	SR-226	306 NM	SR-229	306 NM	SR-227	306 NM	SR-237	306 NM	SR-232	306 NM
SR-231	306 NM	SR-230	306 NM	SR-222	306 NM	SR-220	306 NM	VR-1066	309 NM	VR-1721	309 NM
IR-015	310 NM	VR-1001	311 NM	IR-721	313 NM	IR-614	315 NM	VR-1635	315 NM	SR-738	315 NM
SR-029	315 NM	SR-737	317 NM	IR-022	318 NM	IR-038	319 NM	IR-040	322 NM	VR-1021	322 NM
VR-1024	322 NM	VR-1023	322 NM	VR-1003	326 NM	VR-1640	329 NM	VR-1011	335 NM	VR-1022	335 NM
VR-1002	336 NM	VR-1041	337 NM	IR-120	339 NM	VR-1102	339 NM	IR-018	340 NM	SR-707	344 NM
SR-708	344 NM	SR-711	344 NM	SR-713	344 NM	SR-710	344 NM	VR-1004	344 NM	SR-714	344 NM
SR-709	349 NM	SR-715	349 NM	SR-712	349 NM	SR-239	352 NM	VR-1722	355 NM	VR-179	355 NM
SR-030	358 NM	VR-1060	359 NM	IR-019	361 NM	VR-1103	361 NM	IR-121	361 NM	VR-1008	363 NM
VR-1617	363 NM	VR-1638	363 NM	IR-762	367 NM	VR-1756	367 NM	IR-761	368 NM	VR-1751	368 NM
IR-032	369 NM	VR-1013	371 NM	VR-1006	376 NM	VR-1007	376 NM	VR-085	387 NM	VR-086	387 NM
IR-012	389 NM	VR-073	391 NM	VR-1040	391 NM	VR-1010	392 NM	SR-815	393 NM	SR-816	393 NM
SR-822	393 NM	IR-035	394 NM	VR-1182	394 NM	VR-1069	394 NM	VR-1196	395 NM	IR-160	396 NM
IR-161	396 NM	SR-223	398 NM	VR-1758	398 NM	VR-096	398 NM	SR-224	399 NM		
VR-1061	405 NM	IR-527	408 NM	IR-033	409 NM	VR-1074	412 NM	VR-1546	412 NM	VR-1009	413 NM
SR-774	417 NM	VR-1039	426 NM	SR-817	428 NM	VR-1130	428 NM	IR-164	432 NM	IR-502	432 NM
VR-1104	432 NM	IR-504	432 NM	VR-1525	436 NM	SR-818	437 NM	VR-1046	440 NM	IR-719	441 NM
VR-1759	441 NM	IR-720	442 NM	VR-1043	444 NM	SR-773	447 NM	VR-189	450 NM	IR-715	452 NM
IR-718	452 NM	SR-802	453 NM	SR-806	453 NM	SR-808	453 NM	SR-807	453 NM	SR-803	453 NM

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SR-804	453 NM	IR-046	456 NM	SR-867	457 NM	VR-1752	460 NM	VR-1097	462 NM	IR-062	466 NM
SR-703	466 NM	SR-701	466 NM	SR-702	469 NM	SR-820	472 NM	SR-835	472 NM	SR-821	472 NM
VR-106	477 NM	SR-616	481 NM	SR-617	481 NM	SR-771	481 NM	IR-047	487 NM	IR-020	489 NM
VR-708	489 NM	VR-1757	491 NM	VR-1624	497 NM	VR-1625	497 NM	IR-129	498 NM	IR-714	501 NM
IR-760	501 NM	VR-1754	501 NM	VR-704	503 NM	VR-705	503 NM	VR-1058	504 NM	VR-1713	504 NM
VR-1712	504 NM	VR-1711	504 NM	SR-618	508 NM	SR-619	508 NM	IR-049	510 NM	IR-050	510 NM
IR-051	510 NM	VR-1098	510 NM	VR-1753	511 NM	VR-1755	511 NM	VR-1709	515 NM	VR-1057	522 NM
IR-048	523 NM	VR-1626	523 NM	VR-664	525 NM	SR-823	526 NM	VR-188	529 NM	SR-228	530 NM
VR-533	533 NM	IR-127	537 NM	VR-187	537 NM	VR-634	539 NM	VR-534	542 NM	VR-535	542 NM
VR-152	544 NM	IR-117	545 NM	VR-1113	545 NM	VR-1128	545 NM	VR-1137	545 NM	IR-055	546 NM
SR-785	547 NM	SR-800	549 NM	SR-801	549 NM	SR-805	549 NM	VR-541	551 NM	VR-511	553 NM
VR-119	555 NM	SR-776	556 NM	SR-296	564 NM	SR-844	564 NM	SR-846	564 NM	VR-138	564 NM
SR-845	564 NM	VR-1645	567 NM	VR-531	569 NM	IR-716	571 NM	VR-1644	573 NM	VR-1647	573 NM
VR-512	580 NM	VR-532	581 NM	VR-707	582 NM	VR-1627	583 NM	VR-1628	583 NM	IR-145	585 NM
IR-146	585 NM	SR-781	587 NM	VR-1089	587 NM	SR-294	588 NM	SR-295	588 NM	VR-104	590 NM
IR-609	591 NM	VR-1650	593 NM	SR-782	594 NM	SR-270	595 NM	VR-1146	596 NM	VR-544	596 NM
IR-171	598 NM	IR-182	598 NM	IR-505	599 NM	SR-825	599 NM				
IR-181	603 NM	IR-183	603 NM	VR-1636	603 NM	IR-185	603 NM	VR-1088	603 NM	VR-1087	603 NM
VR-552	606 NM	IR-105	607 NM	IR-103	608 NM	IR-175	608 NM	VR-1145	610 NM	VR-1616	610 NM
SR-847	612 NM	VR-545	613 NM	VR-1110	616 NM	VR-1139	616 NM	VR-158	618 NM	IR-517	621 NM
VR-163	621 NM	VR-1520	621 NM	VR-1515	621 NM	VR-162	623 NM	VR-1140	624 NM	VR-1124	625 NM
VR-510	626 NM	SR-290	627 NM	SR-292	627 NM	VR-540	629 NM	VR-1143	630 NM	SR-261	633 NM
IR-139	634 NM	IR-142	635 NM	IR-506	636 NM	VR-159	636 NM	VR-1522	636 NM	IR-524	636 NM
VR-1138	637 NM	SR-728	641 NM	SR-729	641 NM	VR-1142	642 NM	VR-1144	642 NM	SR-205	646 NM
SR-727	650 NM	VR-118	650 NM	VR-1141	655 NM	VR-1639	660 NM	VR-1120	664 NM	VR-536	665 NM
IR-034	668 NM	VR-151	668 NM	IR-056	668 NM	SR-730	669 NM	SR-731	669 NM	VR-1648	670 NM
SR-208	671 NM	SR-217	671 NM	VR-1523	671 NM	IR-518	679 NM	SR-286	679 NM	VR-1666	680 NM
VR-607	680 NM	IR-053	681 NM	SR-206	682 NM	VR-1574	683 NM	IR-508	687 NM	VR-101	687 NM
IR-509	687 NM	VR-143	689 NM	IR-507	690 NM	IR-503	691 NM	VR-1122	691 NM	IR-123	692 NM
SR-293	696 NM	VR-1521	701 NM	VR-1629	702 NM	SR-216	711 NM	SR-233	715 NM	SR-240	715 NM
SR-234	715 NM	SR-236	715 NM	SR-242	715 NM	SR-244	715 NM	SR-243	715 NM	SR-273	715 NM
SR-267	715 NM	SR-258	715 NM	SR-255	715 NM	SR-251	715 NM	SR-250	715 NM	SR-249	715 NM
SR-245	715 NM	IR-136	716 NM	IR-610	724 NM	IR-124	735 NM	VR-186	735 NM	VR-724	736 NM
VR-725	736 NM	IR-148	737 NM	IR-172	738 NM	IR-173	738 NM	VR-168	739 NM	SR-280	740 NM
VR-1105	742 NM	VR-156	742 NM	VR-1152	742 NM	VR-1116	746 NM	IR-147	750 NM	IR-149	750 NM
IR-606	752 NM	SR-901	752 NM	IR-155	757 NM	IR-166	758 NM	SR-900	758 NM	IR-154	759 NM

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IR-514	767 NM	VR-604	769 NM	VR-1106	773 NM	VR-1121	773 NM	IR-128	777 NM	VR-1123	777 NM
IR-167	781 NM	IR-135	782 NM	VR-1801	787 NM	SR-905	788 NM	IR-180	790 NM	SR-904	793 NM

I.2.C.9 **IR-430 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 853 NM from the base.**

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

200 NM	300 NM	500 NM
11	17	47

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

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-203 NORTHEAST	84 NM	AR-216 NORTHEAST	88 NM	AR-633B	88 NM	AR-216 SOUTHWEST	128 NM
AR-315 EAST	128 NM	AR-633A	135 NM	AR-315 WEST	137 NM	AR-203 SOUTHWEST	149 NM
AR-111 WEST	150 NM	AR-455 EAST	151 NM	AR-455 WEST	200 NM		
AR-111 EAST	217 NM	AR-328	219 NM	AR-101 SOUTH	247 NM	AR-200	247 NM
AR-207NE NORTHEA	280 NM	AR-110 WEST	283 NM				
AR-627	303 NM	AR-600	313 NM	AR-207SW SOUTHWE	318 NM	AR-637	333 NM
AR-302 WEST	338 NM	AR-302 EAST	346 NM	AR-016 SOUTHWEST	348 NM	AR-110 EAST	360 NM
AR-615	362 NM	Racoon MOA	365 NM	AR-601	378 NM	AR-103	382 NM
AR-112 WEST	403 NM	AR-016 NORTHEAST	405 NM	AR-101 NORTH	419 NM	AR-313 NORTH	422 NM
AR-218L	428 NM	AR-217	434 NM	AR-318 WEST	437 NM	AR-202S SOUTH	440 NM
AR-218H	445 NM	AR-313 SOUTH	446 NM	AR-202AN ALTERNA	474 NM	AR-640B	482 NM
AR-318 EAST	485 NM	AR-646	485 NM	AR-330 WEST	487 NM	AR-655	489 NM
AR-108 WEST	492 NM	AR-112 EAST	494 NM				

I.2.C.10b **The total number of refueling events within:**

500 NM	700 NM
5065	6651

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-203	84 NM	223	AR-216	88 NM	64	AR-111	150 NM	303	AR-455	151 NM	372
AR-101	247 NM	217	AR-110	283 NM	596	AR-302	338 NM	445	AR-016	348 NM	157
Racoon	365 NM	1829	AR-112	403 NM	360	AR-218	428 NM	359	AR-108	492 NM	140
AR-309	527 NM	138	AR-116	582 NM	541	AR-102	599 NM	10	AR-206H	601 NM	50
AR-206L	601 NM	20	AR-109	625 NM	213	AR-105	634 NM	285	AR-013	689 NM	329

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I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 283NM from the base."**

I.2.C.10d **Percentage of tanker demand in region:** 27.0
Percentage of tankers based in region: 9.0

Tanker saturation within the region has been classified as tanker Poor

I.2.C.11 **Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:**

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	SR
ALL AMERICAN	306 NM	✔	✔	✔	0	0
BASTOGNE	103 NM	✔	✔	✔	0	0
BIFF	337 NM	✔	✔		0	0
BIG SANDY (WTR)	114 NM	✔	✔		0	0
BILL BAG	321 NM	✔	✔		0	0
BLACKJACK R+CIR	291 NM	✔	✔	✔	0	0
BURMA SPECIAL N	288 NM				3	4
BURMA SPECIAL S	288 NM				3	4
CARENTAN (A)	98 NM		✔	✔	0	1
CAVALIER NORTH	287 NM	✔	✔	✔	3	4
CAVALIER SOUTH	287 NM	✔	✔		3	4
CENTRAL CITY NO	125 NM	✔			0	0
CENTRAL CITY SO	125 NM	✔			0	0
CLERKIN	315 NM	✔	✔		0	0
CORINTH	341 NM	✔			0	0
CORREGIDOR	106 NM		✔	✔	0	0
COTENTIN	338 NM	✔	✔	✔	0	0
DARLINGTON	310 NM	✔	✔	✔	0	0
DEEP CREEK	340 NM		✔		0	0
ELIZABETH WEST	291 NM	✔	✔	✔	3	4
FLYING DUTCHMAN	333 NM	✔			0	0
FRAMHART	327 NM	✔	✔	✔	0	0
FRYAR	196 NM	✔	✔	✔	4	6
GALLAHAD #1	305 NM				0	1
GELA	341 NM	✔	✔	✔	0	0
GRAHAM	101 NM	✔	✔	✔	4	6
HARD	341 NM	✔			0	0

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HAT TRICK	325 NM	✔			0	1
HOLLAND	333 NM	✔	✔	✔	0	0
HUNTER	319 NM		✔		0	0
LAURNBERG MAXTN	332 NM	✔	✔	✔	0	0
LOS BANOS	103 NM	✔	✔	✔	0	0
LUZON	325 NM	✔	✔	✔	0	1
LUZON REVERSE	325 NM	✔			0	1
MALLON	330 NM	✔	✔		0	0
MCKENNA	192 NM	✔	✔	✔	4	6
MITCHELL	189 NM	✔	✔	✔	0	0
MYITKYINA TREE	343 NM	✔	✔		0	0
NETHERLANDS	333 NM	✔	✔	✔	0	0
NETHERLANDS ORI	333 NM	✔	✔	✔	0	0
NIJMEGEN	332 NM	✔	✔	✔	0	0
NORMANDY	338 NM	✔	✔	✔	0	0
NORTHFIELD E-W	270 NM	✔	✔	✔	2	1
NORTHFIELD S-N	270 NM	✔	✔	✔	0	0
PAYNE	285 NM	✔	✔		0	0
PRESTON	228 NM		✔	✔	0	0
QUICK	322 NM	✔			0	0
REMAGEN	291 NM	✔	✔	✔	1	1
REMAGEN REVERSE	291 NM	✔	✔		1	1
SALERNO	336 NM	✔	✔	✔	0	0
SANDY DOG	288 NM	✔	✔	✔	3	4
SHAW, JOHN	204 NM	✔	✔		0	0
SHELBY	295 NM	✔	✔	✔	0	3
SICILY	341 NM	✔	✔	✔	0	0
SICILY DEMO	341 NM	✔	✔	✔	0	0
TAYLORS CREEK	301 NM	✔	✔	✔	1	1
THUNDERBOLT	319 NM	✔	✔		0	0
VOLTURNO	336 NM	✔	✔	✔	0	0
WESTERN KENTUCK	124 NM	✔	✔	✔	0	0
WHITE FALCON	296 NM	✔	✔		3	4

I.2.C.11.a **Drop Zone** **Servicing Instruement and Slow Routes (IRs and SRs)**

BURMA SPECIAL N	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
BURMA SPECIAL S	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		

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CARENTAN (A)	SR-225								
CAVALIER NORTH	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
CAVALIER SOUTH	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
ELIZABETH WEST	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
FRYAR	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
[redacted]	SR-072								
GALLAHAD #1	SR-038								
GRAHAM	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
[redacted]	SR-072								
HAT TRICK	SR-105								
LUZON	SR-105								
LUZON REVERSE	SR-105								
MCKENNA	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
[redacted]	SR-072								
NORTHFIELD E-W	IR-035	IR-036	SR-166						
REMAGEN	IR-023	SR-038							
REMAGEN REVERSE	IR-023	SR-038							
SANDY DOG	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
SHELBY	SR-029	SR-030	SR-031						
TAYLORS CREEK	IR-023	SR-038							
WHITE FALCON	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		

I.2.C.12 Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:

GOLDEN EAGLE 99 NM

I.2.C.13 Nearest full scale drop zone(s) (minimum size 1000 by 1500 yds) which can be used for personnel drops or night equipment drops:

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	SR
CARENTAN (A)	98 NM		✔	✔	0	0
LOS BANOS	103 NM	✔	✔	✔	0	0

I.2.C.14 Name and distance to ground force installation (US Army, USMC) with a restricted airspace capable of supporting tactical aircraft employment (floor no higher than 100 ft AGL, ceiling no lower than 3,00 ft AGL, minimum area 25000 sq NM>

FORT CAMPBELL 103 NM

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D. Ranges

Ranges (Controlled/managed by the base)

I.2.D.1 The base Does not control or manage any ranges, questions I.2.D.2 to I.2.D.17 skipped.

Ranges (Used by the base)

I.2.D.18 The base does Not uses ranges on a regular basis

I.2.D.19

The mission/training is Not impacted by training area airspace encroachment.

The mission/training is not impacted by training area airspace noise abatement procedures.

The mission/training is not impacted by training area traffic procedures.

I.2.D.20

I.2.D.21

I.2.D.22

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E. Airspace Used by Base

I.2.E.1 Base schedules or manages no airspace, questions I.2.E.2 to I.2.D.12 skipped.

I.2.E.1.a The base does Not use airspace.

Commercial Aviation Impact

I.2.E.12 The base is Not joint-use (military/civilian).

I.2.E.13 There are No airfields within a 50 mile radius of the base.

I.2.E.14 Civilian/commercial operators or other airspace users do Not pose scheduling, operational, or environmental constrains or limits.

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F. Potential for Growth in Training Airspace (Area)

I.2.F.1 **Expansion of training airspace is Not possible.**

I.2.F.2 **Current access will remain the same.**

I.2.F.3 **No reductions in training airspace are expected.**

I.2.F.4 **Current special use airspace and training areas meet all training requirements.**

I.2.F.4.a **Deployed, off-station training is not required to meet training requirements.**

G. Composite / Integrated Force Training

I.2.G.1 **Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:**

FORT CAMPBELL

103 NM from the base.

I.2.G.2 **DELETED**

I.2.G.3 **Nearest Naval unit where joint training can be accomplished:**

None

0 mi from the base.

I.2.G.4 **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**

None

0 mi from the base.

I.2.G.5 **DELETED**

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

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I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

I.2.J.1 Percentage of time the weather is at or above (ceiling / visibility)

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
9860.0	97.7	87.7	77.7	73.6

I.2.J.2 Crosswind component to the primary runway:

I.2.J.2.a Is at or below 15 knots 99.0 percent of the time

I.2.J.2.b Is at or below 25 knots 99.9 percent of the time

I.2.J.3 11 Days have freezing partcipitation (mean per year).

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Arnold AFB TN	Housing Area	37	37	
II.1.A.2	Arnold, AFB TN	Main Base	39,044	8,460	13,355
II.1.A.3	Total		39,081	8,497	13,355
		TOTALS:	78,162	16,994	26,710

B. Facilities

II.1.B.1 **From real property records:**

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	0	0		0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	12,696	11.0	89.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	14,210	49.0	51.0	0.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	0	0		0.0	0.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	8,410	0.0	100.0	0.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	0	0		0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	0	0		0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	1,578	0.0	0.0	100.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	0	0		0.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	2,422	1,578	0.0	100.0	0.0	0

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II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	0	0		0.0	0.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	0	0		0.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	27,715	24.0	76.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	31,680	21,073	0.0	100.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	0	0		0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	0		0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	4,030	0.0	100.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	0	0		0.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	0	0		0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	19,454	19,454	0.0	100.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	63,648	26.0	74.0	0.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	148,244	0.0	100.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	507,606	0.1	99.9	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	6,583	0.0	100.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	3,387	100.0	0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	817,737	0.1	99.9	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	0	0		0.0	0.0	0
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	15,952	0.6	36.0	63.4	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	0		0.0	0.0	0

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II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	1,800	144	100.0	0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	15,415	15,552	65.0	35.0	0.0	137
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	206,146	20.0	80.0	0.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	0	0		0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	187,640	187,640	17.0	83.0	0.0	0
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	0	0		0.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	0	0		0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	6,359	100.0	0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	370,161	30.6	69.3	0.1	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	0		0.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	0	0		0.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	0	0		0.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	21,810	100.0	0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	17,474	66.0	34.0	0.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	91,027	59.0	41.0	0.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	0	0		0.0	0.0	0

II.1.B.2 From in-house survey:

	Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111	Aircraft Pavement-Runway(s)	SY	99,998	0.0	100.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	8,360	0.0	100.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	12,642	0.0	100.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	264,061	100.0	0.0	0.0

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II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	845,520	97.0	3.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	44,243	99.0	1.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	109,512	100.0	0.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	93,797	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	1,250,764	98.0	2.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	205,882	81.0	19.0	0.0

C. Family Housing (Facility Category Code 711)

II.1.C.1 **Capacity (housing inventory)**

II.1.C.1.a **Number of adequate units from current DD Form 1410, line 18d:** 40

II.1.C.1.b **Number of substandard units from current DD Form 1410, line 18e:** 0

II.1.C.1.c **Current deficit (-) or surplus units in validated Market Analysis:** 8 **(includes E-1 - E3 requirements)**

II.1.C.1.c.i **A Market Analysis was Not used to answer the questions in Section II.1.C.**

II.1.C.1.d **FY95/4 projected net housing deficit (-) or surplus of units:** 8 **(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)**

II.1.C.2 **Condition**

II.1.C.2.a **Number of adequate units meeting current whole-house standards of accommodation and state of repair:** 29 **(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)**

II.1.C.2.a **Number of adequate units requiring whole-house renovation or replacement:** 11 **(Units meeting whole-house standards are those that were programmed/ renovated after FY88).**

II.1.C.2.a **Number of new housing units projected to meet current deficit.** 0

II.1.C.3 **Percentage of military families living on base as compared to the total number of families (officer and enlisted) assigned to the base**

II.1.C.3.a **22.0 percent of officer families live on base.**

II.1.C.3.b **41.0 percent of enlisted families live on base.**

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II.1.C.3.a 29.0 percent of all military families live on base.

2. Airfield Characteristics

II.2 Runway Table:

Primary Designation		Dimensions: Length	Width	Cross Runway	Aircraft Arresting Systems (II.2.I) Number	Types
02	Primary	6000 ft	150 ft	No	None	

II.2.A There are 1 active runways.

II.2.A.1 There are NO cross runways

II.2.B There are NO parallel runways.

II.2.C Dimensions of the primary runway (02).

II.2.C.1 Length: 6,000 ft

II.2.C.2 Width: 150 ft

II.2.D Dimensions of all secondary runways are in the runway table.

II.2.E The primary taxiway is 75 ft wide.

II.2.F Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency(AFCESA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).

Procedures in AFM 88-24 were used to perform calculations for this section.

	Aircraft Group		Criteria		Primary Pavements: Runways	Taxiways	Aprons
II.2.F.1	Fighter	F-15	61 Kips	300,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.5	Tanker	KC-135R	320 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed

II.2.F.9 Work required to upgrade pavement to the required strength:

Pavement:	Aircraft:	(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Taxiway	B-1B			

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Runway	B-1B			
Aprons	B-1B			
Taxiway	B-52			
Runway	B-52			
Aprons	B-52			
Runway	C-141			
Taxiway	C-141			
Aprons	C-141			
Aprons	C-5B			
Runway	C-5B			
Taxiway	C-5B			
Taxiway	F-15			
Aprons	F-15			
Runway	F-15			
Runway	F-16C/D			
Taxiway	F-16C/D			
Aprons	F-16C/D			
Aprons	KC-10			
Runway	KC-10			
Taxiway	KC-10			
Taxiway	KC-135R			
Aprons	KC-135R			
Runway	KC-135R			

II.2.G **Excess aircraft parking capacity for operational use.**

II.2.G.1 **The total usable apron space for aircraft parking is 0 Sq Yds.**

II.2.G.1.a **Specifications for individual parking areas (irregularly shaped areas are approximated by rectangle).**

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
Arnold Field	375 ft	300 ft	Neither	For VIP Visitors

II.2.G.2 **Permanently assigned aircraft currrently require 0 Sq Yds of parking space.**

II.2.G.3 **12,500 Sq Yds of parking space is available for parking additional non-transient aircraft.**

II.2.G.4 **The following factors limit aircraft parking capability:**

Limited by the amount of pavement

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II.2.H	The dimensions of the (largest) transient parking area:	N/A	

II.2.I Details of operational aircraft arresting systems on each runway are in the Runway Table (II.2)

II.2.J Critical features relative to the airfield pavement system that limit its capacity:

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3. Utility Systems

II.3.A **The overall system capacity and percent current usage for utility system categories:**

	Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1	Water:	2.488 MG/D	MG/D - million gallons per day	26 %
II.3.A.2	Sewage:	0.262 MG/D		100 %
II.3.A.3	Electrical distribution:	650.0 MW	MW - million watts	87 %
II.3.A.4	Natural Gas:	11.40 MCF/D	MCF/D - million cubic feet per day	49 %
II.3.A.5	High temperature water/steam generation/distribution:	298.0 MBTUH	MBTUH - million British thermal units per hour	30 %

II.3.B **Characteristics regarding the utility system that should be considered:**

AEDC is contractually limited to a maximum capacity of 650 MW for electrical distribution. If the contractural capacity is used to calculate percentage of current usage, the result is 48.64%.

4. Aircraft Maintenance Hangar Facilities

Specifications for general maintenance hangars and nose docks, excluding Depot and Test & Evaluation facilities.

5. Unique Facilities

II.5.A **Unique (one-of-a-kind) Air Force facilitaties which must be replaced if the base is closed:**

A.1 Name or type of facility	A.2 Total square footage	A.3 Category code	A.4 Present use
Bldg 1074	44 SF	310-926	MARK I VALVE HOUSE
Bldg 1075	93,387 SF	318-614	MARK I TEST BLDG
Bldg 1077	36,767 SF	310-926	MARK I ENGINEERING LAB
Bldg 1090		390-614	ASTF COOLING TOWERS
Bldg 1091		390-614	ASTF COOLING TOWERS PUMP STATION
Bldg 1092		390-614	ASTF COOLING TOWERS CONTROL BLDG
Bldg 1099	35,750 SF	318-614	ASTF SUPPORT BLDG
Bldg 1100	19,550 SF	310-614	ETF ANNEX A BLDG
Bldg 1416	2,994 SF	311-115	PWT MODEL BUILDING AND TUNNEL
Bldg 1690	3,220 SF	318-614	ROCKET PREPARATION AREA NO. 1
Bldg 1695	181 SF	318-614	RPA IGNITER CHECKOUT BLDG
Bldg 1697	964 SF	318-614	RPA SUPPORT BLDG

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Bldg 2103		390-611	FUEL TRAILER PAD (RPA)
Bldg 2108	6,343 SF	319-946	X-RAY BLDG
Bldg 2110	240 SF	319-946	X-RAY LAB STORAGE
Bldg 2120	3,440 SF	318-614	J6 SUPPORT BLDG
Bldg 2214	267 SF	318-614	WEBBER BOX
Bldg 2215	6,178 SF	318-614	RPA 2 BLDG
Bldg 2224		390-611	PROPELLANT TRAILER PAD - HYDROGEN
Bldg 2227		390-611	PROPELLANT TRAILER PAD - N2O4
Bldg 320	9,697 SF	311-115	Impact range for systems development testing
Bldg 325		390-611	Hydrogen Trailer Pad
Bldg 360	439 SF	311-115	VKF Powder Prep Bldg
Bldg 365	1,032 SF	311-115	VKF G-Range Aux. Bldg
Bldg 390	2,016 SF	318-614	Force, Flow & Dynamics Bldg
Bldg 391	224 SF	318-614	Flammable Material Storage
Bldg 430	17,608 SF	311-112	FDS Design Bldg
Bldg 445	8,613 SF	141-766	Chemical Lab
Bldg 448	684 SF	219-944	Vapor Degreaser
Bldg 451	130,755 SF	219-944	Model Shop
Bldg 519	384 SF	318-614	J-4 Hydraulic Bldg
Bldg 520 A	5,939 SF	318-614	J-4/J-5 Control Room
Bldg 520 B	5,500 SF	310-926	Operations & Maintenance Bldg.
Bldg 521	2,048 SF	318-614	J-4 Storage
Bldg 522	5,592 SF	318-614	J-5 Test Building
Bldg 524	1,016 SF	318-614	J-5 Data Conditioning
Bldg 528	594 SF	318-614	J-4/J-5 Water Softener Building
Bldg 529	1,280 SF	318-614	J-4 Thrust Calibration
Bldg 530		390-614	J-4 Test Cell
Bldg 531	3,387 SF	317-316	J-5 Local Electronics Bldg
Bldg 534	1,232 SF	318-614	J-4 Data Conditioning
Bldg 535	1,800 SF	318-614	J4/J5 STEAM GENERATOR BLDG
Bldg 536	5,600 SF	318-614	J-4 Support
Bldg 537	535 SF	318-614	J-5 Valve Shelter
Bldg 559	540 SF	318-614	ETF Test Bldg

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Bldg 560	180 SF	318-614	ETF Rocket Test Control Bldg
Bldg 561		390-612	ETF Rocket Engine Test Stand
Bldg 567	762 SF	318-614	J-4 Helium Storage & Compressor Bldg
Bldg 569	1,549 SF	318-614	J-4 Power Distribution Bldg
Bldg 576	285 SF	318-614	APTU Filter Bldg
Bldg 577	3,080 SF	318-614	APTU Maintenance Storage Bldg
Bldg 578	1,845 SF	318-614	APTU Test Cell Control Bldg.
Bldg 579	8,749 SF	318-614	APTU Test Cell Bldg
Bldg 607	6,738 SF	311-115	VKF Intermettent Test Bldg.
Bldg 640	2,240 SF	311-112	VKF Maintenance Shop
Bldg 645	2,800 SF	318-614	FSD Maintenance Shop.
Bldg 646	1,428 SF	318-614	Experimental Research Lab
Bldg 648	5,600 SF	318-614	Research Bldg
Bldg 651	66,440 SF	311-115	VKF Compressor Bldg.
Bldg 661	1,537 SF	311-115	VKF Air Intake Filter Bldg.
Bldg 662	522 SF	311-115	VKF Air Intake Filrter Bldg.
Bldg 665	144 SF	311-115	VKF Vaporizer Control Bldg.
Bldg 670	439 SF	311-115	VKF Drier Control Bldg.
Bldg 671	439 SF	311-115	VKF Drier Bldg.
Bldg 675	17,588 SF	311-115	VKF Hot Shot Bldg.
Bldg 676	58,460 SF	311-115	VKF MT&L Bldg.
Bldg 678	36,903 SF	311-115	VKF G-Range Bldg.
Bldg 679	322 SF	311-115	VKF Tunnel M Control Center
Bldg 680	1,305 SF	311-115	VKF Heater Control.
Bldg 685	3,465 SF	442-758	Instrument Control Center.
Bldg 690	39,746 SF	311-115	VKF TUNNEL F
Bldg 691	11,052 SF	311-115	POWER SUPPLY BLDG
Bldg 692	660 SF	311-115	VKF ENERGY COIL STORAGE
Bldg 702	6,591 SF	311-115	PWT SUPERSONIC COMPRESSOR EQ.
Bldg 704	85 SF	311-115	PWT CONTROL HOUSE VALVE 14
Bldg 707	2,990 SF	311-115	PWT 4T TUNNEL
Bldg 708	858 SF	311-115	PWT PURGE WATER TREATMENT
Bldg 710	5,568 SF	311-115	PWT PES CONTROL BLDG

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Bldg 711		390-127	PWT 16S TUNNEL AND COMPONENTS
Bldg 712	926 SF	311-115	PWT 16S NOZZLE PUMP HOUSE
Bldg 713	320 SF	311-115	PWT RIGGING EA BLDG
Bldg 718	9,315 SF	311-115	HTL SHOP BLDG
Bldg 720	375 SF	311-115	PWT PES SUBSTATION CONTROL HOUSE
Bldg 721	1,613 SF	311-115	HTL REATOR BLDG
Bldg 722	12,706 SF	311-115	PWT HIGH TEMPERATURE BLDG
Bldg 726	972 SF	311-115	PWT FUEL STORAGE BLDG
Bldg 734	193 SF	311-115	PWT 16S COOLER NO. 2 VALVE SHELTER
Bldg 735	383 SF	311-115	PWT 16S COOLER NO. 3 VALVE SHELTER
Bldg 740	33,065 SF	311-112	PWT OFFICE BLDG
Bldg 745	24,311 SF	311-115	PWT SUPERSONIC CONTROL BLDG
Bldg 746	206 SF	311-115	PWT 16S MODEL HYDRAULIC PUMP BLDG
Bldg 749	285 SF	311-115	PWT 16S FUEL SHELTER BLDG
Bldg 750	1,593 SF	311-115	PWT TEST FUEL BLDG
Bldg 755	2,262 SF	311-115	PWT GE 1 COOLANT BLDG
Bldg 760	58,383 SF	311-115	MODEL INSTALLATION BLDG
Bldg 775	1,659 SF	311-115	PWT CART STAND BLDG
Bldg 780	21,900 SF	311-115	PWT MOTOR DRIVE BLDG
Bldg 781	180 SF	311-115	PWT 16T FUEL SHELTER BLDG
Bldg 782	144 SF	311-115	PWT DRIER VAPORIZER BLDG
Bldg 783	1,095 SF	311-115	PWT 16S AIR FILTER BLDG
Bldg 784	10,457 SF	311-115	PWT DESICCANT DRIER BLDG
Bldg 785	16,988 SF	311-115	PWT TRANSONIC CONTROL BLDG
Bldg 786	3,418 SF	311-115	PWT ROTOR ERECTION BLDG
Bldg 787	557 SF	311-115	PWT STATIC ROCKET CONTROL BLDG
Bldg 788	206 SF	311-115	PWT TRANSONIC HYDRAULIC PUMP BLDG
Bldg 789		390-612	PWT ROCKET RUN-UP STAND
Bldg 790	1,282 SF	311-115	PWT WATER TREATMENT BLDG
Bldg 791	1,036 SF	321-123	PWT WELDING SHOP
Bldg 792	969 SF	311-115	PWT PIPE SHOP
Bldg 793	864 SF	311-115	PWT ACOUSTIC RESEARCH BLDG
Bldg 794	576 SF	311-115	PWT BLADE REPAIR BLDG

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Bldg 795		390-128	PWT 16T TUNNEL AND COMPONENTS
Bldg 797	8,000 SF	311-115	FSD MAINTENANCE BLDG
Bldg 830	4,909 SF	318-614	ETF TEST FUEL METERING BLDG
Bldg 832	322 SF	318-614	ETF A J-E MAINTENANCE BLDG
Bldg 850	3,213 SF	318-614	ETF INSTRUMENTATION OPERATIONS
Bldg 868	2,893 SF	318-614	QUALITY AND SAFETY BLDG
Bldg 876	35,864 SF	318-614	ETF SHOP BLDG
Bldg 877	35,356 SF	318-614	ETF OFFICE BLDG
Bldg 878	179,234 SF	318-614	ETF AC&T BLDG
Bldg 879	46,593 SF	318-614	ETF EXHAUSTER BLDG
Bldg 880	30,933 SF	318-614	ETF-A TEST BLDG
Bldg 881	22,141 SF	318-614	ETF-A AIR SUPPLY BLDG
Bldg 882	10,357 SF	318-614	ETF-A EXHAUSTER BLDG
Bldg 884	13,122 SF	318-614	ETF-A REFRIGERATION BLDG
Bldg 885	532 SF	318-614	ETF-A HEATER CONTROL BLDG
Bldg 886	324 SF	318-614	ETF-A J3 CONTROL BLDG
Bldg 887	430 SF	318-614	ETF-A HEATER BLOWER BLDG
Bldg 889	43 SF	343-319	WATER SPRAY PUMP HOUSE
Bldg 890		390-614	ETF-A J3 TEST CELL
Bldg 891	400 SF	318-614	ETF-A HYDRAULIC BLDG
Bldg 892	144 SF	318-614	ETF-A VALVE HOUSE
Bldg 893	1,500 SF	318-614	ETF-A J2 A CRYOGENIC BLDG
Bldg 894	683 SF	318-614	ETF-A FUEL SHELTER
Bldg 895	152 SF	318-614	ETF-A J-3 INSTRUMENT HVT
Bldg 896	258 SF	318-614	ETF-A J3 INSTRUMENT HVT
Bldg 897	900 SF	318-614	ETF-A VALVE REPAIR SHOP
Bldg 898	2,057 SF	318-614	ETF-A T3 TEST CELL ENCLOSURE
Bldg 899	4,800 SF	318-613	ETF MAINTENANCE SHOP
Bldg 903	110,139 SF	318-614	ASTF EXHAUSTER BLDG
Bldg 911		390-614	ASTF TEST FACILITY
Bldg 912	47,954 SF	318-614	ASTF TEST BLDG
Bldg 913	7,348 SF	318-614	ASTF COMPRESSOR BLDG
Bldg 914	3,435 SF	318-614	ASTF FUEL CONDITIONING BLDG

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Bldg 916	2,454 SF	318-614	ASTF RC-3 COOLER BLDG
Bldg 921	1,101 SF	318-614	ASTF HEATER CONTROL BLDG
Bldg 922	15,240 SF	318-614	ASTF REFRIGERATION CONTROL BLDG
Bldg 929	94,123 SF	318-614	ASTF AIR SUPPLY BLDG
Bldg 931	4,000 SF	318-614	ASTF STORAGE BLDG
Bldg 935	3,200 SF	318-614	TEST PROJECT ENGINEERING FACILITY
Bldg 936	3,200 SF	318-614	PROPULSION DIAGNOSTICS FACILITY

6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures Local/Regional Land Encroachment

II.6.A **Percent current off base incompatible land use:**

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.1	02	CZ										
	2	CZ										
II.6.A.2	02	APZ 1										
	2	APZ 1										
II.6.A.3	02	APZ 2										
	2	APZ 2										

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.4	65-70										
II.6.A.5	70-75										
II.6.A.6	75-80										
II.6.A.7	80+										

II.6.B **Percent future off base incompatible land use:**

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.1	02	CZ										
	2	CZ										
II.6.B.2	02	APZ 1										
	2	APZ 1										

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II.6.B.3	02	APZ 2										
	2	APZ 2										

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.4	65-70										
II.6.B.5	70-75										
II.6.B.6	75-80										
II.6.B.7	80+										

II.6.C **There is No publicly released AICUZ study.**

II.6.D **Current AICUZ study's flying activities subsection does not reflect all currently assigned aircraft**

Subsection does Not reflect the number of daily flying operations conducted by all assigned aircraft

Current AICUZ study's flight track figure/map does Not reflect current flight tracks.

Explaination of areas where the current AICUZ study does not reflect the current situation:

II.6.E **The study has not been updated**

The study is no longer valid. Milestones for updateing the study:

II.6.E.1 No requirement for an AICUZ study.

II.6.F **Local governments have Not incorporated AICUZ recommendations into land use controls**

II.6.G **Assessment of significant development (i.e., residential subdivision, shopping mall, or center, industrial park, etc.) existing or anticipated within any of the 7 AICUZ zones.**

No significant development currently exists in any AICUZ zone.

No significant development is projected for any AICUZ zone.

No long range (20 year) development trends in the 7 AICUZ zones are evident.

II.6.H **Population figures and projections:**

II.6.I **Clear zone acquisition has Not been completed.**

II.6.J **Existing on base facilities not sited in accordance with AICUZ recommendations:**

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Planned on base facilities not sited in accordance with AICUZ recommendations:

Air Space Encroachment

II.6.K **No noise complaints are received from off base residents.**

II.6.L **The base has not implemented noise abatement procedures.**

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 **No C-141s or equivalent aircraft can be loaded or unloaded.**

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.2 **No C-141s or equivalent aircraft can be refueled.**

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B **The base can land, taxi, park, and refuel widebody aircraft as follows:**

Aircraft	Widebody Capabilities:				Remarks:
747	Can't land	Can't taxi	Can't park	Can't refuel	
C-5	Can land	Can taxi	Can park	Can refuel	Only 1 fuel truck currently available
KC-10	Can't land	Can't taxi	Can't park	Can't refuel	

III.1.C **The base does Not have an operational fuel hydrant system.**

III.1.D **The base bulk storage facility is Not serviced by a pipeline.**

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III.1.D.3

Based on normal requirements in the Fuel Logistics Area Summary(FLAS) or Inventory Management Plan (IMP). Storage for others is excluded.

III.1.D.4 Other receipt modes available:

There are No offload headers.

1 tank trucks can be simultaneously offloaded

Tank cars can Not be offloaded.

III.1.D.5 1 refueling unit fillstands are available.

III.1.D.5.a 1 refuelers can be filled simultaneously.

III.1.D.6 Current despensing capabilities as defined in AFR 144-1 sustained: 8000
maximum: 8000

III.1.D.7 The base is directly supported by an intermediate Defense Fuels Supply Point (DFSP).

III.1.D.7.a Supporting DFSP: Breman GA

III.1.E Cat 1.1 and 1.2 munitions storage requirements and capacity.

	Cat 1.1	Cat 1.2
III.1.E.1 Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:	265000	500000
Square footage available (including physical capacity limit):	500	500
III.1.E.2 Normal installation mission storage requirement:	24000	0

III.1.F The base does not have a dedicated hot cargo pad.

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III.1.G **Proximity (within 150 NM) to mobilization elements.**

III.1.G.1 **The base is proximate to a ground force installation.**

Active ground force installations within 150 NM:

FORT CAMPBELL	103 NM
FORT MCCLELLAN	103 NM

III.1.G.2 **The base is proximate to a railhead.**

Railheads within 150 NM:

Anniston - Bynum	107 NM
Anniston - Fort McClellan	101 NM
Hopkinsville	111 NM
Milan	134 NM
Norcross - Doraville	127 NM
Ooltewah - Tyner	50 NM
Tullahoma - Arnold AFS	6 NM
West Point - Fort Knox	150 NM

III.1.G.3 **The base is over 150 NM from a port.**

III.1.H **The base does Not have a dedicated passenger terminal.**

III.1.I **The base does not have a dedicated deployment facility capable of handling DoD standardized cargo pallets.**

III.1.J **The base medical treatment facility does Not routinely receive referral patients.**

III.1.K **No military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.**

III.1.L **The base medical facility performs No unique missions.**

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Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,

III.1.M Base medical facilities have No facilities projects planned to begin before to 1999.

Facilities projects include military consruction program (MCP) or Operations and Maintenence (O&M) alterations.

III.1.N Base facilities have No excess storage capacity.

III.1.N.1 Base facilities have a total covered storage capacity of 187,640 sq ft.

III.1.N.2 Breakout of the total covered storage capacity:

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	187,600 sq ft
Mobility storage:	40 sq ft
War Readiness Support Kits (WRSK) storage:	0 sq ft

III.1.O No light military vehicles are on base.

III.1.P 166 heavy military and special vehicles are on base.

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Section IV

1. Base Budget

IV.1 Non-payroll portion of the base budget for prior years:

IV.1.A	xxx56	Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	0.00 $sK	0.00 $sK	0.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	0.00 $sK	0.00 $sK		0.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	3,048.00 $sK	0.00 $sK			3,048.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	6,153.00 $sK	0.00 $sK				6,153.00 $sK
				xxx56 TOTALS:	0.00 $sK	0.00 $sK	3,048.00 $sK	6,153.00 $sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3600	12,020.00 $sK	0.00 $sK	12,020.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3600	14,120.00 $sK	0.00 $sK		14,120.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3600	1,147.00 $sK	0.00 $sK			1,147.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3600	1,200.00 $sK	0.00 $sK				1,200.00 $sK
				xxx76 TOTALS:	12,020.00 $sK	14,120.00 $sK	1,147.00 $sK	1,200.00 $sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-93	Appropriation	Direct	Reimbursable				
		3600	4,977.00 $sK	0.00 $sK			4,977.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3600	4,800.00 $sK	0.00 $sK				4,800.00 $sK
				xxx78 TOTALS:			4,977.00 $sK	4,800.00 $sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3600	3,827.00 $sK	0.00 $sK	3,827.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3600	4,029.00 $sK	0.00 $sK		4,029.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				

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		3600	6,168.00 $sK	0.00 $sK			6,168.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3600	6,073.00 $sK	0.00 $sK				6,073.00 $sK
				xxx96 TOTALS:	3,827.00 $sK	4,029.00 $sK	6,168.00 $sK	6,073.00 $sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	493.00 $sK	0.00 $sK	493.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	549.00 $sK	0.00 $sK		549.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	425.00 $sK	0.00 $sK			425.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	310.00 $sK	0.00 $sK				310.00 $sK
				MFH TOTALS:	493.00 $sK	549.00 $sK	425.00 $sK	310.00 $sK

2. Relocation Costs

IV.2 **-Large, unusual items integral to the unit mission, but which cannot be moved as regular freight:**

Total relocation costs: $ 6,404,600.00 K

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Section IV/V Level Playingfield COBRA Data

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Section VI Economic Impact

Economic Area Statistics:

Coffee County, TN

Total population: 41,000 (FY 92)

Total employment: 28,718 (FY 93)

Unemployment Rates (FY93/3 Year Average/10 Year Average)

5.8% / 6.5% / 7.2%

Average annual job growth: 301

Average annual per capita income: $17,429

Average annual increase in per capita income: $5.8%

Projected economic impact:

Direct Job Loss:	**3,871**	
Indirect Job Loss:	**2,730**	
Closure Impact:	**6,601**	**(23.0% of employment total)**
Other BRAC Losses:	**(23)**	
Cumulative Impact:	**6,578**	**(22.9% of employment total)**

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

VII.1.A.1 **Off-base housing is affordable**

VII.1.A.2 **Units are available for families**

VII.1.A.2 **Units are available for single members.**

VII.1.A.3 **3.8 Percent of off-base housing was rated as unsuitable in the latest VHA survey**

VII.1.A.4 **Median monthly cost of off-base housing based on latest VHA survey:** $570

Describe the transportation systems.

VII.1.B.1 **The base is NOT served by REGULARLY SCHEDULED, public transportation.**

VII.1.B.2 **Distance to the nearest municipal airport with scheduled, commercial air traffic:** 70 miles

VII.1.B.2 **Airport name:** NASHVILLE INTERNATIONAL AIRPORT

VII.1.B.3 **Number of commercial air carriers available at the airport:** 7

VII.1.B.4 **Average round trip commuting time to work:** 36 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

	Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time			
VII.1.C.1	Swimming pool	JOEL FERRELL, OLYMPIC SIZE, TULLAHOMA TN	12	0	Hrs.	20	Min.
VII.1.C.2	Movie theater	CINEMA 8, TULLAHOMA TN	15	0	Hrs.	22	Min.
VII.1.C.3	Public golf course	DECHERD TN	10	0	Hrs.	15	Min.
VII.1.C.4	Bowling lane	TULLAHOMA TN	10	0	Hrs.	15	Min.
VII.1.C.5	Boating	WINCHESTER TN	25	0	Hrs.	30	Min.
VII.1.C.6	Fishing	WOODS RESERVIOR	10	0	Hrs.	15	Min.
VII.1.C.7	Zoo	NASHVILLE TN	70	1	Hrs.	20	Min.
VII.1.C.8	Aquarium	CHATTANOOGA TN	70	1	Hrs.	45	Min.
VII.1.C.9	Family theme park	NASHVILLE TN	70	1	Hrs.	20	Min.
VII.1.C.10	Professional sports	ATLANTA GA	160	3	Hrs.	30	Min.
VII.1.C.11	Collegiate sports	MURFREESBORO TN	42	0	Hrs.	30	Min.

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VII.1.C.12	Camping facilities	MANCHESTER TN	10	0	Hrs.	05	Min.
VII.1.C.13	Beaches (lake or ocean)	WOODS RESERVIOR	6	0	Hrs.	05	Min.
VII.1.C.14	Outdoor winter sports	GATLINBURG TN	160	3	Hrs.	00	Min.

VII.1.D **Nearest Shopping facility (two major anchor stores plus smaller retail outlets):**

TULLAHOMA TN 0 hrs 20 min (13 Miles)

VII.1.E **Nearest Metropolitan center (population in excess of 100,000):**

NASHVILLE TN 1 hrs 20 min (70 Miles)

Local area crime rate:

VII.1.F.1 **Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.)** 151

VII.1.F.2 **Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.)** 5196

2. Education

VII.2.A **The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios:** 20 to 1

VII.2.B **Local high schools offer a four-year English program.**

VII.2.B **Local high schools offer a four-year Math program.**

VII.2.B **Local high schools offer four-year Foreign Language programs.**

VII.2.C **Local high schools offer an Honors program.**

VII.2.D **61.9 percent of high school students go on to either a two- or four-year college**

VII.2.E **There are opportunities for off-base education within 25 miles of the base.**

VII.2.E.1 **Opportunities for off-base VOCATIONAL/TECHNICAL TRAINING provided by the following institutions:**

Motlow State Comm College&Shelbyvillel Vocational

VII.2.E.2 **No opportunities for off-base UNDERGRADUATE COLLEGE.**

VII.2.E.3 **Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:**

University of Tennessee Space Institute

3. Spousal Employment

VII.3.A **46.0 percent of spouses are able to find employment (within 3 months) in the local community.**

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VII.3.B **55.0 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **5.8 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **8.7 percentage rate of job growth in the local area (Department of Labor Stastics)**

4. Local Medical Care

VII.4.A	**Current ratio of active, non-federal physicians in the community:**	5.0 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	5.0 beds/1000 people

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Section VIII

1. Air Quality - Clean Air Act

VIII.1.A **Air Quality Management District for the base:** Tennessee River Valley Cumberland Mountain #007

VIII.1.B **The base is NOT located within a maintenance or non-attainment area for pollutants.**

VIII.1.C **There are critical air quality regions within 100 kilometers of the base**

(Critical air quality regions are non-attainment areas, national parks, etc.)

VIII.1.D **On- or off-base activities have NOT been restricted or delayed due to air quality considerations.**

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

VIII.1.D.1 **The base has NOT been required to impliment emissions reduction through special actions**

(i.e. carpooling or emissions credit transfer)

VIII.1.E **Restrictions placed on operations by state or local air quality regulatory agencies:**

VIII.E.1 Aerospace Ground Equipment (AGE):

E.1.a The state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

E.1.b No state or local air quality regulatory agency Requires permits for such units.

E.1.c No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

E.1.d No state or local air quality regulatory agency Requires retrofit controls for AGE.

VIII.E.2 Infrastructure Maintenance / Public Works

E.2.a No state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

E.2.b No state or local air quality regulatory agency Limits the hours of these activities.

E.2.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

E.2.d No state or local air quality regulatory agency Requires emission offsets for these activities.

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VIII.E.3 Open Burn/Open Detonation

E.3.a No state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training

E.3.b The state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.

E.3.c No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.

E.3.d No state or local air quality regulatory agency Requires periodic emission testing.

VIII.E.4 Fire Training

E.4.a No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.

E.4.b No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

VIII.E.6 Emergency Generators

E.6.a No state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

E.6.b No state or local air quality regulatory agency Limits the hours of emergency operation of generators.

E.6.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergenct generators.

E.6.d No state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

E.6.d No state or local air quality regulatory agency Requires emission offsets.

VIII.E.7 Short-term Activities

E.7.a No state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).

E.7.b No state or local air quality regulatory agency Limits the operation for short-term activities.

E.7.c No state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.

E.7.d No state or local air quality regulatory agency Prohibits any short-term activities.

VIII.E.8 Monitoring

E.8 No state or local air quality regulatory agency Has continious emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

VIII.E.9 BACT/LAER

E.9 No state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

2. Water - Potable

VIII.2.A The base potable water supply is On-base and the source is:

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Woods Reservoir

VIII.2.B **There are no constraints to the base water supply.**

VIII.2.C **The base potable water supply does not constrain operations**

(Contamininants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

3. Water - Ground Water

VIII.3.A **Base or local community groundwater is contaminated.**

VIII.3.A.1 **Nature of contamination.** Solvents: TCE, 111 TCA, PCE, MeCl2; Fuels: Benzene, Toluene

VIII.3.A.2 **The contaminated groundwater is a potable water source**

VIII.3.B **The base is actively involved in groundwater remediation activities.**

VIII.3.C **7 water wells exist at the base.**

VIII.3.D **2 wells have been abandoned for the following reasons:**

High Lead Content

4. Water - Surface Water

VIII.4.A **The following perennial bodies of water are located on base.**

VIII.4.A.1

Location	Surface area size
Southern end of base	3,980.00 Acres

VIII.4.A.2 **These bodies receive water runoff or treated wastewater discharge from the base.**

VIII.4.A.3 **The base is located within a specified drainage basin.**

VIII.4.B **Special permits are Not required**

(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

VIII.4.C **There is No known contamination to the base or local community surface water**

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5. Wastewater

VIII.5.A **Base wastewater is treated by On-Base facilities.**

VIII.5.B **The following 2 wastewater treatment facilities (industrial/domestic) are located on-base:**

One domestic WW plant
One industrial WW plant

VIII.5.C **There are discharge (treatment) violations or outstanding discharge (treatment) open enforcement actions pending.**

VIII.5.C.1

Violation date	Nature of violation	Current status of violation	Compliance attainment date
Jun 93	Violation of NPDES permit conditions for metals, pH and fecal coliforms	Open enforcement action by TN Dept of Environmental Conservation	Ongoing

6. Discharge Points / Impoundments

VIII.6.A **Describe the National Pollutant Elimination System permits in effect:**

One permit for all discharges

VIII.6.B **The base currently discharges treated wastewater OFF-Base. Description of treated wastewater discharge location:**

Woods Reservoir through the San Antonio Treatment Works

VIII.6.C **The base has discharge impoundments.**

VIII.6.C.1 **There are No water/wastewater treatment impoundments.**

VIII.6.C.2 **There are 1 industrial wastewater treatment impoundments.**

VIII.6.D **There are no discharge violations or outstanding discharge open enforcement actions pending.**

7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A **100.0 percent of facilities have been surveyed for asbestos.**

VIII.7.A.1 **73.0 percent of the facilities surveyed are identified as having asbestos.**

VIII.7.A.2 **0 facilities are considered regulated areas or have restricted use due to friable asbestos.**

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8. Biological - Habitat

VIII.8.A **Ecological or wildlife management areas ON the base:**

Wildlife management area managed by TN Wildlife Resources Agency

Ecological or wildlife management areas ADJACENT TO the base:

Wildlife management area managed by TN Wildlife Resources Agency

VIII.8.A.1 **Natural areas on or adjacent to the base are generally recognized as important ecological sites.**

Goose Pond registered with Interior Dept as National Natural Area
Sinking Pond registered with Interior Dept as National Natural Area

VIII.8.B **The U.S. Fish and Wildlife Service has identified critical/sensitive habitats on base.**

A 23 acre area located along a TVA powerline ROW, host to a variety of rare plant species

VIII.8.C **The base has a cooperative agreement for conducting a hunting and fishing program.**

Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.

VIII.8.D **The presence of these resources does not constrain CURRENT construction activities/operations.**

The presence of these resources does not constrain FUTURE construction activities/operations.

9. Biological - Threatened and Endangered Species

VIII.9.A **Threatened and/or endangered species identified on the base:**

Species	Kingdom				Remarks
Bachman's Sparrow	Animal	Federa	Proposed	Threatened	Bachman's Sparrow
Carolina Red-Root	Plant	State	Listed	Endangered	Carolina Red-Root
Cumberland Pigtoe	Animal	Federa	Listed	Endangered	Cumberland Pigtoe
Death Camas	Plant	State	Listed	Threatened	Death Camas
Dusky Gopher Frog	Animal	State	Candidate	Threatened	Dusky Gopher Frog
Dwarf Sundew	Plant	State	Listed	Threatened	Dwarf Sundew
Eastern Slender Glass Lizard	Animal	State	Candidate	Threatened	Eastern Slender Glass Lizard
Flame Chub	Animal	State	Candidate	Threatened	Flame Chub
Four-toed Salamander	Animal	State	Candidate	Threatened	Four-toed Salamander
Grasshopper Sparrow	Animal	State	Candidate	Threatened	Grasshopper Sparrow
Gray Bat	Animal	Federa	Listed	Endangered	Gray Bat
Mole Salamander	Animal	State	Candidate	Threatened	Mole Salamander
Northern Pine Snake	Animal	Federa	Candidate	Threatened	Northern Pine Snake
Pink Sundew	Plant	State	Listed	Threatened	Pink Sundew
Slider	Animal	State	Candidate	Threatened	Slider

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Southern Rein-orchid	Plant	Federa	Candidate	Threatened	Southern Rein-orchid
Southern Tway-blade	Plant	Federa	Listed	Endangered	Southern Tway-blade
Zigzag Bladderwort	Plant	State	Listed	Threatened	Zigzag Bladderwort

VIII.9.B **Special Concern species identified on the base:**

Species	Kingdom				Remarks
Great Blue Heron	Animal	Federa		Special Concern	Great Blue Heron rookery containing over 600 nests at Sinking Pond Natural Area

VIII.9.C **The presence of these species does Not constrain current or future construction activities or operations.**

10. Biological - Wetlands

VIII.10.A **Wetlands, estuaries, or other special aquatic features present on the base:**

VIII.10.A.1

Identification and type of wetland:	Approximate acreage:
Wetlands	3400

VIII.10.A.2 **The base is involved in jointly-managed programs for protection of these resources.**

VIII.10.B **The base has been surveyed for wetlands in accordance with established federally approved guidelines.**

VIII.10.B.1 **Survey was completed in Jan 93**

VIII.10.B.2 **100 percent of the base was included in the survey.**

VIII.10.B.3 **Method used to survey the base (e.g., Corps of Engineers Delineation Manual, U.S. Fish and Wildlife Service National Wetlands Inventory):**

COE Delineation Manual and National Wetlands Inventory

VIII.10.C **Part of the base is located in a 100-year floodplain.**

VIII.10.D **The presence of these resources does Not constrain current or future construction activities or operations.**

11. Biological - Floodplains

VIII.11.A **There are No floodplains on the base.**

12. Cultural

VIII.12.A **No historic,prehistoric, archaeological sites or other cultural resources are located on the base.**

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VIII.12.B None of the buildings on-base are over 50 years old.

VIII.12.C No Historic Landmark/Districts, or NRHP properties are located on base.

VIII.12.C.1 No properties have been determined to be or may be eligible for the NRHP.

VIII.12.C.2 Buildings and structures have not been surveyed for Cold War or other historical significance.

VIII.12.D The base has been archeologically surveyed.

VIII.12.D.1 5 percent of the base has been surveyed.

VIII.12.D.2 No archeological sites have been found.

VIII.12.D.3 No archeological collections are housed on base.

VIII.12.D.4 No Native Americans or others use/identified sacred areas or burial sites on or near base.

VIII.12.E The base has no agreements with historic preservation agencies.

Agreements include Programmatic Agreements and Memorandum of Agreements.
Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

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13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 24 IRP sites have been identified

VIII.13.A.2 No IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 2003

VIII.13.B The installation is Not a National Priority List (NPL) site nor proposed as an NPL site.

VIII.13.C Federal Facility Agreements to clean up the base are in place.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There reported or known uncontrolled or unregulated occurrences of specific contaminate types and sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E There are sites or SWMUs currently being investigated and remediated pursuant to RCRA corrective action.

SWMU - Solid Waste Management Units
RCRA - Resource Conservation and Recovery Act

VIII.13.E.1 74 sites are being investigated and remediated.

VIII.13.F The IRP does Not currently restrict construction (siting) activities/operations on-base.

14. Compliance / IRP Costs ($000)

VIII.14.A

Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	$1,400.000 K	$1,300.000 K	$1,300.000 K	$1,200.000 K	$1,100.000 K
IRP	$6,100.000 K	$10,800.000 K	$13,400.000 K	$19,000.000 K	$12,500.000 K
Natural Resources	$100.000 K	$100.000 K	$100.000 K	$100.000 K	$100.000 K
Other(s) Specify:	$1,569.000 K	$3,395.000 K	$2,710.000 K	$1,336.000 K	$675.000 K
Permits	$100.000 K	$100.000 K	$100.000 K	$100.000 K	$100.000 K

15. Other Issues

VIII.15.A There are no additional activities which may constrain or enhance base operations.

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16. Air Quality - Clean Air Act

VIII.16.A Air Quality Control Area (AQCA) geographic region in which the base is located:
Tennessee River Valley Cumberland Mountain #007

VIII.16.B Air quality regulatory agency responsible for the AQCA:. Tennessee Division of Air Pollution Control

VIII.16.B Name and phone number of the AQCA program manager for issues pertaining to the base:

John Walton (615) 532-0554

The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:

VIII.16.C.1 In Attainment for Ozone

VIII.16.C.2 In Attainment for Carbon Monoxide

VIII.16.C.3 In Attainment for Particulate matter (PM-10)

VIII.16.C.4 In Attainment for Sulfur Dioxide

VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx)

VIII.16.C.6 In Attainment for Lead

VIII.16.C.7 The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT

VIII.16.D.1 Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located:

VIII.16.D.2 Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:

VIII.16.D.3 Ozone % of NAAQS can not be computed

VIII.16.D.4 Carbon monoxide % of NAAQS can not be computed

Air Quality Survey complete, No additional data required.

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Section IX

Document Separator

1995 AIR FORCE BASE QUESTIONNAIRE

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Section I

1. Force Structure

I.1.A **List of all on base NAF and non-Air Force activities:**

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	2nd Medical Group	1	-	-	1
I.1.A.2	2nd Services Sq (NAF)	-	-	328	328
I.1.A.3	AAFES	-	-	299	299
I.1.A.4	American Red Cross	-	-	2	2
I.1.A.5	BJ's Watch and Jewerly Repair	-	-	1	1
I.1.A.6	Barber Shop	-	-	11	11
I.1.A.7	Beauty Shop	-	-	8	8
I.1.A.8	Cleaners	-	-	7	7
I.1.A.9	Defense Commissary Agency	-	16	87	103
I.1.A.10	Embry Riddle Univ	-	-	2	2
I.1.A.11	Federal Aviation Administration	-	-	48	48
I.1.A.12	Florist Shop	-	-	5	5
I.1.A.13	H & R Block	-	-	5	5
I.1.A.14	Louisiana State Univ	-	-	1	1
I.1.A.15	Louisiana Technical Univ	-	-	4	4
I.1.A.16	Navy ROICC	2	-	6	8
I.1.A.17	Navy Seabees	-	5	-	5
I.1.A.18	Optical Shop	-	-	3	3
I.1.A.19	Preimer Bank	-	-	8	8
I.1.A.20	Southern Illinois Univ	-	-	2	2
I.1.A.21	Video Game Amusement	-	-	1	1
	TOTAL:				852

I.1.B **Remote/Geographically Separated Units receiving more then 50% of Base Operational Support from the base:**

I.1.B.1 **Supported Unit:** Military Entrance Processing S GSU **GSU - Geographically Separated Unit**
Location: Shreveport, LA **REM - Remote Unit**
Support provided: HTSA #2853:A1 A2 B2 B4 B6 B10 B12 B16 B18 B19 B21 B22 B23 B24 B26 B27 B28 B31 B32

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2. Operational Effectiveness

A. Air Traffic Control

ATCALS - Air Traffic Control and Landing Systems
NAS - National Airspace System

I.2.A.1 Some of the base ATCALS are officially part of the NAS.

I.2.A.2 Details for specific ATC facilities:

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
Tower	2	87840	6858	80982	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 15

62747 operations were conducted this runway during calander year 1993

I.2.A.5 Known or potential airspace problems that may prevent mission accomplishment:

None

I.2.A.6 The base does Not experience ATC delays.

B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: RED RIVER ARMY DEPOT distance 63 NM

Nearest major primary airdrop customer: FORT HOOD distance 215 NM

I.2.B.2 Distance to foward deployment Air Bases:

Lajes AB: 3263 NM

Rota AB: 4318 NM

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Hickam AFB: 3487 NM

RAF Mildenhall: 4256 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	POLK AAF	91
I.2.B.4	Military airfield, runway >= 8,000ft	LITTLE ROCK AFB	163
I.2.B.5	Military airfield, runway >= 10,000ft	LITTLE ROCK AFB	163
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Shreveport Downtown	5
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Shreveport Regional	9
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Gregg County, Texas	54
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Shreveport Regional	9
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Gregg County Texas	54

I.2.B.11 **Name and distance to an emergency landing airfield compatible with aircraft flown at the base.**

Shreveport Regional 9 NM

C. Training Areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs))

I.2.C.1 **There are No supersonic Air Combat Training (ACBT) MOAs or warning/restricted areas (minimum size of 4,200 sq NM) within 300 NM.**

I.2.C.2 **There are No MOAs or warning/restricted areas (minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft) within 200 NM.**

I.2.C.3 **Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-602	315 NM	W-92	344 NM	W-228 A,B,C,D	363 NM
W-228C	363 NM	W-155 A,B	368 NM	W-155B	377 NM
W-228D	387 NM	W-151A	402 NM	W-151 A,B,C,D	436 NM
W-151B	453 NM	W-151D	476 NM	W-470 A,B,C,D,E	517 NM

I.2.C.4 **Scorable range complexes / target arrays (capable of or having tactical targets, conventional targets, and strafe), within 800 NM:**

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Area Name	Distance	Area Name	Distance	Area Name	Distance
CLAIBORNE	77 NM	RAZORBACK	167 NM	SHELBY WEST	249 NM
SHELBY EAST	253 NM	FALCON	283 NM	CANNON	316 NM
McMULLEN	369 NM	EGLIN C52	392 NM	EGLIN C62	396 NM
SMOKEY HILL	424 NM	MELROSE	519 NM	GRAND BAY	545 NM
ATTERBURY	549 NM	JEFFERSON PROVING G	559 NM	TOWNSEND	618 NM
OSCURA	636 NM	PINECASTLE	648 NM	AIRBURST	653 NM
POINSETT	667 NM	AVON PARK BRAVO/FO	703 NM	AVON PARK CHARLIE/E	710 NM
HARDWOOD	724 NM				

I.2.C.5 Nearest electronic combat (EC) range and distance from base:

CLAIBORNE	77 NM

I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

GULFPORT MDS	316 NM

I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

CLAIBORNE	77 NM

I.2.C.8 Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	3	6	9	56	96	148
SR	0	1	17	67	79	123
VR	2	7	11	78	125	170
Total Routes:	**5**	**14**	**37**	**201**	**300**	**441**

Identify Routes:

IR-121	76 NM	VR-1103	76 NM	VR-106	77 NM	IR-160	84 NM	IR-161	84 NM		
VR-1196	110 NM	IR-164	115 NM	VR-1104	115 NM	VR-188	119 NM	VR-189	120 NM	IR-127	125 NM
VR-187	125 NM	SR-228	128 NM	IR-129	138 NM						
VR-1032	154 NM	IR-070	155 NM	SR-223	169 NM	SR-224	169 NM	VR-1072	181 NM	IR-068	182 NM
SR-219	182 NM	SR-221	182 NM	SR-226	182 NM	SR-229	182 NM	SR-231	182 NM	SR-237	182 NM
SR-232	182 NM	SR-230	182 NM	SR-227	182 NM	SR-222	182 NM	SR-220	182 NM	SR-218	182 NM
IR-120	188 NM	VR-1102	188 NM	SR-270	188 NM	SR-239	190 NM	VR-1182	191 NM		
SR-238	205 NM	VR-1124	213 NM	SR-290	214 NM	VR-104	214 NM	SR-292	214 NM	SR-073	215 NM
SR-074	215 NM	SR-261	220 NM	IR-142	221 NM	VR-1110	221 NM	IR-044	228 NM	IR-105	228 NM
IR-103	228 NM	VR-1146	235 NM	VR-1130	238 NM	VR-1145	239 NM	IR-117	241 NM	VR-1137	241 NM
VR-1128	241 NM	VR-1113	241 NM	IR-139	242 NM	SR-075	243 NM	VR-1139	243 NM	VR-158	245 NM

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SR-137	246 NM	VR-1033	246 NM	IR-091	247 NM	VR-162	248 NM	VR-1120	252 NM	VR-1546	252 NM
VR-163	252 NM	SR-296	253 NM	VR-1143	253 NM	SR-030	254 NM	SR-031	254 NM	VR-118	257 NM
VR-179	258 NM	VR-152	262 NM	VR-1031	263 NM	SR-286	264 NM	VR-1138	267 NM	VR-1083	268 NM
VR-1016	269 NM	VR-159	272 NM	VR-101	274 NM	VR-143	274 NM	VR-1122	276 NM	IR-123	277 NM
VR-1142	278 NM	VR-1144	278 NM	SR-029	281 NM	VR-151	281 NM	SR-293	282 NM	SR-294	283 NM
SR-295	283 NM	VR-1014	285 NM	VR-1030	287 NM	VR-1022	289 NM	IR-037	293 NM	IR-040	302 NM
VR-1021	302 NM	VR-1023	302 NM	VR-1024	302 NM	VR-1020	303 NM	VR-1140	303 NM	IR-038	304 NM
IR-078	306 NM	IR-145	311 NM	IR-146	311 NM	IR-171	319 NM	IR-182	319 NM	VR-119	319 NM
SR-205	320 NM	SR-233	324 NM	SR-245	324 NM	SR-250	324 NM	SR-249	324 NM	SR-273	324 NM
SR-267	324 NM	SR-258	324 NM	SR-255	324 NM	SR-251	324 NM	SR-244	324 NM	SR-236	324 NM
SR-240	324 NM	SR-243	324 NM	SR-242	324 NM	SR-234	324 NM	IR-124	325 NM	VR-186	325 NM
SR-217	325 NM	SR-208	325 NM	IR-136	326 NM	IR-148	328 NM	VR-138	329 NM	VR-1105	330 NM
VR-1152	330 NM	VR-156	330 NM	IR-502	332 NM	IR-504	332 NM	VR-168	333 NM	IR-149	335 NM
IR-181	336 NM	VR-1141	336 NM	VR-060	336 NM	IR-183	336 NM	IR-592	338 NM	VR-534	338 NM
VR-535	338 NM	IR-175	343 NM	IR-157	344 NM	IR-174	344 NM	IR-147	346 NM	VR-533	348 NM
SR-280	349 NM	IR-066	351 NM	IR-067	351 NM	VR-1051	351 NM	VR-1050	351 NM	IR-185	351 NM
IR-021	356 NM	SR-206	356 NM	VR-1054	359 NM	VR-1106	366 NM	VR-1121	366 NM	VR-532	366 NM
IR-077	369 NM	IR-059	370 NM	VR-1123	370 NM	VR-1085	370 NM	VR-1084	370 NM	VR-1082	370 NM
IR-166	370 NM	IR-057	371 NM	SR-101	371 NM	SR-103	371 NM	SR-106	371 NM	SR-104	371 NM
IR-069	372 NM	VR-1116	372 NM	IR-041	373 NM	VR-1067	373 NM	IR-063	373 NM	SR-216	376 NM
VR-1525	376 NM	SR-069	378 NM	SR-070	378 NM	SR-072	378 NM	SR-071	378 NM	VR-1070	379 NM
IR-155	384 NM	IR-154	385 NM	IR-135	386 NM	IR-180	387 NM	IR-128	388 NM	VR-1056	389 NM
SR-225	393 NM	SR-059	396 NM	SR-061	396 NM	SR-062	396 NM	SR-060	396 NM	VR-531	397 NM
IR-030	399 NM	IR-031	399 NM								
IR-167	403 NM	IR-169	408 NM	IR-017	410 NM	IR-172	410 NM	VR-1017	410 NM	IR-173	410 NM
SR-039	420 NM	VR-092	420 NM	VR-544	422 NM	IR-089	427 NM	IR-170	427 NM	SR-038	429 NM
IR-503	431 NM	VR-552	432 NM	IR-527	436 NM	SR-616	438 NM	SR-617	438 NM	VR-1117	438 NM
VR-1005	441 NM	SR-618	443 NM	SR-619	443 NM	VR-1052	444 NM	SR-035	460 NM	SR-040	460 NM
SR-037	460 NM	SR-036	460 NM	VR-536	462 NM	VR-615	462 NM	VR-511	466 NM	VR-1574	478 NM
VR-114	479 NM	VR-512	482 NM	IR-506	485 NM	VR-1522	485 NM	VR-541	487 NM	IR-505	490 NM
IR-524	491 NM	VR-545	493 NM	IR-002	495 NM	IR-614	497 NM	VR-1635	497 NM	VR-1679	497 NM
VR-196	502 NM	VR-1174	503 NM	VR-1055	504 NM	SR-102	506 NM	IR-107	509 NM	IR-015	510 NM
IR-042	511 NM	VR-1068	511 NM	IR-618	515 NM	VR-1065	515 NM	VR-619	515 NM	VR-125	517 NM
VR-1523	517 NM	VR-100	518 NM	IR-075	526 NM	IR-016	528 NM	IR-032	528 NM	SR-105	531 NM
IR-083	533 NM	IR-507	533 NM	IR-150	534 NM	IR-517	534 NM	VR-1515	534 NM	VR-1520	534 NM
IR-113	537 NM	VR-094	546 NM	IR-130	548 NM	VR-1667	548 NM	VR-108	548 NM	VR-058	551 NM

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IR-177	553 NM	VR-1108	553 NM	VR-1109	553 NM	VR-1066	557 NM	IR-409	558 NM	VR-1668	559 NM
VR-540	560 NM	IR-079	568 NM	IR-080	568 NM	IR-116	570 NM	VR-097	570 NM	VR-510	571 NM
IR-122	574 NM	IR-518	578 NM	VR-1049	584 NM	VR-1641	584 NM	VR-1642	584 NM	IR-090	586 NM
VR-095	588 NM	IR-019	591 NM	IR-023	593 NM	IR-046	593 NM	IR-133	593 NM	IR-134	594 NM
VR-1001	596 NM	VR-1008	597 NM	VR-1002	599 NM						
IR-102	601 NM	IR-141	601 NM	IR-131	601 NM	IR-111	601 NM	IR-414	602 NM	IR-074	605 NM
VR-1059	605 NM	IR-110	609 NM	IR-144	610 NM	IR-165	610 NM	IR-178	610 NM	SR-774	614 NM
VR-1010	615 NM	VR-1004	616 NM	VR-1097	616 NM	IR-081	619 NM	VR-1007	619 NM	VR-1006	619 NM
SR-213	619 NM	VR-1107	623 NM	SR-773	624 NM	VR-1640	626 NM	IR-514	627 NM	VR-1195	627 NM
VR-088	629 NM	SR-214	631 NM	IR-115	633 NM	SR-166	633 NM	IR-132	633 NM	IR-020	634 NM
IR-508	634 NM	IR-509	634 NM	IR-036	637 NM	VR-1003	638 NM	VR-1521	638 NM	VR-1011	639 NM
VR-1039	642 NM	IR-047	650 NM	IR-049	659 NM	IR-050	659 NM	IR-051	659 NM	VR-1098	659 NM
IR-018	660 NM	IR-743	663 NM	VR-1743	663 NM	IR-415	664 NM	IR-033	665 NM	VR-1009	667 NM
SR-771	670 NM	IR-726	671 NM	VR-1726	671 NM	VR-1041	672 NM	SR-732	673 NM	VR-1631	673 NM
SR-734	673 NM	SR-735	673 NM	VR-1632	674 NM	VR-1633	674 NM	VR-093	676 NM	VR-413	676 NM
VR-412	676 NM	SR-733	678 NM	VR-087	683 NM	IR-500	684 NM	IR-501	684 NM	VR-1616	688 NM
IR-082	690 NM	SR-871	691 NM	SR-873	691 NM	SR-874	691 NM	SR-872	691 NM	SR-738	692 NM
IR-723	693 NM	SR-212	693 NM	SR-737	693 NM	IR-608	695 NM	VR-1617	698 NM	VR-1638	698 NM
IR-048	700 NM	SR-776	702 NM	IR-109	703 NM	SR-785	704 NM	IR-126	706 NM	SR-709	709 NM
SR-715	709 NM	SR-712	709 NM	SR-707	711 NM	SR-711	711 NM	SR-713	711 NM	SR-714	711 NM
SR-710	711 NM	SR-708	711 NM	VR-176	712 NM	IR-112	719 NM	SR-729	719 NM	SR-728	719 NM
IR-022	720 NM	IR-055	723 NM	VR-1721	724 NM	IR-721	728 NM	VR-1013	736 NM	VR-1650	736 NM
VR-1087	742 NM	VR-1088	742 NM	SR-540	744 NM	SR-541	744 NM	SR-730	744 NM	SR-542	744 NM
SR-731	744 NM	VR-1060	747 NM	IR-416	749 NM	SR-727	749 NM	SR-210	751 NM	SR-211	751 NM
VR-1089	755 NM	IR-429	762 NM	IR-476A	762 NM	IR-499	762 NM	IR-476	762 NM	IR-473	762 NM
IR-613	767 NM	VR-1722	769 NM	VR-1040	772 NM	IR-035	776 NM	VR-1069	776 NM	IR-012	778 NM
IR-762	782 NM	SR-815	782 NM	SR-816	782 NM	SR-822	782 NM	VR-1756	782 NM	IR-761	783 NM
VR-1751	783 NM	VR-085	791 NM	VR-086	791 NM	IR-034	793 NM	VR-1074	793 NM	IR-056	793 NM
SR-701	794 NM	SR-703	794 NM	SR-702	796 NM						

I.2.C.9 **IR-429 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 762 NM from the base.**

I.2.C.10 **Total number of Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within:**

200 NM	300 NM	500 NM
6	13	45

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I.2.C.10.a **Routes and distance to route's control point:**

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-313 NORTH	88 NM	AR-615	157 NM	AR-101 SOUTH	168 NM	AR-313 SOUTH	175 NM
AR-302 EAST	181 NM	AR-302 WEST	196 NM				
AR-102A EAST	201 NM	AR-112 EAST	205 NM	AR-112 WEST	205 NM	AR-101 NORTH	224 NM
AR-103	233 NM	AR-108 EAST	289 NM	AR-113 WEST	296 NM		
AR-104 WEST	301 NM	AR-637	302 NM	AR-110 EAST	310 NM	AR-111 EAST	311 NM
AR-108 WEST	321 NM	AR-013 WEST	341 NM	AR-330 WEST	349 NM	AR-646	358 NM
AR-614	363 NM	AR-110 WEST	366 NM	AR-111 WEST	372 NM	AR-203 NORTHEAST	374 NM
AR-167 NORTH	387 NM	AR-167 SOUTH	387 NM	AR-330 EAST	391 NM	AR-104 EAST	400 NM
AR-113 EAST	401 NM	AR-309 WEST	401 NM	AR-116 WEST	401 NM	AR-114	401 NM
AR-013 EAST	437 NM	AR-216 NORTHEAST	440 NM	AR-116 EAST	446 NM	AR-461	446 NM
AR-200	446 NM	AR-309 EAST	451 NM	AR-318 EAST	455 NM	AR-312	456 NM
AR-016 NORTHEAST	467 NM	AR-653	471 NM	AR-318 WEST	474 NM	AR-315 EAST	477 NM

I.2.C.10b **The total number of refueling events within:**

500 NM	700 NM
4239	5487

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-101	168 NM	217	AR-302	181 NM	445	AR-102	201 NM	10	AR-112	205 NM	360
AR-108	289 NM	140	AR-113	296 NM	27	AR-104	301 NM	123	AR-110	310 NM	596
AR-111	311 NM	303	AR-013	341 NM	329	AR-203	374 NM	223	AR-114	401 NM	566
AR-309	401 NM	138	AR-116	401 NM	541	AR-216	440 NM	64	AR-016	467 NM	157
AR-455	525 NM	372	AR-314	529 NM	256	AR-024	598 NM	149	AR-017	602 NM	186

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 310NM from the base."**

I.2.C.10d **Percentage of tanker demand in region:** 19.0
Percentage of tankers based in region: 19.0

Tanker saturation within the region has been classified as tanker Balanced

I.2.C.11 **Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:**

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	Route Count SR
ALL AMERICAN	160 NM	✔	✔	✔	0	0
ANTELOPE - FT HOOD	228 NM	✔	✔	✔	1	2

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ARDMORE(CIR)	199 NM	✔	✔	✔	0	0
ARROWHEAD	169 NM	✔	✔	✔	3	2
BLACKJACK R+CIR	182 NM	✔	✔	✔	0	0
BRUSHY	93 NM	✔	✔	✔	0	0
DEVIL	272 NM	✔	✔	✔	0	0
EAGLE MOUNTAIN	194 NM	✔	✔	✔	0	1
FT HOOD	227 NM		✔	✔	1	2
FT SILL CIRCULA	265 NM	✔	✔	✔	2	3
GERONIMO NORTH	91 NM		✔	✔	0	0
GERONIMO SOUTH	91 NM		✔	✔	0	0
HALL	302 NM	✔	✔	✔	0	0
JD (CIR, water)	127 NM				0	1
KAREN EAST	89 NM			✔	0	0
KAREN WEST	89 NM			✔	0	0
MARRION IMC N	314 NM	✔	✔	✔	0	14
MARRION IMC S	314 NM	✔	✔	✔	0	13
MINERAL WELLS	222 NM		✔	✔	0	2
MINERAL WLS CAT	222 NM		✔	✔	0	2
MINERAL WLS CIR	222 NM		✔	✔	0	2
MINERAL WLS SKE	222 NM		✔	✔	0	2
PAYNE	164 NM	✔	✔		0	0
RAPIDO	220 NM	✔	✔	✔	0	2
RATTLESNAKE	163 NM		✔	✔	3	2
ROXANNE	190 NM	✔	✔		0	0
SHARON	96 NM	✔	✔	✔	0	0
SHAW, JOHN	226 NM	✔	✔		0	0
SHEILA	96 NM		✔	✔	0	0
SHELBY	246 NM	✔	✔	✔	0	3
SOUTH POLK	91 NM	✔	✔	✔	0	0

I.2.C.11.a **Drop Zone** **Servicing Instruement and Slow Routes (IRs and SRs)**

ANTELOPE - FT HOOD	IR-139	SR-258	SR-261						
ARROWHEAD	IR-117	IR-121	IR-164	SR-223	SR-224				
EAGLE MOUNTAIN	SR-228								
FT HOOD	IR-139	SR-258	SR-261						
FT SILL CIRCULA	IR-103	IR-105	SR-294	SR-295	SR-296				
JD (CIR, water)	SR-224								

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MARRION IMC N	SR-036	SR-040	SR-233	SR-234	SR-236	SR-240	SR-242	SR-243	SR-244
[redacted]	SR-245	SR-249	SR-250	SR-251	SR-255				
MARRION IMC S	SR-073	SR-233	SR-234	SR-236	SR-240	SR-242	SR-243	SR-244	SR-245
[redacted]	SR-249	SR-250	SR-251	SR-255					
MINERAL WELLS	SR-228	SR-270							
MINERAL WLS CAT	SR-228	SR-270							
MINERAL WLS CIR	SR-228	SR-270							
MINERAL WLS SKE	SR-228	SR-270							
RAPIDO	SR-258	SR-261							
RATTLESNAKE	IR-117	IR-121	IR-164	SR-223	SR-224				
SHELBY	SR-029	SR-030	SR-031						

I.2.C.12 **Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:**

PEASON RIDGE 69 NM

I.2.C.13 **Nearest full scale drop zone(s) (minimum size 1000 by 1500 yds) which can be used for personnel drops or night equipment drops:**

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	SR
GERONIMO NORTH	91 NM		✔	✔	0	0
SOUTH POLK	91 NM	✔	✔	✔	0	0

I.2.C.14 **Name and distance to ground force installation (US Army, USMC) with a restricted airspace capable of supporting tactical aircraft employment (floor no higher than 100 ft AGL, ceiling no lower than 3,00 ft AGL, minimum area 25000 sq NM>**

FORT POLK 91 NM

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D. Ranges

Ranges (Controlled/managed by the base)

I.2.D.1 **Ranges controlled or managed by the base:**

Claiborne Bombing Range

Information relative to each range:

RANGE: Claiborne Bombing Range

I.2.D.2 **Type of any associated airspace:** R3801 A,B,C

I.2.D.3 **Distance from the base to the range:** 96 NM

I.2.D.4 **Overall size of the range:** 3,207 Acres

I.2.D.4.a **Size of the impact area(s):** 672 Acres

I.2.D.4.b **Size of the restricted area in which the range lies:** 135 Sq Mi

I.2.D.4.c **Altitude ceilingof this restricted area:** 14,000 ft

I.2.D.5 **The range shape or location DOES NOT prohibit efficient training**

I.2.D.6 **Other types of restrictions that exist (i.e. limited hours, exercise only, etc):**

Range hours are limited by those specified in the commercial contract but are sufficient for 917WG.

I.2.D.7 **Regular users (20 or more times /year) of the range:**

149 FG
2 BW
46 FTS
47 FS
507 JTS
706 FS
75 FS
924 FG
VA 204
VF 202

I.2.D.8 **Published availability of the range:**

24hrs, 7 Days. Normal Hours 0800-1600 with max 6 hours available per day. Two weekends per month.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.D.8.a **Hours scheduled:** 752 hrs

I.2.D.8.b **Hours used:** 425 hrs

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I.2.D.8.c **Percent utilized:** 56.5

I.2.D.8.d **Reasons for non-use:**

Wx-30%, Airspace Recall-5%, Maint-4%, HHQ/CNX-3%, Other-1.5%

I.2.D.9 **The range has a full-scale weapons delivery capability as follows:**

BDU-33, 20 &30MM TP, BDU-50, 2.75 FFAR (Intert)

I.2.D.9.a **Associated restrictions:**

I.2.D.10 **The range does Not have a special weapons delivery capability.**

I.2.D.11 **The range has an electronic warfare capability as follows:**

Range is equipped with a Sentry Dog, threat emitter. Additional info on wksht for I.2.D.11

I.2.D.11.a **Associated restrictions:**

I.2.D.12 **There are No Noise Sensitive Areas associated with the range.**

I.2.D.13 **There are no commercial / civilian encroachment problems associated with the range**

I.2.D.14 **The range has No problems with hazardous material / waste/ ordinance disposal**

I.2.D.15 **MOUs, MOAs or LOAs associated with the range:**

Houston ARTCC **Current status:** Current

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

US Forest Service Permit **Current status:**

I.2.D.15.a **There is no prospect of a diminished capacity when this MOA is renewed.**

I.2.D.16 **It is possible to expand hours and volume to increase the range utilization.**

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I.2.D.17 **There are No planned range real property expansions.**

Ranges (Used by the base)

I.2.D.18 **The base uses other ranges on a regular basis**

I.2.D.19 **The mission and training is Not adversely impacted by training area airspace encroachment or other conflicts.**

I.2.D.20 **MOAs/bombing ranges/other training areas have scheduling restrictions/limitations as follows:**

I.2.D.20.a	Avon Park	Tiime used intermittent 1100-0500Z Mon-Fri (1100-0400Z DST); 1300-2300Z Sat-Sun (Other Times by NOTAM 6 hrs in advance.)
I.2.D.20.a	Smoky Hill	Mon, Wed, Fri and Sat 1400Z-2400Z (1300-2300Z DST); Tue and Thu 1400Z-0430Z (1300Z-0330Z DST); Other Times by NOTAM 24 hr in advance.

I.2.D.21 **MOAs/bombing ranges/other training areas have No projected scheduling restrictions/limitations.**

I.2.D.22 **No significant changes/restrictions/limitations effecting the scheduling of low level routes in progress.**

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E. Airspace Used by Base

I.2.E.1 **Airspaces scheduled or managed by the base:**

ANNE	MOA
AR-013	Air Refueling Track / Anc
AR-101	Other
AR-102A	Air Refueling Track / Anc
AR-104	Air Refueling Track / Anc
AR-108	Air Refueling Track / Anc
AR-116	Air Refueling Track / Anc
AR-302L	Air Refueling Track / Anc
JENA	MOA
JONES	MOA
LADY	MOA
R-3801	Restricted Area

Details for airspace scheduled or managed by the base:

Airspace: ANNE

I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

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I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

24 hr scheduling daily, with NOTAM during weekend operations.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 2,976 hrs

I.2.E.7.b **Hours used:** 265 hrs

I.2.E.7.c **Reasons for non-use:**

MOA's are reserved the day prior to actual flight to maintain flexability for local weather and the specific demands of varied types of missions. The MOA's are only activiated once a flight plan is filed into the area.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

Anne 100 - 17,000feet

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: AR-013

I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

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I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

21.5 Hrs per day

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 458 hrs

I.2.E.7.b **Hours used:** 366 hrs

I.2.E.7.c **Reasons for non-use:**

Weather, MX, late notice operational requirements. Wx accounts for over 50%

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is Not possible to expand either hours or volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

FL 240/310 Distance: 297.6 miles Minimum Separation Altitude: 2000 Timing: 15 minutes

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: AR-101

I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

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I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

24 hrs per day

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 763 hrs

I.2.E.7.b **Hours used:** 210 hrs

I.2.E.7.c **Reasons for non-use:**

Weather, MX, late notice operational requirements. Wx accounts for over 50%

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

FL260/290 Distance: 491.6 miles Minimum Separation Altitude: 2000 Timing: 30 minutes

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: AR-102A

I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

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I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

9.3 Hrs per day

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 14 hrs

I.2.E.7.b **Hours used:** 11 hrs

I.2.E.7.c **Reasons for non-use:**

Weather, MX, late notice operational requirements. Wx accounts for over 50%

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

FL240/310 Distance: 321.3 miles Minimum Separation Altitude: 2000 Timing: 15 minutes

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: AR-104

I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

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I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

(West) - Track closed from 1700-1800Z (1600-1700Z DST.)

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 235 hrs

I.2.E.7.b **Hours used:** 188 hrs

I.2.E.7.c **Reasons for non-use:**

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

FL260/310 Distance: 305.1 miles Minimum Separation Altitude: 2000 Timing: 15 minutes

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: AR-108

I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

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I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

24 Hrs per day

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 187 hrs

I.2.E.7.b **Hours used:** 150 hrs

I.2.E.7.c **Reasons for non-use:**

Weather, MX, late notice operational requirements. Wx accounts for over 50%

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

FL190/290 Distance: 269.0 miles Minimum Separation Altitude: 2000 Timing: 20 minutes

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: AR-116

I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

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I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**
24 Hrs per day

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 541 hrs

I.2.E.7.b **Hours used:** 433 hrs

I.2.E.7.c **Reasons for non-use:**
Weather, MX, late notice operational requirements. Wx accounts for over 50%

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**
FL120/220 Distance: 314.4 miles Minimum Separation Altitude: 2000 Timing: 15 minutes

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: AR-302L

I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

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I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

24 Hrs per day

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 379 hrs

I.2.E.7.b **Hours used:** 303 hrs

I.2.E.7.c **Reasons for non-use:**

Weather, MX, late notice operational requirements. Wx accounts for over 50%

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

FL190/230 Distance: 215.7 miles Minimum Separation Altitude: 2000 Timing: 20 minutes

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: JENA

I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

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I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

24 hr scheduling daily, with NOTAM during weekend operations.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 1,637 hrs

I.2.E.7.b **Hours used:** 1,411 hrs

I.2.E.7.c **Reasons for non-use:**

MOA's are reserved the day prior to actual flight to maintain flexability for local weather and the specific demands of varied types of missions. The MOA's are only activiated once a flight plan is filed into the area.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

1,102 SQ MILES

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: JONES

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I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

24 hr scheduling daily, with NOTAM during weekend operations.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 2,976 hrs

I.2.E.7.b **Hours used:** 180 hrs

I.2.E.7.c **Reasons for non-use:**

MOA's are reserved the day prior to actual flights to maintain flexibility for local weather and the specific demands of varied •types of missions. The MOA's are only activated once a flight plan is filed into the area.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

400 SQ MILES

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I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: LADY

I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

24 hr scheduling daily, with NOTAM during weekend operations.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 284 hrs

I.2.E.7.b **Hours used:** 219 hrs

I.2.E.7.c **Reasons for non-use:**

MOA's are reserved the day prior to actual flights to maintain flexibility for local weather and the specific demands of varied •types of missions. The MOA's are only activated once a flight plan is filed into the area.

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

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I.2.E.10 **Description of the volume or area of the Airspace:**

357 SQ MILES

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: R-3801

I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

24 hr scheduling daily, with NOTAM during weekend operations.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 751 hrs

I.2.E.7.b **Hours used:** 425 hrs

I.2.E.7.c **Reasons for non-use:**

The restricted area is reserved the day prior to actual flights to maintain flexibility for local weather and the specific demands of varied •types of missions. The restricted area is only activated once a flight plan is filed into the area.

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I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 ***Description of the volume or area of the Airspace:***

R 3801 A 1,500 - 4,000 feet, eastern portion 500 to 4,000 feet
R 3801 B Surface to 7,000 feet
R 3801 C 7,000 - 14,000 feet

I.2.E.11 **100.00 percent of the airspace is usable.**

Commercial Aviation Impact

I.2.E.12 **The base is Not joint-use (military/civilian).**

I.2.E.13 **List of all airfields within a 50 mile radius of the base:**

Airfield:	Airfield:
Arcadia Bienville	Civilian
Atlanta	Uncontrolled
Big T's	Uncontrolled
Boon/Lovelace	Uncontrolled
Center	Uncontrolled
Cypress River	Uncontrolled
De Soto	Civilian
Dixie	Uncontrolled
Drummond's	Uncontrolled
Earnest	Uncontrolled
Fly N Fish	Uncontrolled
Gilliam	Uncontrolled
Gregg County	Civilian
Gregg County East Side	Uncontrolled
Harrison	Civilian
Hawkeye Hunting Club	Uncontrolled
Haynesville	Uncontrolled
Homer	Uncontrolled
Jonesboro	Uncontrolled
Loggy Baou	Uncontrolled
Lucien	Uncontrolled

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Maeora	Uncontrolled
Magnolia	Uncontrolled
Manning	Uncontrolled
McKensie's	Uncontrolled
Merritt Earnest	General Aviation
Minden Webster	Civilian
Navion	Uncontrolled
Naylor	Uncontrolled
Old Hickory	Uncontrolled
Panola/Sharpe	Uncontrolled
Reed Joesph	Uncontrolled
Rogers	Uncontrolled
Ruston Jonesboro	Uncontrolled
Scopena	Uncontrolled
Shreveport Downtown	Commercial
Shreveport Regional	Commercial
Spring Hill	Uncontrolled
Strongs	Uncontrolled
Stuart's	Uncontrolled
Thackers	Uncontrolled
The Red River	Civilian
Vivian	Uncontrolled

I.2.E.14 Civilian/commercial operators or other airspace users do Not pose scheduling, operational, or environmental constrains or limits.

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F. Potential for Growth in Training Airspace (Area)

I.2.F.1 **Expansion of training airspace is possible.**

I.2.F.1.a **Estimated expansion potential is 25.0 percent. Rationale for estimate:**

By increasing the altitude in half of the Jena MOA along with the airspace above R 3801 C. Current Access will remain the same.

I.2.F.2 **Current access will remain the same.**

I.2.F.3 **No reductions in training airspace are expected.**

I.2.F.4 **Current special use airspace and training areas meet all training requirements.**

I.2.F.4.a **Deployed, off-station training is not required to meet training requirements.**

G. Composite / Integrated Force Training

I.2.G.1 **Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:**

FORT POLK

91 NM from the base.

I.2.G.2 **DELETED**

I.2.G.3 **Nearest Naval unit where joint training can be accomplished:**

P-3 Orion, Belle Chase Fld, LA

320 mi from the base.

I.2.G.4 **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**

159 FG/926 FG, NAS New Orleans

246 mi from the base.

I.2.G.5 **DELETED**

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

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I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

I.2.J.1 Percentage of time the weather is at or above (ceiling / visibility)

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.3	98.6	88.2	81.1	78.9

I.2.J.2 Crosswind component to the primary runway:

I.2.J.2.a Is at or below 15 knots 99.1 percent of the time

I.2.J.2.b Is at or below 25 knots 99.9 percent of the time

I.2.J.3 6 Days have freezing partcipitation (mean per year).

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Adjacent to Main Bas	Radio Beacon	11	11	
II.1.A.2	Adjacent to Main Mas	Middle Marker	1	1	
II.1.A.3	Barksdale AFB	Main Base	22,361	3,862	2,824
II.1.A.4	Claiborne Range	Alexandria LA	3,207	2	
II.1.A.5	Lake Charles LA	Air Force Station	4	4	
		TOTALS:	25,584	3,880	2,824

B. Facilities

II.1.B.1 From real property records:

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	66	41	34.0	0.0	66.0	N/A
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	66	42	50.0	50.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	49,061	56.0	44.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	194,409	76.0	24.0	0.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	117,000	108,464	74.0	26.0	0.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	900	2,217	100.0	0.0	0.0	1,317
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	203,631	58.0	42.0	0.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	7,000	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	17,500	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	24,780	16,683	100.0	0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	59,403	40,000	100.0	0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	18,154	18,154	40.0	60.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	561,838	44.0	56.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	212,000	92,286	56.0	44.0	0.0	0

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II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	4,000	2,448	100.0	0.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	70,000	41,278	5.0	95.0	0.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	59,345	40,143	34.0	66.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	106,999	106,999	100.0	0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	38,100	58,512	89.0	11.0	0.0	20,412
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	189,000	110,306	0.0	100.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	25,574	25,574	0.0	100.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	60,100	139,979	80.0	20.0	0.0	79,879
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	60,200	49,450	59.0	41.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	109,191	83.0	0.0	17.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	23,178	40,306	54.0	0.0	46.0	17,128
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	40,306	40,306	100.0	0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	68,885	68,885	100.0	0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	72,377	65.0	35.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	39,255	60,500	58.0	42.0	0.0	21,245
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	3,600	3,200	100.0	0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	19,320	29,020	55.0	0.0	45.0	9,700
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	4,325	4,325	100.0	0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	26,588	68.0	7.0	25.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	60,000	10,569	100.0	0.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	7,650	6,816	100.0	0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	57,000	81,618	49.0	29.0	22.0	24,618
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	13,000	6,997	0.0	100.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	8,520	8,799	100.0	0.0	0.0	279
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	125,634	95.0	4.0	1.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	183,000	187,530	100.0	0.0	0.0	4,530

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II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	284,643	81.0	19.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	4,704	4,704	100.0	0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	10,308	308	100.0	0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	257,721	257,721	79.0	21.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	15,000	14,484	100.0	0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	11,923,732	11,883,732	100.0	0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	19,345	41.0	59.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	310,286	96.0	3.0	1.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	3,876	7,426	100.0	0.0	0.0	3,550
II.1.B.1.v.ii	442-258	LOX Storage	GA	2,086	2,086	100.0	0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	267,388	256,665	98.0	2.0	0.0	0
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	24,000	17,802	100.0	0.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	110,000	20,517	100.0	0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	139,819	16.0	84.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	3,650	100.0	0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	27,724	66.0	34.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	530,124	39.0	51.0	10.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	2,215	39.0	61.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	2,037	1,616	51.0	49.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	30,845	52.0	48.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	20,800	30,845	52.0	48.0	0.0	10,045
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	83	70.0	30.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	130,772	63.0	37.0	0.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	532,881	58.0	42.0	0.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	11,500	3,266	100.0	0.0	0.0	0

Notes for specific Cat Codes:

II.1.B.1.f.ii	212-212a	See CAT Code 212-220 for this area
II.1.B.1.s.i	411-135	Subnote 2

II.1.B.2 From in-house survey:

	Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111	Aircraft Pavement-Runway(s)	SY	388,902	100.0	0.0	0.0

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II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	598,307	100.0	0.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	1,042,508	90.0	10.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	606,838	26.0	31.0	43.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	1,156	100.0	0.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	251,919	42.0	58.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	403,798	95.0	5.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	6,500	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	1,135,242	60.0	30.0	10.0
II.1.B.1.k	852	Veh/Equip Parking	SY	587,255	40.0	40.0	20.0

C. Family Housing (Facility Category Code 711)

II.1.C.1 **Capacity (housing Inventory)**

II.1.C.1.a **Number of adequate units from current DD Form 1410, line 18d:** 429

II.1.C.1.b **Number of substandard units from current DD Form 1410, line 18e:** 0

II.1.C.1.c **Current deficit (-) or surplus units in validated Market Analysis:** -530 **(includes E-1 - E3 requirements)**

II.1.C.1.c.i **A Market Analysis was used to answer the questions in Section II.1.C.**

II.1.C.1.d **FY95/4 projected net housing deficit (-) or surplus of units:** -568 **(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)**

II.1.C.2 **Condition**

II.1.C.2.a **Number of adequate units meeting current whole-house standards of accommodation and state of repair:** 2 **(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)**

II.1.C.2.a **Number of adequate units requiring whole-house renovation or replacement:** 427 **(Units meeting whole-house standards are those that were programmed/ renovated after FY88).**

II.1.C.2.a **Number of new housing units projected to meet current deficit.** 200

II.1.C.3 **Percentage of military families living on base as compared to the total number of families (officer and enlisted) assigned to the base**

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II.1.C.3.a 24.4 percent of officer families live on base.

II.1.C.3.b 10.1 percent of enlisted families live on base.

II.1.C.3.a 13.0 percent of all military families live on base.

2. Airfield Characteristics

II.2 Runway Table:

Primary Designation		Dimensions: Length	Width	Cross Runway	Aircraft Arresting Systems (II.2.I) Number	Types
15	Primary	11756 ft	300 ft	No	None	

II.2.A There are 1 active runways.

II.2.A.1 There are NO cross runways

II.2.B There are NO parallel runways.

II.2.C Dimensions of the primary runway (15).

II.2.C.1 Length: 11,756 ft

II.2.C.2 Width: 300 ft

II.2.D Dimensions of all secondary runways are in the runway table.

II.2.E The primary taxiway is 284 ft wide.

II.2.F Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency(AFCESA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).

An AFCESA Pavement Evaluation Report was used to complete this section.

	Aircraft Group		Criteria		Primary Pavements: Runways	Taxiways	Aprons
II.2.F.1	Fighter	F-15	61 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.5	Tanker	KC-135R	320 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now

II.2.G Excess aircraft parking capacity for operational use.

II.2.G.1 The total usable apron space for aircraft parking is 785,023 Sq Yds.

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II.2.G.1.a **Specifications for individual parking areas (irregularly shaped areas are approximated by rectangle).**

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
9 Christmas Tree Stu	160 ft	110 ft	Transient Aircraft	NEACP Parking
A-10 Ramp	880 ft	770 ft	Primary Aircraft	A-10 Parking
Extra Christmas Tree	100 ft	70 ft	Transient Aircraft	NEACP Parking
North Ramp	490 ft	6,940 ft	Primary Aircraft	KC-135/10,B-52 Park
Sites 1-20	175 ft	278 ft	Primary Aircraft	KC-135/10,B-52 Park
South B-52 Ramp	880 ft	2,800 ft	Primary Aircraft	B-52 Parking
Uniform Row	708 ft	670 ft	Primary Aircraft	B-52,KC-10 Park

II.2.G.2 **Permanently assigned aircraft currrently require 581,601 Sq Yds of parking space.**

II.2.G.3 **460,907 Sq Yds of parking space is available for parking additional non-transient aircraft.**

II.2.G.4 **The following factors limit aircraft parking capability:**

Former Alert Christmas Tree is at the north end of the runway and separated from the main apron. Additionally, H-Row, 983 ft from the North Ramp is used approximately 50% of the time by transient aircraft which support Air Warrior II exercises. Majo

II.2.H **The dimensions of the (largest) transient parking area:** **160 Ft** **110 Ft**

II.2.I **Details of operational aircraft arresting systems on each runway are in the Runway Table (II.2)**

II.2.J **There are No critical features relative to the airfield pavement system that limit its capacity:**

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3. Utility Systems

II.3.A **The overall system capacity and percent current usage for utility system categories:**

	Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1	Water:	1.86 MG/D	MG/D - million gallons per day	54 %
II.3.A.2	Sewage:	1.008 MG/D		48 %
II.3.A.3	Electrical distribution:	18.6 MW	MW - million watts	88 %
II.3.A.4	Natural Gas:	5.10 MCF/D	MCF/D - million cubic feet per day	30 %
II.3.A.5	High temperature water/steam generation/distribution:	-	MBTUH - million British thermal units per hour	%

II.3.B **Characteristics regarding the utility system that should be considered:**

Negative_Response

4. Aircraft Maintenance Hangar Facilities

Specifications for general maintenance hangars and nose docks, excluding Depot and Test & Evaluation facilities.

II.4.A.1 **Facility number:** 6213 Nose Dock

Current Use: Aircraft Mx Dock

II.4.A.2 **Size (SF):** 20,000 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** B-52

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	200 ft	31 ft	
II.4.A.6	Largest unobstructed space inside the facility:	84 ft	31 ft	200 ft

II.4.A.1 **Facility number:** 6214 Nose Dock

Current Use: Aircraft Mx Dock

II.4.A.2 **Size (SF):** 22,646 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** B-52

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	200 ft	31 ft	
II.4.A.6	Largest unobstructed space inside the facility:	84 ft	31 ft	200 ft

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II.4.A.1 **Facility number:** 6215 Nose Dock

Current Use: Aircraft Mx Dock

II.4.A.2 **Size (SF):** 20,492 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** B-52

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	200 ft	31 ft	
II.4.A.6	Largest unobstructed space inside the facility:	84 ft	31 ft	200 ft

II.4.A.1 **Facility number:** 6604 Hanger

Current Use: Phase - Addl Door: 195x60/Addl Interior: 370x82x40

II.4.A.2 **Size (SF):** 120,930 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** B-52

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	220 ft	40 ft	
II.4.A.6	Largest unobstructed space inside the facility:	82 ft	40 ft	370 ft

II.4.A.1 **Facility number:** 6612 Nose Dock

Current Use: COMBS Storage

II.4.A.2 **Size (SF):** 12,787 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** U-2

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	150 ft	16 ft	
II.4.A.6	Largest unobstructed space inside the facility:	62 ft	16 ft	152 ft

II.4.A.1 **Facility number:** 6613 Nose Dock

Current Use: COMBS Storage

II.4.A.2 **Size (SF):** 12,787 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** U-2

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	150 ft	16 ft	
II.4.A.6	Largest unobstructed space inside the facility:	62 ft	16 ft	152 ft

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II.4.A.1 **Facility number:** 6626 Hanger

Current Use: Corrosion Control

II.4.A.2 **Size (SF):** 44,759 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** B-52

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	200 ft	30 ft	
II.4.A.6	Largest unobstructed space inside the facility:	96 ft	30 ft	241 ft

II.4.A.1 **Facility number:** 6824 Hanger

Current Use: AFRES Corrosion Control Hgr

II.4.A.2 **Size (SF):** 12,712 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** A-10

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	182 ft	28 ft	
II.4.A.6	Largest unobstructed space inside the facility:	60 ft	28 ft	156 ft

II.4.A.1 **Facility number:** 6825 Hanger

Current Use: AFRES Aircraft Mx

II.4.A.2 **Size (SF):** 74,770 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** A-10

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	160 ft	31 ft	
II.4.A.6	Largest unobstructed space inside the facility:	144 ft	31 ft	173 ft

II.4.A.1 **Facility number:** 6850 Hanger

Current Use: Aircraft Mx-Addl Door:150x25/Addl floor:160x85x25

II.4.A.2 **Size (SF):** 37,500 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** 2xA10

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	150 ft	25 ft	
II.4.A.6	Largest unobstructed space inside the facility:	85 ft	25 ft	160 ft

5. Unique Facilities

II.5.A **There are No unique (one-of-a-kind) Air Force facilitaties which must be replaced if the base is closed.**

6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures

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Local/Regional Land Encroachment

II.6.A Percent current off base incompatible land use:

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.1	15	CZ	0	206	0.0	Gen Compat	0.0	0.0	0.0	90.0	0.0	10.0
	33	CZ		206	0.0	Gen Compat	0.0	0.0	0.0	43.0	0.0	57.0
II.6.A.2	15	APZ 1	70	344	18.0	Sig Incompat	1.0	12.0	30.0	13.0	0.0	45.0
	33	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.3	15	APZ 2	281	482	0.0	Gen Compat	1.0	0.0	14.0	4.0	2.0	80.0
	33	APZ 2	10	482	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.4	65-70	12,138	22,181	0	Gen Compat	7.0	0.0	0.0	0.0	0.0	93.0
II.6.A.5	70-75	5,100	8,539	0	Gen Compat	7.0	0.0	5.0	0.0	1.0	87.0
II.6.A.6	75-80	2,206	3,650	9	Incompat	6.0	0.0	3.0	2.0	1.0	88.0
II.6.A.7	80+	231	1,896	1	Gen Compat	0.0	2.0	7.0	0.0	0.0	91.0

II.6.B Percent future off base incompatible land use:

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.1	15	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	90.0	0.0	10.0
	33	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	43.0	0.0	57.0
II.6.B.2	15	APZ 1	70	344	15	Sig Incompat	1.0	10.0	30.0	13.0	0.0	46.0
	33	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.3	15	APZ 2	281	482	0	Gen Compat	0.0	0.0	10.0	4.0	2.0	84.0
	33	APZ 2	10	482	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/i FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.4	65-70	12,138	22,181	0	Gen Compat	7.0	0.0	0.0	0.0	0.0	93.0
II.6.B.5	70-75	5,100	8,539	0	Gen Compat	7.0	0.0	5.0	0.0	1.0	87.0
II.6.B.6	75-80	2,206	3,650	9	Incompat	6.0	0.0	3.0	2.0	1.0	88.0
II.6.B.7	80+	231	1,896	1	Gen Compat	0.0	2.0	7.0	0.0	0.0	91.0

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II.6.C **The most recent, publicly released AICUZ study is dated Sep 93**

II.6.D **Current AICUZ study's flying activities subsection reflects all currently assigned aircraft**

Subsection reflects the number of daily flying operations conducted by all assigned aircraft

Current AICUZ study's flight track figure/map reflects current flight tracks.

II.6.E **The AICUZ study was last updated on Jan 93**

The study is still valid.

II.6.F **Local governments have incorporated AICUZ recommendations into land use controls**

II.6.F.1 **AICUZ recommended height restrictions.**

Government name:	Types of controls in place	Types of encroachment limited:
Benton, LA	FAA and AF Requirements	
Bossier City, LA	FAA and AF Requirements	

II.6.F.2 **AICUZ recommended development limits for Accident Potential Zone 1.**

Government name:	Types of controls in place	Types of encroachment limited:
Benton, LA	Joint Land Use Study	
Bossier City, LA	Joint Land Use Study	

II.6.F.3 **AICUZ recommended development limits for Accident Potential Zone 2.**

Government name:	Types of controls in place	Types of encroachment limited:
Benton, LA	Joint Land Use Study	
Bossier City, LA	Joint Land Use Study	

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II.6.F.4 **AICUZ recommended development limits between the 65 Ldn and 70 Ldn Noise Contours.**

Government name:	Types of controls in place	Types of encroachment limited:
Benton, LA	Joint Land Use Study	
Bossier City, LA	Joint Land Use Study	

II.6.F.5 **AICUZ recommended development limits between the 70 Ldn and 75 Ldn Noise Contours.**

Government name:	Types of controls in place	Types of encroachment limited:
Benton, LA	Joint Land Use Study	
Bossier City, LA	Joint Land Use Study	

II.6.F.6 **AICUZ recommended development limits between the 75 Ldn and 80 Ldn Noise Contours.**

Government name:	Types of controls in place	Types of encroachment limited:
Benton, LA	Joint Land Use Study	
Bossier City, LA	Joint Land Use Study	

II.6.F.7 **AICUZ recommended development limits between the 80 Ldn and above Ldn Noise Contours.**

Government name:	Types of controls in place	Types of encroachment limited:
Benton, LA	Joint Land Use Study	
Bossier City, LA	Joint Land Use Study	

II.6.G **Assessment of significant development (i.e., residential subdivision, shopping mall, or center, industrial park, etc.) existing or anticipated within any of the 7 AICUZ zones.**

Significant development currently exists in one or more AICUZ zone.

No significant development is projected for any AICUZ zone.

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Summary of existing, started, announced, or anticipated development:

Areas Impacted	Type of Development	Status	Projected Completion	Jurisdiction	Other details and size of the development
65-70	Recreational	Announced	Jan 95	Bossier City, LA	Golf Course

Long range (20 year) development trends in the 7 AICUZ zones:

II.6.H **Population figures and projections:**

II.6.H.1 **Communities in the vicinity of the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Bossier City	32776	41595	50817	52721	60000

II.6.H.2 **Metropolitan area encompassing the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Shreveport	164372	182064	205820	198525	188000

II.6.H.3 **County (ies) encompassing the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Caddo Parish	223859	230184	252437	248253	236972
Bossier Parish	57622	63703	80721	86088	96000

II.6.I **All clear zone acquisition has been completed.**

II.6.J **All existing on base facilities are sited in accordance with AICUZ recommendations.**

All planned on base facilities will be sited in accordance with AICUZ recommendations.

Air Space Encroachment

II.6.K **Noise complaints are received from off base residents.**

II.6.K.1 **1.0 noise complaints per month (average) are received from off base residents.**

II.6.L **The base has implemented noise abatement procedures as follows:**

II.6.L.1 **Has implemented, Base regulations state that personnel will plan and route military air traffic, when practical, to minimize low altitude flight over residental or commercial areas. Maintenance personnel avoid execessive or unnecessary run-up of air**

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 **3 C-141 equivalent aircraft can be loaded or unloaded at one time.**

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.1.a **The limiting factor is Load Crews**

III.1.A.1.b **Current MHE:** 3x25k/1x40k loader/7xSTD10k/2xSTD 15k/2x10k AT forklift/1xCL3 Wide Body Loader/1xWilson WBL/2x9 Ton Highlift/9 warehouse tugs/16x bobtails

III.1.A.2 **42 C-141 equivalent aircraft can be refueled at one time.**

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B **The base can land, taxi, park, and refuel widebody aircraft as follows:**

Aircraft	Widebody Capabilities:				Remarks:
747	Can land	Can taxi	Can park	Can refuel	
C-5	Can land	Can taxi	Can park	Can refuel	
KC-10	Can land	Can taxi	Can park	Can refuel	

III.1.C **The base has an operational fuel hydrant system:**

III.1.C.1 **The fuel hydrant system is Not available to transient aircraft.**

III.1.C.2

Description of base fuel hydrant system:

System Type:	Total Pumping Rate (GPM):	Number of Laterals:	Nomber of Usable Refueling Positions:	Number of SIMULTANEOUS aircraft refuelings of Narrow	Widebody
I	0	0	20	20	20
III	0	0	21	0	6

III.1.C.3 **48 fuel storage tanks support the operational fuel hydrant system:**

III.1.C.3.a

Storage tank Capacity:	Tanks with this capacity

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50000	44
1250000	2
1500000	2

III.1.C.4 **The hydrant system is 1.0 miles from the bulk storage area.**

III.1.C.5 **No pits are certified for hot_pit operations.**

III.1.D **The base bulk storage facility is serviced by a pipeline.**

III.1.D.1 **The pipeline is the primary fuel source for the bulk storage facility.**

III.1.D.2 **The are No limitations to continious service from the primary source.**

III.1.D.3 **11,547 Bbls**

Based on normal requirements in the Fuel Logistics Area Summary(FLAS) or Inventory Management Plan (IMP). Storage for others is excluded.

III.1.D.4 **Other receipt modes available:** Tank Truck. Six tank trucks simultaneously

Number of offload headers: 6

6 tank trucks can be simultaneously offloaded

Tank cars can Not be offloaded.

III.1.D.5 **3 refueling unit fillstands are available.**

III.1.D.5.a **3 refuelers can be filled simultaneously.**

III.1.D.6 **Current despensing capabilities as defined in AFR 144-1** **sustained:** 948000
maximum: 6251368

III.1.D.7 **The base is Not directly supported by an intermediate Defense Fuels Supply Point.**

		Cat 1.1	Cat 1.2
III.1.E	**Cat 1.1 and 1.2 munitions storage requirements and capacity.**		
III.1.E.1	**Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:**	12084425	0
	Square footage available (including physical capacity limit):	125232	28512
III.1.E.2	**Normal installation mission storage requirement:**	552217	31811

Physical Limits for Cat 1.2 Munitions:

All storage locations for 1.2 munitions are limited by physical capacity, not explosive limit.

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III.1.F **The base has a dedicated hot cargo pad.**

III.1.F.1 **Access to the hot cargo pad is not limited.**

III.1.F.2 **The size of the hot cargo pad is 65,700 sq feet.**

III.1.F.3 **The sited explosive capacity of the hot cargo pad is 30,000**

III.1.F.4 **The hot pad access is taxi-on/taxi-off.**

III.1.F.5 **The taxiway servicing the hot pad is 75 ft wide and has a pavement classification number (PCN) of 100.**

III.1.F.6 **Aircraft using pad over the last 5 years:**

C-141,C-130,C-5. Addl Taxiway/PCN: 75'@167RBWT, 150'@75RCWT

III.1.G **Proximity (within 150 NM) to mobilization elements.**

III.1.G.1 **The base is proximate to a ground force installation.**

Active ground force installations within 150 NM:

FORT POLK	91 NM

III.1.G.2 **The base is proximate to a railhead.**

Railheads within 150 NM:

Beaumont	147 NM
Bossier City	3 NM
Boyce - Rapids	84 NM
Jefferson - Karnack	27 NM
Leesville - Daube JCT	84 NM
Pine Bluff - Baldwin	134 NM
Pineville	95 NM
Shreveport - Doyline	13 NM
Texarkana - Defense Lone Star	58 NM
Texarkana - Defense Red River	58 NM

III.1.G.3 **The base is proximate to a port.**

Deep water ports within 150 NM:

Beaumont	147 NM

III.1.H **The base has a dedicated passenger terminal.**

III.1.I **The base does not have a dedicated deployment facility capable of handling DoD standardized cargo pallets.**

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III.1.J **The base medical treatment facility does Not routinely receive referral patients.**

III.1.K **No military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.**

III.1.L **Unique missions performed by the base medical facility:**

Area Dental Labratory, Advanced Education (General Dentistry Residency). Wartime taskings:Air Transportable Hospital personnel packa

Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,

III.1.M **Base medical facilities have No facilities projects planned to begin before to 1999.**

Facilities projects include military consruction program (MCP) or Operations and Maintenence (O&M) alterations.

III.1.N **Base facilities have a total excess storage capacity of 124,909 sq ft.**

III.1.N.1 **Base facilities have a total covered storage capacity of 258,882 sq ft.**

III.1.N.2 **Breakout of the total covered storage capacity:**

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	226,591 sq ft
Mobility storage:	12,272 sq ft
War Readiness Support Kits (WRSK) storage:	17,802 sq ft

III.1.O **299 light military vehicles are on base.**

III.1.P **493 heavy military and special vehicles are on base.**

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Section IV

1. Base Budget

IV.1 Non-payroll portion of the base budget for prior years:

IV.1.A	xxx56	Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	1,203.20 $sK	0.00 $sK	1,203.20 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	1,220.80 $sK	0.00 $sK		1,220.80 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,995.80 $sK	0.00 $sK			1,995.80 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	513.60 $sK	0.30 $sK				513.90 $sK
				xxx56 TOTALS:	1,203.20 $sK	1,220.80 $sK	1,995.80 $sK	513.90 $sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	28,166.50 $sK	529.60 $sK	28,696.10 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	12,303.80 $sK	561.70 $sK		12,865.50 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	236.80 $sK	0.00 $sK			236.80 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	150.00 $sK	0.00 $sK				150.00 $sK
				xxx76 TOTALS:	28,696.10 $sK	12,865.50 $sK	236.80 $sK	150.00 $sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-93	Appropriation	Direct	Reimbursable				
		0131	3,511.80 $sK	402.10 $sK			3,913.90 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		0131	3,179.40 $sK	0.20 $sK				3,179.60 $sK
				xxx78 TOTALS:			3,913.90 $sK	3,179.60 $sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	97.50 $sK	0.00 $sK	97.50 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	66.90 $sK	0.00 $sK		66.90 $sK		
	FY-93	Appropriation	Direct	Reimbursable				

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		3400	116.80 $sK	0.00 $sK			116.80 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	56.00 $sK	0.00 $sK				56.00 $sK
				xxx90 TOTALS:	97.50 $sK	66.90 $sK	116.80 $sK	56.00 $sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	373.40 $sK	6.50 $sK	379.90 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	353.60 $sK	0.30 $sK		353.90 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	362.90 $sK	29.40 $sK			392.30 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	323.20 $sK	4.70 $sK				327.90 $sK
				xxx95 TOTALS:	379.90 $sK	353.90 $sK	392.30 $sK	327.90 $sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	6,544.70 $sK	40.00 $sK	6,584.70 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	6,045.50 $sK	296.90 $sK		6,342.40 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	12,758.50 $sK	1,062.10 $sK			13,820.60 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	8,578.10 $sK	189.60 $sK				8,767.70 $sK
				xxx96 TOTALS:	6,584.70 $sK	6,342.40 $sK	13,820.60 $sK	8,767.70 $sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		7045	5,563.60 $sK	10.90 $sK	5,574.50 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		7045	2,804.20 $sK	11.20 $sK		2,815.40 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		7045	3,283.20 $sK	10.10 $sK			3,293.30 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		7045	3,375.70 $sK	2.30 $sK				3,378.00 $sK
				MFH TOTALS:	5,574.50 $sK	2,815.40 $sK	3,293.30 $sK	3,378.00 $sK

2. Relocation Costs

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IV.2 **-Large, unusual items integral to the unit mission, but which cannot be moved as regular freight:**

Total relocation costs: $ 0.00 K

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Section IV/V Level Playingfield COBRA Data

One time closure costs: 221$sM

Twenty year Net Present Value (378)$sM

Steady state savings 41$sM per year

Manpower savings associated with closure 1,094

Return on Investment (years): 5

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Section VI Economic Impact

Economic Area Statistics:

Bossier-Caddo Parishes, LA
Total population: 332,000 (FY 92)
Total employment: 176,448 (FY 93)
Unemployment Rates (FY93/3 Year Average/10 Year Average)

6.7% / 7.0% / 8.6%

Average annual job loss: 1,033

Average annual per capita income: $17,387

Average annual increase in per capita income: $4.5%

Projected economic impact:

Direct Job Loss:	**6,505**	
Indirect Job Loss:	**2,402**	
Closure Impact:	**8,907**	**(5.0% of employment total)**
Other BRAC Losses:	**(1)**	
Cumulative Impact:	**8,906**	**(5.0% of employment total)**

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

VII.1.A.1 **Off-base housing is NOT affordable**

VII.1.A.2 **Units are NOT available for families**

VII.1.A.2 **Units are NOT available for single members.**

VII.1.A.3 **10.2 Percent of off-base housing was rated as unsuitable in the latest VHA survey**

VII.1.A.4 **Median monthly cost of off-base housing based on latest VHA survey:** $647

Describe the transportation systems.

VII.1.B.1 **The base is served by REGULARLY SCHEDULED, public transportation. The following services are available:**

SPORTRAN, the Shreveport-Bossier City area transit authority, operates a regularly scheduled bus route that serves Barksdale AFB. There is no train or subway service to the base.

VII.1.B.2 **Distance to the nearest municipal airport with scheduled, commercial air traffic:** 14 miles

VII.1.B.2 **Airport name:** Shreveport Regional Airport

VII.1.B.3 **Number of commercial air carriers available at the airport:** 5

VII.1.B.4 **Average round trip commuting time to work:** 29 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

	Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time			
VII.1.C.1	Swimming pool	Mike Wood Memorial Park	5		Hrs.	15	Min.
VII.1.C.2	Movie theater	Joy Quail Creek	2		Hrs.	07	Min.
VII.1.C.3	Public golf course	Querbes Park	10		Hrs.	20	Min.
VII.1.C.4	Bowling lane	Holiday Lanes	2		Hrs.	05	Min.
VII.1.C.5	Boating	Cross Lake	15		Hrs.	25	Min.
VII.1.C.6	Fishing	Cross Lake	15		Hrs.	25	Min.
VII.1.C.7	Zoo	Louisiana Purchase Zoo	90	2	Hrs.	00	Min.
VII.1.C.8	Aquarium	Aquarium of the Americas	320	6	Hrs.	00	Min.
VII.1.C.9	Family theme park	Hamel's Amusement Park	4		Hrs.	10	Min.
VII.1.C.10	Professional sports	Fairgrounds Field	11		Hrs.	20	Min.

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VII.1.C.11	Collegiate sports	Cenenary College	5		Hrs.	08	Min.
VII.1.C.12	Camping facilities	Cypress Black Bayou	20		Hrs.	25	Min.
VII.1.C.13	Beaches (lake or ocean)	Cross Lake sand beach	15		Hrs.	25	Min.
VII.1.C.14	Outdoor winter sports	Gatlinberg TN Ski Resort	758	12	Hrs.	00	Min.

VII.1.D **Nearest Shopping facility (two major anchor stores plus smaller retail outlets):**

Pierre Bossier Mall 8 min (4 Miles)

VII.1.E **Nearest Metropolitan center (population in excess of 100,000):**

Shreveport, LA 15 min (6 Miles)

Local area crime rate:

VII.1.F.1 **Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.)** 915

VII.1.F.2 **Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.)** 5986

2. Education

VII.2.A **The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios:** 25 to 1

VII.2.B **Local high schools offer a four-year English program.**

VII.2.B **Local high schools offer a four-year Math program.**

VII.2.B **Local high schools offer four-year Foreign Language programs.**

VII.2.C **Local high schools offer an Honors program.**

VII.2.D **61.5 percent of high school students go on to either a two- or four-year college**

VII.2.E **There are opportunities for off-base education within 25 miles of the base.**

VII.2.E.1 **Opportunities for off-base VOCATIONAL/TECHNICAL TRAINING provided by the following institutions:**

Commercial College of Shreveport

VII.2.E.2 **Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:**

Louisiana State University- Shreveport

VII.2.E.3 **Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:**

Louisiana Tech University-Bossier City

3. Spousal Employment

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VII.3.A **92.9 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **78.3 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **6.7 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **-0.3 percentage rate of job growth in the local area (Department of Labor Stastics)**

4. Local Medical Care

VII.4.A	**Current ratio of active, non-federal physicians in the community:**	4.0 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	12.0 beds/1000 people

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Section VIII

1. Air Quality - Clean Air Act

VIII.1.A **Air Quality Management District for the base:** Air Quality Management Distric VI

VIII.1.B **The base is NOT located within a maintenance or non-attainment area for pollutants.**

VIII.1.C **There are NO critical air quality regions within 100 kilometers of the base**

(Critical air quality regions are non-attainment areas, national parks, etc.)

VIII.1.D **On- or off-base activities have NOT been restricted or delayed due to air quality considerations.**

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

VIII.1.D.1 **The base has NOT been required to impliment emissions reduction through special actions**

(i.e. carpooling or emissions credit transfer)

VIII.1.E **Restrictions placed on operations by state or local air quality regulatory agencies:**

VIII.E.1 Aerospace Ground Equipment (AGE):

E.1.a No state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

E.1.b No state or local air quality regulatory agency Requires permits for such units.

E.1.c No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

E.1.d No state or local air quality regulatory agency Requires retrofit controls for AGE.

VIII.E.2 Infrastructure Maintenance / Public Works

E.2.a No state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

E.2.b No state or local air quality regulatory agency Limits the hours of these activities.

E.2.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

E.2.d No state or local air quality regulatory agency Requires emission offsets for these activities.

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VIII.E.3 Open Burn/Open Detonation

E.3.a No state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training

E.3.b The state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.

E.3.c The state or local air quality regulatory agency Limits the number of detonations to keep an exemption.

E.3.d No state or local air quality regulatory agency Requires periodic emission testing.

VIII.E.4 Fire Training

E.4.a No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.

E.4.b No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

VIII.E.6 Emergency Generators

E.6.a The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

E.6.b No state or local air quality regulatory agency Limits the hours of emergency operation of generators.

E.6.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergenct generators.

E.6.d The state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

E.6.d No state or local air quality regulatory agency Requires emission offsets.

VIII.E.7 Short-term Activities

E.7.a No state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).

E.7.b No state or local air quality regulatory agency Limits the operation for short-term activities.

E.7.c No state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.

E.7.d No state or local air quality regulatory agency Prohibits any short-term activities.

VIII.E.8 Monitoring

E.8 No state or local air quality regulatory agency Has continious emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

VIII.E.9 BACT/LAER

E.9 No state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

2. Water - Potable

VIII.2.A **The base potable water supply is Local Community and the source is:**

Cross Lake Reservoir

VIII.2.B **There are no constraints to the base water supply.**

VIII.2.C **The base potable water supply does not constrain operations**

(Contamininants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

3. Water - Ground Water

VIII.3.A **Base or local community groundwater is Not known to be contaminated.**

VIII.3.B **The base is Not actively involved in groundwater remediation activities.**

VIII.3.C **4 water wells exist at the base.**

VIII.3.D **2 wells have been abandoned for the following reasons:**

Water was provided by other sources

4. Water - Surface Water

VIII.4.A **The following perennial bodies of water are located on base.**

VIII.4.A.1

Location	Surface area size
Austin Pond	10.00 Acres
Clear Lake	20.00 Acres
Dixon Pond	2.50 Acres
Flag Lake	600.00 Acres
Harmon Lake	55.00 Acres
Moon Lake	30.00 Acres
Red Chute Cutoff #1	20.00 Acres
Red Horse Pond	10.00 Acres

VIII.4.A.2 **These bodies do Not receive water runoff or treated wastewater discharge from the base.**

VIII.4.A.3 **The base is Not located within a specified drainage basin.**

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VIII.4.B **Special permits are Not required**

(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

VIII.4.C **There is No known contamination to the base or local community surface water**

5. Wastewater

VIII.5.A **Base wastewater is treated by Local Community facilities.**

VIII.5.C **There are No discharge violations or outstanding open enforcement actions pending.**

6. Discharge Points / Impoundments

VIII.6.A **Describe the National Pollutant Elimination System permits in effect:**

The base currently has a NPDES prmit in effect with two point sources. One point source is from the POL beermed area into Macks Bayou and the other is at an oil skimmer downstream on macks Bayou. The base does not discharge treated wastewater on-base o

VIII.6.B **The base currently discharges treated wastewater OFF-Base. Description of treated wastewater discharge location:**

Regional Plant

VIII.6.C **The base has No discharge impoundments.**

VIII.6.D **There are no discharge violations or outstanding discharge open enforcement actions pending.**

7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A **7.0 percent of facilities have been surveyed for asbestos.**

VIII.7.A.1 **30.0 percent of the facilities surveyed are identified as having asbestos.**

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VIII.7.A.2 0 facilities are considered regulated areas or have restricted use due to friable asbestos.

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8. Biological - Habitat

VIII.8.A **Ecological or wildlife management areas ON the base:**

There are No ecological or wildlife management areas ADJACENT TO the base.

18000 acres of unimproved ground as wildlife management area

VIII.8.A.1 **Natural areas on or adjacent to the base are not recognized as important ecological sites.**

VIII.8.B **No critical/sensitive habitats have been identified on base .**

VIII.8.C **The base has a cooperative agreement for conducting a hunting and fishing program.**

Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.

VIII.8.D **The presence of these resources does not constrain CURRENT construction activities/operations.**

The presence of these resources does not constrain FUTURE construction activities/operations.

9. Biological - Threatened and Endangered Species

VIII.9.A **Threatened and/or endangered species identified on the base:**

Species	Kingdom			Remarks
Endangered Bald Eagle	Animal	Federa	Listed	Endangered	

VIII.9.B **There are No Special Concern species identified on the base.**

VIII.9.C **The presence of these species does Not constrain current or future construction activities or operations.**

10. Biological - Wetlands

VIII.10.A **Wetlands, estuaries, or other special aquatic features present on the base:**

VIII.10.A.1

Identification and type of wetland:	Approximate acreage:
wetland	6000

VIII.10.A.2 **The base is involved in jointly-managed programs for protection of these resources.**

VIII.10.B **The base has Not been surveyed for wetlands in accordance with established federally approved guidelines.**

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VIII.10.C Part of the base is located in a 100-year floodplain.

VIII.10.D The presence of these resources constrains current or future construction activities or operations as follows:

The presence of wetland on Barksdale have minimal constraints on current/future construction activities. Most of the wetlands are located on the remote eastern portion of the base away from the main industrial/residential areas.

11. Biological - Floodplains

VIII.11.A Floodplains are present on the base.

VIII.11.A.1 Floodplains constrain construction (siting) activities or operations.

VIII.11.A.2 Periodic flooding constrains base operations.

12. Cultural

VIII.12.A Historic,prehistoric, archaeological sites or other cultural resources located on the base:

VIII.12.A.1	Sites:	Significant status:
	several suspected resources	Extent not defined. Surveys are being performed to catalog

VIII.12.B 27 percent of the buildings on base are over 50 years old.

VIII.12.C Historic Landmark/Districts, or properties listed in the National Register of Historic Places (NRHP) located on base:

Barksdale Historic District - much of main base and appropriated housing

VIII.12.C.1 No properties have been determined to be or may be eligible for the NRHP.

VIII.12.C.2 Buildings and structures have not been surveyed for Cold War or other historical significance.

VIII.12.D The base has been archeologically surveyed.

VIII.12.D.1 1 percent of the base has been surveyed.

VIII.12.D.2 No archeological sites have been found.

VIII.12.D.3 No archeological collections are housed on base.

VIII.12.D.4 No Native Americans or others use/identified sacred areas or burial sites on or near base.

VIII.12.E The base has an agreement with a historic preservation agency.

Agreements include Programmatic Agreements and Memorandum of Agreements.
Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

VIII.12.E.1 Description: Programmatic Agreement with the Advisory Council on historic Preservation. Agreement gives review approval/disapproval to Base historic Preservation officer with regard to operations and maintenance of historic properties.

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Signatories: The signatures include the 2d Support Group commander, 12 Oct 93, SHPO, 28 Oct 93, and Executive Director of the Advisory council on Historic Preservation, 18 Jun 93.

Date signed: Jun 93

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Barksdale AFB - ACC

13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 32 IRP sites have been identified

VIII.13.A.2 No IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 2000

VIII.13.B The installation is Not a National Priority List (NPL) site nor proposed as an NPL site.

VIII.13.C There are no existing Federal Agency Agreements to clean up the base.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There are no known uncontrolled or unregulated occurrences of specific contaminate types or sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E There are sites or SWMUs currently being investigated and remediated pursuant to RCRA corrective action.

SWMU - Solid Waste Management Units
RCRA - Resource Conservation and Recovery Act

VIII.13.E.1 11 sites are being investigated and remediated.

VIII.13.F The IRP currently restricts construction (siting) activities/operations on-base.

14. Compliance / IRP Costs ($000)

VIII.14.A

Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	$150.000 K	$150.000 K	$160.000 K	$160.000 K	$170.000 K
IRP	$0.000 K	$10.000 K	$765.000 K	$76.000 K	$91.000 K
Natural Resources	$60.000 K	$60.000 K	$62.000 K	$62.000 K	$64.000 K
Other(s) Specify: ?????	$20.000 K	$30.000 K	$30.000 K	$40.000 K	$40.000 K
Permits	$75.000 K	$125.000 K	$75.000 K	$75.000 K	$75.000 K

15. Other Issues

VIII.15.A There are no additional activities which may constrain or enhance base operations.

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16. Air Quality - Clean Air Act

VIII.16.A **Air Quality Control Area (AQCA) geographic region in which the base is located:**
Northeast AQCA Louisiana Region

VIII.16.B **Air quality regulatory agency responsible for the AQCA:.** Louisiana Department of Environmental Quality, Air Quality Division

VIII.16.B **Name and phone number of the AQCA program manager for issues pertaining to the base:**

Mr Otis Randle (318)676-7476

The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:

VIII.16.C.1 In Attainment for Ozone

VIII.16.C.2 In Attainment for Carbon Monoxide

VIII.16.C.3 In Attainment for Particulate matter (PM-10)

VIII.16.C.4 In Attainment for Sulfur Dioxide

VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx)

VIII.16.C.6 In Attainment for Lead

VIII.16.C.7 **The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT**

VIII.16.D.1 **Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located:**

VIII.16.D.2 **Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:**

VIII.16.D.3 **Ozone % of NAAQS can not be computed**

VIII.16.D.4 **Carbon monoxide % of NAAQS can not be computed**

Air Quality Survey complete, No additional data required.

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Section IX

ARC Installations and Bases with ARC Units

IX.1 All regularly used ground training facilities are on base.

IX.2 Flying units supporting Aeromed/Arial ports accomplish training locally.

IX.3 Available dormitory space will house 42.0 percent of the population requiring billets

IX.3.A Billeting requirements during drill weekends not applicable.

IX.3.B Commercial billeting requirements not applicable.

IX.4 Adequate dining facilities are available.

IX.5 A physical fitness center is available.

The fintess center is adequate

IX.6 A consolidated club is available.

The consolidated club is adequate, remarks follow:

IX.7 Ninety percent of the unit's population

Is within 0 min travel time from the base.

Lives within 0 miles of the base.

IX.8 25.0 Percent of the recruiting areas's population is in the recruitable range.

IX.9 14,541,714 is the total population of the recruiting area.

IX.10 24.5 percent of the recruitable population has completed high school.

IX.11 Authorization data over the last 5 years is not available.

IX.12

Army, Army National Guard, Navy, Marine Corps

IX.13 The current total reserve component population is 0.00 percent of the recruitable age range.

IX.14 Average AFRES/ANG personnel retention rate is not available.

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Retention rate uses data from the last 2 fiscal years. One time events which may have caused abnormalities include unit moves and/or weapons system conversions.

IX.15

IX.16 **No other government aviation units are colocated on the airfield.**

Document Separator

J. BENNETT JOHNSTON
LOUISIANA

941201-1

United States Senate

WASHINGTON, DC 20510-1802

November 21, 1994

The Honorable Alan Dixon
Chairman
Defense Base Realignment and Closure Commission (BRAC)
Washington D.C. 22209

Dear Mr. Chairman: Alan

I would like to bring to your attention a decision that was made by the 1993 BRAC that I believe is not in the best interest of the Air Force or the taxpayer and should therefore be reviewed and reversed by the 1995 BRAC. The 1993 BRAC directed that the Air Force transfer 19 KC-10A aircraft from Barksdale AFB in Louisiana to McGuire AFB in New Jersey. Today, the Air Force is faced with a fundamentally different situation from the one during which this decision was originally made.

At the time the BRAC directed the transfer of the KC-10As from Barksdale AFB, the Air Force plan was to consolidate a large number of B-52H aircraft at Barksdale AFB. Now, the number of B-52s to be located at Barksdale AFB has been reduced to a level that will allow Barksdale AFB to continue to accommodate the KC-10s. The co-location of bombers and tankers in this instance provides a truly unique military capability to the Air Force that cannot be understated.

It has also been reported that the transfer of the KC-10s to McGuire AFB will cost the taxpayer a minimum of $180 million and perhaps as much $240 million to duplicate existing facilities of those at Barksdale AFB. With the current fiscal constraints on the Air Force budget, I see no justification to duplicate existing facilities at another base, especially when training and mission capability will not be enhanced. I have further concerns with the operational limitations associated with airspace encroachment in the northeast United States. With the already crowded airspace in the northeast corridor, McGuire AFB will not provide the Air Force the same training and operational capability currently available at Barksdale AFB. I believe this to be the case even with additional airspace management by the Federal Aviation Administration.

Alan, I have very serious questions about cost and capability with the continued implementation of this decision. I request that as part of your deliberations on the 1995 round of base closures that you reevaluate this decision and determine a new basing plan for the KC-10's that maximizes operational capability and ensures the best use of taxpayer dollars. I believe this to be the prudent course of action for both the commission and the taxpayer and I look forward to discussing this issue with you personally in the near future.

With kindest regards, I am

Sincerely,

Bennett

J. Bennett Johnston
United States Senator

1995 AIR FORCE BASE QUESTIONNAIRE
Battle Creek Federal Center - AFMC

Section I

1. Force Structure

I.1.A No NAF or Non-Air Force activities on base.

I.1.B No Remote/Geographically Separated Units receive more then 50% of Base Operational Support from the base.

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2. Operational Effectiveness

A. Air Traffic Control

ATCALS - Air Traffic Control and Landing Systems
NAS - National Airspace System

I.2.A.1 None of the base ATCALS are officially part of the NAS.

I.2.A.2 Base has No ATC facilities.

I.2.A.4 The base does not have a runway.

B. Geographic Location

I.2.B.1	Nearest major primary airlift customer:	CRANE ARMY AMMUNITION PL	distance	162 NM
	Nearest major primary airdrop customer:	FORT CAMPBELL	distance	354 NM

I.2.B.2 Distance to foward deployment Air Bases:

Lajes AB:	2659 NM
Rota AB:	3666 NM
Hickam AFB:	3855 NM
RAF Mildenhall:	3505 NM

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	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	W.K. KELLOGG	0
I.2.B.4	Military airfield, runway >= 8,000ft	W.K. KELLOGG	0
I.2.B.5	Military airfield, runway >= 10,000ft	W.K. KELLOGG	0
I.2.B.6	Military or civilian airfield, runway >= 3,000ft		
I.2.B.7	Military or civilian airfield, runway >= 8,000ft		
I.2.B.8	Military or civilian airfield, runway >= 10,000ft		
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations		
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations		

I.2.B.11 **Name and distance to an emergency landing airfield compatible with aircraft flown at the base.**

No flying mission 0 NM

C. Training Areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs))

I.2.C.1 **There are No supersonic Air Combat Training (ACBT) MOAs or warning/restricted areas (minimum size of 4,200 sq NM) within 300 NM.**

I.2.C.2 **There are No MOAs or warning/restricted areas (minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft) within 200 NM.**

I.2.C.3 **Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-108 A,B	550 NM	W-108 A,B	550 NM	W-107A	575 NM
W-386 A,B,C,D,E	580 NM	O'NEILL	583 NM	W-107 A,D,E,F	583 NM
W-107 A,D,E,F,	583 NM	W-72A	600 NM		

I.2.C.4 **Scorable range complexes / target arrays (capable of or having tactical targets, conventional targets, and strafe), within 800 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
GRAYLING	156 NM	ATTERBURY	186 NM	JEFFERSON PROVING G	199 NM
HARDWOOD	241 NM	INDIANTOWN GAP	403 NM	CANNON	426 NM

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FT DRUM	442 NM	WARREN GROVE	519 NM	POINSETT	557 NM
NAVY DARE COUNTY	589 NM	USAF DARE COUNTY	590 NM	RAZORBACK	591 NM
CHERRY POINT BT-11	602 NM	SMOKEY HILL	614 NM	TOWNSEND	672 NM
GRAND BAY	688 NM	SHELBY EAST	694 NM	SHELBY WEST	697 NM
EGLIN C62	701 NM	EGLIN C52	707 NM	CLAIBORNE	751 NM
FALCON	780 NM				

I.2.C.5 Nearest electronic combat (EC) range and distance from base:

GRAYLING	156 NM

I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

VOLK FIELD MDS	240 NM

I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

GRAYLING	156 NM

I.2.C.8 Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	0	0	0	16	57	119
SR	3	6	23	52	103	117
VR	3	10	21	44	103	169
Total Routes:	**6**	**16**	**44**	**112**	**263**	**405**

Identify Routes:

VR-1617 85 NM	VR-1638 85 NM	VR-1640 91 NM	SR-701 98 NM	SR-702 98 NM	SR-703 98 NM
VR-1626 108 NM	VR-664 111 NM	VR-1624 125 NM	VR-1625 125 NM	VR-634 126 NM	VR-1641 132 NM
VR-1642 132 NM	SR-709 140 NM	SR-712 140 NM	SR-715 140 NM		
VR-1645 151 NM	VR-1644 156 NM	VR-1647 156 NM	SR-707 159 NM	SR-714 159 NM	SR-708 159 NM
SR-711 159 NM	SR-713 159 NM	SR-710 159 NM	SR-774 161 NM	SR-781 174 NM	SR-771 175 NM
VR-1627 179 NM	VR-1628 179 NM	SR-733 183 NM	SR-734 184 NM	SR-737 184 NM	SR-732 185 NM
SR-738 185 NM	SR-735 185 NM	SR-782 186 NM	VR-1667 187 NM	SR-773 188 NM	VR-1636 190 NM
VR-1632 194 NM	VR-1633 194 NM	VR-1631 199 NM	VR-1668 199 NM		
IR-609 201 NM	IR-618 202 NM	VR-619 202 NM	VR-1679 216 NM	IR-614 228 NM	VR-1635 228 NM
IR-608 229 NM	SR-815 231 NM	SR-816 231 NM	SR-822 231 NM	SR-785 240 NM	SR-817 243 NM
VR-1639 243 NM	SR-818 245 NM	VR-615 255 NM	SR-776 256 NM	IR-723 257 NM	SR-823 275 NM
VR-1648 280 NM	VR-1650 281 NM	VR-1666 291 NM	SR-871 303 NM	SR-873 303 NM	SR-874 303 NM
SR-872 303 NM	SR-825 315 NM	VR-1629 330 NM	VR-1758 330 NM	VR-607 337 NM	SR-059 344 NM
SR-060 344 NM	SR-061 344 NM	SR-062 344 NM	SR-225 346 NM	IR-610 349 NM	SR-727 362 NM

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VR-1616	362 NM	SR-802	363 NM	SR-803	363 NM	SR-804	363 NM	SR-807	363 NM	SR-808	363 NM
SR-806	363 NM	VR-1757	366 NM	IR-743	368 NM	VR-1743	368 NM	IR-726	370 NM	VR-1726	370 NM
IR-527	371 NM	VR-1722	372 NM	IR-157	374 NM	IR-174	374 NM	IR-002	376 NM	IR-592	376 NM
SR-728	380 NM	SR-729	380 NM	IR-721	382 NM	VR-708	383 NM	VR-704	385 NM	VR-705	385 NM
IR-075	389 NM	VR-1721	396 NM	VR-1055	397 NM	IR-761	398 NM	VR-604	398 NM	VR-1751	398 NM
SR-730	400 NM	SR-731	400 NM								
VR-707	405 NM	IR-606	408 NM	IR-762	409 NM	VR-1756	409 NM	VR-093	409 NM	IR-079	422 NM
IR-080	422 NM	SR-105	423 NM	IR-081	425 NM	SR-820	439 NM	VR-1759	439 NM	SR-835	439 NM
SR-821	439 NM	IR-078	441 NM	SR-800	446 NM	SR-801	446 NM	SR-805	446 NM	VR-092	446 NM
SR-616	448 NM	SR-617	448 NM	VR-1711	453 NM	VR-1712	453 NM	VR-1713	453 NM	IR-042	455 NM
VR-1068	455 NM	VR-058	457 NM	VR-097	457 NM	VR-1525	459 NM	IR-074	463 NM	SR-102	464 NM
IR-720	465 NM	VR-1052	465 NM	IR-083	466 NM	IR-089	469 NM	VR-1709	471 NM	IR-719	475 NM
VR-1061	475 NM	VR-073	476 NM	SR-618	477 NM	SR-844	477 NM	SR-619	477 NM	SR-845	477 NM
SR-846	477 NM	SR-867	483 NM	VR-095	485 NM	VR-088	490 NM	VR-096	490 NM	IR-082	491 NM
VR-541	491 NM	SR-075	493 NM	IR-502	495 NM	IR-504	495 NM	VR-1016	499 NM	IR-022	501 NM
IR-605	502 NM	SR-036	502 NM	SR-035	502 NM	SR-037	502 NM	VR-724	502 NM	VR-725	502 NM
SR-040	502 NM	IR-069	504 NM	IR-090	505 NM	IR-066	508 NM	IR-067	508 NM	VR-1051	508 NM
VR-1050	508 NM	VR-087	508 NM	SR-847	508 NM	SR-073	509 NM	SR-074	509 NM	IR-715	512 NM
VR-511	512 NM	IR-718	512 NM	VR-510	512 NM	IR-077	516 NM	IR-716	516 NM	SR-238	518 NM
IR-714	520 NM	IR-760	520 NM	VR-1754	520 NM	VR-1059	521 NM	VR-085	527 NM	VR-086	527 NM
VR-1753	530 NM	VR-1755	530 NM	VR-540	530 NM	SR-218	534 NM	SR-220	534 NM	SR-221	534 NM
SR-226	534 NM	SR-229	534 NM	SR-231	534 NM	SR-237	534 NM	SR-232	534 NM	SR-230	534 NM
SR-227	534 NM	SR-222	534 NM	SR-219	534 NM	VR-512	535 NM	VR-1752	537 NM	IR-120	542 NM
IR-517	542 NM	VR-1520	542 NM	VR-1515	542 NM	VR-1102	542 NM	IR-508	544 NM	IR-509	544 NM
VR-1546	544 NM	VR-1014	547 NM	SR-239	548 NM	VR-1801	548 NM	IR-091	549 NM	VR-1054	549 NM
IR-505	554 NM	SR-900	554 NM	SR-137	555 NM	IR-036	559 NM	VR-1060	563 NM	VR-1521	564 NM
SR-166	570 NM	VR-1130	570 NM	IR-068	571 NM	VR-1800	571 NM	VR-545	572 NM	SR-901	574 NM
VR-1182	575 NM	IR-801	578 NM	IR-012	579 NM	IR-062	580 NM	VR-1049	582 NM	IR-041	585 NM
IR-063	585 NM	VR-1067	585 NM	IR-518	588 NM	SR-072	588 NM	VR-1043	588 NM	VR-1056	588 NM
SR-071	588 NM	SR-070	588 NM	SR-069	588 NM	VR-1031	589 NM	VR-1046	590 NM	SR-038	591 NM
SR-223	594 NM	SR-224	595 NM	VR-533	595 NM	SR-039	596 NM	SR-905	598 NM	VR-1040	600 NM
VR-531	600 NM										
IR-035	601 NM	VR-1069	601 NM	IR-524	607 NM	IR-017	610 NM	IR-044	610 NM	VR-1033	610 NM
VR-1017	610 NM	IR-023	613 NM	VR-1074	613 NM	IR-506	614 NM	VR-1522	614 NM	VR-544	615 NM
VR-534	616 NM	VR-535	616 NM	VR-1058	617 NM	VR-1070	617 NM	VR-1057	618 NM	VR-060	619 NM
VR-552	619 NM	VR-1030	619 NM	VR-1013	620 NM	IR-070	625 NM	VR-1032	626 NM	SR-902	627 NM

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IR-430	632 NM	IR-490	632 NM	IR-492	632 NM	SR-904	634 NM	IR-121	637 NM	VR-1523	637 NM
VR-1103	637 NM	VR-1041	639 NM	VR-840	640 NM	VR-842	640 NM	VR-841	640 NM	VR-1005	642 NM
VR-532	645 NM	IR-016	648 NM	IR-843	648 NM	IR-843A	648 NM	VR-119	650 NM	IR-507	651 NM
VR-138	654 NM	VR-094	656 NM	VR-1003	657 NM	VR-1072	658 NM	IR-018	659 NM	IR-164	660 NM
VR-1104	660 NM	VR-1001	668 NM	VR-1011	670 NM	VR-189	675 NM	VR-536	679 NM	VR-1082	681 NM
VR-1084	681 NM	VR-1085	681 NM	IR-514	683 NM	VR-152	684 NM	SR-031	689 NM	VR-1066	689 NM
IR-185	690 NM	VR-1020	691 NM	IR-057	692 NM	IR-059	692 NM	SR-101	692 NM	SR-104	692 NM
SR-103	692 NM	VR-1574	692 NM	SR-106	692 NM	IR-613	697 NM	IR-145	698 NM	IR-146	698 NM
IR-021	700 NM	VR-1083	700 NM	VR-1065	700 NM	IR-802	701 NM	VR-1002	701 NM	VR-1004	701 NM
IR-803	701 NM	IR-117	702 NM	VR-1137	702 NM	VR-1128	702 NM	VR-1113	702 NM	IR-175	703 NM
IR-181	703 NM	IR-183	703 NM	IR-015	709 NM	IR-171	710 NM	IR-182	710 NM	IR-037	711 NM
IR-500	713 NM	IR-501	713 NM	IR-030	719 NM	SR-296	719 NM	IR-031	719 NM	IR-129	721 NM
SR-029	721 NM	SR-294	728 NM	SR-295	728 NM	IR-038	729 NM	IR-040	732 NM	VR-1021	732 NM
VR-1024	732 NM	VR-1023	732 NM	IR-160	734 NM	IR-161	734 NM	IR-019	738 NM	VR-1008	738 NM
IR-429	740 NM	IR-473	740 NM	IR-476	740 NM	IR-476A	740 NM	IR-499	740 NM	VR-1022	742 NM
VR-1006	743 NM	VR-1007	743 NM	VR-1196	744 NM	IR-503	751 NM	VR-179	755 NM	IR-805	756 NM
SR-030	757 NM	IR-033	762 NM	IR-800B	762 NM	IR-925	763 NM	VR-1140	764 NM	VR-1009	766 NM
VR-1010	767 NM	IR-800	769 NM	IR-804	769 NM	IR-800A	769 NM	IR-032	771 NM	IR-850	772 NM
IR-851	772 NM	IR-852	772 NM	SR-228	781 NM	VR-1141	784 NM	VR-1146	784 NM	SR-205	785 NM
VR-106	788 NM	VR-188	791 NM	VR-104	796 NM	VR-1039	799 NM				

I.2.C.9 **IR-430 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 632 NM from the base.**

I.2.C.10 **Total number of Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within:**

200 NM	300 NM	500 NM
7	15	39

I.2.C.10.a **Routes and distance to route's control point:**

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-640B	103 NM	AR-632B	130 NM	AR-632A	152 NM	AR-107	158 NM
AR-321	173 NM	AR-640A	175 NM	AR-217	188 NM		
AR-109H WEST	231 NM	AR-109L WEST	231 NM	AR-016 SOUTHWEST	239 NM	AR-218L	262 NM
AR-218H	270 NM	AR-455 EAST	272 NM	AR-607	275 NM	AR-315 EAST	290 NM
AR-455 WEST	301 NM	AR-203 SOUTHWEST	305 NM	AR-315 WEST	321 NM	AR-109H EAST	330 NM
AR-109L EAST	330 NM	AR-016 NORTHEAST	335 NM	AR-206H	338 NM	AR-206L	338 NM

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AR-111 WEST	351 NM	AR-110 WEST	358 NM	AR-318 WEST	360 NM	AR-633B	366 NM
AR-328	370 NM	AR-633A	376 NM	AR-203 NORTHEAST	385 NM	AR-111 EAST	400 NM
AR-216 SOUTHWEST	400 NM	AR-318 EAST	436 NM	AR-637	443 NM	AR-110 EAST	453 NM
AR-609	475 NM	AR-216 NORTHEAST	489 NM	AR-105 EAST	491 NM	AR-105 WEST	491 NM

I.2.C.10b **The total number of refueling events within:**

500 NM	700 NM
2642	7220

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-109	231 NM	213	AR-016	239 NM	157	AR-218	262 NM	359	AR-455	272 NM	372
AR-203	305 NM	223	AR-206H	338 NM	50	AR-206L	338 NM	20	AR-111	351 NM	303
AR-110	358 NM	596	AR-216	400 NM	64	AR-105	491 NM	285			0
AR-309	541 NM	138	AR-101	570 NM	217	AR-112	573 NM	360	AR-204	588 NM	319
AR-212	588 NM	356	AR-116	614 NM	541	Racoon	636 NM	1829	AR-024	663 NM	149

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 358NM from the base."**

I.2.C.10d **Percentage of tanker demand in region:** 17.0
Percentage of tankers based in region: 25.0

Tanker saturation within the region has been classified as tanker Rich

I.2.C.11 **Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:**

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	SR
BADGER	257 NM	✔	✔	✔	0	4
CARENTAN (A)	343 NM		✔	✔	0	1
CENTRAL CITY NO	314 NM	✔			0	0
CENTRAL CITY SO	314 NM	✔			0	0
FRAMHART	340 NM	✔	✔	✔	0	0
TATER EAST	269 NM	✔		✔	0	0
TOMAH	257 NM	✔	✔	✔	0	4
TUNNEL	257 NM	✔	✔	✔	0	4
WESTERN KENTUCK	315 NM	✔	✔	✔	0	0
WOODLAWN BEACH	284 NM		✔		0	1

I.2.C.11.a **Drop Zone** **Servicing Instruement and Slow Routes (IRs and SRs)**

BADGER	SR-771	SR-773	SR-776	SR-785					
CARENTAN (A)	SR-225								

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TOMAH	SR-771	SR-773	SR-776	SR-785					
TUNNEL	SR-771	SR-773	SR-776	SR-785					
WOODLAWN BEACH	SR-825								

I.2.C.12 **Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:**

ANDERSON 182 NM

I.2.C.13 **Nearest full scale drop zone(s) (minimum size 1000 by 1500 yds) which can be used for personnel drops or night equipment drops:**

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	SR
BADGER	257 NM	✔	✔	✔	0	0

I.2.C.14 **Name and distance to ground force installation (US Army, USMC) with a restricted airspace capable of supporting tactical aircraft employment (floor no higher than 100 ft AGL, ceiling no lower than 3,00 ft AGL, minimum area 25000 sq NM>**

CAMP GRAYLING 148 NM

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D. Ranges

Ranges (Controlled/managed by the base)

I.2.D.1 The base Does not control or manage any ranges, questions I.2.D.2 to I.2.D.17 skipped.

Ranges (Used by the base)

I.2.D.18 The base does Not uses ranges on a regular basis

I.2.D.19

The mission/training is Not impacted by training area airspace encroachment.

The mission/training is not impacted by training area airspace noise abatement procedures.

The mission/training is not impacted by training area traffic procedures.

I.2.D.20

I.2.D.21

I.2.D.22

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E. Airspace Used by Base

I.2.E.1 Base schedules or manages no airspace, questions I.2.E.2 to I.2.D.12 skipped.

I.2.E.1.a The base does Not use airspace.

Commercial Aviation Impact

I.2.E.12 The base is Not joint-use (military/civilian).

I.2.E.13 There are No airfields within a 50 mile radius of the base.

I.2.E.14 Civilian/commercial operators or other airspace users do Not pose scheduling, operational, or environmental constrains or limits.

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F. Potential for Growth in Training Airspace (Area)

I.2.F.1 **Expansion of training airspace is Not possible.**

I.2.F.2 **Current access will remain the same.**

I.2.F.3 **No reductions in training airspace are expected.**

I.2.F.4 **Current special use airspace and training areas do Not meet all training requirements.**

I.2.F.4.a **Deployed, off-station training is not required to meet training requirements.**

I.2.F.4.b **Degradation experienced:**

G. Composite / Integrated Force Training

I.2.G.1 **Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:**

CAMP GRAYLING

148 NM from the base.

I.2.G.2 **DELETED**

I.2.G.3 **Nearest Naval unit where joint training can be accomplished:**

none

0 mi from the base.

I.2.G.4 **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**

none

0 mi from the base.

I.2.G.5 **DELETED**

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

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I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

I.2.J.1 Percentage of time the weather is at or above (ceiling / visibility)

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
98.5	97.1	79.6	67.8	64.1

I.2.J.2 Crosswind component to the primary runway:

I.2.J.2.a Is at or below 15 knots 96.1 percent of the time

I.2.J.2.b Is at or below 25 knots 99.6 percent of the time

I.2.J.3 71 Days have freezing partcipitation (mean per year).

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Battle Creek Fed Ctr	GSA Office Complex			
		TOTALS:			

B. Facilities

II.1.B.1 From real property records:

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	0	0		0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	0	0		0.0	0.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	0	0		0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	0	0		0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	0	0		0.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	0	0		0.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	0	0		0.0	0.0	0

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II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	0	0		0.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	0	0		0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	0		0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	0	0		0.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	0	0		0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	0	0		0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	0	0		0.0	0.0	0
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0

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II.1.B.1.t.iii	422-264	Igloo Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	0	0		0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	0	0		0.0	0.0	0
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	0	0		0.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	0	0		0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	0		0.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	0	0		0.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	0	0		0.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	0		0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	0	0		0.0	0.0	0

Notes for specific Cat Codes:

II.1.B.1.a.i 121-122 No flying mission or flight support facilities of any kind at CASC

II.1.B.2 From in-house survey:

	Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111	Aircraft Pavement-Runway(s)	SY	0			
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	0			
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	0			
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	0			

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II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	0			
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	0			
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	0			
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	0			
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	0			
II.1.B.1.j	851	Roads	SY	0			
II.1.B.1.k	852	Veh/Equip Parking	SY	0			

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3. Utility Systems

II.3.A **The overall system capacity and percent current usage for utility system categories:**

	Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1	Water:	1.4 MG/D	MG/D - million gallons per day	20 %
II.3.A.2	Sewage:	1.4 MG/D		20 %
II.3.A.3	Electrical distribution:	4.0 MW	MW - million watts	50 %
II.3.A.4	Natural Gas:	0.90 MCF/D	MCF/D - million cubic feet per day	33 %
II.3.A.5	High temperature water/steam generation/distribution:	72.0 MBTUH	MBTUH - million British thermal units per hour	30 %

II.3.B **Characteristics regarding the utility system that should be considered:**

Battle Creek Fed is a GSA facility with AFMC/CASC as a tenant. Data obtained from the local private utilities

4. Aircraft Maintenance Hangar Facilities

Specifications for general maintenance hangars and nose docks, excluding Depot and Test & Evaluation facilities.

II.4.A.1 **Facility number:** 0

Current Use: CASC DOES NOT HAVE AIRCRAFT SUPPORT FACILITIES

II.4.A.2 **Size (SF):** SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:**

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	ft	ft	
II.4.A.6	Largest unobstructed space inside the facility:	ft	ft	ft

5. Unique Facilities

II.5.A **There are No unique (one-of-a-kind) Air Force facilitaties which must be replaced if the base is closed.**

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 No C-141s or equivalent aircraft can be loaded or unloaded.

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.2 No C-141s or equivalent aircraft can be refueled.

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B The base can not land, taxi, park, and refuel any widebody aircraft (C-5, KC-10, or 747).

III.1.C The base does Not have an operational fuel hydrant system.

III.1.D The base bulk storage facility is Not serviced by a pipeline.

III.1.D.3 CASC IS LOCATED IN THE BATTLE CREEK FEDERAL CENTER, AN OFFICE BUILDING IN DOWNTOWN BATTLE CREEK MI. THERE ARE NO RUNWAYS OR AIRCRAFT SUPPORT FACILITIES OF ANY KIND ASSOCIATED WITH CASC

Based on normal requirements in the Fuel Logistics Area Summary(FLAS) or Inventory Management Plan (IMP). Storage for others is excluded.

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III.1.D.4 **Other receipt modes available:** NONE

There are No offload headers.

Tank trucks can Not be offloaded.

Tank cars can Not be offloaded.

III.1.D.5 **No refueling unit fillstands are available.**

III.1.D.6 **Current despensing capabilities as defined in AFR 144-1** **sustained:** 0

maximum: 0

III.1.D.7 **The base is Not directly supported by an intermediate Defense Fuels Supply Point.**

III.1.E **Cat 1.1 and 1.2 munitions storage requirements and capacity.**

	Cat 1.1	Cat 1.2
III.1.E.1 **Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:**	0	0
Square footage available (including physical capacity limit):	0	0
III.1.E.2 **Normal installation mission storage requirement:**	0	0

III.1.F **The base does not have a dedicated hot cargo pad.**

III.1.G **Proximity (within 150 NM) to mobilization elements.**

III.1.G.1 **The base is proximate to a ground force installation.**

Active ground force installations within 150 NM:

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CAMP GRAYLING	148 NM

III.1.G.2 **The base is proximate to a railhead.**

Railheads within 150 NM:

Chicago - North Chicago	115 NM
Grayling	143 NM
Highland Park - Warren	99 NM
Joliet - Elwood	139 NM
Lima	107 NM
Mt. Clemons	109 NM
Port Clinton	114 NM

III.1.G.3 **The base is over 150 NM from a port.**

III.1.H **The base does Not have a dedicated passenger terminal.**

III.1.I **The base does not have a dedicated deployment facility capable of handling DoD standardized cargo pallets.**

III.1.J **The base medical treatment facility does Not routinely receive referral patients.**

III.1.K **No military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.**

III.1.L **The base medical facility performs No unique missions.**

Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,

III.1.M **Base medical facilities have No facilities projects planned to begin before to 1999.**

Facilities projects include military consruction program (MCP) or Operations and Maintenence (O&M) alterations.

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III.1.N **Base facilities have No excess storage capacity.**

III.1.N.1 **Base facilities have No covered storage capacity.**

III.1.N.2 **Breakout of the total covered storage capacity:**

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	0 sq ft
Mobility storage:	0 sq ft
War Readiness Support Kits (WRSK) storage:	0 sq ft

III.1.O **No light military vehicles are on base.**

III.1.P **No heavy military and special vehicles are on base.**

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Section IV

1. Base Budget

IV.1 **Non-payroll portion of the base budget for prior years:**

IV.1.F **xxx96**

Base Operating Support				FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-91	**Appropriation**	**Direct**	**Reimbursable**				
	3400	13.87 $sK	0.00 $sK	13.87 $sK			
FY-92	**Appropriation**	**Direct**	**Reimbursable**				
	3400	63.10 $sK	0.00 $sK		63.10 $sK		
			xxx96 TOTALS:	13.87 $sK	63.10 $sK		

2. Relocation Costs

IV.2 **All Large, unusual items integral to the unit mission, can be moved as regular freight.**

Total relocation costs: **$ 0.00 K**

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Section IV/V Level Playingfield COBRA Data

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Section VI Economic Impact

Economic Area Statistics:

Anytown, USA
Total population: 963,493 (FY 92)
Total employment: 764,804 (FY 93)

Unemployment Rates (FY93/3 Year Average/10 Year Average)

4.1% / 0.0% / 4.2%

Average annual job growth: 8,392

Average annual per capita income: $16,730

Average annual increase in per capita income: $3.8%

Projected economic impact:

Direct Job Loss:	**15,354**	
Indirect Job Loss:	**20,935**	
Closure Impact:	**36,289**	**(4.7% of employment total)**
Other BRAC Losses:	**381**	
Cumulative Impact:	**36,670**	**(4.8% of employment total)**

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

VII.1.A.1 **Off-base housing is affordable**

VII.1.A.2 **Units are available for families**

VII.1.A.2 **Units are available for single members.**

VII.1.A.3

VII.1.A.4 **Median monthly cost of off-base housing based on latest VHA survey:**

Describe the transportation systems.

VII.1.B.1 **The base is served by REGULARLY SCHEDULED, public transportation. The following services are available:**

Battle Creek City Transit (BUS)

VII.1.B.2 **Distance to the nearest municipal airport with scheduled, commercial air traffic:** 24 miles

VII.1.B.2 **Airport name:** Kalamazoo/Battle Creek International Airport

VII.1.B.3 **Number of commercial air carriers available at the airport:** 9

VII.1.B.4 **Average round trip commuting time to work:** 31 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

	Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time			
VII.1.C.1	Swimming pool	Battle Creek YMCA Center	1	0	Hrs.	10	Min.
VII.1.C.2	Movie theater	Towne Cinemas (Quad)	5	0	Hrs.	15	Min.
VII.1.C.3	Public golf course	Binder Park Municipal	8	0	Hrs.	25	Min.
VII.1.C.4	Bowling lane	Springfield Lanes	2	0	Hrs.	10	Min.
VII.1.C.5	Boating	Goguac Lake	4	0	Hrs.	12	Min.
VII.1.C.6	Fishing	Goguac Lake	4	0	Hrs.	12	Min.
VII.1.C.7	Zoo	Binder Park Zoo	6	0	Hrs.	15	Min.
VII.1.C.8	Aquarium	Shedd Aquarium, Chicago ILL	150	3	Hrs.	00	Min.
VII.1.C.9	Family theme park	Michigan Adventure Park, Muskegon MI	125	3	Hrs.	00	Min.
VII.1.C.10	Professional sports	Joe Lewis Arena, Detroit MI	100	2	Hrs.	00	Min.
VII.1.C.11	Collegiate sports	Michigan State University, Lansing MI	45	1	Hrs.	30	Min.

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VII.1.C.12	Camping facilities	Camper Village, Athens MI	15	0	Hrs.	45	Min.
VII.1.C.13	Beaches (lake or ocean)	Willard Beach (Goguac Lake)	4	0	Hrs.	12	Min.
VII.1.C.14	Outdoor winter sports	Binder Park	6	0	Hrs.	15	Min.

VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):

LAkeview Square Mall, Battle Creek MI 0 hrs 15 min (5 Miles)

VII.1.E Nearest Metropolitan center (population in excess of 100,000):

Kalamazoo MI 0 hrs 35 min (20 Miles)

Local area crime rate:

VII.1.F.1 Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.) 1621

VII.1.F.2 Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.) 8434

2. Education

VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 30 to 1

VII.2.B Local high schools offer a four-year English program.

VII.2.B Local high schools offer a four-year Math program.

VII.2.B Local high schools offer four-year Foreign Language programs.

VII.2.C Local high schools offer an Honors program.

VII.2.D 88.0 percent of high school students go on to either a two- or four-year college

VII.2.E There are opportunities for off-base education within 25 miles of the base.

VII.2.E.1 Opportunities for off-base VOCATIONAL/TECHNICAL TRAINING provided by the following institutions:

Battle Creek Vocational Ed. Ctr & Regional Mfgr Te

VII.2.E.2 Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:

Western MI U., Mich. State U., Kellogg Comm Col.

VII.2.E.3 Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:

Western MI U., Mich State U.

3. Spousal Employment

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VII.3.A **50.0 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **100.0 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **5.6 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **5.7 percentage rate of job growth in the local area (Department of Labor Stastics)**

4. Local Medical Care

VII.4.A	**Current ratio of active, non-federal physicians in the community:**	4.0 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	24.0 beds/1000 people

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Section VIII

1. Air Quality - Clean Air Act

VIII.1.A **Air Quality Management District for the base:** South Central Michigan AQCR 125

VIII.1.B **The base is located within a maintenance or non-attainment area for specific pollutants.**

VIII.1.B.1 **No pollutants in maintenance**

VIII.1.B.2 **Non-attainment area regulated pollutant(s) and severity:**

Ozone	Marginal

VIII.1.C **There are NO critical air quality regions within 100 kilometers of the base**

(Critical air quality regions are non-attainment areas, national parks, etc.)

VIII.1.D **On- or off-base activities have NOT been restricted or delayed due to air quality considerations.**

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

VIII.1.D.1 **The base has NOT been required to impliment emissions reduction through special actions**

(i.e. carpooling or emissions credit transfer)

VIII.1.E **Restrictions placed on operations by state or local air quality regulatory agencies:**

VIII.E.1 Aerospace Ground Equipment (AGE):

E.1.a The state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

E.1.b The state or local air quality regulatory agency Requires permits for such units.

E.1.c No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

E.1.d The state or local air quality regulatory agency Requires retrofit controls for AGE.

VIII.E.2 Infrastructure Maintenance / Public Works

E.2.a The state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

E.2.b The state or local air quality regulatory agency Limits the hours of these activities.

E.2.c The state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

E.2.d The state or local air quality regulatory agency Requires emission offsets for these activities.

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VIII.E.3 Open Burn/Open Detonation

E.3.a The state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training

E.3.b The state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.

E.3.c No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.

E.3.d The state or local air quality regulatory agency Requires periodic emission testing.

VIII.E.4 Fire Training

E.4.a No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.

E.4.b No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

VIII.E.6 Emergency Generators

E.6.a The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

E.6.b The state or local air quality regulatory agency Limits the hours of emergency operation of generators.

E.6.c The state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergenct generators.

E.6.d The state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

E.6.d The state or local air quality regulatory agency Requires emission offsets.

VIII.E.7 Short-term Activities

E.7.a The state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).

E.7.b The state or local air quality regulatory agency Limits the operation for short-term activities.

E.7.c The state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.

E.7.d The state or local air quality regulatory agency Prohibits any short-term activities.

VIII.E.8 Monitoring

E.8 No state or local air quality regulatory agency Has continious emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

VIII.E.9 BACT/LAER

E.9 No state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

2. Water - Potable

VIII.2.A The base potable water supply is Local Community and the source is:

Municipal Supply (Aquifer)

VIII.2.B **There are no constraints to the base water supply.**

VIII.2.C **The base potable water supply does not constrain operations**

(Contamininants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

3. Water - Ground Water

VIII.3.A **Base or local community groundwater is contaminated.**

VIII.3.A.1 **Nature of contamination.** Solvents

VIII.3.A.2 **The contaminated groundwater is Not a potable water source.**

VIII.3.B **The base is Not actively involved in groundwater remediation activities.**

VIII.3.C **3 water wells exist at the base.**

VIII.3.D **No wells have been abandoned.**

4. Water - Surface Water

VIII.4.A **There No perennial bodies of water located on base.**

VIII.4.A.2 **These bodies do Not receive water runoff or treated wastewater discharge from the base.**

VIII.4.A.3 **The base is Not located within a specified drainage basin.**

VIII.4.B **Special permits are required as follows:**

DNR permits req. for known contaminating facilities (eg paint booths)

(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

VIII.4.C **There is No known contamination to the base or local community surface water**

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5. Wastewater

VIII.5.A **Base wastewater is treated by Local Community facilities.**

VIII.5.C **There are No discharge violations or outstanding open enforcement actions pending.**

6. Discharge Points / Impoundments

VIII.6.A **Describe the National Pollutant Elimination System permits in effect:**

Permit to discharge non-contact Air Conditioning coolant water into the Battle Creek River via city storm sewer.

VIII.6.B

The Battle Creek Federal Center waste water is treated by the City of Battle Creek

VIII.6.C **The base has No discharge impoundments.**

VIII.6.D **There are no discharge violations or outstanding discharge open enforcement actions pending.**

7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A **100.0 percent of facilities have been surveyed for asbestos.**

VIII.7.A.1 **95.0 percent of the facilities surveyed are identified as having asbestos.**

VIII.7.A.2 **0 facilities are considered regulated areas or have restricted use due to friable asbestos.**

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8. Biological - Habitat

VIII.8.A There are No ecological or wildlife management areas ON the base.

There are No ecological or wildlife management areas ADJACENT TO the base.

VIII.8.A.1 Natural areas on or adjacent to the base are not recognized as important ecological sites.

VIII.8.B No critical/sensitive habitats have been identified on base .

VIII.8.C The base does not have a cooperative agreement for conducting a hunting and fishing program.

Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.

9. Biological - Threatened and Endangered Species

VIII.9.A There are No Threatened or endangered species identified on the base.

VIII.9.B There are No Special Concern species identified on the base.

10. Biological - Wetlands

VIII.10.A There are No wetlands, estuaries, or other special aquatic features present on the base.

VIII.10.A.2 The base is Not involved in jointly-managed programs for protection of these resources.

VIII.10.B The base has Not been surveyed for wetlands in accordance with established federally approved guidelines.

VIII.10.C No part of the base is located in a 100-year floodplain.

VIII.10.D The presence of these resources does Not constrain current or future construction activities or operations.

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11. Biological - Floodplains

VIII.11.A **There are No floodplains on the base.**

12. Cultural

VIII.12.A **No historic,prehistoric, archaeological sites or other cultural resources are located on the base.**

VIII.12.B **95 percent of the buildings on base are over 50 years old.**

VIII.12.C **Historic Landmark/Districts, or properties listed in the National Register of Historic Places (NRHP) located on base:**

Bldgs 2, 2A, B, & C

VIII.12.C.1 **No properties have been determined to be or may be eligible for the NRHP.**

VIII.12.C.2 **Buildings and structures have not been surveyed for Cold War or other historical significance.**

VIII.12.D **The base has Not been archeologically surveyed.**

VIII.12.D.1 **Not Applicable.**

VIII.12.D.2 **No archeological sites have been found.**

VIII.12.D.3 **No archeological collections are housed on base.**

VIII.12.D.4 **No Native Americans or others use/identified sacred areas or burial sites on or near base.**

VIII.12.E **The base has no agreements with historic preservation agencies.**

Agreements include Programmatic Agreements and Memorandum of Agreements.
Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

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13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has Not been performed.

VIII.13.B The installation is Not a National Priority List (NPL) site nor proposed as an NPL site.

VIII.13.C There are no existing Federal Agency Agreements to clean up the base.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There are no known uncontrolled or unregulated occurrences of specific contaminate types or sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E No sites or SWMUs are currently being investigated and remediated pursuant to the RCRA.

SWMU - Solid Waste Management Units
RCRA - Resource Conservation and Recovery Act

VIII.13.F The IRP does Not currently restrict construction (siting) activities/operations on-base.

14. Compliance / IRP Costs ($000)

VIII.14.A

Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	$0.000 K	$0.000 K	$0.000 K	$0.000 K	$0.000 K
IRP	$0.000 K	$0.000 K	$0.000 K	$0.000 K	$0.000 K
Natural Resources	$0.000 K	$0.000 K	$0.000 K	$0.000 K	$0.000 K
Other(s) Specify:None					
Permits	$0.000 K	$0.000 K	$0.000 K	$0.000 K	$0.000 K

15. Other Issues

VIII.15.A There are no additional activities which may constrain or enhance base operations.

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16. Air Quality - Clean Air Act

VIII.16.A **Air Quality Control Area (AQCA) geographic region in which the base is located:**
Michigan South Central AQCR Region 125

VIII.16.B **Air quality regulatory agency responsible for the AQCA:.** Michigan Dept of Natural Resources, Air Quality Division, Jackson MI

VIII.16.B **Name and phone number of the AQCA program manager for issues pertaining to the base:**

Ms Dianne Kavanaugh, Analyst/Inspector (517)-780-7900

The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:

VIII.16.C.1 In Non-Attainment for Ozone

VIII.16.C.2 In Attainment for Carbon Monoxide

VIII.16.C.3 In Non-Classifiable for Particulate matter (PM-10)

VIII.16.C.4 In Attainment for Sulfur Dioxide

VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx)

VIII.16.C.6 In Non-Classifiable for Lead

VIII.16.C.7 **The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT**

VIII.16.D.1 **Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located:**

VIII.16.D.2 **Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:**

VIII.16.D.3 **Ozone % of NAAQS can not be computed**

VIII.16.D.4 **Carbon monoxide % of NAAQS can not be computed**

VIII.16.E.1 **The EPA-designated severity of nonattainment for OZONE is Marginal**

VIII.16.E.2 **Michigan South Central AQCR Region 125**

VIII.16.E.3

VIII.16.E.4 **The base is Not in a rural transport area**

VIII.16.E.5 **The EPA has Not proposed that the AQCA severity of nonattainment for OZONE be redesignated**

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Section IX

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950216-2

FROM: CHANGARIS, JAMES	TO: LYLES, DAVID
TITLE: CHAIRMAN	TITLE: STAFF DIRECTOR
ORGANIZATION: BEALE AFB RETENTION COMM	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED: BEALE AIR FORCE BASE	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER			
STAFF DIRECTOR	✓			COMMISSIONER			
EXECUTIVE DIRECTOR	✓			COMMISSIONER			
GENERAL COUNSEL				COMMISSIONER			
MILITARY EXECUTIVE				COMMISSIONER			
				COMMISSIONER			
DIR./CONGRESSIONAL LIAISON	✓			COMMISSIONER			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

PROVIDING INFO CONCERNING PERCENTAGE of TOTAL CONSTRUCTION AND PAYROLL DOLLARS IN YUBA CITY MET. AREA GENERATED BY BEALE AFB.

File in Beale AFB

Due Date:	Routing Date: 950216	Date Originated: 950211	Mail Date:

Beale Military Liaison Committee

Febraury 11, 1995

Please refer to this number when responding 950216-2

General Thomas S. Moorman
Vice Chief of Staff
United States Air Force
1670 Air Force, Pentagon
Washington, DC 20330-1670

Dear General Moorman:

At our meeting at the Pentagon last December you inquired if we had information concerning what percentage of the total construction dollars and the total payroll dollars in the Yuba City Metropolitan Statistical Area were generated at Beale Air Force Base. I had a difficult obtaining the information and I apologize for not getting it to you sooner.

The enclosed information is for the years 1992-1993 because the latest information we were able to obtain from Beale was for the fiscal year ending September 30, 1993. We understand that the information at Beale for the following fiscal year will be published soon. We trust the enclosed is the information that you inquired about.

Very truly yours,

James G. Changaris
Chairman, Beale AFB
Retention Committee

JGC/jc
Enclosure
cc: Mr. Robert Bayer
Mr. David Lyles
Mr. James F. Boatright
Mr. Francis A. Cirillo, Jr.

P. O. Box 1808 Yuba City, CA 95992

SUTTER COUNTY
ECONOMIC DEVELOPMENT

ADMINISTRATIVE OFFICE
1160 CIVIC CENTER BLVD., SUITE G
YUBA CITY, CALIFORNIA 95993
(916) 741-7261 FAX (916) 741-7109

February 2, 1995

Jim Changaris, Chairman
Beale Retention Committee
878 Richland Rd.
Yuba City CA 95991

Dear Mr. Changaris:

This correspondence is a response to your request for amended total construction valuations and payroll comparisons for Beale AFB vs. the Yuba-Sutter Metropolitan Statistical Area (MSA) for fiscal 1992 - 1993.

The total construction valuation for the Yuba-Sutter MSA, inclusive of the public and private sectors for fiscal 1992 - 1993 (October 1, 1992 and ending September 30, 1993) is as follows:

TOTAL CONSTRUCTION Public and Private
$281,565,000

TOTAL CONSTRUCTION - Beale AFB
$23,875,511

Total construction at Beale AFB represents approximately 8.5% of all the construction activity in the Yuba-Sutter MSA during fiscal 1992 - 1993.

Payroll for the Yuba-Sutter MSA, both public and private:
$745,039,298

Payroll at Beale AFB
* $119,259,102

Beale AFB represents approximately 16% of total payroll, both public and private, in the Yuba-Sutter MSA for fiscal year 1992 - 1993.

* (This figure is amended and adjusted upwards to reflect actual rather than factored payroll numbers for Beale AFB fiscal 1992-93.)

This information was compiled through data that was provided by the Construction Industry Research Board Dodge Report detailing contracts for new editions and major alteration projects for public entities in the State of California, as well as, private sector information provided by the Construction Industry Research Board.

Payroll data was provided by the California Department of Finance and the California Employment Development Department/Job Service, Linda Rogers and Diane Gillmore account analysts.

Payroll data was compiled from County Business Patterns reports as generated by the US Dept. of Commerce and the Bureau of Labor Statistics, as well as, public sector payrolls as generated by reporting units of local government, school districts, and public agencies. All total construction and payroll information includes Beale AFB reported data.

If you have any further questions with regard to the economic impact of Beale AFB or economic comparative data, please do not hesitate to call.

Sincerely,

GREGG GOODWIN
Economic Development Director, Yuba and Sutter Counties

a:changaris.#2

Document Separator

City of Rocklin

February 10, 1994

3970 Rocklin Road
P.O. Box 1138
Rocklin, CA 95677
(916) 632-4000
TDD 632-4013

Mr. Matthew P. Behrmann
Staff Director
Defense Base Closure and Realignment Commission
1625 K Street, N.W., Suite 400
Washington, D.C. 20006-1604

Please refer to this number when responding 940316-6

Dear Mr. Behrmann:

As Mayor of the City of Rocklin, a neighboring community to Beale Air Force Base, I would like to emphasize to you the importance of keeping Beale Air Force Base at least at its current level of operation and of its potential to increase its scope of operations. Beale is one of the major economic contributors in Yuba County and in the central Sacramento Valley area. With its inventory of usable land available for expansion of about 9,000 acres, Beale must be considered a primary location for the development or relocation of Air Force operations.

California has been severely impacted over the last several years due to the large number of base closures throughout the state and the cutbacks in defense related industries. These factors along with the several natural disasters occurring recently in the state are taxing the resources of the populace as we attempt to recover from the economic recession. Maintaining or expanding the operations at Beale Air Force Base will be a major factor in sustaining economic recovery in our area.

The base has always maintained a cooperative attitude in its dealings with the surrounding area and has always been a good neighbor. The local entities supporting the base have made commitments to develop and maintain the necessary infrastructure in support of the base's operations.

I urge you to pledge your support for the continued operation and potential expansion of Beale Air Force Base.

Sincerely,

George A. Magnuson
Mayor

GAM:mc

DON McCULLOUGH
DODGE, CHRYSLER, PLYMOUTH, INC.
P.O. BOX D • 424 F STREET
MARYSVILLE, CALIFORNIA 95901

Dodge
Dodge Trucks

CHRYSLER
Plymouth

February 16, 1994

Mr. Matthew P. Behrmann, Staff Director
Defense Base Closure and Realignment Comm
1625 K Street, N.W., Suite 400
Washington, D. C. 20006-1604

Please refer to this number
when responding 940316-6

Dear Mr. Behrmann;

Re: Beale AFB expansion and retention - State of California - Yuba County

As a local merchant and active, participating community member, I am writing this letter to urge your support in the expansion and retention of Beale Air Force Base, California, north of Sacramento, in Yuba County.

The following facts should be kept in mind:

Beale is the only West Coast Air Combat Command Base with 23,000 acres of land and has 9,000 acres available for expansion;

Excellent flying weather year-round and is free of encroachment with unobstructed air space;

Vital U-2 reconnaissance mission flying world wide keeping our intelligence communities up-to-date. Substantial infrastructure on the Base supports U-2 as well as KC-135 flying operations. Its presently capable of handling much more. The Global Operations Center provides 24 hour communications world wide. Beale has a state-of-the-art digitalized fiber-optics communications infrastructure capable of supporting any future growth;

Yuba County has a written commitment to keep Beale Air Force Base free from land and air encroachment. An abundant supply of water has been reserved by Yuba County Water Agency to serve the future needs of Beale.

Local communities have and continue to maintain a close and cooperative working relationship with Beale for more than 50 years. The economic impact of Beale on the community is a big consideration and factor in decision making.

With these facts in mind, I trust that you, too, will see the vital importance that keeping Beale and expanding it is a must to our economic growth and stability.

Thank you.

Sincerely,

Donald E.McCullough, President

Feb. 27, 1994
Red Bluff, CA.

Please refer to this number when responding 940316-6

Mr. Matthew P. Behrmann
Base Closure and Realignment Commission
1625 K St. N.W. Suite 400
Washington, D.C. 20006-1604

Dear Mr. Behrmann:

I have just heard there is a possibility that Beale Air Force Base near Marysville, CA., may be in line for closing.

I need to know your thoughts as I have just sold my home here in Red Bluff and planned a move to the Marysville area to be near the base as I am retired Navy.

I can hardly believe the base would be closed:

The community is in full support of the base.
There are 23,000 acres with some 9,000 to 10,000 left for development.
Located where it is, the weather is so perfect for year around flying, and
I understand the community will supply it with water, and has promised to keep buildings, etcs. away.

I would appreciate knowing if there is any chance this fine base might be closed. If so, my plans will have to be changed, as I had thought Beale would be the last base in the state, and perhaps the West to be closed, as it is such a valuable base, with so much room for expansion.

Very Respectfully,

Theodore S. Storck
Commander, USNR (ret)
15050 Pepper Tree Lane
Red Bluff, CA. 96080

Sutter/Yuba County Employees Association
970 Clark Avenue, Yuba City, CA 95991 (916) 674-0185 FAX (916) 674-0477

January 27, 1994

Mr. Matthew P. Behrmann
Defense Base Closure and Realigment Com.
1625 K. Street, N.W., Suite 400
Wash., DC 2006-1604

Please refer to this number
when responding 940401-4

Dear Mr. Behrmann:

Our organization encourages the retention and expansion of Beale Air Force Base located in northern California. The Sutter/Yuba community has appreciated a long and cooperative relationship with the Air Force and previously the Army. A relationship we wish very much to continue.

California has been particularly adversely impacted over the last four years by disproportionate base closures which together with major defense industry cutbacks and has resulted in a lasting recession in California while the rest of the country is showing signs of recovery.

I wish to assure you as the representative of nearly 900 members of the community and an active participant in the Chamber of Commerce that Beale Air Force Base is both welcome and wanted in our "back yard".

Sincerely,

Gary Stucky
Executive Director

CC: Honorable Vic Fazio
Honorable Wally Herger
Honorable Dianne Feinstein
Honorable Barbara Boxer
Honorable Sheila Widnall
General Merrill A. McPeak
General John Michael Loh
Mr. James F. Boatright

Document Separator

Sutter North Medical Group

[illegible]
[illegible]

[illegible] Third Street
Marysville
CA [illegible]
[illegible]

February 15, 1994

Mr. Matthew P. Behrmann
Staff Director
Defense Base Closure and
Realignment Commission
Washington, DC 20006-1604

Please refer to this number
when responding 940308-1

Dear Mr. Boatright:

I am writing in the capacity of President of Sutter North Medical Group and representative of thirty-seven healthcare providers to urge you to work for both retention and expansion of the services at Beale Air Force Base.

As you are aware, Beale Air Force Base has 23,000 acres of land with 9,000 acres available for expansion. It enjoys excellent flying weather year-round and is free of encroachment with unobstructed air space. Yuba County has a written commitment to keep Beale Air Force Base free from land and air encroachment. An ample supple of water has been reserved by Yuba County Water Agency to serve the future needs of Beale.

The Global Operations Center at Beale provides 24 hour communications world-wide. Beale has a state-of-the-art digitalized fiber-optics communications infrastructure capable of supporting future growth.

Yuba City, Marysville, and the local communities have enjoyed a close and cooperative working relationship with Beale for more than fifty years. Sutter North Medical Foundation/Group (formerly Marysville Medical Group) has been active in the Yuba-Sutter county area for almost forty years and we respectfully request that you strive to keep Beale Air Force Base an integral and viable facility.

Sincerely,

Robert H. Wright, Jr., M.D., FACS
President/Medical Director

RHW/jh

Sutter North
Medical Foundation

A Sutter Health
Affiliate

501 Third Street
Marysville
CA 95901-5550
(916) 741-8500

February 15, 1994

Mr. Matthew P. Behrmann
Staff Director
Defense Base Closure and
Realignment Commission
1625 K Street, N.W., Suite 400
Washington, D.C. 20006-1604

Please refer to this number
when responding 940208-1

Dear Mr. Behrmann:

I am writing to urge you to work for both retention and expansion of the services at Beale Air Force Base.

As you are aware, Beale Air Force Base has 23,000 acres of land with 9,000 acres available for expansion. It enjoys excellent flying weather year-round and is free of encroachment with unobstructed air space. Yuba County has a written commitment to keep Beale Air Force Base free from land and air encroachment. An ample supply of water has been reserved by Yuba County Water Agency to serve the future needs of Beale.

The Global Operations Center at Beale provides 24 hour communications world-wide. Beale has a state-of-the-art digitalized fiber-optics communications infrastructure capable of supporting future growth.

Yuba City, Marysville, and the local communities have enjoyed a close and cooperative working relationship with Beale for more than fifty years. Sutter North Medical Foundation/Group (formerly Marysville Medical Group) has been active in the Yuba-Sutter county area for almost forty years and we respectfully request that you strive to keep Beale Air Force Base an integral and viable facility.

Sincerely,

Ross S. Gassaway
Executive Director

RSG/kl

Sutter/Yuba County Employees Association
970 Clark Avenue, Yuba City, CA 95991 (916) 674-0185 FAX (916) 674-0477

January 27, 1994

Honorable Sheila Widnall
Secretary of the Air Force
Pentagon, Room 4E871
Washington, DC 20330

Please refer to this number
when responding 940308-1

Dear Honorable Widnall:

Our organization encourages the retention and expansion of Beale Air Force Base located in northern California. The Sutter/Yuba community has appreciated a long and cooperative relationship with the Air Force and previously the Army. A relationship we wish very much to continue.

Beale Air Force Base clearly offers excellent conditions for the military operations currently executed there and excellent opportunities for other missions.

I wish to assure you as the representative of nearly 900 members of the community and an active participant in the Chamber of Commerce that Beale Air Force Base is both welcome and wanted in our "back yard".

Sincerely,

Gary Stucky
Executive Director

CC: Honorable Vic Fazio
Honorable Wally Herger
Honorable Dianne Feinstein
Honorable Barbara Boxer
General Merrill A. McPeak
General John Michael Loh
Mr. James F. Boatright
Mr. Matthew P. Behrmann

Four Seasons Deli
CUSTOM CATERING
426 B ST. MARYSVILLE, CA 95901 (916) 743-8221

Mr. Matthew P. Behmann
Staff Director
Defense Base Closure and
Realignment Commission
1625 K St. N.W. Suite 400
Washington, D.C. 20006-1604

Please refer to this number
when responding 940304-1

Feb. 9, 1994

This letter is written in support of the retaining Beale Air Force Base. This is based many aspects of which I want to only mention 2 aspects.

The relationship they have to the community is very close. Many of the people become very envolved with the community while they are in the service and many stay here after they get out and become avaluable part of our community. Economically they are a significant part of us. In my small business of 5 there are 3 that either were or are part of BAFB. We are probally not that unique. They like our community and we like them.

It would also appear that their physical location regarding weather and future growth are very good. They are close enough to be a part of the community but far enough away tonot be a problem.

There is a need to reduce but Beale Air Force Base should be very far down on the list.

Sincerely,

Don Kindell

Document Separator

Office Of The City Administrator
ALAN J. BENGYEL

526 "C" Street • P.O. Box 150 • Marysville, CA 95901 • (916) 741-6633

January 12, 1994

Mr. Matthew P. Behrmann
Staff Director
Defense Base Closure and
Realignment Commission
1625 "K" Street, N.W., Suite 400
Washington, DC 20006-1604

Please refer to this number
when responding 940126-3

Dear Mr. Behrmann:

This letter is being submitted in support of the expansion and retention of Beale Air Force Base.

With over 9,000 acres of land available for development, excellent flying weather year round, and a legal commitment from Yuba County to keep Beale free from encroachment, the possibilities and potential for this installation is unlimited.

The State of California has already been adversely impacted over the last four years by disproportionate base closures, which together with major defense industry cutbacks, has resulted in a lasting recession in California while the rest of the country is showing signs of recovery. I would hope that the City of Marysville would not suffer the same ominous impacts as some of the other cities of California.

The 4,000 military and civilian personnel provide an economic impact to our community that is extremely vital and necessary.

Beale Air Force Base has and will always have continued support in the community and as a logistic decision, should be the headquarters of the Twelfth Air Force due to its non-encroachment protection currently not available in Tucson, Arizona. Thank you for your consideration regarding the future of Beale Air Force Base.

Sincerely,

Alan J. Bengyel
City Administrator

cc: Beale Liaison Chairperson

Police Department • P.O. Box 670 • Marysville, CA 95901 • (916) 741-6611

JOHN M. SIMPSON
CHIEF OF POLICE

January 12, 1994

Mr. Matthew P. Behrmann, Staff Director
Defense Base Closure and Realignment Commission
1625 K Street, N.W., Suite 400
Washington, DC 20006-1604

Dear Mr. Behrmann:

This letter is written to show my complete support for Beale Air Force Base, and to urge that it continue to be a vital part of our community. As chief of police I can honestly say that Beale Air Force Base is not a problem to law enforcement; in fact it is and always has been a resource for us.

Beale, to my understanding, is unique in that it has room to expand its operations and at the same time not adversely impact the surrounding communities. The weather in this area is conducive to good flying year around. There are no harsh winters here and the air is clean for good visibility. While the economy that Beale brings to our area is very important, so are the people who live among us. We have Beale personnel and their families as neighbors, friends and members of our churches; all of this is important.

Having lived on or near military installations throughout the United States, I can truly say that Beale is the one place that is 100% part of the community. Losing Beale would be like losing a large part of our family.

Again, I support the continued use of Beale Air Force Base as the best military installation in California.

Very truly yours,

JOHN M. SIMPSON
CHIEF OF POLICE

JMS:ld
cc:file

CITY OF MARYSVILLE

526 "C" Street • P.O. Box 150 • Marysville, CA 95901

Dept. of Public Works 741-6644
Planning Dept. 741-6607

January 12, 1994

Mr. Matthews P. Behrmann
Staff Director
Defense Base Closure and
Realignment Commission
1625 K Street, N.W., Suite 400
Washington, DC 20006-1604

Dear Mr. Behrmann:

Beale Air Force Base and the City of Marysville, California, have and will continue to work closely towards the successful accomplishment of the Base's mission. To this end, the elected officials of the City of Marysville and City staff have developed both short and long range plans designed to insure the continued viability of Beale Air Force Base and the critical role Beale plays in our national defense.

Beale Air Force Base is in the enviable position of having literally thousands of acres of free and unobstructed air space unhampered by encroaching urbanization or conflicting land use policies. Adopted land use plans and policies encourage the Base's mission and future expansion. The City of Marysville Planning Office maintains a continuing dialogue with Beale Air Force base facility planners to insure that City land use plans do not conflict with both short and long term Base needs.

A significant portion of the Base military and civilian personnel live in Marysville. In Marysville, and the surrounding communities, Beale personnel can find an abundant supply of affordable housing in a range of prices that meet off-base housing needs.

Beale obviously plays a significant role in the City of Marysville revitalization efforts. To this end, the City is successfully working towards bringing a mix of shopping and entertainment experiences that will meet Beale personnel needs. In fact, the sports entertainment center scheduled to open in May, 1994, has opened a direct dialogue with Beale personnel.

The City of Marysville Planning Office and Redevelopment Agency are committed to working successfully with Beale Air Force Base and it's personnel.

Sincerely,

Ed Palmeri
City Planner/Redevelopment Director

ERP:jls

cc: Beale Liaison Committee

CITY OF MARYSVILLE

526 "C" Street • P.O. Box 150 • Marysville, CA 95901

Dept. of Public Works 741-6644
Planning Dept. 741-6607

January 12, 1994

Mr. Matthews P. Behrmann
Staff Director
Defense Base Closure and
Realignment Commission
1625 K Street, N.W., Suite 400
Washington, DC 20006-1604

Dear Mr. Behrmann:

As Public Works Director for the City of Marysville, I would desire to show my support in the effort to retain Beale Air Force Base as an active mission Base. Because of the available land within the Base perimeter, Base expansion should be reviewed.

This Base has been a vital part of our community both economically and in community relations since it's inception as Camp Beale. The City of Marysville, other local jurisdictions and Beale work closely together in many endeavors.

Beale is in a unique position in that it is located in a sparsely populated area, has excellent weather conditions, has available land for growth and has available housing within a twenty mile radius of the Base. Beale personnel are a major part of our communities. The economic impact Beale has on our communities is of extreme importance and the personal impact is as great.

Beale personnel are a vital part of my Public Works and Recreation organization. They volunteer help in my recreation programs, are hired as temporary help as officials within our sports programs (majority are Beale personnel), and some retirees are presently full-time employees. Most Beale personnel feel Marysville is their second home as is shown by the number of retirees making Marysville their choice for retirement.

This community would sustain a great personal and economic loss if it were to lose Beale Air Force Base to a base closure. I support the continued use of Beale as a mission and support Base.

Sincerely,

Benjamin J. Bramer II
Public Works Director

BJB:jls

cc: Beale Liaison Committee

Document Separator

City
of
YUBA CITY

January 18, 1994

Please refer to this number
when responding 940203.3

Mr. Matthew P. Behrmann
Staff Director
Defense Base Closure and Realignment Commission
1625 "K" Street NW, Suite 400
Washington, D.C. 20006-1604

Dear Mr. Behrmann:

As Mayor of the City of Yuba City I would like to convey my strong endorsement for maintaining Beale Air Force Base as an Air Combat Command facility in Yuba County. Beale currently is the only West Coast Air Combat Command with 23,000 acres of land and 9,000 acres available for expansion.

Beale Air Force Base has long received strong community support in protecting air space and cooperative working relationships to assure that Beale's needs are met from the civilian population. Beale has excellent flying weather and could easily accommodate additional missions.

As you know, California has been severely impacted over the last two or three years with a disproportionate share of base closures and major defense industry cutbacks. Closing Beale Air Force Base at this time would have a devastating impact on our local economy which already experiences double digit unemployment.

I strongly encourage your support for keeping Beale as a key asset in our overall military mission.

Sincerely,

Dennis C. Nelson
Mayor

/nf

1201 CIVIC CENTER BOULEVARD • YUBA CITY, CALIFORNIA 95993 • (916) 741-4601

City
of
YUBA CITY

January 20, 1994

Please refer to this number
when responding 940203 3

Mr. Matthew Behrmann
Staff Director
Defense Base Closure and Realignment Commission
1625 "K" Street NW, Suite 400
Washington, D.C. 20006-1604

Dear Mr. Behrmann:

As an involved member of the community and Councilwoman for the City of Yuba City I am very concerned about the possibility of losing Beale Air Force Base as a result of the military's downsizing. In Yuba County Beale enjoys its spacious 23,000 acres and has the availability of 9,000 more for expansion. Its flying weather is second to none and it is free of encroachments. Beale Air Force Base thrives in ideal circumstances in its present location.

The Yuba Sutter community has great pride in its Beale neighbors and their role in the military mission. We are also very conscious and appreciative of Beale's economic contribution to our well-being. Its removal would be a shattering blow to our economy and one we can ill afford given our double digit unemployment. Recovery would be slow at best and realistically questionable.

I urge your strong support in influencing not only the retention of Beale Air Force Base at its present location and mission but in expanding its assignments as well.

Sincerely,

Pat Hearne

Pat Hearne
Councilwoman

/nf

1201 CIVIC CENTER BOULEVARD • YUBA CITY, CALIFORNIA 95993 • (916) 741-4601

City
of
YUBA CITY

January 20, 1994

Please refer to this number
when responding 940203-3

Mr. Matthew Behrmann
Staff Director
Defense Base Closure and Realignment Commission
1625 "K" Street NW, Suite 400
Washington, D.C. 20006-1604

Dear Mr. Behrmann:

In the aftermath of the earthquake Angelinos are saying, "Los Angeles has four seasons: riot, flood, fire and earthquake." It is true that in just a few short years California has been prey to ***all*** those devastating acts. But that is not enough. These acts of politics and Mother Nature are compounded by California's disproportionate number of base closures and defense industry cutbacks which have resulted in its continued recession. Recovery appears to be happening nationwide but California has yet to glimpse it.

With a population of 31 million, California is the home of about 12.5% of all Americans. I believe this makes a very sound case for doing whatever is possible to protect California from further ravaging. I urge your strong support in influencing not only the retention of Beale Air Force Base at its present location and mission but in expanding its assignments as well. Beale enjoys 23,000 unencroached acres and has 9,000 more available, and its flying weather is second to none.

Sincerely,

Sandra M. Hilliard

Sandra Hilliard
Councilwoman

/nf

1201 CIVIC CENTER BOULEVARD • YUBA CITY, CALIFORNIA 95993 • (916) 741-4601

JIM STEVENS
TREASURER AND TAX COLLECTOR

COUNTY OF SUTTER
OFFICE BUILDING 463 SECOND STREET
P.O. BOX 546
YUBA CITY, CALIFORNIA 95992
(916) 741-7117

January 19, 1994

Mr. Matthew P. Behrmann
Staff Director
Defense Base Foreclosure
and Realignment Commission
1625 K. Street, N.W., Suite 400
Washington, DC 2006-1604

Please refer to this number
when responding 940203-3

Dear Sir:

As a citizen, elected official, and an active member of the Chamber of Commerce, I am cognizant of the many attributes attributed to the military presence of Beale Air Force Base in our community.

Of major importance is the dependency of the community on the economic base provided by 3,500 military and 400 civilian employees. As the single largest employer in our community, the retention and expansion of Beale retains precedence among community leaders and the citizenry they represent.

The presence of Beale has instilled a sense of pride in our community that is unequaled. The mutual support and respect that we have shared for some 50 years remains the nucleus of our valued alliance.

These qualities are not easily attainable and their significance should be recognized in the event that Beale becomes a candidate for future base closures.

I want to assure you that Beale Air Force Base is welcome in our community and will continue to receive our widespread support.

Respectfully submitted,

Jim Stevens

Document Separator

THE
FREMONT-RIDEOUT
HEALTH GROUP

Please refer to this number
when responding 940218-6

January 31, 1994

Mr. Matthew P. Behrmann
Staff Director
Defense Base Closure & Realignment Commission
1625 K Street, NW Suite 400
Washington, DC 20206-1604

Dear Mr. Behrmann,

I am writing to lend my support to your positive consideration for expansion and retention of Beale AFB in rural California. As chief executive officer of the bi-county area's two not-for-profit hospitals, I can attest to the mutual interdependence between the base and the wider community. In fact, many of our own employees are the spouses of military personnel.

In addition to its vital contribution to the local economy, Beale AFB offers this country important strategic resources as the only Air Combat Command base on the west coast. As you examine the future of military bases, we encourage you to consider retaining if not expanding Beale.

Yours truly,

Thomas P. Hayes

THOMAS P. HAYES
Chief Executive Officer

ADMINISTRATION
989 Plumas Street
Yuba City, CA 95991
916/751-4010

RIDEOUT MEMORIAL HOSPITAL
726 Fourth Street
Marysville, CA 95901
916/749-4300

FREMONT MEDICAL CENTER
970 Plumas Street
Yuba City, CA 95991
916/751-4000

THE FOUNTAINS
1260 Williams Way
Yuba City, CA 95991
916/674-4020

FREMONT-RIDEOUT FOUNDATION
989 Plumas Street
Yuba City, CA 95991
916/751-4280

FREMONT-RIDEOUT HOME HEALTH
319 G Street
Marysville, CA 95901
916/749-4386

VALLEY HOSPICE
319 G Street
Marysville, CA 95901
916/749-4368

989 Plumas Street
Yuba City, CA 95991
916/751-4010

COUNTY OF SUTTER
OFFICE OF THE
SHERIFF / CORONER
PUBLIC ADMINISTRATOR
1077 Civic Center Blvd.
Yuba City, CA 95993

ARTHUR R. BRANDWOOD
SHERIFF / CORONER
PUBLIC ADMINISTRATOR

JAMES C. DENNEY
UNDERSHERIFF
OPERATIONS

(916) 741-7312
(916) 741-7307
(916) 741-7311

FAX
(916) 741-7318

January 27, 1994

Please refer to this number when responding 940218-5

Mr. Matthew P. Behrmann
Staff Director
Defense Base Closure and
Realignment Commission
1625 K Street, N.W., Suite 400
Washington, DC 2006-1604

RE: **Expansion and Retention of Beale Air Force Base, California**

Dear Mr. Behrmann:

Please consider this letter as a show of support for Beale Air Force Base and its direct impact on the communities in the Yuba and Sutter County area.

The 3,500 military personnel assigned to Beale and the 400 civilian employees have a significant impact on the general commerce well being of our two-county area.

This community has always strongly supported Beale's presence in our area. First as a U.S. Army Base and then as an Air Force Base since 1958.

Beale's location on 23,000 acres of encroachment free land, unobstructed air space and excellent year round flying weather makes Beale an ideal location for long term military expansion in the area.

California has been severely impacted the last four years with disproportionate base closures and major defense industry cutbacks. Please don't let Beale and the local community become the next target.

Your consideration on this matter is greatly appreciated. Your support for the retention of Beale Air Force Base is respectfully requested.

Sincerely,

ARTHUR R. BRANDWOOD
SHERIFF-CORONER

BY: James C. Denney
JAMES C. DENNEY
UNDERSHERIFF

ARB:JCD:bb

People • Service • Environment
YUBA—SUTTER DISPOSAL, INC.

February 8, 1994

Please refer to this number
when responding 940218-4

The Honorable Wally Herger
House of Representatives
Rayburn Office Building
Washington, D.C. 20515

Dear Mr. Herger:

I am taking this opportunity to write you and others of the importance of maintaining Beale Air Force Base. As the third round of Base Closure draws near, I need not remind you of the disproportional base closures in California.

Beale has played an important role in world peace for over fifty years. With Beale's excellent flying weather, unobstructed airspace, a regional community commitment to protect and provide support, and 9,000 acres to expand, Beale Air Force Base should remain a top base for years to come.

It is essential you assist our community of retaining and expanding the missions at Beale Air Force Base.

Sincerely,

Yuba-Sutter Disposal, Inc.

Remo Scocci, Regional Manager

RS/td

cc: The Honorable Sheila Widnall, Secretary of the Air Force
General John Michael Loh, Commander, Air Combat Command
General Merrill A. McPeak, Headquarters U.S. Air Force
Mr. Matthew P. Behrmann, Staff Director, Defense Base Closure and Realignment Commission
Mr. James F. Boatright, Deputy Assistant Secretary U.S. Air Force

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City of YUBA CITY

PARKS & RECREATION DEPARTMENT

1201 CIVIC CENTER BOULEVARD YUBA CITY, CALIFORNIA 95993 (916) 741-4650

January 28, 1994

Mr. Matthew P. Behrmann
Staff Director
Defense Base Closure and
Realignment Commission
1625 K Street, N.W., Suite 400
Washington, DC 2006-1604

Please refer to this number when responding 940218-3

Dear Mr. Behrmann:

My first contact with Beale Air Force Base came eight years ago through my job as a Recreation Supervisor at the City of Yuba City. I had not lived in a community with a military base, but quickly learned the many benefits and resources provided. Many co-workers and employees had spouses working at Beale or had been employed by the military and had retired and settled in the Yuba-Sutter Area. I noticed that many participants in our classes and activities were military personnel or their dependents. I cannot begin to fathom the economic impact that would take place if a closure took place at Beale Air Force Base. Beale's existence plays a vital role in the well being of the local community. On a personal note, closure of Beale Air Force Base would have a direct impact on my family. My husband is employed on a part-time basis at Beale.

Throughout my service with the City of Yuba City, I have dealt often with Beale Air Force Base and their personnel. I can truly say, without reservation, that Beale has maintained a close and cooperative working relationship with local businesses and organizations.

When I look at the impact that other base closures have had on communities throughout the state of California I am truly concerned. I believe that California has been particularly adversely impacted over the last four years by disproportionate base closures which together with major defense industry cutbacks have resulted in a lasting recession in California while the rest of the country is showing signs of recovery.

In closing, I would like to once again implore you to take a look at what effect closing Beale Air Force Base would have on the local community. Please keep Beale Air Force Base open!

Very Sincerely,

Abbie Cesena

ABBIE CESENA
Recreation Supervisor

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 940218-2

FROM: MICHELLE "MIMI" MATHEWS	TO: MATT BEHRMANN
TITLE: FOURTH DISTRICT SUPERVISOR	TITLE: EXECUTIVE DIRECTOR
ORGANIZATION: COUNTY OF YUBA, CA.	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED: BEALE AIR FORCE BASE, CA.	

OFFICE OF THE CHAIRMAN	INFO COPY	ACTION COPY	INIT	COMMISSION MEMBERS	INFO COPY	ACTION COPY	INIT
CHAIRMAN COURTER	✓			COMMISSIONER BOWMAN			
STAFF DIRECTOR	✓			COMMISSIONER BYRON			
SPECIAL ASSISTANT				COMMISSIONER COX			
GENERAL COUNSEL				COMMISSIONER JOHNSON			
MILITARY EXECUTIVE				COMMISSIONER LEVITT			
				COMMISSIONER MCPHERSON			
DIR./CONGRESSIONAL LIAISON		✓		COMMISSIONER STUART			
PRESS SECRETARY				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
DIR./EXECUTIVE SECRETARIAT			JM	DEPUTY DIRECTOR OF R & A			
				ARMY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				NAVY TEAM LEADER			
CHIEF FINANCIAL OFFICER				AIR FORCE TEAM LEADER	✓	✓	
DIRECTOR OF TRAVEL				ISSUES TEAM LEADER			
SYSTEMS ADMINISTRATOR				COBRA MODEL ANALYST			
DIR./INFO SERVICES DIVISION				DATABASE ANALYST (GIS)			

TYPE OF ACTION REQUIRED

✓	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response (coordinate w/ Exec.Sec.)
	Offer Comments and/or Suggestions		FYI

Subject/Remarks:

WANTS TO KEEP BEALE AFB, CA. OFF THE CLOSURE LIST DUE TO IMPACT ON THE COUNTY / COMMUNITY.

Due Date: 3-4-94	Routing Date: 2-18-94	Date Received: 2-18-94	Mail Date:

BOARD OF SUPERVISORS

COUNTY OF SUTTER

1160 CIVIC CENTER BLVD.
YUBA CITY, CALIFORNIA 95993

(916) 741-7106

Please refer to this number
when responding 940218-7

January 26, 1994

Mr. Matthew P. Behrmann
Staff Director
Defense Base Closure and
Realignment Commission
1625 K Street, N.W., Suite 400
Washington, DC 2006-1604

Dear Mr. Behrmann:

I has been brought to may attention that the Congress and the United States Air Force are evaluating Air Force bases for expansion or closure nation-wide. This reminds me of just how important our local USAF facility, Beale Air Force Base (BAFB) is to the economy of the counties and communities surrounding the base and also how important BAFB must be to the USAF. Closure of Beale would have significant impact on local unemployment rates which seasonally reach as high as 17-20 percent.

As I am sure you know, BAFB has approximately 23,000 acres of land within its boundaries with 9,000 acres good for internal expansion. It is important to note that our neighbor, Yuba County, has made a written commitment to keep BAFB free from the negative aspects of civilian urbanization encroachment necessitating other base closures. Also, the Yuba County Water Agency has reserved a large quantity of water to serve Beale's future needs.

I am confident that you will consider the importance of BAFB to our economy; the importance of BAFB to current and future needs of our military; and the support our citizens have given and continue to give BAFB, when evaluating relative pros and cons of base closures.

Sincerely,

Dick Akin

Dick Akin
Sutter County Supervisor
District 5

MEMBERS OF THE BOARD

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DICK AKIN	DISTRICT 5	LONNA SMITH

REGULAR MEETINGS ARE HELD TUESDAY OF EACH WEEK

The County of Yuba

OFFICE OF THE BOARD OF SUPERVISORS

(916) 741-6461

February 9, 1994

Please refer to this number when responding 940218-2

Mr. Matthew P. Behrmann, Staff Director
Defense Base Closure and Realignment Commission
1625 K Street, N. W., Suite 400
Washington, DC 20006-1604

Dear Mr. Behrmann:

It is doubly important to keep Beale Air Force Base off the closure list due to the impact which would be created on Yuba County and constituents which I represent in the Fourth Supervisorial District.

Yuba County has planned ahead for the future of Beale Air Force Base. Yuba County has made a commitment not to encroach on the base's land and air space and local communities have and continue to maintain a close and cooperative working relationship with Beale for over fifty years.

The Yuba County Water Agency has reserved 3,000 acre feet of water to serve the future needs of Beale.

Beale is the only West Coast Air Combat Command base with 23,000 acres of land which includes 9,000 acres available for expansion.

Our community is committed to Beale Air Force Base and any assistance you can provide will be greatly appreciated.

Sincerely,

Michelle D. Mathews

Michelle "Mimi" Mathews
Fourth District Supervisor

MM:tlc

COURTHOUSE - 215 FIFTH STREET MARYSVILLE, CALIFORNIA 95901

City of YUBA CITY

June 7, 1994

Mr. Tom Houston
Staff Director
Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Please refer to this number when responding 940705-3

Dear Mr. Houston:

I am writing again on behalf of the City of Yuba City to encourage you to maintain Beale Air Force Base in Northern California as an integral part of the nation's defense system.

Beale Air Force Base offers virtually unparalleled opportunities and facilities, including unrestricted air space, a year-round flying environment, and 9,000 acres of undeveloped land for future expansion. Beale has been well managed with a proven environmental record which will allow for its ongoing use well into the 21st century, and it has an abundant water supply which will allow for continued growth on the undeveloped acreage.

Beale Air Force Base is surrounded with moderately priced housing stock and public services to support base personnel, and we are pleased to note that all neighboring jurisdictions have worked diligently to maintain a close, cooperative working relationship with the base and its personnel.

Beale's removal from its present Yuba County home would be a devastating blow to the Yuba-Sutter economy. California has already sacrificed the lion's share of the nation's base closures and, likewise, it has been the hardest hit with defense industry cutbacks. Please protect Yuba-Sutter and the State of California from further ravaging so that we, too, can experience an economic upturn.

We urge your favorable consideration not only to retain Beale but to expand it.

Sincerely,

Dennis Nelson
Mayor

/nf

cc: Congressman Wally Herger
Congressman Vic Fazio
Sue Patane

1201 CIVIC CENTER BOULEVARD • YUBA CITY, CALIFORNIA 95993 • (916) 741-4601

CITY OF LINCOLN

TELEPHONE 645-3314
1530 3RD STREET, STE. 111 • LINCOLN, CALIFORNIA 95648

June 6, 1994

Please refer to this number
when responding 940705-2

Mr. Mathew P. Behmann
Staff Director
Defense Base Closure and
Realignment Commission
1625 K Street, N.W., Suite 400
Washington, DC 20006-1604

Dear Mr. Behmann:

I am writing on behalf of the City of Lincoln, California, to encourage you to maintain Beale Air Force Base in Northern California as an integral part of the nation's defense system.

Beale Air Force Base offers virtually unparalleled opportunities and facilities, including unrestricted air space, a year-round flying environment, and 9,000 acres of undeveloped land for future expansion. Beale Air Force Base has been well managed with a proven environmental record which will allow for its ongoing use well into the 21st Century. Additionally, Beale has an abundant water supply which will allow for continued growth on the undeveloped acreage.

The Base is surrounded with moderately priced housing stock and public services to support Base personnel, and we are pleased to note that all neighboring jurisdictions have worked diligently to maintain a close cooperative working relationship with the Base and its personnel.

I would urge you to retain and expand Beale Air Force Base.

Sincerely,

Roberta Babcock

Roberta Babcock
Mayor, City of Lincoln

RB:ms

Document Separator

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: December 2, 1994

TIME: 12:30

MEETING WITH: Beale AFB Liaison Group

SUBJECT: Beale AFB, CA

PARTICIPANTS:

Name/Title/Phone Number:

see attached list

Commission Staff:

David Lyles; Staff Director
Charles Smith; Exec. Direc. & Spec. Asst. to the Chrmn
Madelyn Creedon; General Counsel
Cece Carman; Director of Congressional & Intergovernmental Affairs
***Frank Cirillo; Air Force Team Leader**
Bob Cook; Interagency Issues Team Leader

MEETING PURPOSE: General discussion on process. Considerable discussion on "Substantial Deviation" issue. Beale very interested in assuming more missions due to base and area capabilities. fc

STERLING PACIFIC ASSETS

Property Investments and Management

June 7, 1994

Please refer to this number when responding 940615-1

Mr. Matthew P. Behrmann
Staff Director
Defense Base Closure and
Realignment Commission
1700 N. Moore Street, Suite #1425
Arlington, VA 22209

RE: Beale Air Force Base

Dear Mr. Behrmann:

This letter serves as written support to retain and expand Beale Air Force Base. Undoubtedly, by keeping the base open and expanding on the available 9,000 acres would not only secure present jobs but create additional ones. Local communities continue to maintain a close and cooperative working relationship with Beale for more than 50 years.

In addition to the strong economic impact on Yuba County, the environmental concerns have also been addressed. Yuba County has a written commitment to keep Beale Air Force free from land and air encroachment in addition to having an abundant water supply reserved to serve the future needs of Beale.

Lastly, I feel Beale Air Force Base is vital to our economic growth and I urge your support in retaining and expanding this important resource to California.

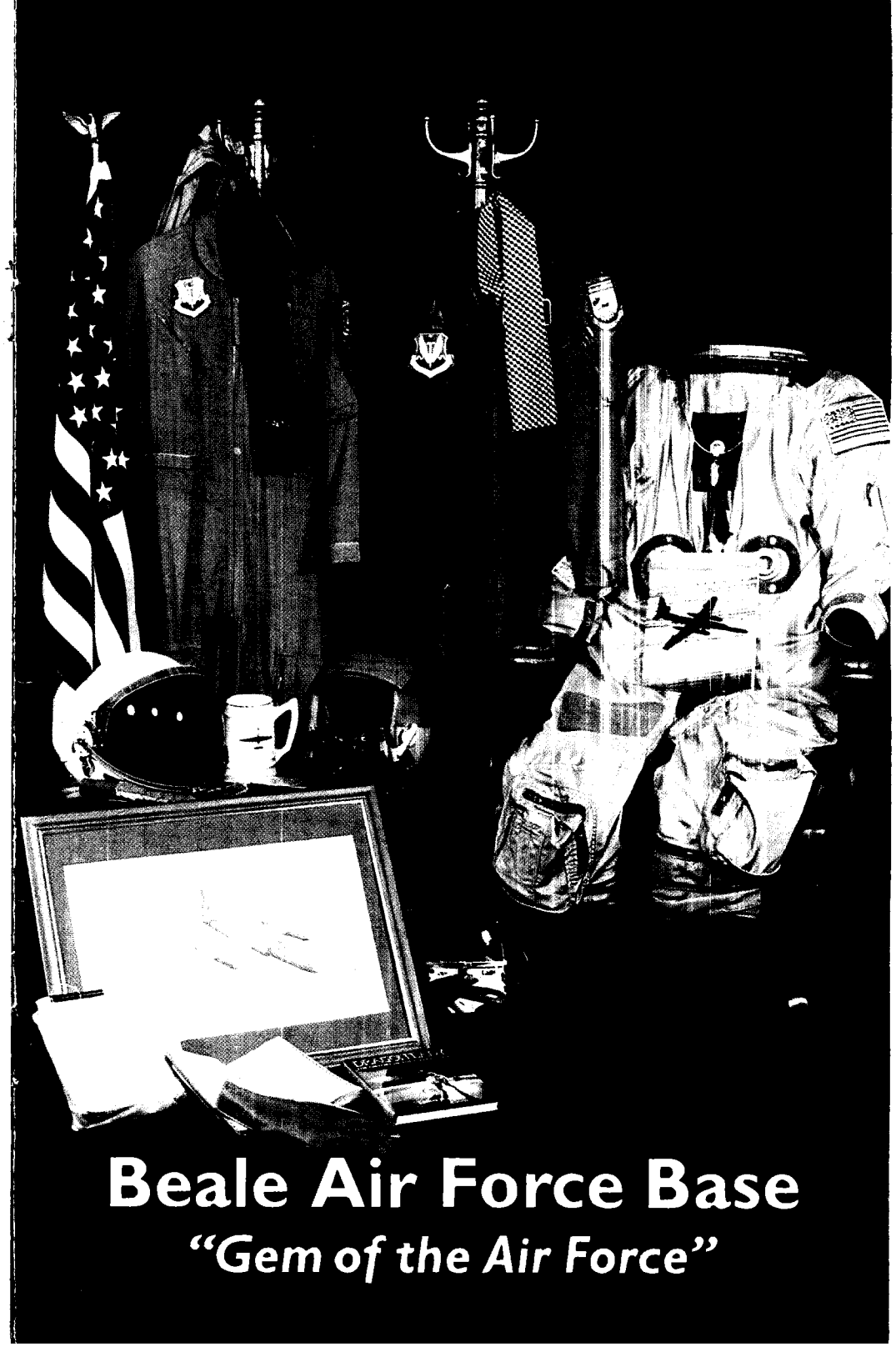
Sincerely,

Michael Reese

Michael E. Reese
Senior Project Manager

cc: Susan Patane

2260 Douglas Blvd., Suite 240 • Roseville, California 95661 • Phone (916) 773-1101 • Fax (916) 773-4930



Beale Air Force Base

"Gem of the Air Force"

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A C K N O W L E D G M E N T S

City of Yuba City

City of Marysville

Sutter County Board of Supervisors

Yuba County Board of Supervisors

Mayor Frank Crawford

Mayor Dennis Nelson

Mayor Juanita Neyens

Chairman of the Board Joseph Benatar

Congressman Wally Herger

Congressman Vic Fazio

Senator Barbara Boxer

Senator Dianne Feinstein

California State Senator Maurice Johannessen

California State Senator Tim Leslie

Assemblyman Bernie Richter

Assemblyman Stan Statham

Base Community Council

Beale Military Liaison Committee

Continental Cablevision

Susan L. Patane Public Relations

Yuba-Sutter Chamber of Commerce

Committee Members

Jim Changaris, Chairman

Tony Bevacqua

Tib Belza

Larry Booth

Supervisor Brent Hastey

Susan Patane

Design — *Deborah Biladeau*
Susan L. Patane Public Relations

Printing — *Valley Rose Printing*

C O N C L U S I O N

BAFB Global Communications Center.

A huge base capable of supporting virtually any military service needs without the slightest hint of encroachment, Beale is considered a national treasure by community members. Beale maintains a cohesive community/base working relationship with county officials publicly committed to maintaining the non-encroachment buffer zone around the base. Excellent weather and flying conditions make Beale a particularly desirable location for flying missions. Recreation and job opportunities abound for active duty members and their families.

The bottom line is that Beale is a logical choice for new assets and missions. A truly great place to live and work.

The community will thoroughly document Beale's superiority based on its unrestricted airspace, superb flying weather, lack of urban encroachment, large area availability for expanded missions, geographical location, and strong community support.

Preface

P R E F A C E

U-2

The 1991 dissolution of the Soviet Union and the subsequent easing of world tensions has resulted in the radical down sizing of the United States military forces. Our President and the Congress have agreed to a 25 percent reduction in the military budget by 1995. These budgetary cuts will be achieved through reduction of personnel, closure of military reservations and realignment of forces.

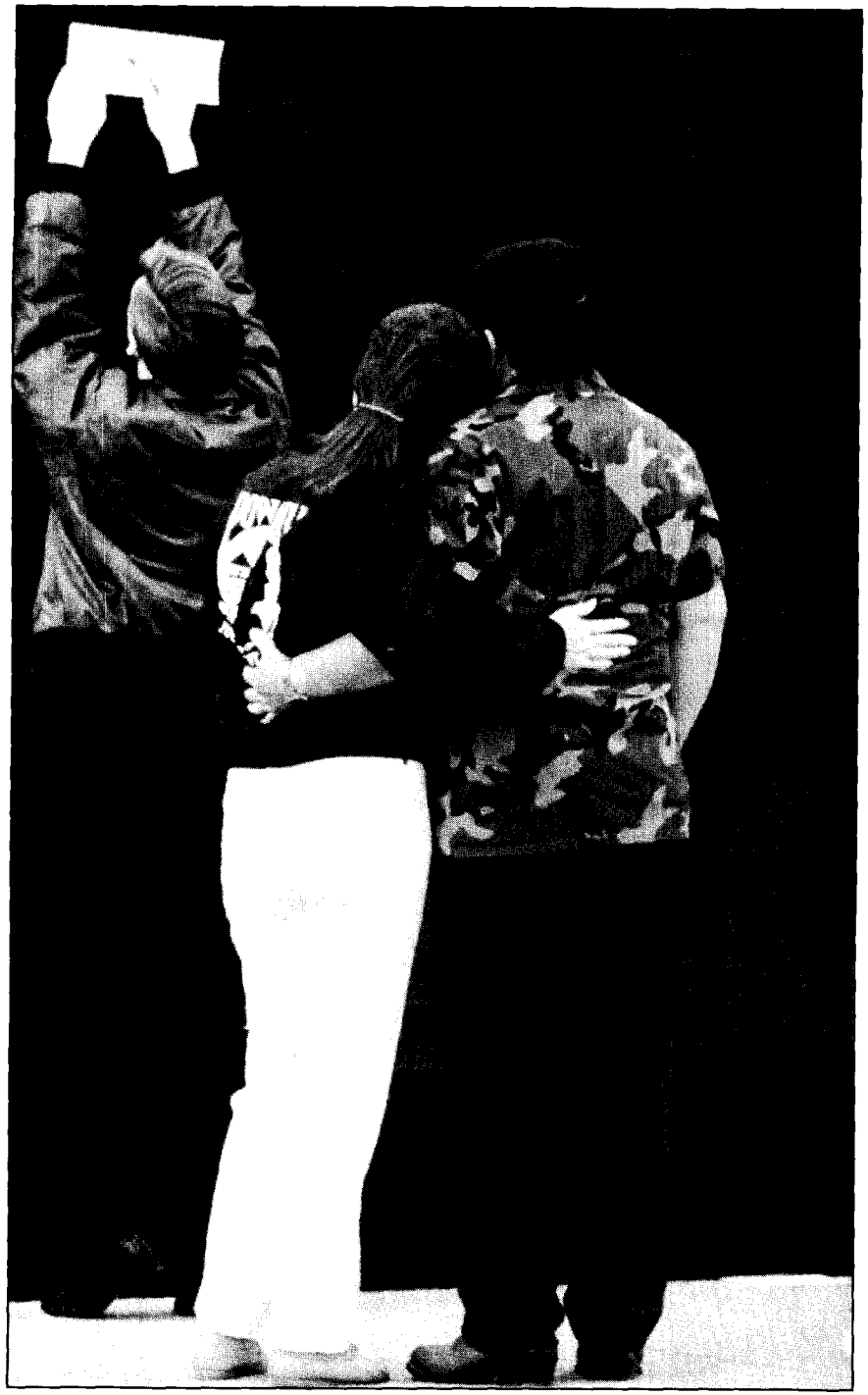
Base closures and/or realignment of specific assets will be accomplished through an apolitical process entrusted to a nonpartisan presidential commission. This commission, The Base Closure Commission, is composed of corporate, civil service and military leaders.

The Commission's responsibility is to thoroughly evaluate each military installation. In writing this document, it is our understanding their criteria will remain similar to last year's review. They will target that installation and its long term military value to the nation's defense interests. Current operational costs, cost of possible closure, the amount of (and how fast) savings would be achieved by closure and any unique attributes presented by the installation, round out their focal points. Commission members will compare uniform data prepared by military commands and Department of Defense (DoD) analysts.

The profile you hold was prepared by Beale Air Force Bases's host community. It is

Beale maintains a cohesive community/ base working relationship with county officials publicly committed to maintaining the non-encroachment buffer zone around the base.

Conclusion



Traveling replica of the Vietnam Veterans Memorial, Beale Guest Day.

designed to augment data provided by the Beale planning staff for consideration by DoD.

It is the community's purpose, not only to prove the case for the continuation of Beale, but to detail the unparalleled opportunities at that location for vast DoD savings on the West Coast. The community will thoroughly document Beale's superiority based on its unrestricted air space, superb flying weather, lack of urban encroachment, large area availability for expanded missions, geographical location, and strong community support.

This document will establish that Beale is an ideal candidate for mission expansion. It will also establish that there is room on the 23,000 acre base for a number of military service and federal agency missions.

It is our intent to demonstrate that if only ONE Air Force installation were maintained on the West Coast, it is in the country's best interests for that installation to be Beale.

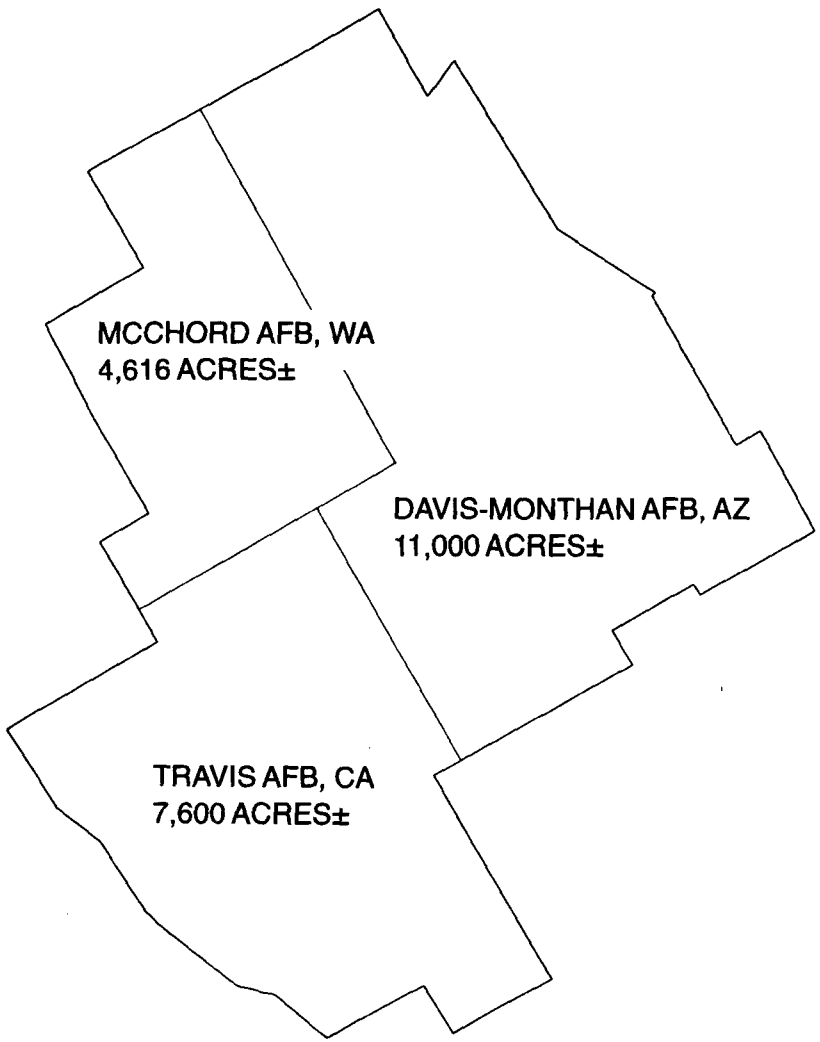
Why Beale?

Beale Air Force Base is an airport planner's dream location. The base's superb weather, unrestricted airspace, size and strong local government protection from urban encroachment provide an unequaled flying environment for all types of aircraft.

Brigadier General Beale.

BEALE AIR FORCE BASE LAND MASS

23,000 Acres



Beale Air Force Base land mass, 23,000 acres, is large enough that Travis, McChord and Davis-Monthan Air Force Bases could completely fit within its boundries.

The local governments recognize Beale personnel with proclamations when they receive Air Force recognition awards.

The Community hosts special Beale Awareness Days, and turns out in droves whenever Beale has an open house or other special events.

And Beale is always invited to participate in the many multi-cultural events conducted in this special region.

Beale's standing in the community can somewhat be measured by the community project to construct a new main gate in 1987. The gate, which cost in an excess of $100,000, was provided by the Beale Military Liaison Committee through membership funds and with assistance of local merchants and individuals who provided labor and materials. Two years prior, an area resident donated land near the gate for Major Mack Park, a World War II Museum.

The residents of Yuba and Sutter Counties responded warmly when Beale personnel were deployed in Operations Desert Shield/Desert Storm. Volunteers from the community donated food and time to conduct a picnic for the spouses and children of personnel sent overseas.

COMMUNITY SUPPORT

Beale is more than a neighbor. Beale is a member of the Yuba-Sutter family.

The relationship between Beale and the surrounding community is further strengthened by the approximately 2,350 Air Force retirees who make Yuba and Sutter Counties their permanent home.

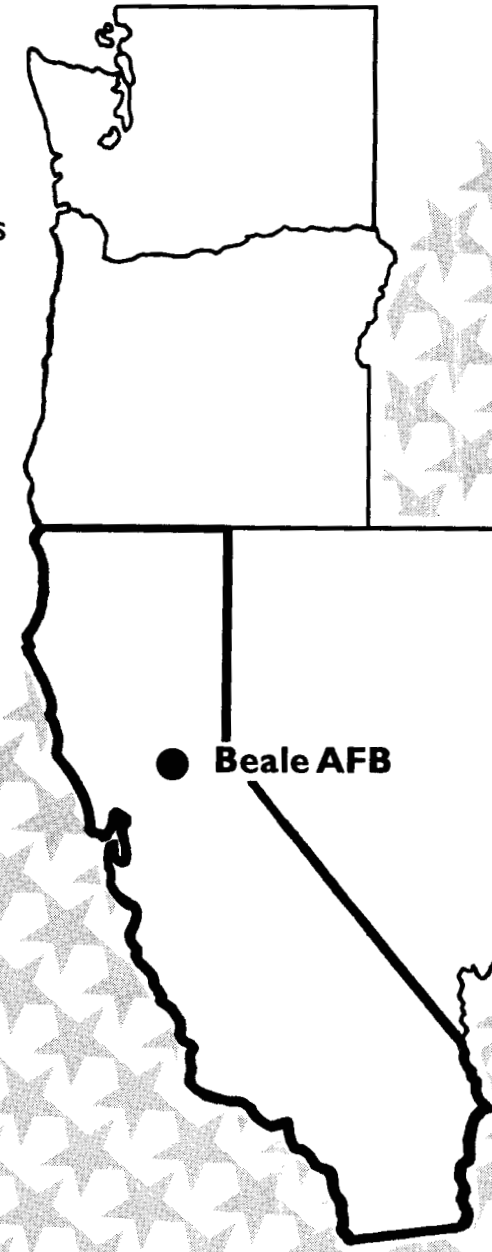
In times of emergency, the base has provided manpower and other resources to assist the Yuba-Sutter area. When local rivers flooded in 1955 and 1986, Beale was there to offer front-line flood fighting assistance and a temporary home to thousands of evacuees.

Officers and airmen become heavily involved in the community. Programs such as Youth Soccer, Little League, Big Brothers-Big Sisters and Special Olympics have benefited from the volunteer hours of people affiliated with the base. The base has consistently been the largest contributor to United Way. Hundreds of Beale's men and women participate in the Bok Kai parade, a multi-cultural parade held every year in downtown Marysville.

Civilian fire and police agencies have called on the expertise of Beale personnel in fighting difficult fires and assisting in bomb threats. Beale also holds a seat on the Yuba-Sutter Emergency Medical Care Committee, participating in joint disaster exercises on and off the base in cooperation with area emergency service providers.

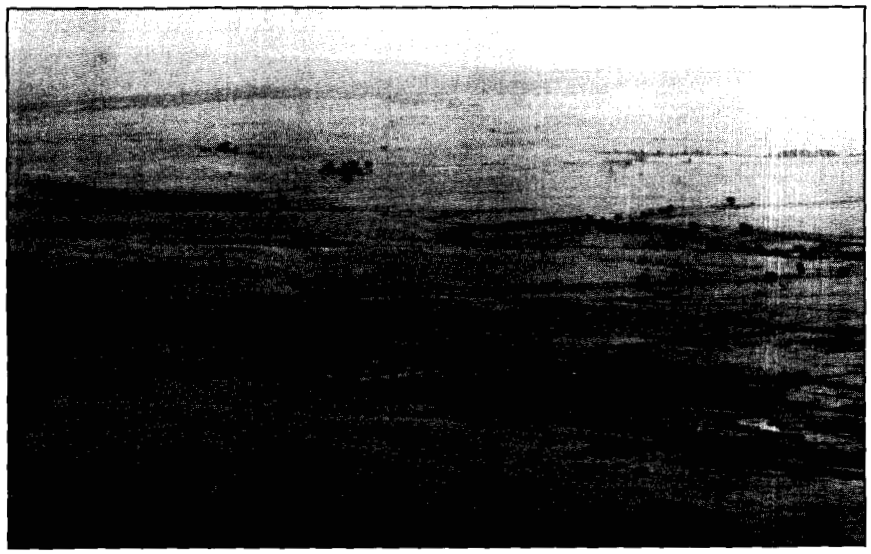
And the community is also there for Beale Air Force Base.

Weather limits takeoffs and landings only two percent of the time.



Location

L O C A T I O N



Beale Air Force Base is situated on 23,000 acres.

Perhaps no other United States Air Force Base is more ideally situated than Air Combat Command's Beale Air Force Base. And perhaps no other base offers long term usefulness to the United States and flexibility to operate and expand missions on a land mass with this kind of elbow room.

Highly buffered on 23,000 acres in the temperate climate of California's Northern Sacramento Valley, Beale was developed on one of the largest land holdings of the United States Military.

The base's unique location provides easy access to key strategic port, rail and air facilities.

Beale is approximately 40 miles north of the port of Sacramento and 120 miles east of the ports of Oakland and San Francisco. The port of Stockton, another deep water facility, is approximately 75 miles from the base.

Roseville, located 23 miles from Beale, is the main switching location for trans continental railroad service.

Access to Beale Air Force Base by commercial airlines is simplified by the base's proximity to Sacramento Metropolitan Airport, 35 miles to the southwest.

Because of Beale's central location and proximity to the Pacific Rim, the base's personnel

Beale is more than a neighbor. Beale is a member of the Yuba-Sutter family.

Community Support

QUALITY OF LIFE

Beale personnel often become permanent fixtures in the area, as they opt to extend their tours, make return tours, or retire to this area. They often cite their reasons for returning or staying as the mild weather, good schools and the great variety of amenities available to them in the Northern California region.

Many people who come to Beale enjoy living in the mild climate, not having to shovel driveways or scrape windshields all winter. Yet they enjoy having the steep, snowy slopes of the Sierra Nevada's, just 90 minutes away from the housing area, to participate in some of the best skiing in the country.

Other activities are less than a two-hour drive from the base. Hunting, fishing, camping, hiking, biking and water skiing are just a few of the outdoor activities available to Beale personnel in their off-duty hours. On base Recreational Supply offers much of the equipment needed to join in these activities for a small rental fee, making these sports accessible even to those personnel on tight budgets.

Entertainment and cultural activities are equally near-by. Beale AFB is delightfully situated in a relaxed rural setting, yet close enough to larger cities and attractions to be easily visited. Lake Tahoe, San Francisco, Old Sacramento, Nevada City, Grass Valley, Historic Marysville and Reno are all a stone's throw away.

In the same weekend, Beale personnel can take in a sports event such as Sacramento Kings' basketball, Oakland A's or San Francisco Giants' baseball, and also attend the symphony or ballet in Sacramento or San Francisco. They can visit historic sites such as Sutter's Mill where gold was discovered or the Empire Mine which was the richest gold mine in the state. Or they can take in one of the many nationally and internationally acclaimed entertainers on tour at the ARCO arena in Sacramento or in the clubs of Reno.

On-base recreation is plentiful for those who do not want to travel much further than their own back door. Several on-base lakes offer stocked fishing, the Rod and Gun Club offers both skeet and trap shooting, and on-base stables offer a place to board horses. Ample parks throughout the housing and cantonment areas offer peaceful picnic and playground areas. A nine-hole golf course, bowling alley, swimming pools and gym offer other recreational activities on base.

Education is a high priority among many of the people who come to Beale, and they find it in the excellent reputation of the Wheatland School District. Base schools are included in the Wheatland School District, which has a reputation for presenting a high quality education with caring, innovative teachers, at a low student/teacher ratio.

Four community colleges or universities are within an hour's drive from the base. Yuba Community College, located just a few miles outside the main gate, provides continuing education as well as general-interest classes for military personnel and their families.

For those who are interested in employment there are jobs ranging from rural farming and forestry positions to city-oriented retail through hi-tech fields all in the local area. Many spouses of Beale's military personnel find full and part time work within easy access.

are in a position to efficiently support a major airlift and deployment to the Far East, as well as other locations around the world.

China Lake, the Utah Test and Training Range, and the Nellis Complex are all easily accessible to Beale's west coast location.

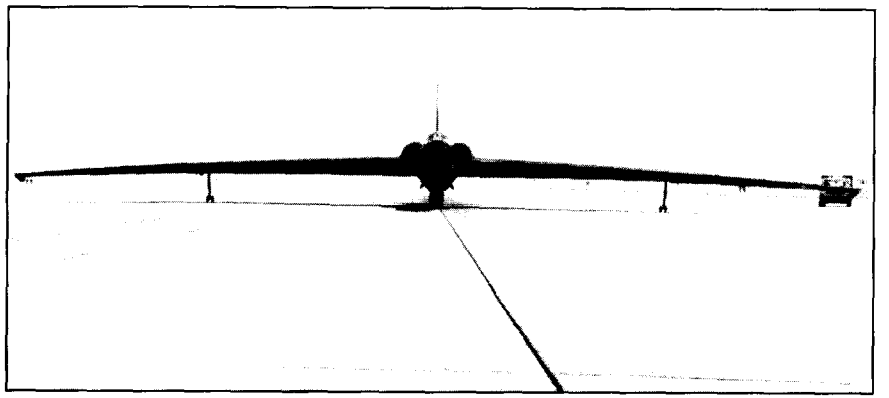
By air, Beale is located less than 45 minutes from the U-2 Periodic Depot Maintenance Center at Palmdale. This arrangement provides speedy access to aircraft designers, technicians, state-of-the-art repair, and retrofit equipment.

Of Beale's 23,000 acres, 9,000 are available for future development and expansion. This is enough room for the base to be molded into almost any mission the Air Force can conceive.

Once considered for the home of the Air Force Academy, this huge base boasts excellent flying conditions year-round. Beale's rate of sorties cancelled due to high winds or other weather factors is among the lowest in the military. On the rare instances when high winds do occur, they are predominantly parallel to the runway and do not impact the U-2 training. Cross winds, sufficient to impact the U-2 training program are virtually non-existent.

Even during the three most severe weather months of the year, Beale is a great place to fly! Weather limits takeoffs and landings only two percent of the time. Ninty-one percent of the time during inclement weather, the base of clouds at Beale Air Force Base are in excess of 1,500 feet.

This makes Beale extremely well-suited for the resident U-2 training program. The weather conditions allow more flights and more training time spent in the air, over a shorter period of time.



"Twenty-four hours a day, seven days a week, a U-2 is gathering the nation's intelligence somewhere in the world. We're operating on every continent to ensure the national command authorities and the unified commands get the intelligence they require."

Col. Larry W. Tieman,
9th Reconnaissance Wing commander
"Airman Magazine", May 1994

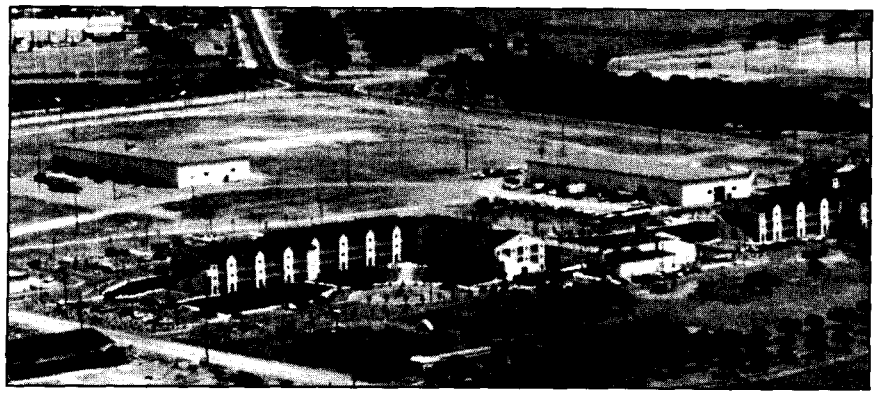
in the family housing area, which are part of the highly acclaimed Wheatland School District. These two schools are operating at 60 percent of capacity. The high school, located in nearby Wheatland, is operating at 33 percent of capacity. In addition, a youth center and child development annex in the family housing area have been expanded to provide a great deal of additional child care capacity.

When the current Beale Air Force Base belonged to the Army, and was known as Camp Beale, it was home to as many as 60,000 soldiers. Today Beale has only about 3,100 military personnel. The base certainly has the capacity to expand its infrastructure to meet the needs of a larger military population. Its digital fiber optics telephone switch, for example, can support a base three times the size of Beale.

Beale has nine deep water wells, currently operating at only 60 percent of capacity. Yuba County has one of the richest aquifers in the world, and the Yuba County Water Agency has reserved water for Beale Air Force Base at its Bullards Bar Reservoir in the event it is needed by the base.

The base has a wastewater treatment plant with a 5-million-gallon-a-day capacity, and is currently operating at 20 percent of capacity. The effluent from the wastewater treatment plant is diverted to the base's golf course facility which will soon be expanded to 18 holes with unappropriated funds.

With its ultra modern electrical distribution system, its large economical and clean supply of natural gas, and its extensive bulk fuel storage area, Beale Air Force Base has a large capacity to supply power for additional missions which would allow the Air Force room to grow.



Newly constructed dorm facilities.

Beale continues to improve its cantonment area facilities. The base boasts some of the best dormitories in the Air Force constructed in anticipation of the arrival of the Navigator Flight Training School. In these dormitories airmen enjoy mini-kitchens and private bathrooms in quarters normally reserved for officers. In the event of a sudden need to increase dorm housing, engineering and design for a new series of dorms is complete, on the shelf, and ready to go.

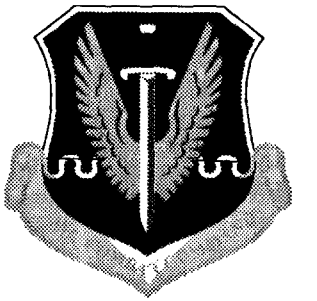
The base dining facilities are operating at 40 percent of existing capacity and could absorb a sudden influx of airmen. The base's newly constructed commissary, which draws military dependents and retirees from all over Northern California, was completed in 1993 and can easily absorb more customers.

Beale's family housing area is a very well planned community with tree-lined, spacious streets and a housing stock that is in excellent shape. In the event of an influx of families, the base has a program in place for upgrading the present housing, and there is plenty of land to build new houses.

There is ample off-base housing available as well. A recent housing market analysis indicated that there are over 12,000 housing units for sale or rent within a 30-mile radius of the base. Also, new affordable housing, under $100,000, is being built in housing developments easily accessible to the base.

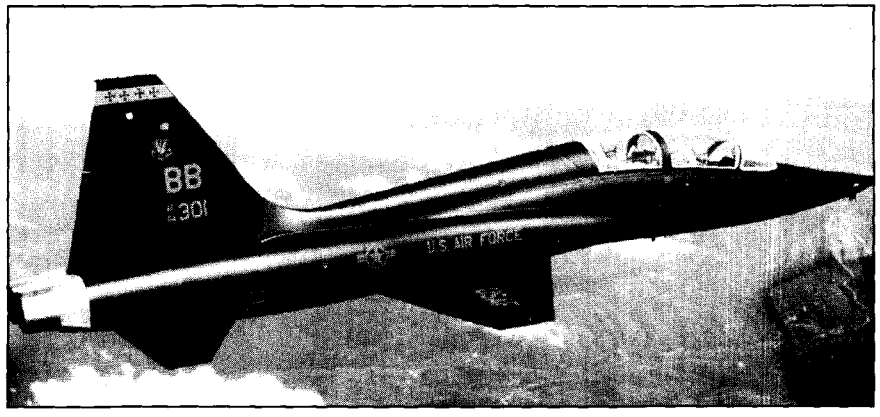
There are two schools on base

Beale is the center of all high altitude manned reconnaissance operations within Air Combat Command.



Current Mission

CURRENT MISSION



T-38

Beale is the center of all high altitude manned reconnaissance operations within Air Combat Command.

Currently, Beale is the home of the 1st Reconnaissance Squadron tasked with pilot qualification training and the 99th Reconnaissance Squadron which supports all worldwide operating locations. The U-2 is quickly becoming the only air-breathing reconnaissance system meeting the needs of battlefield commanders. So effective are the capabilities of the U-2 that many new customers are cropping up who desire to exercise and interface with the U-2 system in the training environment.

Today at Beale Air Force Base, the Army, Navy, and Marines conduct training actions involving the U-2.

In a world where nuclear conflict is less likely, the military is now aggressively focusing on contingency operations. Part of the contingency reconnaissance equation is the use of data receiving ground sites such as Beale's Contingency Airborne Reconnaissance System or CARS. The Deployable Ground Station #2 facilities managed by Detachment 1, 548th Air Intelligence Group is also used to provide intelligence customers with valuable reconnaissance data in a timely manner.

Beale is also the West Coast home of PAVE PAWS, one of four over-the horizon phased-array microwave radar stations. This system tracks both Intercontinental Ballistic Missle

The base certainly has the capacity to expand its infrastructure to meet the needs of a larger military population.

Town Beale

ENVIRONMENTALLY ACTIVE

Sheri Rolfsness receives the Air Force Environmental Restoration Award for Individual Excellence from Air Force Chief of Staff General Merrill A. McPeak

Comparing Beale to other military installations, we find that Beale has no major environmental problem areas. During 1985, Beale won both the DoD Installation Excellence Award and the Thomas D. White Natural Resources Award for effective environmental management. These recognitions were awarded only after completion of competition by all Department of Defense locations.

Large portions of Beale are used for cattle grazing. Not only does this provide a financial return, but protects the natural state of the land.

Many other portions of the base have been set aside to support nature reserve areas. Also located at Beale is a self-supporting pheasant brooding farm funded by hunters who use the facility. Each year, hundreds of pheasants are released to the wild from this facility.

Environmentally active, Beale Air Force Base recently completed construction of a critical, state-of-the-art hazardous waste storage facility. Yuba County, the base's host county, is way ahead of California's state mandate for reduction of waste. Yuba Sutter Disposal, Inc. has a franchise agreement with Yuba County, as well as Beale, and will be opening an additional landfill in the Summer of 1994. This new landfill will serve Beale Air Force Base as well as Yuba and Sutter Counties, and will have a minimum life span of more than 50 years.

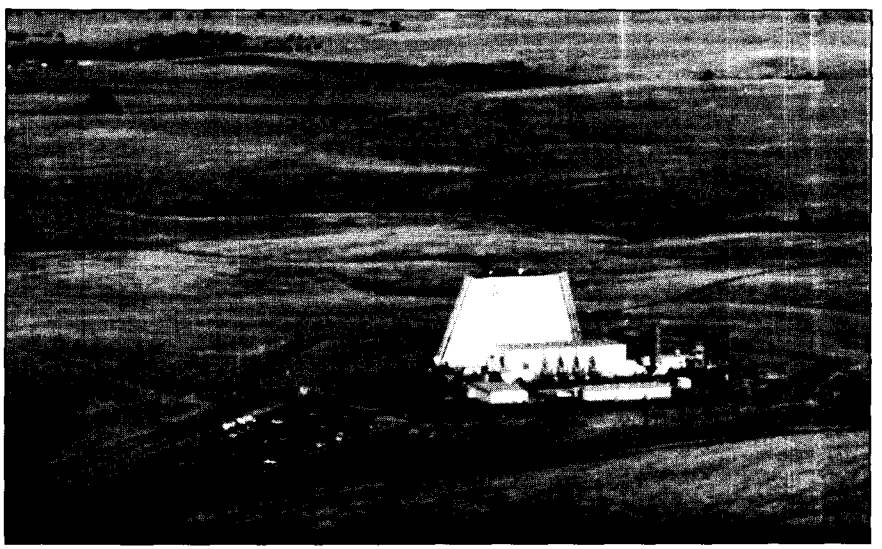
The base is also developing a modern propane fueled fire response training facility to simulate aircraft and housing fire emergency conditions.

and Sea-launched Ballistic Missle launches and orbiting space-borne debris. Beale's size provides added security for the critical PAVE PAWS system.

Beale Air Force Base is the new home of the Combat Munitions Squadron, formerly known as the Air Force Combat Munitions Arming Course, or AFCOMAC. With plenty of room to store munitions, conduct training, and load aircraft, Beale produces the Air Force's entire complement of highly qualified munitions loading and unloading technicians.

Operating at well below its potential capacity, additional missions could easily be directed to Beale. The 940th Air Refueling Group - Reserve from McClellan Air Force Base is being transferred to Beale in late 1994 or early 1995. Even with this mission influx, Beale and the surrounding communities continue to possess the facilities and services capable of supporting a major influx of additional mission aircraft and personnel.

Battle Management of worldwide reconnaissance assets is provided by Detachment 1, 12th Air Force from Beale's hightech Global Operations Center. State of the art electronic equipment is used to track and present the results of ongoing reconnaissance operations to senior decision-makers.



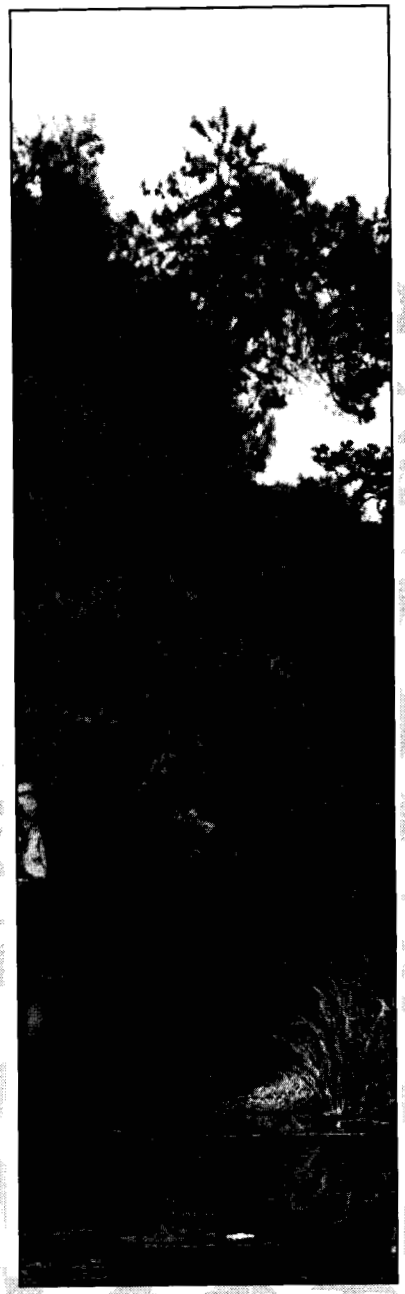
PAVE PAWS, BAFB.

ECONOMIC IMPACT

Fiscal year ending 3 September 1993	Direct Local Impact
APPROPRIATED FUNDS PAYROLL	
Military On Base	$30,697
Military Off Base	$24,221,064
Civilian	$7,047,003
Subtotal	$61,965,863
NON-APPROPRIATED FUNDS & OTHER PAYROLLS	
Civilian	$2,307,358
Other Civilian	$3,308,891
Subtotal	$5,616,249
CONSTRUCTION & SERVICES	
Total Construction Contracts (Labor)	$7,026,352
Total Service Contracts (Labor)	$8,910,427
Commissary/BX	$825,000
Health (CHAMPUS)	2,301,053
Education	$3,153,231
Subtotal	$22,216,063
MATERIALS, EQUIPMENT & SUPPLIES	
Total Construction Materials	$10,539,529
Total Service Materials	$1,572,428
Other MES	$7,147,643
Subtotal	$19,259,600
DIRECT EXPENDITURES IN THE LOCAL AREA	$109,057,775
LOCAL ECONOMIC IMPACT REGION MULTIPLIER	2.51
TOTAL BASE LOCAL IMPACT	$273,735,015
SECONDARY JOBS CREATED	1847

Source: BAFB/9th Comptroller Squadron

Comparing Beale to other military installations, we find that Beale has no major environmental problem areas.

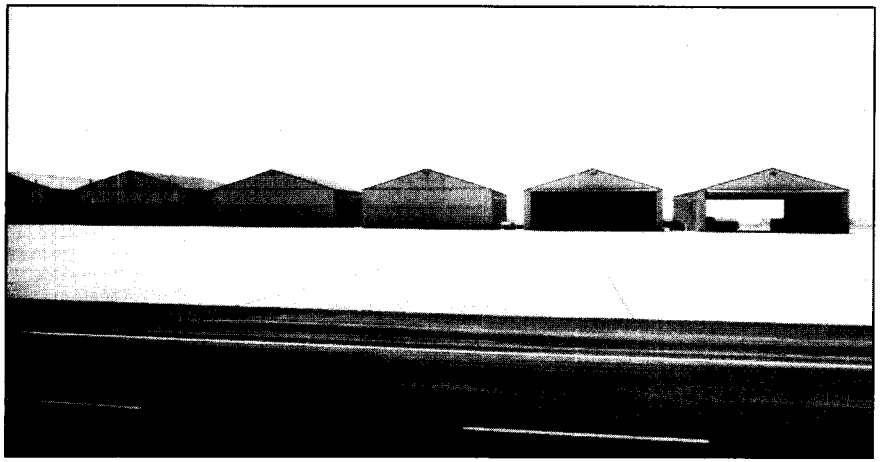


Environmentally Active

many existing facilities that can accommodate additional growth without severe operational restrictions.

Beale's existing flightline is in excellent condition. In 1990, a civilian engineering survey team found that Northern California's mild weather conditions placed very little stress on the runway and taxiways. The mild weather is kind to other Air Force assets at Beale as well. The low humidity results in fewer repair and maintenance problems.

Currently, the flightline is operating at 20 percent of capacity. Beale also has extra capacity in its aircraft shelters. The 12 double-door hangers previously used by the SR-71 program can house 24 fighter airplanes. There is also plenty of room available in the hangers previously used for KC-135's and B-52's. All around the flightline there is available land necessary to expand operations including possible construction of another runway.



Double door hangers.

Desert Shield and Desert Storm have greatly elevated U-2 system awareness for commanders, and highlighted its expanded contingency support capability which was previously, a highly secretive "black world" asset.

Responsive

R E S P O N S I V E

Missouri-Mississippi Confluence, July 1993, photographed from a U-2.

In the post Cold War period, the Federal Government is reassessing the role of reconnaissance missions and placing additional emphasis on economic and humanitarian reconnaissance functions. Within hours of the event, several humanitarian missions were launched from Beale Air Force Base, including:

Reconnaissance of the flooding in the Mississippi River drainage system;

The amounts and types of damage from the Northridge earthquake in Los Angeles;

And the extent of the conflagration in the Oakland, California fires.

The Air Force provided reconnaissance to civil authorities without incurring real, additional expense. These civilian overflights were essentially combined with routine training missions. Continued operation of Beale Air Force Base as the home for the U-2 will allow the Air Force to continue to provide rapid response and humanitarian reconnaissance throughout the Western and Central United States.

Desert Storm taught the entire military a lot more about the capabilities of the U-2. Desert Shield and Desert Storm have greatly elevated U-2 system awareness for commanders, and highlighted its expanded contingency support capability which was previously, a highly secretive "black world" asset. With extensive loiter times and a significant "stand-off/look-in" capability, planners from all

development near the base. Most of the land near Beale is zoned for agriculture uses, mining, and wildlife preservation. Primary agriculture uses are rice production and grazing livestock.

Land within a ten mile radius is zoned M2 (Extractive Industrial-Mining), ARR (Agricultural Rural Residential) and R2 (Recreation -- owned by the State Department of Fish and Game). The mining properties and agriculture lands make an effective buffer zone to ward off future encroachment. The Yuba County planning staff has developed specific language in the Yuba County General Plan prohibiting incompatible uses in this buffer zone. This language was adopted by the Yuba County Board of Supervisors on December 27, 1987 and continues today.

The air space around Beale is virtually unimpaired. The closest significant air traffic is 35 miles away in Sacramento. The size of the base and the wide buffer zone around the base allows pilots great flexibility with flight patterns free of noise abatement requirements.

This buffer zone -- into which no residential encroachment can occur -- is zealously protected by a civilian community that understands and appreciates the benefits an Air Force Base provides. So dedicated is the county government to providing a long term home for Beale that it is developing "no-encroachment zones" that exceed those required by federal and state noise abatement requirements. The county has committed to Air Combat Command, in writing, that it will steer the county's growth away from the base so that the Air Force can count on Beale for decades to come.

The county has committed to Air Combat Command, in writing, that it will steer the county's growth away from the base so that the Air Force can count on the Beale for decades to come.

So large is the base itself that the flightline, cantonment area and housing areas can be greatly expanded without encroaching on each other. There is existing capacity in every area of the base. The Air Force is unlikely to find

FREE OF ENCROACHMENT/ ROOM FOR EXPANSION

Industrial buffer.

One of Beale's primary assets is the virtual lack of industrial, commercial or residential encroachment. Base and civilian planners continually work as a team to prevent urban encroachment, while providing all services necessary for Beale to complete its missions.

The Yuba County Board of Supervisors and the Yuba County Planning Staff have provided for encroachment protection of the base in their county's General Plan and the Sacramento Area Council of Government's Airport Plan. Nevada County (located within a portion of Beale's flying envelope) has duplicated this process.

Yuba and Nevada Counties' protection of the base is unusual. Historically, military bases are positioned with a buffer zone between the installation and the host community. Then, slowly, this zone is eroded by development. As the area around a military base becomes more urbanized, local and federal officials receive increased complaints about noise and concerns about the dangers of overflight. If there is not a strong partnership between the base and its host community, the base will be caught in a "squeeze play" between public safety and development interests.

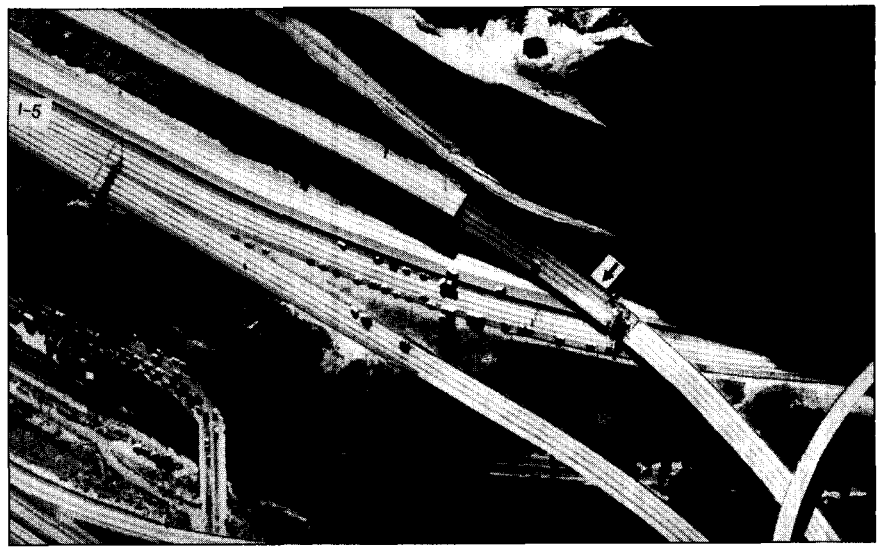
Yuba County's zoning ordinance reflects the commitment to the adopted Air Installation Capability Use Zone, or AICUZ, which greatly restricts

services have become more familiar with the tactical contingency capabilities of the U-2 aircraft and its sensor systems. The ability of the U-2 to provide near-real-time tactical reconnaissance information was found to be especially impressive.

Having seen the product and capability of the U-2, theater commanders world wide are demanding increased access to the products that the U-2 can provide. These requests are generally for 24-hour coverage.

Beale U-2 missions for training, Operational Test and Evaluation, humanitarian (FEMA) support, and exercises have increased dramatically to the point where U-2's are continually tasked at near-wartime levels of operation. With so many other tactical reconnaissance programs, such as the F-16 and the RF-4 being eliminated, the U-2 is the one manned reconnaissance system that continues to give theater commanders the timely information that they need.

"With so many other tactical reconnaissance programs such as the F-16 and the RF-4 being eliminated, the U-2 is the one manned reconnaissance system that continues to give theater commanders the timely information that they need."



Los Angeles earthquake, January 1994, photographed from a U-2.

Resolution Supporting Beale Air Force Base

WHEREAS, Yuba County on Twelfth of December, 1988 resolved that the Beale CLUP prepared to protect Beale Air Force Base from encroachment by non-compatible land uses, safeguard the general welfare of the inhabitants within the vicinity of the airport, protect the public from the adverse effects of aircraft noise and airport related hazard, and insure that no structures affect navigation airspace: and

WHEREAS, Yuba County continues to support said resolution to protect Beale Air Force Base by disallowing non-compatible land uses; and

WHEREAS, Yuba County recognizes the uniqueness of Beale Air Force Base as a military installation and its value to the protection of the free world, and

WHEREAS, Beale Air Force Base is one of the few military installations in the United States with unrestricted air space, and

WHEREAS, Beale Air Force Base is one of the few military installations on the West Coast whose boundaries are not encroached upon, and we, the County of Yuba, will work diligently to ensure air and land space remains unrestricted, and

WHEREAS, Beale Air Force Base is one of the few bases with a tremendous year round flying environment where the visual flight rules (VFR) of 1,500 foot ceiling and three miles are surpassed visibility for an average of 91 percent of the year and winds are out of limits for U-2/TR-1 aircraft less than 2 percent of the year, and

WHEREAS, Beale Air Force Base is one of the few areas where aircraft are cleared to climb to 11,000 feet MSL, and

WHEREAS, Beale's geographic location makes survivability of the base excellent, and

WHEREAS, Beale has 9,000 undeveloped acres for expansion, including construction of a second run way to handle multiple missions, and

WHEREAS, Beale Air Force has proven itself as a ideal reconnaissance center, as well as highly adaptable for air training, tanker support and heavy transport missions, and

WHEREAS, reconnaissance will play a major role in the Post cold war Era and reconnaissance is the major role of Beale Air Force Base, and

WHEREAS, Beale has proven record as an environmentally clean and safe base with solid waste landfill and water resources to support growth, and

WHEREAS, Beale and the surrounding communities have adequate moderate priced housing stock and public services to support base personnel, and

WHEREAS, all neighboring jurisdictions have worked hard to maintain a supportive relationship with the base and its personnel.

THEREFORE, BE IT RESOLVED that the County of Yuba is committed to long term support of Beale Air Force Base because of the assets that make it one of the best strategic military installations in the United States.

PASSED AND ADOPTED at a regular meeting of the Board of Supervisors of the County of Yuba, State of California on the 31st day of May 1994 by the following vote:

AYES: Supervisors Saunders, Palmquist, Hastey, Mistler

NOES: None

ABSENT: Matthews

B.J. Palmquist

CHAIRMAN of the BOARD of SUPERVISORS

ATTEST: TERRY A. HANSEN

CLERK OF THE BOARD OF SUPERVISORS

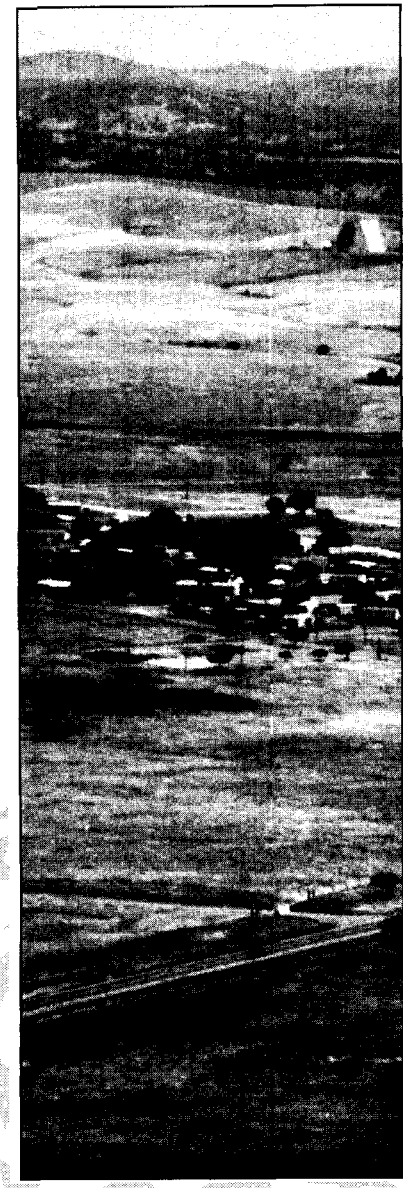
By: Terry A. Hansen

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

Daniel G. Montgomery by TAH

Daniel G. Montgomery, County Counsel

So dedicated is the county government to providing a long term home for Beale that it is developing "no-encroachment zones" that exceed those required by federal and state noise abatement requirements.



Free of Encroachment/ Room for Expansion

Susan L. Patane,
Public Relations

Susan L. Patane
Senior Account Executive

Public Relations
Advertising/Marketing
Graphic Design

508 J Street
Marysville, CA 95901
916/749-0203 Fax 749-0241

DENNIS NELSON
MAYOR

1201 CIVIC CENTER BLVD
YUBA CITY, CA 95993

BUS (916) 741-4606

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: June 13, 1994

TIME: 9:00 a.m.

MEETING WITH: Beale Liaison Committee

SUBJECT: Beale AFB, CA

PARTICIPANTS:

Name/Title/Phone Number:

Dennis Nelson; Mayor, Yuba City
Joseph Benatar; Chairman, Board of Supervisors, County of Sutter
Frank Crawford; Mayor, City of Marysville
Brent Hastey; Board of Supervisors, County of Yuba
Thomas Belza; Director, Yuba County Water Agency
Anthony Bevacqua; Chairman, Beale Liaison Committee, Chamber of Commerce
Susan Patane; Board of Directors, Beale Liaison Committee, CoC
James Changaris; Board of Directors, Beale Liaison Committee, CoC
Juanita Neyens; Mayor, City of Wheatland

Commission Staff:

Tom Houston; Staff Director
Ben Borden; Director of R&A
Frank Cirillo; Air Force Team Leader
Bob Cook; Issues Team Leader
Mary Woodward; Congressional Liaison

MEETING PURPOSE: Committee presented a short video and brochures, highlighting the military value of Beale. The video concentrated on the available capacity and airspace represented as conducive to accepting increased missions. Community asked several questions regarding the 1993 USAF evaluation which appeared to be resolved to the extent possible. Some discussion on the economic MSA and community infrastructure and impact ensued. Community left for meetings with USAF officials. fc

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

PRESENTATION TO
BEALE AFB LIAISON COMMITTEE
JUNE 13, 1994

Frank Cirillo, Air Force Team Leader

PUBLIC LAW 101-510

CHANGES FOR THE 1995 ROUND

- SUBMISSION DATE
- TESTIMONY UNDER OATH
- PUBLIC NOTICE OF PROPOSED CHANGES

THE BRAC PROCESS

President Nominates Commissioners (January 3, 1995)

↓

Senate Confirmation

↓

Secretary of Defense Delivers Recommendations to the Commission (March 1)

↓

Commission Conducts Hearings and Deliberations (March 1 - June 30)

↓

Commission Delivers Recommendations to President (July 1)

↓

President Considers Recommendations (July 1 - July 15)

COMMISSION PROCESS

Secretary of Defense Delivers Recommendations to the Commission (March 1)

↓

Investigative Hearings (March - April)

↓

General Compliance Review

↓

(GAO Delivers Report on DoD Process - April 15)

↓

Base Visits (April - May)

↓

Regional Hearings (April - May)

↓

Specific Compliance Review

↓

Adds/Substitutions Hearing (Mid-May)

↓

List of Bases Added for Consideration Published in Federal Register (May 17)

↓

Base Visits and Regional Hearings for Added Bases (May - June)

↓

Final Deliberation Hearings (June)

↓

Commission Delivers Recommendations to the President (July 1)

FORCE STRUCTURE

	FY 1990	1991 Commission FY 1995	1993 Commission FY 1997	Bottom-Up Review	1995 Commission FY 1999
Army Divisions (Active)	28 (18)	18 (12)	18 (12)	15+ (10)	??
Aircraft Carriers (Reserve/Training)	16 (1)	13 (1)	13 (1)	12 (1)	??
Carrier Air Wings (Active)	15 (13)	13 (11)	13 (11)	11 (10)	??
Battle Force Ships	545	451	425	346	??
Marine Corps Divisions (Active)	4 (3)	4 (3)	4 (3)	4 (3)	??
Tactical Fighter Wings (Active)	36 (24)	26 (15)	26 (15)	20 (13)	??

FINAL SELECTION CRITERIA

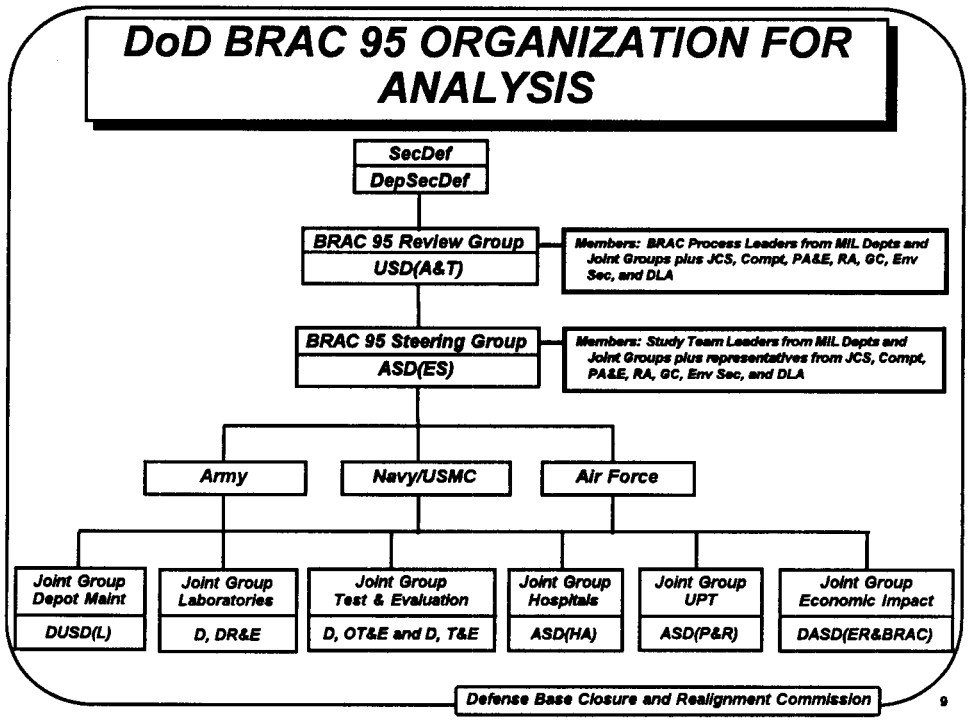
- MILITARY VALUE
  1. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS ON THE DEPARTMENT OF DEFENSE'S TOTAL FORCE.
  2. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS.
  3. THE AVAILABILITY TO ACCOMMODATE CONTINGENCY, MOBILIZATION AND FUTURE TOTAL FORCE REQUIREMENTS AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS.
  4. THE COST AND MANPOWER IMPLICATIONS.
- RETURN ON INVESTMENT
  5. THE EXTENT AND TIMING OF POTENTIAL COSTS AND SAVINGS, INCLUDING THE NUMBER OF YEARS, BEGINNING WITH THE DATE OF COMPLETION OF THE CLOSURE OR REALIGNMENT, FOR THE SAVINGS TO EXCEED THE COSTS.
- IMPACTS
  6. THE ECONOMIC IMPACT ON COMMUNITIES.
  7. THE ABILITY OF BOTH THE EXISTING AND POTENTIAL RECEIVING COMMUNITIES' INFRASTRUCTURE TO SUPPORT FORCES, MISSIONS AND PERSONNEL.
  8. THE ENVIRONMENTAL IMPACT.

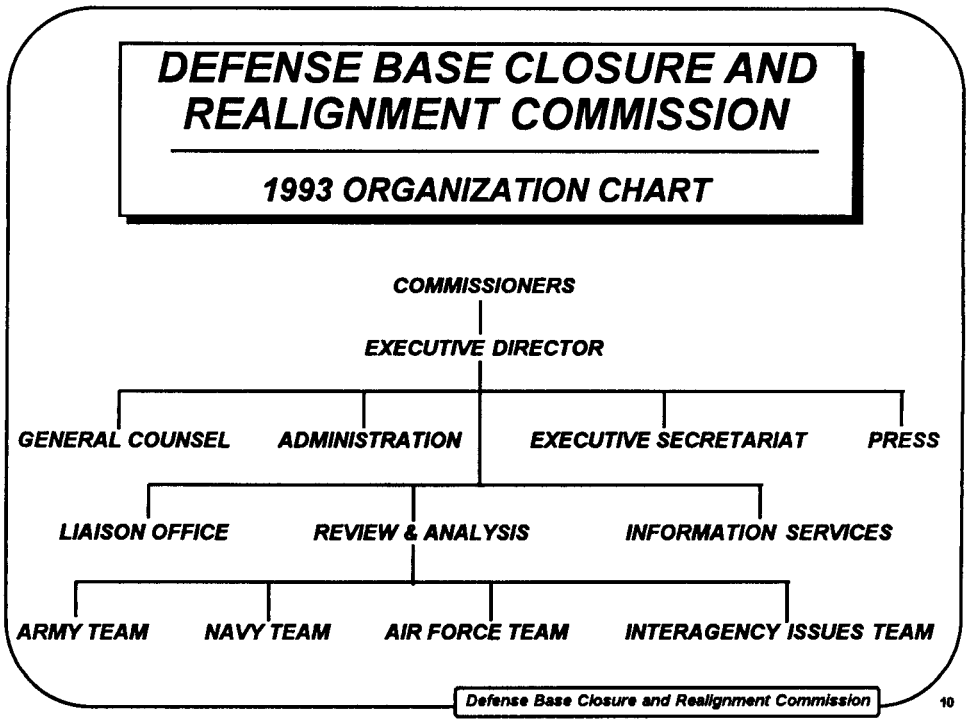
1993 BASE CLOSURE AND REALIGNMENT RECOMMENDATIONS

	DoD SUBMITTAL	ACCEPTS	REJECTS	CHANGES	ADDS
ARMY	10	6	2	2	3
NAVY	99	85	12	2	9
AIR FORCE	14	10	2	2	3
DEFENSE LOGISTICS AGENCY	14	9	4	1	0
DEFENSE INFORMATION SYSTEMS AGENCY	44	42	2	0	1
TOTAL	181	152	22	7	16

BASE CLOSURE AND REALIGNMENT SUMMARY

	1988	1991	1993	TOTAL
ARMY				
CLOSURES	74	5	1	80
REALIGNMENTS	12	24	10	46
NAVY				
CLOSURES	7	16	74	97
REALIGNMENTS	1	18	22	41
AIR FORCE				
CLOSURES	5	13	5	23
REALIGNMENTS	0	6	10	16
DEFENSE AGENCIES				
CLOSURES	0	0	50	50
REALIGNMENTS	0	0	3	3
TOTAL				
CLOSURES	86	34	130	250
REALIGNMENTS	13	48	45	106


DoD BRAC 95 ORGANIZATION FOR ANALYSIS
SecDef
DepSecDef
BRAC 95 Review Group
USD(A&T)
Members: BRAC Process Leaders from MIL Depts and Joint Groups plus JCS, Compt, PA&E, RA, GC, Env Sec, and DLA
BRAC 95 Steering Group
ASD(ES)
Members: Study Team Leaders from MIL Depts and Joint Groups plus representatives from JCS, Compt, PA&E, RA, GC, Env Sec, and DLA
Army
Navy/USMC
Air Force
Joint Group Depot Maint
DUSD(L)
Joint Group Laboratories
D, DR&E
Joint Group Test & Evaluation
D, OT&E and D, T&E
Joint Group Hospitals
ASD(HA)
Joint Group UPT
ASD(P&R)
Joint Group Economic Impact
DASD(ER&BRAC)
Defense Base Closure and Realignment Commission
9


DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1993 ORGANIZATION CHART
COMMISSIONERS
EXECUTIVE DIRECTOR
GENERAL COUNSEL
ADMINISTRATION
EXECUTIVE SECRETARIAT
PRESS
LIAISON OFFICE
REVIEW & ANALYSIS
INFORMATION SERVICES
ARMY TEAM
NAVY TEAM
AIR FORCE TEAM
INTERAGENCY ISSUES TEAM
Defense Base Closure and Realignment Commission
10

RECENT EVENTS

- SUPREME COURT DECISION
- CONGRESSIONAL INITIATIVES TO DELAY 1995 ROUND
  - HANSEN AMENDMENT TO FY 95 DEFENSE AUTHORIZATION ACT
  - DEAR COLLEAGUE LETTER IN THE SENATE
- ARTICLES ABOUT EXTENDING PROCESS TO 1997

BEALE AIR FORCE BASE Backgrounder

Beale Expansion

Aircraft being returned from overseas looking for a home such as:

- ★ the C-130 (turbo-jet),
- ★ helicopters,
- ★ drones (unmanned aircraft that are similar to the U-2 system of reconnaissance),
- ★ the MC 130E combat talon,
- ★ the MH-54 J Pave Low Helicopter,
- ★ and the HC-130 N/P combat shadow

would be compatible to Beale and its current mission.

Questions?

If you have questions regarding base expansion/retention please conteact one of the following committee members:

Jim Changaris Chairman	674-1841
Tony Bevacqa	751-3331
Larry Booth	742-7134
Brent Hastey	741-6461
Susan L. Patane	749-0203

Beale's Attributes:

No air or ground encroachment

The County of Yuba has made a commitment to the Air Force that no development will be permitted within the no encroachment zones pursuant to the ACUIZ study.

Adequate water supply on site

Only five of the nine wells on Beale are being used. Even though California has suffered a drought for the past few years, the aquifer at Beale has dropped only 1/8th inch. Yuba County Water Agency which owns the Bullard's Bar Dam and Lake has committed an adequate supply of water to the Air Force in the event it is ever needed.

The only remaining Air Combat Command base on the West Coast

Beale is the logical place for the assembly and deployment of aircraft, equipment and supplies to the far east. Particularly, more critical now that we hear war threats from North Korea.

Base size of 23,000 acres with 9,000 acres available for expansion

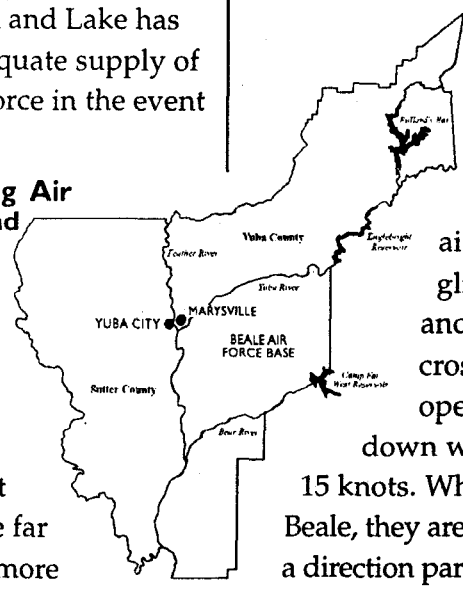
Beale's isolated operating location gives it flexibility and a hedge against future mission needs that are currently unknown.

Pave Paws is located at Beale

This early warning facility covering the Western United States detects:

- ★ sea launched ballistic missiles,
- ★ inter-continental ballistic missiles launched from the west and the north
- ★ and provides space surveillance to detect debris.

Pave Paws is supported by Beale which provides fire fighting support, security and 25,000 gallons of water per day for cooling.



The U-2 can fly at Beale over 90% of the time year round

The U-2 is a 20,000 pound aircraft similar to a glider with engines and is susceptible to cross winds. U-2 operations are shut down when winds reach 15 knots. When winds occur at Beale, they are almost always in a direction parallel to the runway, thus allowing the U-2 to take off and land during crosswind conditions.

As a result of the lack of encroachment, the U-2 can climb to 60,000 feet without interruption since Beale is relatively free of air traffic.

Beale AFB - WNS 1/4

BOARD OF SUPERVISORS

COUNTY OF SUTTER

1160 CIVIC CENTER BLVD.
YUBA CITY, CALIFORNIA 95993

(916) 741-7106

December 20, 1994

Mr. Frank Cirillo
Air Force Team Leader
Base Closure and Realignment Commission
1700 N. Moore, Suite 1425
Arlington, VA 22209

Dear Mr. Cirillo:

I wish to express my gratitude to you for taking the time to meet with me and the members of the Beale Air Force Base Liaison Committee during our visit to your office on December 1, 1994.

I know your time is extremely valuable and I appreciate you allowing time in your busy schedule for us to speak with you about the valuable assets our community offers Beale Air Force Base.

I remain very truly yours,

Joe Benatar
Chairman
Sutter County Board of Supervisors

JB/smj

MEMBERS OF THE BOARD

CASEY KROON	DISTRICT 1	COUNTY ADMINISTRATOR
JOE BENATAR	DISTRICT 2	LARRY T. COMBS
PETER LICARI	DISTRICT 3	
JOAN BECHTEL	DISTRICT 4	CLERK OF THE BOARD
DICK AKIN	DISTRICT 5	LONNA SMITH

REGULAR MEETINGS ARE HELD TUESDAY OF EACH WEEK

Resolution Supporting Beale Air Force Base

WHEREAS, Yuba County on Twelfth of December, 1988 resolved that the Beale CLUP prepared to protect Beale Air Force Base from encroachment by non-compatible land uses, safeguard the general welfare of the inhabitants within the vicinity of the airport, protect the public from the adverse effects of aircraft noise and airport related hazard, and insure that no structures affect navigation airspace: and

WHEREAS, Yuba County continues to support said resolution to protect Beale Air Force Base by disallowing non-compatible land uses; and

WHEREAS, Yuba County recognizes the uniqueness of Beale Air Force Base as a military installation and its value to the protection of the free world, and

WHEREAS, Beale Air Force Base is one of the few military installations in the United States with unrestricted air space, and

WHEREAS, Beale Air Force Base is one of the few military installations on the West Coast whose boundaries are not encroached upon, and we, the County of Yuba, will work diligently to ensure air and land space remains unrestricted, and

WHEREAS, Beale Air Force Base is one of the few bases with a tremendous year round flying environment where the visual flight rules (VFR) of 1,500 foot ceiling and three miles are surpassed visibility for an average of 91 percent of the year and winds are out of limits for U-2/TR-1 aircraft less than 2 percent of the year, and

WHEREAS, Beale Air Force Base is one of the few areas where aircraft are cleared to climb to 11,000 feet MSL, and

WHEREAS, Beale's geographic location makes survivability of the base excellent, and

WHEREAS, Beale has 9,000 undeveloped acres for expansion, including construction of a second run way to handle multiple missions, and

WHEREAS, Beale Air Force has proven itself as a ideal reconnaissance center, as well as highly adaptable for air training, tanker support and heavy transport missions, and

WHEREAS, reconnaissance will play a major role in the Post cold war Era and reconnaissance is the major role of Beale Air Force Base, and

WHEREAS, Beale has proven record as an environmentally clean and safe base with solid waste landfill and water resources to support growth, and

WHEREAS, Beale and the surrounding communities have adequate moderate priced housing stock and public services to support base personnel, and

WHEREAS, all neighboring jurisdictions have worked hard to maintain a supportive relationship with the base and its personnel.

THEREFORE, BE IT RESOLVED that the County of Yuba is committed to long term support of Beale Air Force Base because of the assets that make it one of the best strategic military installations in the United States.

PASSED AND ADOPTED at a regular meeting of the Board of Supervisors of the County of Yuba, State of California on the 31st day of May 1994 by the following vote:

AYES: Supervisors Saunders, Palmquist, Hastey, Mistler

NOES: None

ABSENT: Matthews

B H Palmquist

CHAIRMAN of the BOARD of SUPERVISORS

ATTEST: TERRY A. HANSEN

CLERK OF THE BOARD OF SUPERVISORS

By: Terry A. Hansen

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

Daniel G. Montgomery by TAH

Daniel G. Montgomery, County Counsel

So dedicated is the county government to providing a long term home for Beale that it is developing "no-encroachment zones" that exceed those required by federal and state noise abatement requirements.

Free of Encroachment/ Room for Expansion

FREE OF ENCROACHMENT/ ROOM FOR EXPANSION

Industrial buffer.

One of Beale's primary assets is the virtual lack of industrial, commercial or residential encroachment. Base and civilian planners continually work as a team to prevent urban encroachment, while providing all services necessary for Beale to complete its missions.

The Yuba County Board of Supervisors and the Yuba County Planning Staff have provided for encroachment protection of the base in their county's General Plan and the Sacramento Area Council of Government's Airport Plan. Nevada County (located within a portion of Beale's flying envelope) has duplicated this process.

Yuba and Nevada Counties' protection of the base is unusual. Historically, military bases are positioned with a buffer zone between the installation and the host community. Then, slowly, this zone is eroded by development. As the area around a military base becomes more urbanized, local and federal officials receive increased complaints about noise and concerns about the dangers of overflight. If there is not a strong partnership between the base and its host community, the base will be caught in a "squeeze play" between public safety and development interests.

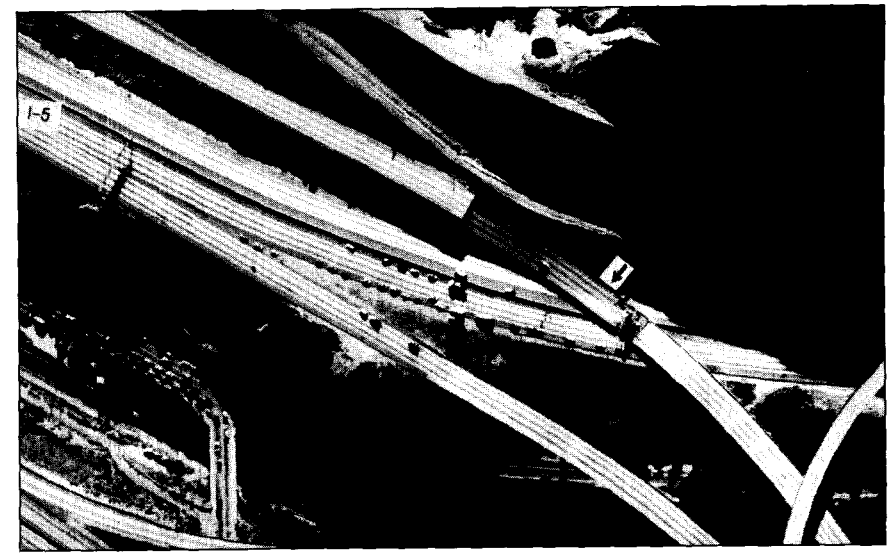
Yuba County's zoning ordinance reflects the commitment to the adopted Air Installation Capability Use Zone, or AICUZ, which greatly restricts

services have become more familiar with the tactical contingency capabilities of the U-2 aircraft and its sensor systems. The ability of the U-2 to provide near-real-time tactical reconnaissance information was found to be especially impressive.

Having seen the product and capability of the U-2, theater commanders world wide are demanding increased access to the products that the U-2 can provide. These requests are generally for 24-hour coverage.

Beale U-2 missions for training, Operational Test and Evaluation, humanitarian (FEMA) support, and exercises have increased dramatically to the point where U-2's are continually tasked at near-wartime levels of operation. With so many other tactical reconnaissance programs, such as the F-16 and the RF-4 being eliminated, the U-2 is the one manned reconnaissance system that continues to give theater commanders the timely information that they need.

"With so many other tactical reconnaissance programs such as the F-16 and the RF-4 being eliminated, the U-2 is the one manned reconnaissance system that continues to give theater commanders the timely information that they need."



Los Angeles earthquake, January 1994, photographed from a U-2.

R E S P O N S I V E

Missouri-Mississippi Confluence, July 1993, photographed from a U-2.

In the post Cold War period, the Federal Government is reassessing the role of reconnaissance missions and placing additional emphasis on economic and humanitarian reconnaissance functions. Within hours of the event, several humanitarian missions were launched from Beale Air Force Base, including:

Reconnaissance of the flooding in the Mississippi River drainage system;

The amounts and types of damage from the Northridge earthquake in Los Angeles;

And the extent of the conflagration in the Oakland, California fires.

The Air Force provided reconnaissance to civil authorities without incurring real, additional expense. These civilian overflights were essentially combined with routine training missions. Continued operation of Beale Air Force Base as the home for the U-2 will allow the Air Force to continue to provide rapid response and humanitarian reconnaissance throughout the Western and Central United States.

Desert Storm taught the entire military a lot more about the capabilities of the U-2. Desert Shield and Desert Storm have greatly elevated U-2 system awareness for commanders, and highlighted its expanded contingency support capability which was previously, a highly secretive "black world" asset. With extensive loiter times and a significant "stand-off/look-in" capability, planners from all

development near the base. Most of the land near Beale is zoned for agriculture uses, mining, and wildlife preservation. Primary agriculture uses are rice production and grazing livestock.

Land within a ten mile radius is zoned M2 (Extractive Industrial-Mining), ARR (Agricultural Rural Residential) and R2 (Recreation -- owned by the State Department of Fish and Game). The mining properties and agriculture lands make an effective buffer zone to ward off future encroachment. The Yuba County planning staff has developed specific language in the Yuba County General Plan prohibiting incompatible uses in this buffer zone. This language was adopted by the Yuba County Board of Supervisors on December 27, 1987 and continues today.

The air space around Beale is virtually unimpaired. The closest significant air traffic is 35 miles away in Sacramento. The size of the base and the wide buffer zone around the base allows pilots great flexibility with flight patterns free of noise abatement requirements.

This buffer zone -- into which no residential encroachment can occur -- is zealously protected by a civilian community that understands and appreciates the benefits an Air Force Base provides. So dedicated is the county government to providing a long term home for Beale that it is developing "no-encroachment zones" that exceed those required by federal and state noise abatement requirements. The county has committed to Air Combat Command, in writing, that it will steer the county's growth away from the base so that the Air Force can count on Beale for decades to come.

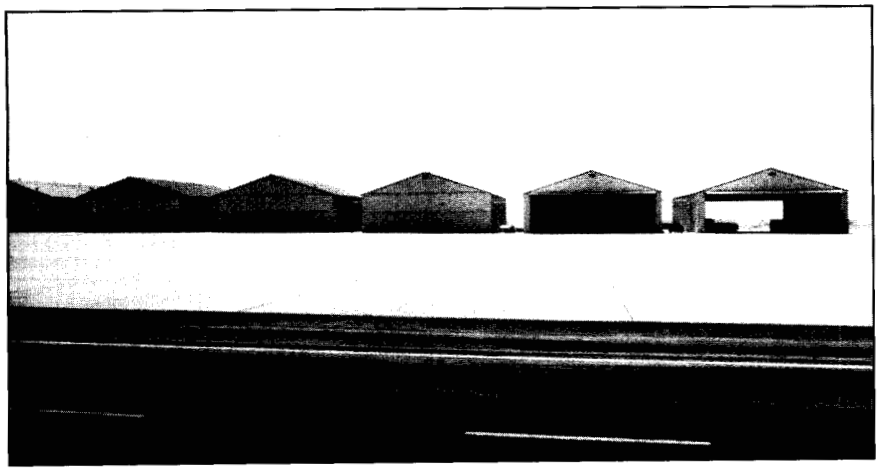
The county has committed to Air Combat Command, in writing, that it will steer the county's growth away from the base so that the Air Force can count on the Beale for decades to come.

So large is the base itself that the flightline, cantonment area and housing areas can be greatly expanded without encroaching on each other. There is existing capacity in every area of the base. The Air Force is unlikely to find

many existing facilities that can accommodate additional growth without severe operational restrictions.

Beale's existing flightline is in excellent condition. In 1990, a civilian engineering survey team found that Northern California's mild weather conditions placed very little stress on the runway and taxiways. The mild weather is kind to other Air Force assets at Beale as well. The low humidity results in fewer repair and maintenance problems.

Currently, the flightline is operating at 20 percent of capacity. Beale also has extra capacity in its aircraft shelters. The 12 double-door hangers previously used by the SR-71 program can house 24 fighter airplanes. There is also plenty of room available in the hangers previously used for KC-135's and B-52's. All around the flightline there is available land necessary to expand operations including possible construction of another runway.



Double door hangers.

Desert Shield and Desert Storm have greatly elevated U-2 system awareness for commanders, and highlighted its expanded contingency support capability which was previously, a highly secretive "black world" asset.

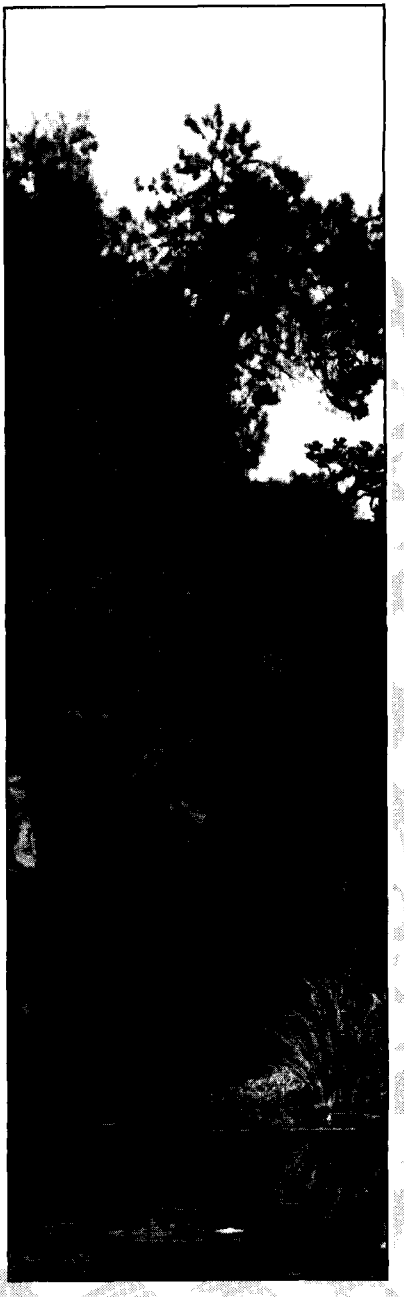
Responsive

ECONOMIC IMPACT

Fiscal year ending 3 September 1993	Direct Local Impact
APPROPRIATED FUNDS PAYROLL	
Military On Base	$30,697
Military Off Base	$24,221,064
Civilian	$7,047,003
Subtotal	$61,965,863
NON-APPROPRIATED FUNDS & OTHER PAYROLLS	
Civilian	$2,307,358
Other Civilian	$3,308,891
Subtotal	$5,616,249
CONSTRUCTION & SERVICES	
Total Construction Contracts (Labor)	$7,026,352
Total Service Contracts (Labor)	$8,910,427
Commissary/BX	$825,000
Health (CHAMPUS)	2,301,053
Education	$3,153,231
Subtotal	$22,216,063
MATERIALS, EQUIPMENT & SUPPLIES	
Total Construction Materials	$10,539,529
Total Service Materials	$1,572,428
Other MES	$7,147,643
Subtotal	$19,259,600
DIRECT EXPENDITURES IN THE LOCAL AREA	$109,057,775
LOCAL ECONOMIC IMPACT REGION MULTIPLIER	2.51
TOTAL BASE LOCAL IMPACT	$273,735,015
SECONDARY JOBS CREATED	1847

Source: BAFB/9th Comptroller Squadron

Comparing Beale to other military installations, we find that Beale has no major environmental problem areas.



Environmentally Active

ENVIRONMENTALLY ACTIVE

Sheri Rolfsness receives the Air Force Environmental Restoration Award for Individual Excellence from Air Force Chief of Staff General Merrill A. McPeak

Comparing Beale to other military installations, we find that Beale has no major environmental problem areas. During 1985, Beale won both the DoD Installation Excellence Award and the Thomas D. White Natural Resources Award for effective environmental management. These recognitions were awarded only after completion of competition by all Department of Defense locations.

Large portions of Beale are used for cattle grazing. Not only does this provide a financial return, but protects the natural state of the land.

Many other portions of the base have been set aside to support nature reserve areas. Also located at Beale is a self-supporting pheasant brooding farm funded by hunters who use the facility. Each year, hundreds of pheasants are released to the wild from this facility.

Environmentally active, Beale Air Force Base recently completed construction of a critical, state-of-the-art hazardous waste storage facility. Yuba County, the base's host county, is way ahead of California's state mandate for reduction of waste. Yuba Sutter Disposal, Inc. has a franchise agreement with Yuba County, as well as Beale, and will be opening an additional landfill in the Summer of 1994. This new landfill will serve Beale Air Force Base as well as Yuba and Sutter Counties, and will have a minimum life span of more than 50 years.

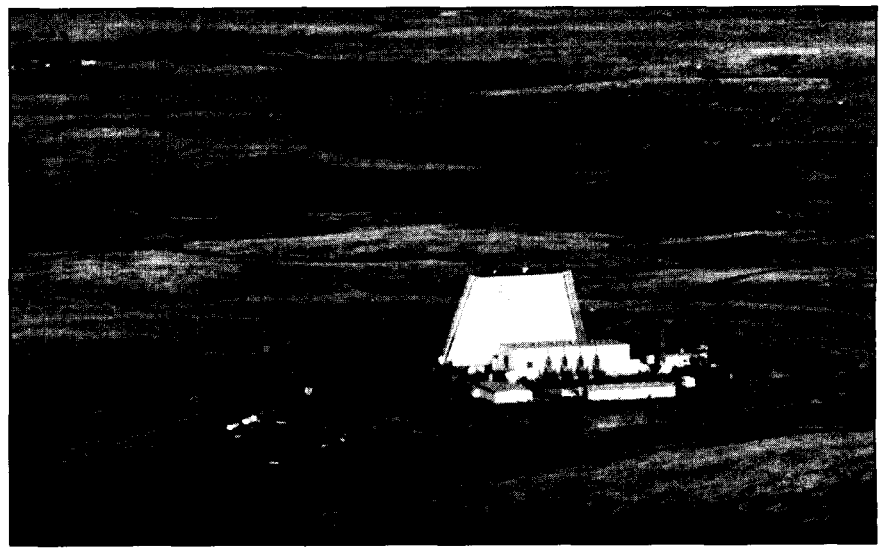
The base is also developing a modern propane fueled fire response training facility to simulate aircraft and housing fire emergency conditions.

and Sea-launched Ballistic Missle launches and orbiting space-borne debris. Beale's size provides added security for the critical PAVE PAWS system.

Beale Air Force Base is the new home of the Combat Munitions Squadron, formerly known as the Air Force Combat Munitions Arming Course, or AFCOMAC. With plenty of room to store munitions, conduct training, and load aircraft, Beale produces the Air Force's entire complement of highly qualified munitions loading and unloading technicians.

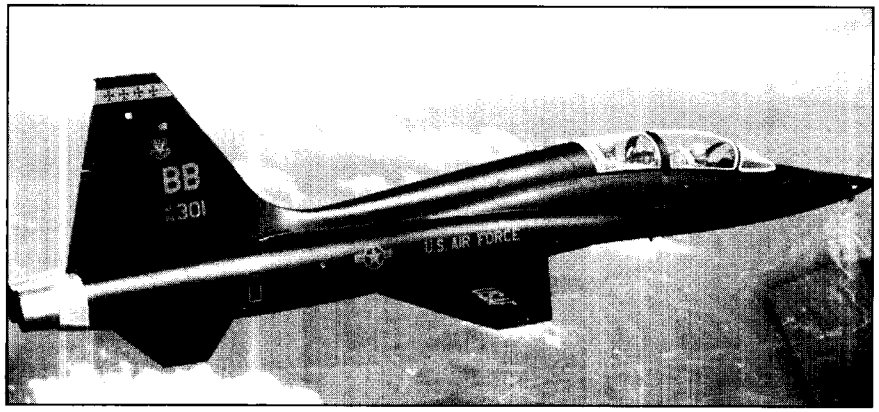
Operating at well below its potential capacity, additional missions could easily be directed to Beale. The 940th Air Refueling Group - Reserve from McClellan Air Force Base is being transferred to Beale in late 1994 or early 1995. Even with this mission influx, Beale and the surrounding communities continue to possess the facilities and services capable of supporting a major influx of additional mission aircraft and personnel.

Battle Management of worldwide reconnaissance assets is provided by Detachment 1, 12th Air Force from Beale's hightech Global Operations Center. State of the art electronic equipment is used to track and present the results of ongoing reconnaissance operations to senior decision-makers.



PAVE PAWS, BAFB.

CURRENT MISSION



T-38

Beale is the center of all high altitude manned reconnaissance operations within Air Combat Command.

Currently, Beale is the home of the 1st Reconnaissance Squadron tasked with pilot qualification training and the 99th Reconnaissance Squadron which supports all worldwide operating locations. The U-2 is quickly becoming the only air-breathing reconnaissance system meeting the needs of battlefield commanders. So effective are the capabilities of the U-2 that many new customers are cropping up who desire to exercise and interface with the U-2 system in the training environment.

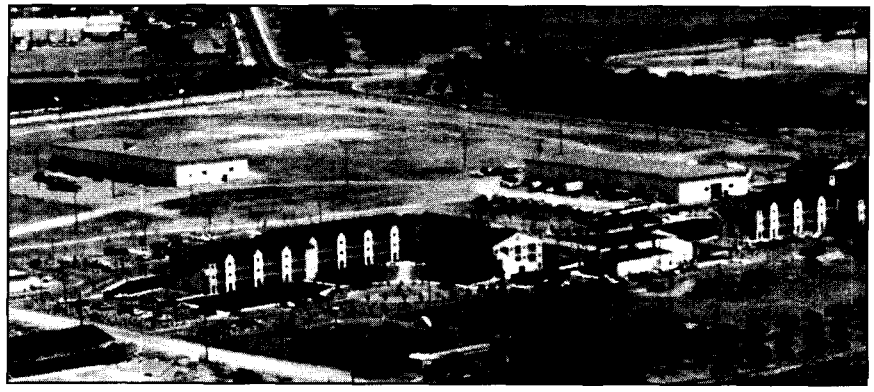
Today at Beale Air Force Base, the Army, Navy, and Marines conduct training actions involving the U-2.

In a world where nuclear conflict is less likely, the military is now aggressively focusing on contingency operations. Part of the contingency reconnaissance equation is the use of data receiving ground sites such as Beale's Contingency Airborne Reconnaissance System or CARS. The Deployable Ground Station #2 facilities managed by Detachment 1, 548th Air Intelligence Group is also used to provide intelligence customers with valuable reconnaissance data in a timely manner.

Beale is also the West Coast home of PAVE PAWS, one of four over-the horizon phased-array microwave radar stations. This system tracks both Intercontinental Ballistic Missle

The base certainly has the capacity to expand its infrastructure to meet the needs of a larger military population.

Town Beale



Newly constructed dorm facilities.

Beale continues to improve its cantonment area facilities. The base boasts some of the best dormitories in the Air Force constructed in anticipation of the arrival of the Navigator Flight Training School. In these dormitories airmen enjoy mini-kitchens and private bathrooms in quarters normally reserved for officers. In the event of a sudden need to increase dorm housing, engineering and design for a new series of dorms is complete, on the shelf, and ready to go.

The base dining facilities are operating at 40 percent of existing capacity and could absorb a sudden influx of airmen. The base's newly constructed commissary, which draws military dependents and retirees from all over Northern California, was completed in 1993 and can easily absorb more customers.

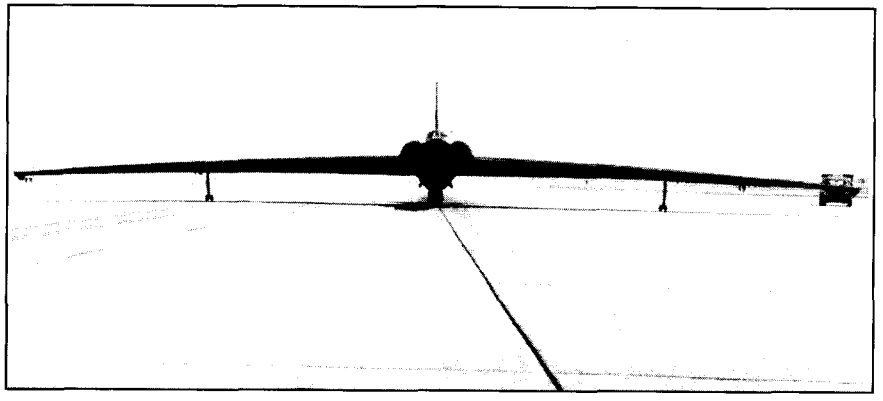
Beale's family housing area is a very well planned community with tree-lined, spacious streets and a housing stock that is in excellent shape. In the event of an influx of families, the base has a program in place for upgrading the present housing, and there is plenty of land to build new houses.

There is ample off-base housing available as well. A recent housing market analysis indicated that there are over 12,000 housing units for sale or rent within a 30-mile radius of the base. Also, new affordable housing, under $100,000, is being built in housing developments easily accessible to the base.

There are two schools on base

Beale is the center of all high altitude manned reconnaissance operations within Air Combat Command.

Current Mission



"Twenty-four hours a day, seven days a week, a U-2 is gathering the nation's intelligence somewhere in the world. We're operating on every continent to ensure the national command authorities and the unified commands get the intelligence they require."

Col. Larry W. Tieman,
9th Reconnaissance Wing commander
"Airman Magazine", May 1994

in the family housing area, which are part of the highly acclaimed Wheatland School District. These two schools are operating at 60 percent of capacity. The high school, located in nearby Wheatland, is operating at 33 percent of capacity. In addition, a youth center and child development annex in the family housing area have been expanded to provide a great deal of additional child care capacity.

When the current Beale Air Force Base belonged to the Army, and was known as Camp Beale, it was home to as many as 60,000 soldiers. Today Beale has only about 3,100 military personnel. The base certainly has the capacity to expand its infrastructure to meet the needs of a larger military population. Its digital fiber optics telephone switch, for example, can support a base three times the size of Beale.

Beale has nine deep water wells, currently operating at only 60 percent of capacity. Yuba County has one of the richest aquifers in the world, and the Yuba County Water Agency has reserved water for Beale Air Force Base at its Bullards Bar Reservoir in the event it is needed by the base.

The base has a wastewater treatment plant with a 5-million-gallon-a-day capacity, and is currently operating at 20 percent of capacity. The effluent from the wastewater treatment plant is diverted to the base's golf course facility which will soon be expanded to 18 holes with unappropriated funds.

With its ultra modern electrical distribution system, its large economical and clean supply of natural gas, and its extensive bulk fuel storage area, Beale Air Force Base has a large capacity to supply power for additional missions which would allow the Air Force room to grow.

QUALITY OF LIFE

Beale personnel often become permanent fixtures in the area, as they opt to extend their tours, make return tours, or retire to this area. They often cite their reasons for returning or staying as the mild weather, good schools and the great variety of amenities available to them in the Northern California region.

Many people who come to Beale enjoy living in the mild climate, not having to shovel driveways or scrape windshields all winter. Yet they enjoy having the steep, snowy slopes of the Sierra Nevada's, just 90 minutes away from the housing area, to participate in some of the best skiing in the country.

Other activities are less than a two-hour drive from the base. Hunting, fishing, camping, hiking, biking and water skiing are just a few of the outdoor activities available to Beale personnel in their off-duty hours. On base Recreational Supply offers much of the equipment needed to join in these activities for a small rental fee, making these sports accessible even to those personnel on tight budgets.

Entertainment and cultural activities are equally near-by. Beale AFB is delightfully situated in a relaxed rural setting, yet close enough to larger cities and attractions to be easily visited. Lake Tahoe, San Francisco, Old Sacramento, Nevada City, Grass Valley, Historic Marysville and Reno are all a stone's throw away.

In the same weekend, Beale personnel can take in a sports event such as Sacramento Kings' basketball, Oakland A's or San Francisco Giants' baseball, and also attend the symphony or ballet in Sacramento or San Francisco. They can visit historic sites such as Sutter's Mill where gold was discovered or the Empire Mine which was the richest gold mine in the state. Or they can take in one of the many nationally and internationally acclaimed entertainers on tour at the ARCO arena in Sacramento or in the clubs of Reno.

On-base recreation is plentiful for those who do not want to travel much further than their own back door. Several on-base lakes offer stocked fishing, the Rod and Gun Club offers both skeet and trap shooting, and on-base stables offer a place to board horses. Ample parks throughout the housing and cantonment areas offer peaceful picnic and playground areas. A nine-hole golf course, bowling alley, swimming pools and gym offer other recreational activities on base.

Education is a high priority among many of the people who come to Beale, and they find it in the excellent reputation of the Wheatland School District. Base schools are included in the Wheatland School District, which has a reputation for presenting a high quality education with caring, innovative teachers, at a low student/teacher ratio.

Four community colleges or universities are within an hour's drive from the base. Yuba Community College, located just a few miles outside the main gate, provides continuing education as well as general-interest classes for military personnel and their families.

For those who are interested in employment there are jobs ranging from rural farming and forestry positions to city-oriented retail through hi-tech fields all in the local area. Many spouses of Beale's military personnel find full and part time work within easy access.

are in a position to efficiently support a major airlift and deployment to the Far East, as well as other locations around the world.

China Lake, the Utah Test and Training Range, and the Nellis Complex are all easily accessible to Beale's west coast location.

By air, Beale is located less than 45 minutes from the U-2 Periodic Depot Maintenance Center at Palmdale. This arrangement provides speedy access to aircraft designers, technicians, state-of-the-art repair, and retrofit equipment.

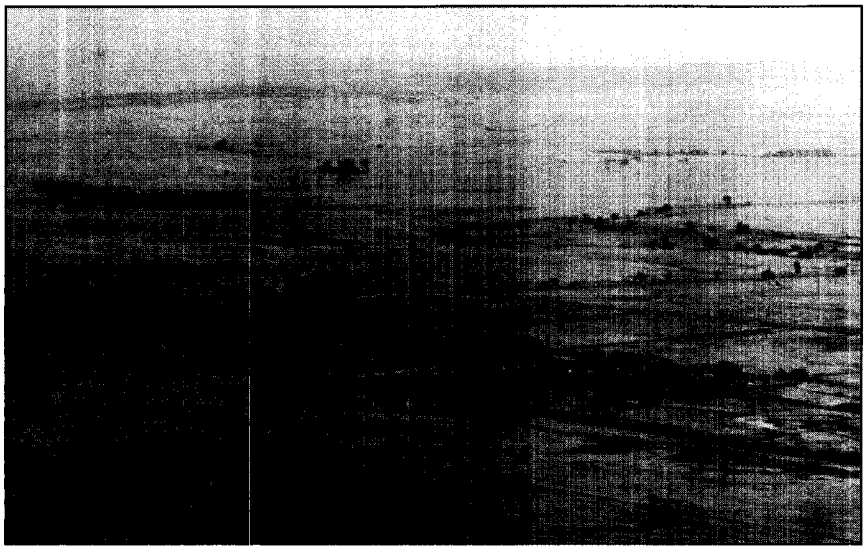
Of Beale's 23,000 acres, 9,000 are available for future development and expansion. This is enough room for the base to be molded into almost any mission the Air Force can conceive.

Once considered for the home of the Air Force Academy, this huge base boasts excellent flying conditions year-round. Beale's rate of sorties cancelled due to high winds or other weather factors is among the lowest in the military. On the rare instances when high winds do occur, they are predominantly parallel to the runway and do not impact the U-2 training. Cross winds, sufficient to impact the U-2 training program are virtually non-existent.

Even during the three most severe weather months of the year, Beale is a great place to fly! Weather limits takeoffs and landings only two percent of the time. Ninty-one percent of the time during inclement weather, the base of clouds at Beale Air Force Base are in excess of 1,500 feet.

This makes Beale extremely well-suited for the resident U-2 training program. The weather conditions allow more flights and more training time spent in the air, over a shorter period of time.

L O C A T I O N



Beale Air Force Base is situated on 23,000 acres.

Perhaps no other United States Air Force Base is more ideally situated than Air Combat Command's Beale Air Force Base. And perhaps no other base offers long term usefulness to the United States and flexibility to operate and expand missions on a land mass with this kind of elbow room.

Highly buffered on 23,000 acres in the temperate climate of California's Northern Sacramento Valley, Beale was developed on one of the largest land holdings of the United States Military.

The base's unique location provides easy access to key strategic port, rail and air facilities.

Beale is approximately 40 miles north of the port of Sacramento and 120 miles east of the ports of Oakland and San Francisco. The port of Stockton, another deep water facility, is approximately 75 miles from the base.

Roseville, located 23 miles from Beale, is the main switching location for trans continental railroad service.

Access to Beale Air Force Base by commercial airlines is simplified by the base's proximity to Sacramento Metropolitan Airport, 35 miles to the southwest.

Because of Beale's central location and proximity to the Pacific Rim, the base's personnel

Beale is more than a neighbor. Beale is a member of the Yuba-Sutter family.

Community Support

COMMUNITY SUPPORT

Beale is more than a neighbor. Beale is a member of the Yuba-Sutter family.

The relationship between Beale and the surrounding community is further strengthened by the approximately 2,350 Air Force retirees who make Yuba and Sutter Counties their permanent home.

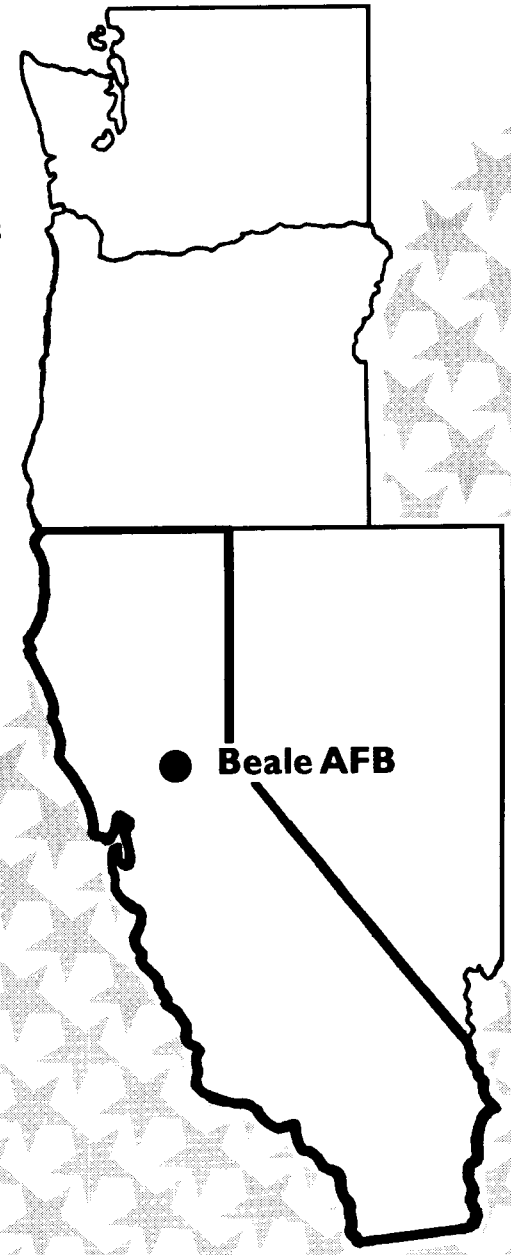
In times of emergency, the base has provided manpower and other resources to assist the Yuba-Sutter area. When local rivers flooded in 1955 and 1986, Beale was there to offer front-line flood fighting assistance and a temporary home to thousands of evacuees.

Officers and airmen become heavily involved in the community. Programs such as Youth Soccer, Little League, Big Brothers-Big Sisters and Special Olympics have benefited from the volunteer hours of people affiliated with the base. The base has consistently been the largest contributor to United Way. Hundreds of Beale's men and women participate in the Bok Kai parade, a multi-cultural parade held every year in downtown Marysville.

Civilian fire and police agencies have called on the expertise of Beale personnel in fighting difficult fires and assisting in bomb threats. Beale also holds a seat on the Yuba-Sutter Emergency Medical Care Committee, participating in joint disaster exercises on and off the base in cooperation with area emergency service providers.

And the community is also there for Beale Air Force Base.

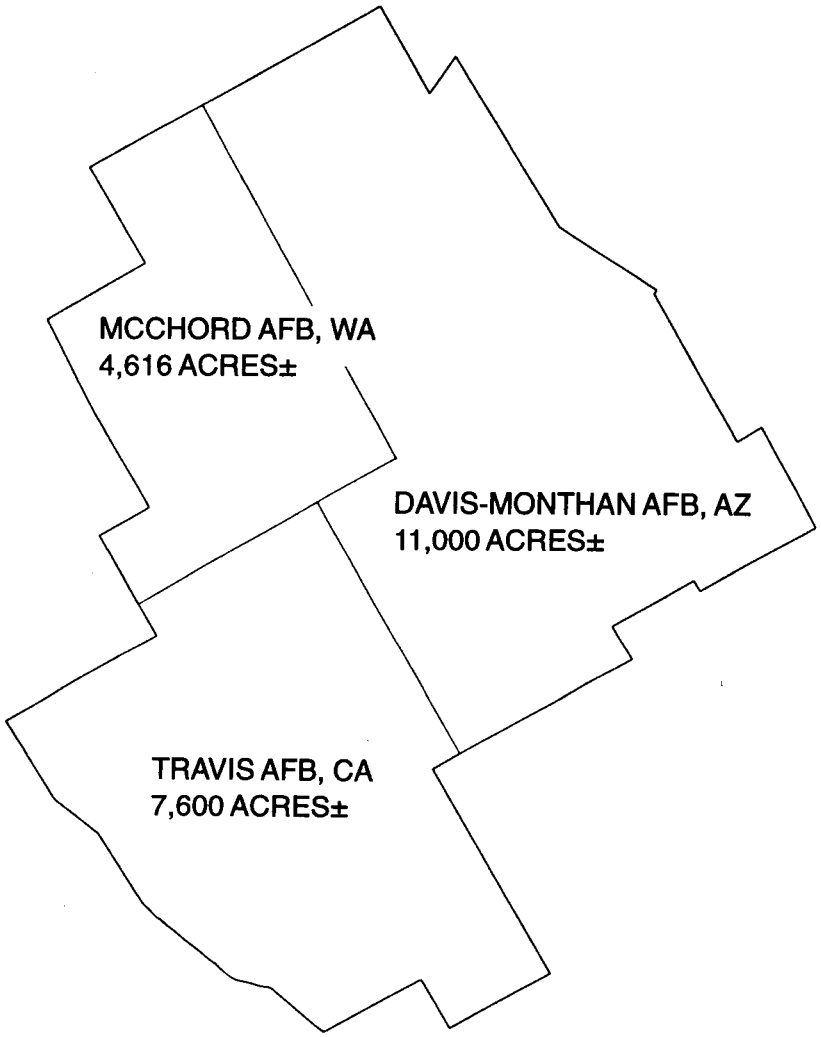
Weather limits takeoffs and landings only two percent of the time.



Location

BEALE AIR FORCE BASE LAND MASS

23,000 Acres



Beale Air Force Base land mass, 23,000 acres, is large enough that Travis, McChord and Davis-Monthan Air Force Bases could completely fit within its boundries.

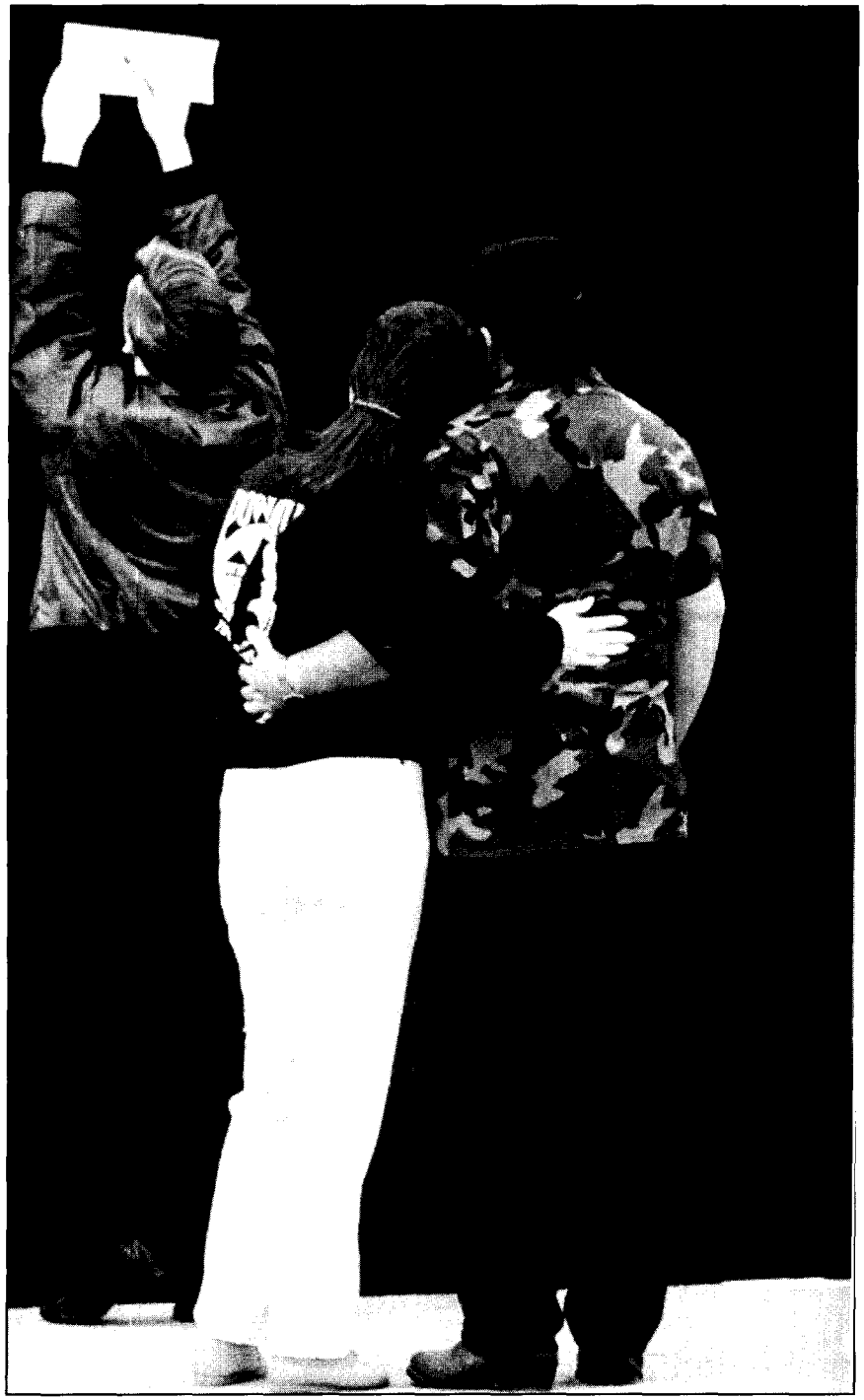
The local governments recognize Beale personnel with proclamations when they receive Air Force recognition awards.

The Community hosts special Beale Awareness Days, and turns out in droves whenever Beale has an open house or other special events.

And Beale is always invited to participate in the many multi-cultural events conducted in this special region.

Beale's standing in the community can somewhat be measured by the community project to construct a new main gate in 1987. The gate, which cost in an excess of $100,000, was provided by the Beale Military Liaison Committee through membership funds and with assistance of local merchants and individuals who provided labor and materials. Two years prior, an area resident donated land near the gate for Major Mack Park, a World War II Museum.

The residents of Yuba and Sutter Counties responded warmly when Beale personnel were deployed in Operations Desert Shield/Desert Storm. Volunteers from the community donated food and time to conduct a picnic for the spouses and children of personnel sent overseas.



Traveling replica of the Vietnam Veterans Memorial, Beale Guest Day.

designed to augment data provided by the Beale planning staff for consideration by DoD.

It is the community's purpose, not only to prove the case for the continuation of Beale, but to detail the unparalleled opportunities at that location for vast DoD savings on the West Coast. The community will thoroughly document Beale's superiority based on its unrestricted air space, superb flying weather, lack of urban encroachment, large area availability for expanded missions, geographical location, and strong community support.

This document will establish that Beale is an ideal candidate for mission expansion. It will also establish that there is room on the 23,000 acre base for a number of military service and federal agency missions.

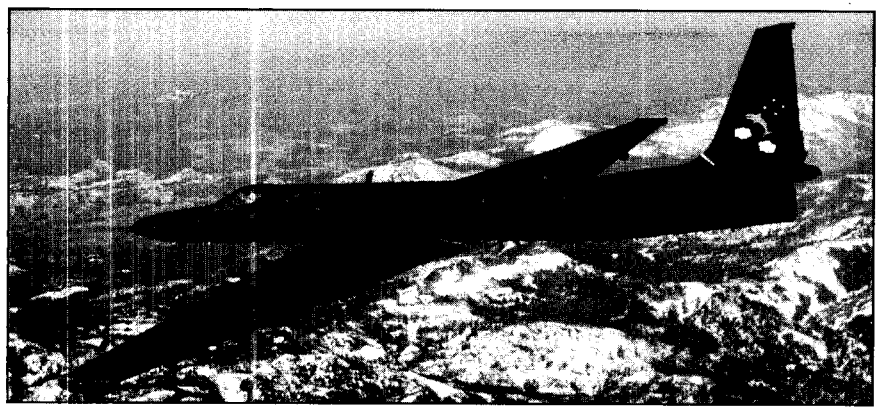
It is our intent to demonstrate that if only ONE Air Force installation were maintained on the West Coast, it is in the country's best interests for that installation to be Beale.

Why Beale?

Beale Air Force Base is an airport planner's dream location. The base's superb weather, unrestricted airspace, size and strong local government protection from urban encroachment provide an unequaled flying environment for all types of aircraft.

Brigadier General Beale.

P R E F A C E



U-2

The 1991 dissolution of the Soviet Union and the subsequent easing of world tensions has resulted in the radical down sizing of the United States military forces. Our President and the Congress have agreed to a 25 percent reduction in the military budget by 1995. These budgetary cuts will be achieved through reduction of personnel, closure of military reservations and realignment of forces.

Base closures and/or realignment of specific assets will be accomplished through an apolitical process entrusted to a nonpartisan presidential commission. This commission, The Base Closure Commission, is composed of corporate, civil service and military leaders.

The Commission's responsibility is to thoroughly evaluate each military installation. In writing this document, it is our understanding their criteria will remain similar to last year's review. They will target that installation and its long term military value to the nation's defense interests. Current operational costs, cost of possible closure, the amount of (and how fast) savings would be achieved by closure and any unique attributes presented by the installation, round out their focal points. Commission members will compare uniform data prepared by military commands and Department of Defense (DoD) analysts.

The profile you hold was prepared by Beale Air Force Bases's host community. It is

Beale maintains a cohesive community/ base working relationship with county officials publicly committed to maintaining the non-encroachment buffer zone around the base.

Conclusion

C O N C L U S I O N

BAFB Global Communications Center.

A huge base capable of supporting virtually any military service needs without the slightest hint of encroachment, Beale is considered a national treasure by community members. Beale maintains a cohesive community/base working relationship with county officials publicly committed to maintaining the non-encroachment buffer zone around the base. Excellent weather and flying conditions make Beale a particularly desirable location for flying missions. Recreation and job opportunities abound for active duty members and their families.

The bottom line is that Beale is a logical choice for new assets and missions. A truly great place to live and work.

The community will thoroughly document Beale's superiority based on its unrestricted airspace, superb flying weather, lack of urban encroachment, large area availability for expanded missions, geographical location, and strong community support.

Preface

A C K N O W L E D G M E N T S

City of Yuba City

City of Marysville

Sutter County Board of Supervisors

Yuba County Board of Supervisors

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Mayor Dennis Nelson

Mayor Juanita Neyens

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Congressman Wally Herger

Congressman Vic Fazio

Senator Barbara Boxer

Senator Dianne Feinstein

California State Senator Maurice Johannessen

California State Senator Tim Leslie

Assemblyman Bernie Richter

Assemblyman Stan Statham

Base Community Council

Beale Military Liaison Committee

Continental Cablevision

Susan L. Patane Public Relations

Yuba-Sutter Chamber of Commerce

Committee Members

Jim Changaris, Chairman

Tony Bevacqua

Tib Belza

Larry Booth

Supervisor Brent Hastey

Susan Patane

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Susan L. Patane Public Relations

Printing *Valley Rose Printing*

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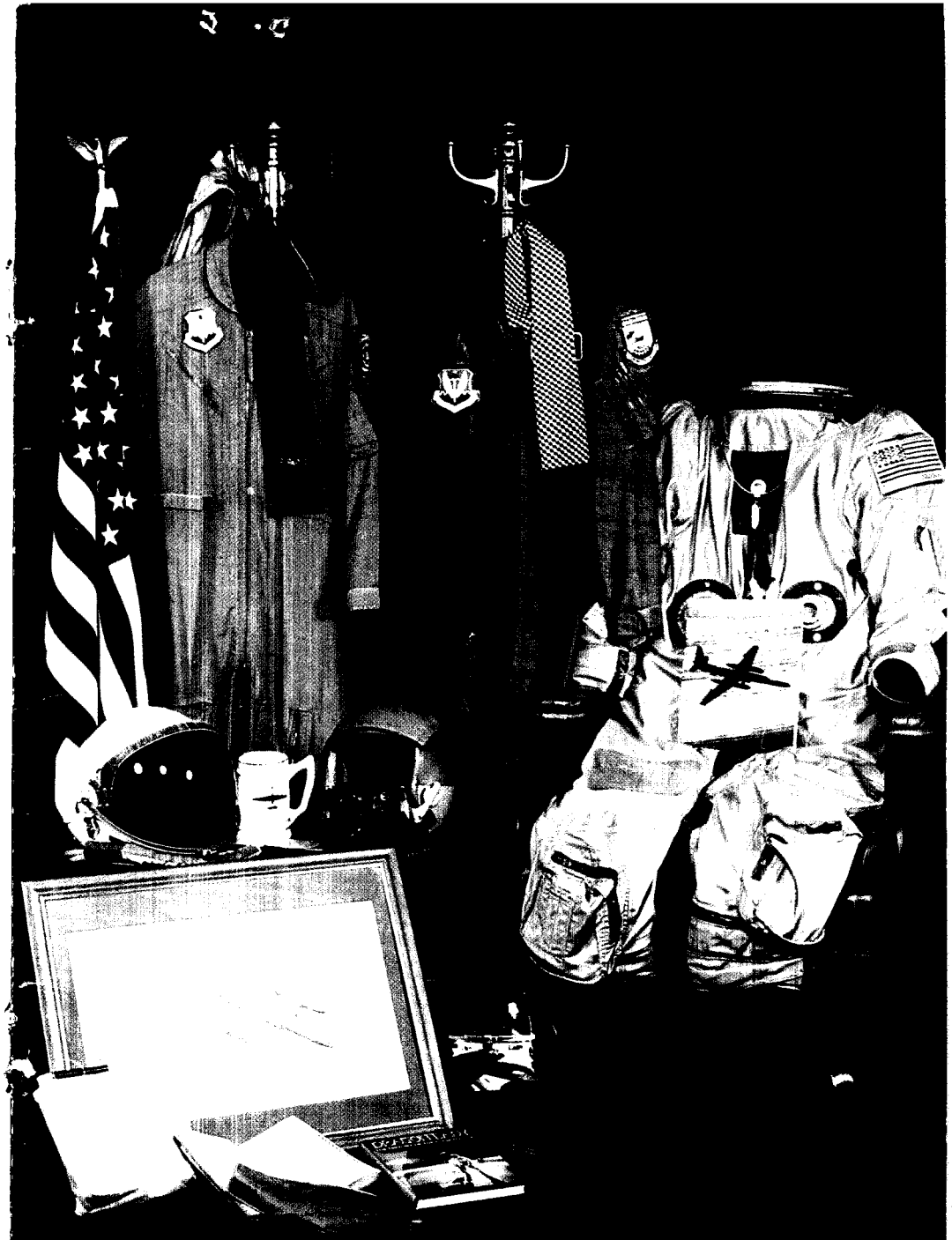

Beale Air Force Base

"Gem of the Air Force"

BOARD OF SUPERVISORS

COUNTY OF SUTTER

1160 CIVIC CENTER BLVD.
YUBA CITY, CALIFORNIA 95993

(916) 741-7106

Please refer to this number when responding 94/1227-7

December 20, 1994

Mr. David Lyles, Staff Director
Base Closure and Realignment Commission
1700 N. Moore, Suite 1425
Arlington, VA 22209

Dear Mr. Lyles:

I wish to express my gratitude to you for taking the time to meet with me and the members of the Beale Air Force Base Liaison Committee during our visit to your office on December 1, 1994.

I know your time is extremely valuable and I appreciate you allowing time in your busy schedule for us to speak with you about the valuable assets our community offers Beale Air Force Base.

I remain very truly yours,

Joe Benatar
Chairman
Sutter County Board of Supervisors

JB/smj

MEMBERS OF THE BOARD

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REGULAR MEETINGS ARE HELD TUESDAY OF EACH WEEK

Document Separator

1995 AIR FORCE BASE QUESTIONNAIRE

Beale AFB - ACC

Section I

1. Force Structure

I.1.A **List of all on base NAF and non-Air Force activities:**

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	AAFES	-	-	225	225
I.1.A.2	Aero Club	-	-	3	3
I.1.A.3	Credit Union	-	-	13	13
I.1.A.4	DECA	1	6	48	55
I.1.A.5	DFAS	-	17	-	17
I.1.A.6	Education Office	-	-	4	4
I.1.A.7	Far West School	-	-	44	44
I.1.A.8	Lockheed	-	-	49	49
I.1.A.9	Lone Tree School	-	-	72	72
I.1.A.10	NAF	-	-	235	235
I.1.A.11	Omega	-	-	3	3
I.1.A.12	Postal Service Ctr	-	-	2	2
I.1.A.13	Raytheon	-	-	41	41
I.1.A.14	Red Cross	-	-	3	3
I.1.A.15	US Army Vet	1	1	-	2
I.1.A.16	US Post Office	-	-	9	9
	TOTAL:				777

I.1.B **Remote/Geographically Separated Units receiving more then 50% of Base Operational Support from the base:**

I.1.B.1 **Supported Unit:** 114th Fighter Sqdn GSU **GSU - Geographically Separated Unit**
Location: Klamath Falls, OR **REM - Remote Unit**
Support provided: Disaster Prep, EOD, Health, Mortuary, Airfield Operations

I.1.B.2 **Supported Unit:** 132 Engineering Battalion GSU **GSU - Geographically Separated Unit**
Location: Sacramento, CA **REM - Remote Unit**
Support provided: Fire,Police, Equip Op, Maint & Repair, EOD, Food Services, Housing & Lodging, Retail Supply & Storage, Training Services, Airfield Operations

1995 AIR FORCE BASE QUESTIONNAIRE

Beale AFB - ACC

2. Operational Effectiveness

A. Air Traffic Control

ATCALS - Air Traffic Control and Landing Systems
NAS - National Airspace System

I.2.A.1 None of the base ATCALS are officially part of the NAS.

I.2.A.2 Details for specific ATC facilities:

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
Tower	2	97654	5328	92326	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 15

78000 operations were conducted this runway during calander year 1993

I.2.A.5 Known or potential airspace problems that may prevent mission accomplishment:

None

I.2.A.6 The base does Not experience ATC delays.

B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: SIERRA ARMY DEPOT distance 85 NM

Nearest major primary airdrop customer: CAMP W.G. WILLIAMS distance 446 NM

I.2.B.2 Distance to foward deployment Air Bases:

Lajes AB: 4402 NM

Rota AB: 5450 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Beale AFB - ACC

Hickam AFB: 2153 NM

RAF Mildenhall: 5112 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	MCCLELLAN AFB	28
I.2.B.4	Military airfield, runway >= 8,000ft	MCCLELLAN AFB	28
I.2.B.5	Military airfield, runway >= 10,000ft	MCCLELLAN AFB	28
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Marysville	7
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	McClellan AFB	27
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	McClellan AFB	27
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Sacramento Metro	27
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Mather Field	29

I.2.B.11 **Name and distance to an emergency landing airfield compatible with aircraft flown at the base.**

McClellan AFB 27 NM

C. Training Areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs))

I.2.C.1 **Supersonic Air Combat Training (ACBT) MOAs and warning/restricted areas, with a minimum size of 4,200 sq NM, within 300 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-283/W-285A,B	195 NM	AUSTIN/GABBS CN	208 NM	AUSTIN/GABBS N/C	208 NM
Austin1/GABBS N&C	208 NM	W-289 N/W-60-61	246 NM	W-532	264 NM
W-532/537	279 NM	W-93	295 NM		

I.2.C.2 **MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft, within 200 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-260	137 NM	W-285A	186 NM	W-283/W-285A,B	195 NM

I.2.C.3 **Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-260	137 NM	GABBS NORTH	167 NM	W-285A	186 NM
W-283/W-285A,B	195 NM	W-283	203 NM	AUSTIN 1	208 NM
AUSTIN/GABBS CN	208 NM	AUSTIN/GABBS N/C	208 NM	Austin1/GABBS N&C	208 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Beale AFB - ACC

W-289 N/W-60-61	246 NM	W-532	264 NM	ISABELLA	265 NM
W-532/537	279 NM	PANAMINT	280 NM	W-93	295 NM
OWYHEE/ PARADISE	297 NM	W-537	318 NM	DESERT	327 NM
W-289	352 NM	UTTR	372 NM	W-570	394 NM
W-460B	505 NM	W-460	511 NM	W-460A	524 NM
W-291	527 NM	W-237 A,B	528 NM		

I.2.C.4 **Scorable range complexes / target arrays (capable of or having tactical targets, conventional targets, and strafe), within 800 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
FALLON B-19	128 NM	FALLON B-17	148 NM	CHINA LAKE	261 NM
NELLIS R65	311 NM	NELLIS R63	319 NM	SAYLOR CREEK	342 NM
KITTYCAT/UTTR	384 NM	EAGLE/UTTR	401 NM	HAG/UTTR	401 NM
EL CENTRO	457 NM	GOLDWATER RANGE 4	555 NM	GOLDWATER RANGE 2	567 NM
GOLDWATER RANGE 1	571 NM	GOLDWATER RANGE 3	571 NM	AIRBURST	776 NM

I.2.C.5 **Nearest electronic combat (EC) range and distance from base:**

FALLON TACTS	184 NM

I.2.C.6 **Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:**

FALLON TACTS	184 NM

I.2.C.7 **Nearest full-scale, heavyweight (live drop or inert) range and distance from base:**

FALLON B-16	120 NM

I.2.C.8 **Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:**

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	0	1	3	35	55	64
SR	7	7	7	8	20	28
VR	0	5	12	39	62	74
Total Routes:	**7**	**13**	**22**	**82**	**137**	**166**

Identify Routes:

SR-301 28 NM SR-398 73 NM	SR-353 34 NM	SR-359 45 NM	SR-300 67 NM	SR-381 67 NM	SR-311 73 NM
IR-271 101 NM	VR-1261 131 NM	VR-201 132 NM	VR-202 132 NM	VR-1251 148 NM	VR-1254 150 NM
IR-264 156 NM VR-1257 186 NM	IR-207 158 NM VR-1264 193 NM	VR-249 172 NM VR-208 194 NM	VR-1353 178 NM	VR-1205 179 NM	VR-1250 180 NM
IR-206 206 NM	IR-300 206 NM	VR-1262 208 NM	IR-275 211 NM	IR-203 221 NM	VR-1256 221 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Beale AFB - ACC

IR-237	229 NM	IR-279	234 NM	VR-1252	234 NM	VR-1255	238 NM	IR-303	242 NM	VR-1260	243 NM
VR-1259	247 NM	VR-209	247 NM	IR-234	259 NM	IR-238	259 NM	IR-280	268 NM	IR-282	268 NM
VR-1265	285 NM	SR-390	293 NM	VR-1206	293 NM	VR-1293	295 NM	IR-200	299 NM	IR-281	306 NM
IR-286	309 NM	VR-316	310 NM	IR-290	315 NM	IR-293	315 NM	IR-290A	315 NM	IR-285	318 NM
IR-211	320 NM	VR-319	326 NM	IR-235	330 NM	IR-342	340 NM	VR-1253	342 NM	IR-346	347 NM
VR-1352	347 NM	IR-304	348 NM	IR-310	350 NM	VR-1218	350 NM	VR-1217	350 NM	VR-1214	353 NM
VR-1215	353 NM	VR-1302	362 NM	VR-1300	365 NM	IR-266	367 NM	VR-1406	369 NM	IR-425	371 NM
IR-212	378 NM	IR-213	378 NM	IR-217	378 NM	VR-1301	380 NM	IR-307	386 NM	VR-1445	388 NM
IR-252	390 NM	VR-1304	390 NM	IR-302	390 NM	VR-1446	392 NM	VR-289	396 NM	VR-296	396 NM
IR-301	404 NM	VR-1355	404 NM	VR-1354	405 NM	IR-216	407 NM	VR-1225	415 NM	VR-1422	424 NM
VR-1423	424 NM	IR-214	430 NM	IR-418	431 NM	VR-299	431 NM	IR-420	431 NM	IR-218	432 NM
SR-397	436 NM	IR-400	438 NM	IR-255	443 NM	SR-488	446 NM	IR-341	448 NM	IR-343	448 NM
SR-489	449 NM	VR-1211	454 NM	IR-313	456 NM	IR-314	456 NM	VR-288	466 NM	IR-250	469 NM
SR-473	481 NM	SR-475	481 NM	VR-1267	481 NM	SR-478	481 NM	SR-477	481 NM	IR-344	483 NM
SR-470	493 NM	SR-471	493 NM	VR-1266	495 NM	VR-1267	495 NM	VR-1268	495 NM	SR-472	505 NM
SR-474	508 NM	SR-476	508 NM	IR-254	511 NM	IR-276	515 NM	IR-498	527 NM	IR-340	532 NM
VR-242	532 NM	VR-246	532 NM	VR-244	532 NM	VR-1220	532 NM	VR-1219	532 NM	VR-231	537 NM
VR-239	541 NM	VR-245	541 NM	IR-348	558 NM	VR-1350	558 NM	VR-1351	558 NM	VR-223	572 NM
IR-320	580 NM										
VR-1233	666 NM	VR-259	666 NM	VR-268	666 NM	VR-269	666 NM	VR-267	666 NM	VR-260	666 NM
VR-263	667 NM	IR-112	692 NM	IR-126	697 NM	IR-109	702 NM	VR-176	709 NM	SR-212	716 NM
SR-210	723 NM	SR-211	723 NM	IR-416	747 NM	VR-412	769 NM	VR-413	769 NM	SR-540	772 NM
SR-542	772 NM	SR-541	772 NM	IR-478	779 NM	IR-479	779 NM	IR-479A	779 NM	IR-478A	779 NM
SR-214	780 NM	VR-1195	784 NM	IR-110	795 NM	SR-213	797 NM	VR-1107	797 NM		

I.2.C.9 **IR-498 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 527 NM from the base.**

I.2.C.10 **Total number of Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within:**

200 NM	300 NM	500 NM
14	24	45

I.2.C.10.a **Routes and distance to route's control point:**

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-208	25 NM	AR-224	41 NM	AR-462	56 NM	AR-221	76 NM
AR-223	92 NM	AR-222	93 NM	AR-7B	100 NM	AR-214	132 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Beale AFB - ACC

AR-7A	152 NM	AR-621	166 NM	AR-625H	167 NM	AR-625L	167 NM
AR-8B	171 NM	AR-006	186 NM				
AR-634	204 NM	AR-611A	206 NM	AR-611B	208 NM	AR-5H WEST	221 NM
AR-5L WEST	221 NM	AR-452 NORTHEAST	228 NM	AR-645	262 NM	AR-648B	264 NM
AR-8A	266 NM	AR-4A NORTH	297 NM				
AR-630	302 NM	AR-4B NORTH	315 NM	AR-648A	315 NM	AR-641B	321 NM
AR-641A	326 NM	AR-635	339 NM	AR-642W WEST	340 NM	AR-5H EAST	343 NM
AR-5L EAST	343 NM	AR-001 EAST	355 NM	AR-642E EAST	358 NM	AR-628	389 NM
AR-452 SOUTHWEST	408 NM	AR-654	416 NM	AR-649	450 NM	AR-209 WEST	455 NM
AR-624	461 NM	AR-651	470 NM	AR-603	474 NM	AR-4A SOUTH	479 NM
AR-4B SOUTH	494 NM						

I.2.C.10b **The total number of refueling events within:**

500 NM	700 NM
458	2204

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-004A	297 NM	372	AR-004B	315 NM	86			0			0
AR-010	501 NM	525	AR-002	555 NM	9	AR-201	566 NM	490	AR-011	699 NM	87

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 501NM from the base."**

I.2.C.10d **Percentage of tanker demand in region:** 26.0
Percentage of tankers based in region: 13.0

Tanker saturation within the region has been classified as tanker Poor

I.2.C.11 **Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:**

Name	Distance	Night?	Personnel?	Equipment?	Route IR	Count SR
APRIL	312 NM	✔	✔	✔	0	0
BULL	330 NM	✔	✔	✔	0	0
CALVIN	334 NM		✔	✔	0	0
CINTHIA	151 NM	✔			2	0
COIN (CIR)	255 NM				1	0
DESERT ROCK(CR)	297 NM	✔	✔		0	0
DIXIE VALLEY	161 NM	✔	✔	✔	0	0
ENAD EAST	306 NM	✔	✔	✔	0	1

1995 AIR FORCE BASE QUESTIONNAIRE

Beale AFB - ACC

ENAD WEST	306 NM	✔	✔	✔	0	1
FARM	309 NM	✔	✔	✔	0	1
GRETCHEN (CIR)	150 NM	✔	✔	✔	2	0
KEITHA	193 NM	✔	✔	✔	0	0
MACHINEGUNFLATS	151 NM	✔	✔	✔	2	0
NELSON - FT IRWIN	317 NM		✔	✔	0	0
NOAH	332 NM	✔	✔	✔	0	0
OFFICE	309 NM	✔	✔	✔	0	1
PALMER	191 NM	✔	✔	✔	0	0
PATRICIA CIRCUL	192 NM	✔	✔	✔	0	0
REBEL (AREA DZ)	254 NM				1	0
ROCK (A)	335 NM	✔	✔	✔	0	0
ROCK (B)	335 NM	✔	✔	✔	0	0
ROGERS LAKE (C)	310 NM	✔	✔	✔	0	1
SAN PABLO (CIR)	78 NM	✔	✔		1	0
SPEER CIRCULAR	309 NM	✔	✔	✔	0	1
TONTO	190 NM	✔	✔	✔	0	0
XM	280 NM	✔	✔	✔	0	0

I.2.C.11.a **Drop Zone** **Servicing Instruement and Slow Routes (IRs and SRs)**

CINTHIA	IR-203	IR-207							
COIN (CIR)	IR-237								
ENAD EAST	SR-390								
ENAD WEST	SR-390								
FARM	SR-390								
GRETCHEN (CIR)	IR-203	IR-207							
MACHINEGUNFLATS	IR-203	IR-207							
OFFICE	SR-390								
REBEL (AREA DZ)	IR-237								
ROGERS LAKE (C)	SR-390								
SAN PABLO (CIR)	IR-207								
SPEER CIRCULAR	SR-390								

I.2.C.12 **Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:**

SCHOONOVER 191 NM

I.2.C.13 **Nearest full scale drop zone(s) (minimum size 1000 by 1500 yds) which can be used for personnel drops or night equipment drops:**

					Route Count

1995 AIR FORCE BASE QUESTIONNAIRE

Beale AFB - ACC

Name	Distance	Night?	Personnel?	Equipment?	IR	SR
SAN PABLO (CIR)	78 NM	✔	✔		0	0
TONTO	190 NM	✔	✔	✔	0	0

I.2.C.14 Name and distance to ground force installation (US Army, USMC) with a restricted airspace capable of supporting tactical aircraft employment (floor no higher than 100 ft AGL, ceiling no lower than 3,00 ft AGL, minimum area 25000 sq NM>

FORT HUNTER LIGGETT 187 NM

1995 AIR FORCE BASE QUESTIONNAIRE
Beale AFB - ACC

D. Ranges

Ranges (Controlled/managed by the base)

I.2.D.1 The base Does not control or manage any ranges, questions I.2.D.2 to I.2.D.17 skipped.

Ranges (Used by the base)

I.2.D.18 The base does Not uses ranges on a regular basis

I.2.D.19

The mission/training is Not impacted by training area airspace encroachment.

The mission/training is not impacted by training area airspace noise abatement procedures.

The mission/training is not impacted by training area traffic procedures.

I.2.D.20

I.2.D.21

I.2.D.22

1995 AIR FORCE BASE QUESTIONNAIRE

Beale AFB - ACC

E. Airspace Used by Base

I.2.E.1 **Airspaces scheduled or managed by the base:**

AR 462	Air Refueling Track / Anc
AR452	Air Refueling Track / Anc
Maxwell MOA	MOA
Whitmore MOA	Other

Details for airspace scheduled or managed by the base:

Airspace: AR 462

I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

Continuous

1995 AIR FORCE BASE QUESTIONNAIRE

Beale AFB - ACC

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a Hours scheduled:

I.2.E.7.b Hours used:

I.2.E.8 Utilization of the airspace can Not be increased.

I.2.E.9 It is Not possible to expand either hours or volume to increase the airspace utilization.

I.2.E.10 Description of the volume or area of the Airspace:

280 NM, FL240/260

I.2.E.11 100.00 percent of the airspace is usable.

Airspace: AR452

I.2.E.2 An environmental analysis has Not been conducted for this airspace.

I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.

I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:

I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.

I.2.E.6 There are No restrictions currently acting on this airspace

I.2.E.7 Published availability of the airspace:

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Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:**

I.2.E.7.b **Hours used:**

I.2.E.8 **Utilization of the airspace can Not be increased.**

I.2.E.9 **It is Not possible to expand either hours or volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

350 NM, FL240/260

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: Maxwell MOA

I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

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I.2.E.7 **Published availability of the airspace:**

Mon-Fri 0730-1630L

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 2,250 hrs

I.2.E.7.b **Hours used:** 491 hrs

I.2.E.7.c **Reasons for non-use:**

20 Days not used; 8 official holidays, 12 wing training

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

Total area is 1837 square miles; low altitude sstructure is 11,000 to 18,000 feet; high altitude structure is from FL180 to FL 230. Area is "pie shaped" 50 miles long, 10 miles wide at base, 60 miles wide at the opposite end.

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: Whitmore MOA

I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

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I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

Mon - Fri 0730-1630L

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 2,250 hrs

I.2.E.7.b **Hours used:** 491 hrs

I.2.E.7.c **Reasons for non-use:**

20 Days not used. 12 days due to Wing Training, 8 official holidays

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

Total area is 1837 square miles; low altitude structure is 11,000 to 18,000 feet; high altitude structure is from FL180 to FL230. Area is "pie shaped" 50 miles long , 10 miles wide at base , 60 miles wide at opposite end.

I.2.E.11 **100.00 percent of the airspace is usable.**

Commercial Aviation Impact

I.2.E.12 **The base is Not joint-use (military/civilian).**

I.2.E.13 **List of all airfields within a 50 mile radius of the base:**

Airfield:	Airfield:
Chico	General Aviation
Mather Field	General Aviation
McClellan AFB	Military
Sacramento Metro	Commercial
Yuba County Airport	Uncontrolled

I.2.E.14 **Civilian/commercial operators or other airspace users do Not pose scheduling, operational, or environmental constrains or limits.**

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F. Potential for Growth in Training Airspace (Area)

I.2.F.1 **Expansion of training airspace is possible.**

I.2.F.1.a **Estimated expansion potential is 100.0 percent. Rationale for estimate:**

Airspace in norther California and Nevada is available for expansion and special use due to relatively sparse population. Access would remain the same, or could be increased for mission requirements

I.2.F.2 **Current access will remain the same.**

I.2.F.3 **No reductions in training airspace are expected.**

I.2.F.4 **Current special use airspace and training areas meet all training requirements.**

I.2.F.4.a **Deployed, off-station training is not required to meet training requirements.**

G. Composite / Integrated Force Training

I.2.G.1 **Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:**

FORT HUNTER LIGGETT

187 NM from the base.

I.2.G.2 **DELETED**

I.2.G.3 **Nearest Naval unit where joint training can be accomplished:**

Alamada NAS

135 mi from the base.

I.2.G.4 **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**

Travis AFB

51 mi from the base.

I.2.G.5 **DELETED**

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

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I. Technical Training (Air Education and Training Command)

I.2.1 **No technical training mission.**

J. Weather Data (AF Environmental Technical Applications Center)

I.2.J.1 **Percentage of time the weather is at or above (ceiling / visibility)**

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
98.3	97.7	93.9	92.1	89.6

I.2.J.2 **Crosswind component to the primary runway:**

I.2.J.2.a **Is at or below 15 knots 99.8 percent of the time**

I.2.J.2.b **Is at or below 25 knots 100.0 percent of the time**

I.2.J.3 **1 Days have freezing partcipitation (mean per year).**

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Beale Air Force Base	Installation-Fee Own	22,944	4,944	9,000
II.1.A.2	Biggs, California	GWEN Site-Leased	12	1	
II.1.A.3	Klamath, Oregon	GWEN Site-Leased	12	1	
		TOTALS:	22,968	4,946	9,000

B. Facilities

II.1.B.1 From real property records:

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	8	13	99.0	1.0	0.0	5
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	28,785	71.0	29.0	0.0	11,812
II.1.B.1.c	141	Operations-Buildings	SF	N/A	558,127	97.0	0.0	3.0	204,711
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	30,500	42,515	75.0	25.0	0.0	12,015
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	346,410	100.0	0.0	0.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	9,250	9,250	100.0	0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	N/A	14,220	100.0	0.0	100.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	12,800	12,800	100.0	0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	370,200	99.0	0.0	1.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	92,011	124,901	100.0	0.0	0.0	32,890
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	3,200	3,200	100.0	0.0	0.0	0

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II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	23,000	25,514	75.0	20.0	5.0	2,514
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	18,090	18,090	100.0	0.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	29,500	29,500	100.0	0.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	126,740	145,244	100.0	0.0	0.0	18,504
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	23,791	23,791	100.0	0.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	46,681	39.0	52.0	9.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	35,886	35,886	75.0	25.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	3,835	3,835	100.0	0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	0		0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	8,988	8,988	75.0	0.0	25.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	10,352	52.0	48.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	5,414	5,414	100.0	0.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	25,750	31,386	100.0	0.0	0.0	5,636
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	5,000	7,230	100.0	0.0	0.0	2,230
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	6,936	6,936	100.0	0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	94,478	47.0	53.0	0.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	53,312	116,121	100.0	0.0	0.0	62,809
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	23,588	100.0	0.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	9,233	9,233	90.0	10.0	0.0	0

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II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	11,096	11,096	75.0	25.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	2,692	2,692	100.0	0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	176,886	85.0	8.0	7.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	8,100	8,100	100.0	0.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	3,095	17,000	100.0	0.0	0.0	13,905
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	60,000	122,587	100.0	0.0	0.0	62,587
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	4,700	10,200	100.0	0.0	0.0	5,500
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	7,110	9,480	100.0	0.0	0.0	2,370
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	46,396	0.0	82.0	18.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	900		100.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	39,578	6.0	94.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	306,892	37.0	37.0	26.0	105,460
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	1,098	90.0	0.0	10.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	990	990	100.0	0.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	18,754	100.0	0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	18,754	18,754	100.0	0.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	65	100.0	0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	79,867	37.0	17.0	46.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	423,238	68.0	30.0	2.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	38,655	38,655	100.0	0.0	0.0	0

Notes for specific Cat Codes:

II.1.B.1.c.iv	141-784	Space is co-located with Air Freight Terminal
II.1.B.1.d.v	171-618	Some of this space is being used by LG for Training/Improvement
II.1.B.1.bb	721	60% code 3 40% code 5 Dorms that are being used until demo
II.1.B.1.bb.i	721-312	19 PN in code 5 until demo

II.1.B.2 From in-house survey:

	Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111	Aircraft Pavement-Runway(s)	SY	400,000	100.0	0.0	0.0

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II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	263,614	85.0	15.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	399,525	100.0	0.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	2,698,081	85.0	15.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	33,116	85.0	15.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	471,508	70.0	30.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	597,549	85.0	15.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	1,985	95.0	5.0	0.0
II.1.B.1.j	851	Roads	SY	1,400,910	90.0	10.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	421,046	100.0	0.0	0.0

C. Family Housing (Facility Category Code 711)

II.1.C.1 **Capacity (housing Inventory)**

II.1.C.1.a **Number of adequate units from current DD Form 1410, line 18d:** 1707

II.1.C.1.b **Number of substandard units from current DD Form 1410, line 18e:** 0

II.1.C.1.c **Current deficit (-) or surplus units in validated Market Analysis:** 0 **(includes E-1 - E3 requirements)**

II.1.C.1.c.i **A Market Analysis was used to answer the questions in Section II.1.C.**

II.1.C.1.d **FY95/4 projected net housing deficit (-) or surplus of units:** -12 **(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)**

II.1.C.2 **Condition**

II.1.C.2.a **Number of adequate units meeting current whole-house standards of accommodation and state of repair:** 76 **(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)**

II.1.C.2.a **Number of adequate units requiring whole-house renovation or replacement:** 1631 **(Units meeting whole-house standards are those that were programmed/ renovated after FY88).**

II.1.C.2.a **Number of new housing units projected to meet current deficit.** 0

II.1.C.3 **Percentage of military families living on base as compared to the total number of families (officer and enlisted) assigned to the base**

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II.1.C.3.a 42.4 percent of officer families live on base.

II.1.C.3.b 79.3 percent of enlisted families live on base.

II.1.C.3.a 73.8 percent of all military families live on base.

2. Airfield Characteristics

II.2 Runway Table:

Primary Designation		Dimensions: Length	Width	Cross Runway	Aircraft Arresting Systems (II.2.I) Number	Types
15	Primary	12000 ft	300 ft	No	None	

II.2.A There are 1 active runways.

II.2.A.1 There are NO cross runways

II.2.B There are NO parallel runways.

II.2.C Dimensions of the primary runway (15).

II.2.C.1 Length: 12,000 ft

II.2.C.2 Width: 300 ft

II.2.D Dimensions of all secondary runways are in the runway table.

II.2.E The primary taxiway is 75 ft wide.

II.2.F Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency(AFCESA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).

An AFCESA Pavement Evaluation Report was used to complete this section.

					Primary Pavements		
	Aircraft Group		Criteria		Runways	Taxiways	Aprons
II.2.F.1	Fighter	F-15	61 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.5	Tanker	KC-135R	320 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now

II.2.G Excess aircraft parking capacity for operational use.

II.2.G.1 The total usable apron space for aircraft parking is 247,319 Sq Yds.

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II.2.G.1.a **Specifications for individual parking areas (irregularly shaped areas are approximated by rectangle).**

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
Alert	250 ft	900 ft	Neither	Available
KC Ramp East	2,500 ft	300 ft	Primary Aircraft	Partially Used
KC Ramp West	2,500 ft	300 ft	Primary Aircraft	Partially Available
SR No.(w/o Twy 11)	200 ft	225 ft	Neither	Available
SR So. (w/o Twy 11)	525 ft	225 ft	Neither	Available
TRANS RAMP	300 ft	750 ft	Transient Aircraft	TRANS
U-2 NE	300 ft	525 ft	Primary Aircraft	U - 2
U-2 West	1,030 ft	175 ft	Neither	Available

II.2.G.2 **Permanently assigned aircraft currrently require 138,875 Sq Yds of parking space.**

II.2.G.3 **108,444 Sq Yds of parking space is available for parking additional non-transient aircraft.**

II.2.G.4 **The following factors limit aircraft parking capability:**

None

II.2.H **The dimensions of the (largest) transient parking area:** **300 Ft** **750 Ft**

II.2.I **Details of operational aircraft arresting systems on each runway are in the Runway Table (II.2)**

II.2.J **There are No critical features relative to the airfield pavement system that limit its capacity:**

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3. Utility Systems

II.3.A **The overall system capacity and percent current usage for utility system categories:**

	Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1	Water:	9.881 MG/D	MG/D - million gallons per day	43 %
II.3.A.2	Sewage:	5.0 MG/D		32 %
II.3.A.3	Electrical distribution:	54.8 MW	MW - million watts	43 %
II.3.A.4	Natural Gas:	768.00 MCF/D	MCF/D - million cubic feet per day	62 %
II.3.A.5	High temperature water/steam generation/distribution:	-	MBTUH - million British thermal units per hour	%

II.3.B **Characteristics regarding the utility system that should be considered:**

YES SEE WORKSHEET

4. Aircraft Maintenance Hangar Facilities

Specifications for general maintenance hangars and nose docks, excluding Depot and Test & Evaluation facilities.

II.4.A.1 **Facility number:** 1069 Nose Dock

Current Use: Nose Dock

II.4.A.2 **Size (SF):** 22,486 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:**

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	204 ft	29 ft	
II.4.A.6	Largest unobstructed space inside the facility:	130 ft	32 ft	204 ft

II.4.A.1 **Facility number:** 1072 Hanger

Current Use: Wash Rack

II.4.A.2 **Size (SF):** 29,500 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** KC-135

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	160 ft	45 ft	
II.4.A.6	Largest unobstructed space inside the facility:	160 ft	45 ft	160 ft

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II.4.A.1 **Facility number:** 1074 Nose Dock

Current Use: Nose Dock

II.4.A.2 **Size (SF):** 18,504 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:**

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	204 ft	29 ft	
II.4.A.6	Largest unobstructed space inside the facility:	130 ft	32 ft	204 ft

II.4.A.1 **Facility number:** 1075 Nose Dock

Current Use: Nose Dock

II.4.A.2 **Size (SF):** 46,255 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:**

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	204 ft	29 ft	
II.4.A.6	Largest unobstructed space inside the facility:	130 ft	32 ft	204 ft

II.4.A.1 **Facility number:** 1076 Nose Dock

Current Use: Nose Dock

II.4.A.2 **Size (SF):** 34,758 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:**

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	204 ft	29 ft	
II.4.A.6	Largest unobstructed space inside the facility:	130 ft	32 ft	204 ft

II.4.A.1 **Facility number:** 1077 Hanger

Current Use: Fuel Cell

II.4.A.2 **Size (SF):** 23,791 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** B-52

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	204 ft	29 ft	
II.4.A.6	Largest unobstructed space inside the facility:	204 ft	32 ft	130 ft

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II.4.A.1 **Facility number:** 1243 Nose Dock

Current Use: General Dynamics T-38 Maintenance

II.4.A.2 **Size (SF):** 23,241 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:**

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	204 ft	29 ft	
II.4.A.6	Largest unobstructed space inside the facility:	130 ft	32 ft	204 ft

5. Unique Facilities

II.5.A **Unique (one-of-a-kind) Air Force facilitaties which must be replaced if the base is closed:**

A.1 Name or type of facility	A.2 Total square footage	A.3 Category code	A.4 Present use
RDR TMTR COMP BLDG	65,160 SF	141-391	Early Warning System/Satellite Tracking

6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures Local/Regional Land Encroachment

II.6.A **Percent current off base incompatible land use:**

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.1	15	CZ	0	206	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	33	CZ	0	206	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.A.2	15	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	33	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	51.0	0.0	49.0
II.6.A.3	15	APZ 2	0	482	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	33	APZ 2	0	482	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.4	65-70	1,580	33,750	0	Gen Compat	1.0	0.0	0.0	15.0	1.0	84.0
II.6.A.5	70-75	1,031	24,436	0	Gen Compat	0.0	0.0	0.0	18.0	0.0	82.0
II.6.A.6	75-80	38	5,881	0	Gen Compat	0.0	0.0	0.0	33.0	0.0	67.0
II.6.A.7	80+	4	2,471	0	Gen Compat	0.0	0.0	0.0	56.0	0.0	44.0

II.6.B **Percent future off base incompatible land use:**

					Percent	Percent	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES

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	Runway Number	Area	Est Pop	Acres	Incompatible Land Use	Incompatible Land Use	RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.1	15	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	33	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.B.2	15	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	33	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	51.0	0.0	49.0
II.6.B.3	15	APZ 2	0	482	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	33	APZ 2	0	482	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.4	65-70	1,580	33,750	0	Gen Compat	1.0	0.0	0.0	15.0	1.0	84.0
II.6.B.5	70-75	1,031	24,436	0	Gen Compat	0.0	0.0	0.0	18.0	0.0	82.0
II.6.B.6	75-80	38	5,581	0	Gen Compat	0.0	0.0	0.0	33.0	0.0	67.0
II.6.B.7	80+	4	2,471	0	Gen Compat	0.0	0.0	0.0	56.0	0.0	44.0

II.6.C **The most recent, publicly released AICUZ study is dated May 84**

II.6.D **Current AICUZ study's flying activities subsection does not reflect all currently assigned aircraft**

Subsection does Not reflect the number of daily flying operations conducted by all assigned aircraft

Current AICUZ study's flight track figure/map reflects current flight tracks.

Explaination of areas where the current AICUZ study does not reflect the current situation:

THE KC-135'S ARE GONE, THE CURRENT SITUATION IS A DECREASE IN FLIGHT ACTIVITY.

II.6.E **The AICUZ study was last updated on Aug 92**

The study is no longer valid. Milestones for updateing the study:

II.6.E.1 COMPLETION JUNE 94 RELEASE SEPT 94

II.6.F **Local governments have incorporated AICUZ recommendations into land use controls**

II.6.F.1 **AICUZ recommended height restrictions.**

Government name:	Types of controls in place	Types of encroachment limited:
YUBA COUNTY	Zoning Ordinance	None

II.6.F.2 **AICUZ recommended development limits for Accident Potential Zone 1.**

Government name:	Types of controls in place	Types of encroachment limited:

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YUBA COUNTY	Zoning Ordinance	No development

II.6.F.3 **AICUZ recommended development limits for Accident Potential Zone 2.**

Government name:	Types of controls in place	Types of encroachment limited:
YUBA COUNTY	Zoning Ordinance	No Development

II.6.F.4 **AICUZ recommended development limits between the 65 Ldn and 70 Ldn Noise Contours.**

Government name:	Types of controls in place	Types of encroachment limited:
YUBA COUNTY	ZONING ORDINANCE	AGRICULTURAL AND RESIDENTIAL (WITH CENTRAL A/C)

II.6.F.5 **AICUZ recommended development limits between the 70 Ldn and 75 Ldn Noise Contours.**

Government name:	Types of controls in place	Types of encroachment limited:
YUBA COUNTY	ZONING ORDINANCE	AGRICULTURAL AND RESIDENTIAL (WITH CENTRAL A/C)

II.6.F.6 **AICUZ recommended development limits between the 75 Ldn and 80 Ldn Noise Contours.**

Government name:	Types of controls in place	Types of encroachment limited:
YUBA COUNTY	ZONING ORDINANCE	AGRICUTURAL & MINING

II.6.F.7 **AICUZ recommended development limits between the 80 Ldn and above Ldn Noise Contours.**

Government name:	Types of controls in place	Types of encroachment limited:
YUBA COUNTY	ZONING ORDINANCE	AGRICUTURAL & OPEN SPACE

II.6.G **Assessment of significant development (i.e., residential subdivision, shopping mall, or center, industrial park, etc.) existing or anticipated within any of the 7 AICUZ zones.**

No significant development currently exists in any AICUZ zone.

No significant development is projected for any AICUZ zone.

No long range (20 year) development trends in the 7 AICUZ zones are evident.

II.6.H **Population figures and projections:**

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II.6.H.1 **Communities in the vicinity of the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
YUBA CITY (IN SUTTER COUNTY)	11507	13986	18736	27437	44393
WHEATLAND	813	1280	1474	1631	2828
MARYSVILLE	9553	9353	9898	12324	14677

II.6.H.3 **County (ies) encompassing the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
YUBA COUNTY	33859	44736	49733	58228	62826

II.6.I **All clear zone acquisition has been completed.**

II.6.J **All existing on base facilities are sited in accordance with AICUZ recommendations.**

All planned on base facilities will be sited in accordance with AICUZ recommendations.

Air Space Encroachment

II.6.K **Noise complaints are received from off base residents.**

II.6.K.1 **0.0 noise complaints per month (average) are received from off base residents.**

II.6.L **The base has not implemented noise abatement procedures.**

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 **3 C-141 equivalent aircraft can be loaded or unloaded at one time.**

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.1.a **The limiting factor is MHE**

III.1.A.1.b **Current MHE:** 48

III.1.A.2 **17 C-141 equivalent aircraft can be refueled at one time.**

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B **The base can land, taxi, park, and refuel widebody aircraft as follows:**

Aircraft	Widebody Capabilities:				Remarks:
747	Can land	Can taxi	Can park	Can refuel	
C-5	Can land	Can taxi	Can park	Can refuel	
KC-10	Can land	Can taxi	Can park	Can refuel	

III.1.C **The base has an operational fuel hydrant system:**

III.1.C.1 **The fuel hydrant system is available to transient aircraft.**

III.1.C.2 **27 hydrant pits are operational.**

Description of base fuel hydrant system:

System Type:	Total Pumping Rate (GPM):	Number of Laterals:	Nomber of Usable Refueling Positions:	Number of SIMULTANEOUS aircraft refuelings of Narrow	Widebody
II Modified	600	8	27	8	8

III.1.C.3 **16 fuel storage tanks support the operational fuel hydrant system:**

III.1.C.3.a

Storage tank Capacity:	Tanks with this capacity
50000	16

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III.1.C.4 **The hydrant system is 3.0 miles from the bulk storage area.**

III.1.C.5 **No pits are certified for hot_pit operations.**

III.1.D **The base bulk storage facility is serviced by a pipeline.**

III.1.D.1 **The pipeline is the primary fuel source for the bulk storage facility.**

III.1.D.2 **The are No limitations to continious service from the primary source.**

III.1.D.3 **1,278,858 of excess storage in JP-8 tanks and 1,761,564 excess storage in former JP-7 storage. Total excess storage capacity is 3,040,422.**

Based on normal requirements in the Fuel Logistics Area Summary(FLAS) or Inventory Management Plan (IMP). Storage for others is excluded.

III.1.D.4 **Other receipt modes available:** Tank Car, Truck

Number of offload headers: 20

17 tank trucks can be simultaneously offloaded

14 tank cars can be simultaneously offloaded

III.1.D.5 **3 refueling unit fillstands are available.**

III.1.D.5.a **3 refuelers can be filled simultaneously.**

III.1.D.6 **Current despensing capabilities as defined in AFR 144-1** **sustained:** 1069920
maximum: 4608000

III.1.D.7 **The base is directly supported by an intermediate Defense Fuels Supply Point (DFSP).**

III.1.D.7.a **Supporting DFSP:** Santa Fe Pacific Company Tank # BEA-1

III.1.E **Cat 1.1 and 1.2 munitions storage requirements and capacity.**

	Cat 1.1	Cat 1.2
III.1.E.1 **Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:**	733645	0
Square footage available (including physical capacity limit):	23520	23520
III.1.E.2 **Normal installation mission storage requirement:**	0	0

Physical Limits for Cat 1.2 Munitions:

1.1, 1.2 can be stored to physical cap of facility

III.1.F **The base has a dedicated hot cargo pad.**

III.1.F.1 **Access to the hot cargo pad is not limited.**

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III.1.F.2 **The size of the hot cargo pad is 306,450 sq feet.**

III.1.F.3 **The sited explosive capacity of the hot cargo pad is 30,000**

III.1.F.4 **The hot pad access is taxi-on/taxi-off.**

III.1.F.5 **The taxiway servicing the hot pad is 75 ft wide and has a pavement classification number (PCN) of 0.**

III.1.F.6 **Aircraft using pad over the last 5 years:**

F-111, C-9; Pad is capable for all DOD aircraft

III.1.G **Proximity (within 150 NM) to mobilization elements.**

III.1.G.1 **The base is over 150 NM from a ground force installation.**

III.1.G.2 **The base is proximate to a railhead.**

Railheads within 150 NM:

Fairfield - Tolenas	59 NM
Lathrop	79 NM
Marysville - Erle	6 NM
Mona - Thorne	137 NM
Oakland - Oakland Mil Ocean	89 NM
Oakland - Oakland NSC	90 NM
Port Chicago	71 NM
RR Isle Stockton - Stockton	71 NM
Riverbank	87 NM
Sacremento - Plainhaven	34 NM
Sacremento - Polk	37 NM
Tracy - Lyoth	86 NM
Vallejo	72 NM
Wendel - Herlong	85 NM

III.1.G.3 **The base is proximate to a port.**

Deep water ports within 150 NM:

Oakland	90 NM

III.1.H **The base has a dedicated passenger terminal.**

III.1.I **The base has a dedicated deployment facility capable of handling DoD standardized cargo pallets.**

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III.1.J **The base medical treatment facility does Not routinely receive referral patients.**

III.1.K **No military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.**

III.1.L **Unique missions performed by the base medical facility:**

Physiological Support Division (PSD); Trained hyperbaric treatment team; Physiologic altitude chamber training (initial & periodic); Ai

Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,

III.1.M **Base medical facilities project planned to begin before to 1999:**

Life Safety & Utility Upgrade MCP is for $3.5M

Facilities projects include military consruction program (MCP) or Operations and Maintenence (O&M) alterations.

III.1.M.1 **The project has been approved.**

III.1.M.2 **No major MCP has been completed since 1989.**

III.1.N **Base facilities have a total excess storage capacity of 86,727 sq ft.**

III.1.N.1 **Base facilities have a total covered storage capacity of 122,587 sq ft.**

III.1.N.2 **Breakout of the total covered storage capacity:**

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	107,019 sq ft
Mobility storage:	5,368 sq ft
War Readiness Support Kits (WRSK) storage:	10,200 sq ft

III.1.O **231 light military vehicles are on base.**

III.1.P **383 heavy military and special vehicles are on base.**

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Section IV

1. Base Budget

IV.1 Non-payroll portion of the base budget for prior years:

IV.1.A	xxx56	Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	3,189.00 $sK	0.00 $sK	3,189.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	324.00 $sK	0.00 $sK		324.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	2,276.00 $sK	0.00 $sK			2,276.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	1,101.00 $sK	0.00 $sK				1,101.00 $sK
				xxx56 TOTALS:	3,189.00 $sK	324.00 $sK	2,276.00 $sK	1,101.00 $sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	10,431.00 $sK	478.00 $sK	10,909.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	7,883.00 $sK	650.00 $sK		8,533.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	28.00 $sK	6.00 $sK			34.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	125.00 $sK	0.00 $sK				125.00 $sK
				xxx76 TOTALS:	10,909.00 $sK	8,533.00 $sK	34.00 $sK	125.00 $sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	0.00 $sK	0.00 $sK	0.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	0.00 $sK	0.00 $sK		0.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	3,936.00 $sK	247.00 $sK			4,183.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	2,407.00 $sK	0.00 $sK				2,407.00 $sK
				xxx78 TOTALS:	0.00 $sK	0.00 $sK	4,183.00 $sK	2,407.00 $sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				

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		3400	66.00 $sK	0.00 $sK	66.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	92.00 $sK	0.00 $sK		92.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	218.00 $sK	0.00 $sK			218.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	28.00 $sK	0.00 $sK				28.00 $sK
				xxx90 TOTALS:	66.00 $sK	92.00 $sK	218.00 $sK	28.00 $sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	961.00 $sK	3.00 $sK	964.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	825.00 $sK	0.00 $sK		825.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,490.00 $sK	0.00 $sK			1,490.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	1,292.00 $sK	0.00 $sK				1,292.00 $sK
				xxx95 TOTALS:	964.00 $sK	825.00 $sK	1,490.00 $sK	1,292.00 $sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	5,904.00 $sK	7.00 $sK	5,911.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	5,079.00 $sK	250.00 $sK		5,329.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	8,114.00 $sK	526.00 $sK			8,640.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	5,773.00 $sK	0.00 $sK				5,773.00 $sK
				xxx96 TOTALS:	5,911.00 $sK	5,329.00 $sK	8,640.00 $sK	5,773.00 $sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	7,736.00 $sK	131.00 $sK	7,867.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	9,477.00 $sK	172.00 $sK		9,649.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	9,922.00 $sK	173.00 $sK			10,095.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				

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3400	5,864.00 $sK	115.00 $sK				5,979.00 $sK
		MFH TOTALS:	7,867.00 $sK	9,649.00 $sK	10,095.00 $sK	5,979.00 $sK

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Section IV/V Level Playingfield COBRA Data

One time closure costs: 199$sM

Twenty year Net Present Value (567)$sM

Steady state savings 53$sM per year

Manpower savings associated with closure 1,081

Return on Investment (years): 3

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Section VI Economic Impact

Economic Area Statistics:

Yuba City, CA MSA
Total population: 129,000 (FY 92)
Total employment: 55,424 (FY 93)
Unemployment Rates (FY93/3 Year Average/10 Year Average)

17.0% / 16.9% / 14.8%

Average annual job growth: 1,160

Average annual per capita income: $16,087

Average annual increase in per capita income: $4.9%

Projected economic impact:

Direct Job Loss:	**4,022**	
Indirect Job Loss:	**1,274**	
Closure Impact:	**5,296**	**(9.6% of employment total)**
Other BRAC Losses:	**(467)**	
Cumulative Impact:	**4,829**	**(8.7% of employment total)**

1995 AIR FORCE BASE QUESTIONNAIRE

Beale AFB - ACC

Section VII

1. Community Infrastructure

Describe the off-base housing situation.

VII.1.A.1 **Off-base housing is affordable**

VII.1.A.2 **Units are available for families**

VII.1.A.2 **Units are available for single members.**

VII.1.A.3 **5.1 Percent of off-base housing was rated as unsuitable in the latest VHA survey**

VII.1.A.4 **Median monthly cost of off-base housing based on latest VHA survey:** $756

Describe the transportation systems.

VII.1.B.1 **The base is NOT served by REGULARLY SCHEDULED, public transportation.**

VII.1.B.2 **Distance to the nearest municipal airport with scheduled, commercial air traffic:** 50 miles

VII.1.B.2 **Airport name:** SACRAMENTO METROPOLITIAN AIRPORT

VII.1.B.3 **Number of commercial air carriers available at the airport:** 12

VII.1.B.4 **Average round trip commuting time to work:** 55 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

	Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time			
VII.1.C.1	Swimming pool	MARYSVILLE COMMUNITY POOL	18	0	Hrs.	30	Min.
VII.1.C.2	Movie theater	PEACH TREE 4 CINEMAS	12	0	Hrs.	20	Min.
VII.1.C.3	Public golf course	PLUMAS LAKE GOLF & COUNTRY CLUB	27	0	Hrs.	45	Min.
VII.1.C.4	Bowling lane	YUBA CITY BOWL	18	0	Hrs.	30	Min.
VII.1.C.5	Boating	ENGLEBRIGHT DAM	10	0	Hrs.	20	Min.
VII.1.C.6	Fishing	ENGLEBRIGHT DAM	10	0	Hrs.	20	Min.
VII.1.C.7	Zoo	SACRAMENTO ZOO	50	1	Hrs.	00	Min.
VII.1.C.8	Aquarium	GOLDEN GATE PARK	120	2	Hrs.	30	Min.
VII.1.C.9	Family theme park	WATER WORLD (SACREMENTO)	50	1	Hrs.	00	Min.
VII.1.C.10	Professional sports	ARCO Arena	45		Hrs.	60	Min.
VII.1.C.11	Collegiate sports	YUBA COLLEGE	10		Hrs.	15	Min.

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VII.1.C.12	Camping facilities	ENGLEBRIGHT LAKE	10	0	Hrs.	20	Min.
VII.1.C.13	Beaches (lake or ocean)	SAN FRANCISCO BAY	120	2	Hrs.	30	Min.
VII.1.C.14	Outdoor winter sports	BOREAL SKI RESORT	80	1	Hrs.	15	Min.

VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):

YUBA CITY MALL 0 hrs 25 min (20 Miles)

VII.1.E Nearest Metropolitan center (population in excess of 100,000):

SACRAMENTO 1 hrs (50 Miles)

Local area crime rate:

VII.1.F.1 Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.) 1071

VII.1.F.2 Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.) 8276

2. Education

VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 30 to 1

VII.2.B Local high schools offer a four-year English program.

VII.2.B Local high schools offer a four-year Math program.

VII.2.B Local high schools offer four-year Foreign Language programs.

VII.2.C Local high schools offer an Honors program.

VII.2.D 70.0 percent of high school students go on to either a two- or four-year college

VII.2.E There are opportunities for off-base education within 25 miles of the base.

VII.2.E.1 Opportunities for off-base VOCATIONAL/TECHNICAL TRAINING provided by the following institutions:

Yuba College

VII.2.E.2 Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:

Yuba College

VII.2.E.3 Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:

Chapman University

3. Spousal Employment

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VII.3.A **83.0 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **69.0 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **17.0 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **-2.6 percentage rate of job growth in the local area (Department of Labor Stastics)**

4. Local Medical Care

VII.4.A	**Current ratio of active, non-federal physicians in the community:**	3.7 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	2.7 beds/1000 people

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Section VIII

1. Air Quality - Clean Air Act

VIII.1.A **Air Quality Management District for the base:** FEATHER RIVER AIR QUALITY MANAGEMENT

VIII.1.B **The base is located within a maintenance or non-attainment area for specific pollutants.**

VIII.1.B.1 **No pollutants in maintenance**

VIII.1.B.2 **Non-attainment area regulated pollutant(s) and severity:**

Ozone	Marginal

VIII.1.C **There are critical air quality regions within 100 kilometers of the base**

(Critical air quality regions are non-attainment areas, national parks, etc.)

VIII.1.D **On- or off-base activities have NOT been restricted or delayed due to air quality considerations.**

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

VIII.1.D.1 **The base has NOT been required to impliment emissions reduction through special actions**

(i.e. carpooling or emissions credit transfer)

VIII.1.E **Restrictions placed on operations by state or local air quality regulatory agencies:**

VIII.E.1 Aerospace Ground Equipment (AGE):

E.1.a The state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

E.1.b The state or local air quality regulatory agency Requires permits for such units.

E.1.c The state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

E.1.d No state or local air quality regulatory agency Requires retrofit controls for AGE.

VIII.E.2 Infrastructure Maintenance / Public Works

E.2.a The state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

E.2.b No state or local air quality regulatory agency Limits the hours of these activities.

E.2.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

E.2.d No state or local air quality regulatory agency Requires emission offsets for these activities.

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VIII.E.3 Open Burn/Open Detonation

E.3.a No state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training

E.3.b The state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.

E.3.c No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.

E.3.d No state or local air quality regulatory agency Requires periodic emission testing.

VIII.E.4 Fire Training

E.4.a No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.

E.4.b No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

VIII.E.6 Emergency Generators

E.6.a The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

E.6.b The state or local air quality regulatory agency Limits the hours of emergency operation of generators.

E.6.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergenct generators.

E.6.d The state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

E.6.d The state or local air quality regulatory agency Requires emission offsets.

VIII.E.7 Short-term Activities

E.7.a No state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).

E.7.b No state or local air quality regulatory agency Limits the operation for short-term activities.

E.7.c No state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.

E.7.d No state or local air quality regulatory agency Prohibits any short-term activities.

VIII.E.8 Monitoring

E.8 No state or local air quality regulatory agency Has continious emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

VIII.E.9 BACT/LAER

E.9 The state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

2. Water - Potable

VIII.2.A The base potable water supply is On-base and the source is:

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AQUIFER

VIII.2.B **There are no constraints to the base water supply.**

VIII.2.C **The base potable water supply does not constrain operations**

(Contamininants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

3. Water - Ground Water

VIII.3.A **Base or local community groundwater is contaminated.**

VIII.3.A.1 **Nature of contamination.** Trichhloroethylene TCE)

VIII.3.A.2 **The contaminated groundwater is a potable water source**

VIII.3.B **The base is Not actively involved in groundwater remediation activities.**

VIII.3.C **9 water wells exist at the base.**

VIII.3.D **No wells have been abandoned.**

4. Water - Surface Water

VIII.4.A **The following perennial bodies of water are located on base.**

VIII.4.A.1

Location	Surface area size
BEALE	2.00 Acres
BEDSPRINGS	5.00 Acres
FRISKIE	7.00 Acres
LOWER BLACKWELDER	8.00 Acres
MILLER LAKE	35.00 Acres
PARK'S	8.00 Acres
SHINGLE	3.00 Acres
UPPER BLACKWELDER	30.00 Acres
VASSER	5.00 Acres

VIII.4.A.2 **These bodies receive water runoff or treated wastewater discharge from the base.**

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VIII.4.A.3 **The base is Not located within a specified drainage basin.**

VIII.4.B **Special permits are Not required**

(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

VIII.4.C **There is No known contamination to the base or local community surface water**

5. Wastewater

VIII.5.A **Base wastewater is treated by On-Base facilities.**

VIII.5.B **The following 6 wastewater treatment facilities (industrial/domestic) are located on-base:**

SEWAGE SEPTIC TANK
INDUSTRIAL WASTE TREATMENT & DISPOSAL
SEWAGE TREATMENT & DISPOSAL
WASTE TREATMENT BLDG (A)
WASTE TREATMENT BLDG (B)
WASTE TREATMENT BLDG (C)

VIII.5.C **There are No discharge violations or outstanding open enforcement actions pending.**

6. Discharge Points / Impoundments

VIII.6.A **Describe the National Pollutant Elimination System permits in effect:**

NPDES No. CA0110299, ORDER No.91-082

VIII.6.B **The base currently discharges treated wastewater OFF-Base. Description of treated wastewater discharge location:**

TREATED WASTEWATER IS DISCHARGED OFF-BASE TO HUTCHINSON CREEK, AN EPHEMERAL STREAM FLOWING SOUTH OF THE WASTEWATER TREATMENT PLANT. TREATED WASTEWATER IS ALSO USED TO IRRIGATE THE GOLF COURSE ON BASE.

VIII.6.C **The base has discharge impoundments.**

VIII.6.C.1 **There are 1 water/wastewater treatment impoundments.**

VIII.6.C.2 **There are No industrial wastewater treatment impoundments.**

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VIII.6.D **There are no discharge violations or outstanding discharge open enforcement actions pending.**

7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A **75.0 percent of facilities have been surveyed for asbestos.**

VIII.7.A.1 **75.0 percent of the facilities surveyed are identified as having asbestos.**

VIII.7.A.2 **0 facilities are considered regulated areas or have restricted use due to friable asbestos.**

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8. Biological - Habitat

VIII.8.A **There are No ecological or wildlife management areas ON the base.**

Ecological or wildlife management areas ADJACENT TO the base:

SPENCEVILLE WILDLIFE AREA

VIII.8.A.1 **Natural areas on or adjacent to the base are generally recognized as important ecological sites.**

SPENCEVILLE WILDLIFE AREA

VIII.8.B **The U.S. Fish and Wildlife Service has identified critical/sensitive habitats on base.**

VERNAL POOL WETLANDS FOR SPECIES OF FAIRY SHRIMP

VIII.8.C **The base has a cooperative agreement for conducting a hunting and fishing program.**

Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.

VIII.8.D **The presence of these resources does not constrain CURRENT construction activities/operations.**

The presence of these resources does not constrain FUTURE construction activities/operations.

9. Biological - Threatened and Endangered Species

VIII.9.A **Threatened and/or endangered species identified on the base:**

Species	Kingdom				Remarks
ALEUTIAN CANADA GOOSE	Animal	Federa	Candidate	Endangered	
BALD EAGLE	Animal	Federa	Candidate	Endangered	
ELDERBERRY LONGHORN BEETLE	Animal	Federa	Candidate	Threatened	
GIANT GARTER SNAKE	Animal	Federa	Candidate	Threatened	
PEREGRINE FALCON	Animal	Federa	Candidate	Endangered	

VIII.9.B **Special Concern species identified on the base:**

Species	Kingdom				Remarks
BURROWING OWL	Animal	Federa		Special Concern	

VIII.9.C **The presence of these species does Not constrain current or future construction activities or operations.**

10. Biological - Wetlands

VIII.10.A **Wetlands, estuaries, or other special aquatic features present on the base:**

VIII.10.A.1

Identification and type of wetland:	Approximate acreage:
Open water intermittently exposed	98

Scrub-Scrub forested	210
Seasonally flood (Vernal Pools)	5431
Vernal Pools-seasonally & semi permanently flooded	418
Wetlands formed by seasonal floods	2422

VIII.10.A.2 The base is involved in jointly-managed programs for protection of these resources.

VIII.10.B The base has Not been surveyed for wetlands in accordance with established federally approved guidelines.

VIII.10.C Part of the base is located in a 100-year floodplain.

VIII.10.D The presence of these resources does Not constrain current or future construction activities or operations.

11. Biological - Floodplains

VIII.11.A Floodplains are present on the base.

VIII.11.A.1 Floodplains do Not constrain construction (siting) activities or operations.

VIII.11.A.2 Periodic flooding does Not constrain base operations.

12. Cultural

VIII.12.A Historic,prehistoric, archaeological sites or other cultural resources located on the base:

VIII.12.A.1 Sites:	Significant status:
108 Historic, 15 Prehistoric, 2 Sites nominated to National	Register. Survey of entire base currently underway.

VIII.12.B 5 percent of the buildings on base are over 50 years old.

VIII.12.C No Historic Landmark/Districts, or NRHP properties are located on base.

VIII.12.C.1 Some properties have been determined to be or may be eligible for the NRHP.

VIII.12.C.2 Buildings and structures have not been surveyed for Cold War or other historical significance.

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VIII.12.D **The base has been archeologically surveyed.**

VIII.12.D.1 **15 percent of the base has been surveyed.**

VIII.12.D.2 **Archeological sites have been found.**

VIII.12.D.3 **Archeological collections are housed on base.**

VIII.12.D.4 **No Native Americans or others use/identified sacred areas or burial sites on or near base.**

VIII.12.E **The base has no agreements with historic preservation agencies.**

Agreements include Programmatic Agreements and Memorandum of Agreements.
Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

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13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A **A preliminary assessment of the installation has been performed.**

VIII.13.A.1 **25 IRP sites have been identified**

VIII.13.A.2 **2 IRP sites extend off base.**

VIII.13.A.3 **All on-site remediation is estimated to be in place in 1996**

VIII.13.B **The installation is Not a National Priority List (NPL) site nor proposed as an NPL site.**

VIII.13.C **Federal Facility Agreements to clean up the base are in place.**

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D **There are no known uncontrolled or unregulated occurrences of specific contaminate types or sources.**

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E **There are sites or SWMUs currently being investigated and remediated pursuant to RCRA corrective action.**

SWMU - Solid Waste Management Units
RCRA - Resource Conservation and Recovery Act

VIII.13.E.1 **47 sites are being investigated and remediated.**

VIII.13.F **The IRP does Not currently restrict construction (siting) activities/operations on-base.**

14. Compliance / IRP Costs ($000)

VIII.14.A

Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	$200.000 K	$215.000 K	$230.000 K	$245.000 K	$260.000 K
IRP	$12,900.000 K	$17,900.000 K	$18,000.000 K	$19,000.000 K	$22,000.000 K
Lab Sampling & Analysis	$255.000 K	$275.000 K	$305.000 K	$325.000 K	$355.000 K
Natural Resources	$0.000 K	$0.000 K	$0.000 K	$0.000 K	$0.000 K
Permits	$54.000 K	$60.000 K	$70.000 K	$77.000 K	$85.000 K

15. Other Issues

VIII.15.A **Description of other activities which may constrain or enhance base operations:**

LOCAL: Gravity Feed Irrigation Canal; Rail line north/south through base are enhancements to BealeAFB.

FEDERAL: FAA Radar Site

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16. Air Quality - Clean Air Act

VIII.16.A Air Quality Control Area (AQCA) geographic region in which the base is located:
Yuba County portion of Sacramento Valley Air Basin

VIII.16.B Air quality regulatory agency responsible for the AQCA:. Feather River Air Quality Management District

VIII.16.B Name and phone number of the AQCA program manager for issues pertaining to the base:

Dave Mehl (916)634-7659

The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:

VIII.16.C.1 In Transitional for Ozone

VIII.16.C.2 In Attainment for Carbon Monoxide

VIII.16.C.3 In Attainment for Particulate matter (PM-10)

VIII.16.C.4 In Attainment for Sulfur Dioxide

VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx)

VIII.16.C.6 In Attainment for Lead

VIII.16.C.7 The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT

VIII.16.D.1 Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located: 0.00 ppm

VIII.16.D.2 Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located: 0.0 ppm

VIII.16.D.3 Ozone Design value is 0.0% of NAAQS

VIII.16.D.4 Carbon monoxide Design value is 0.0% of NAAQS

Air Quality Survey complete, No additional data required.

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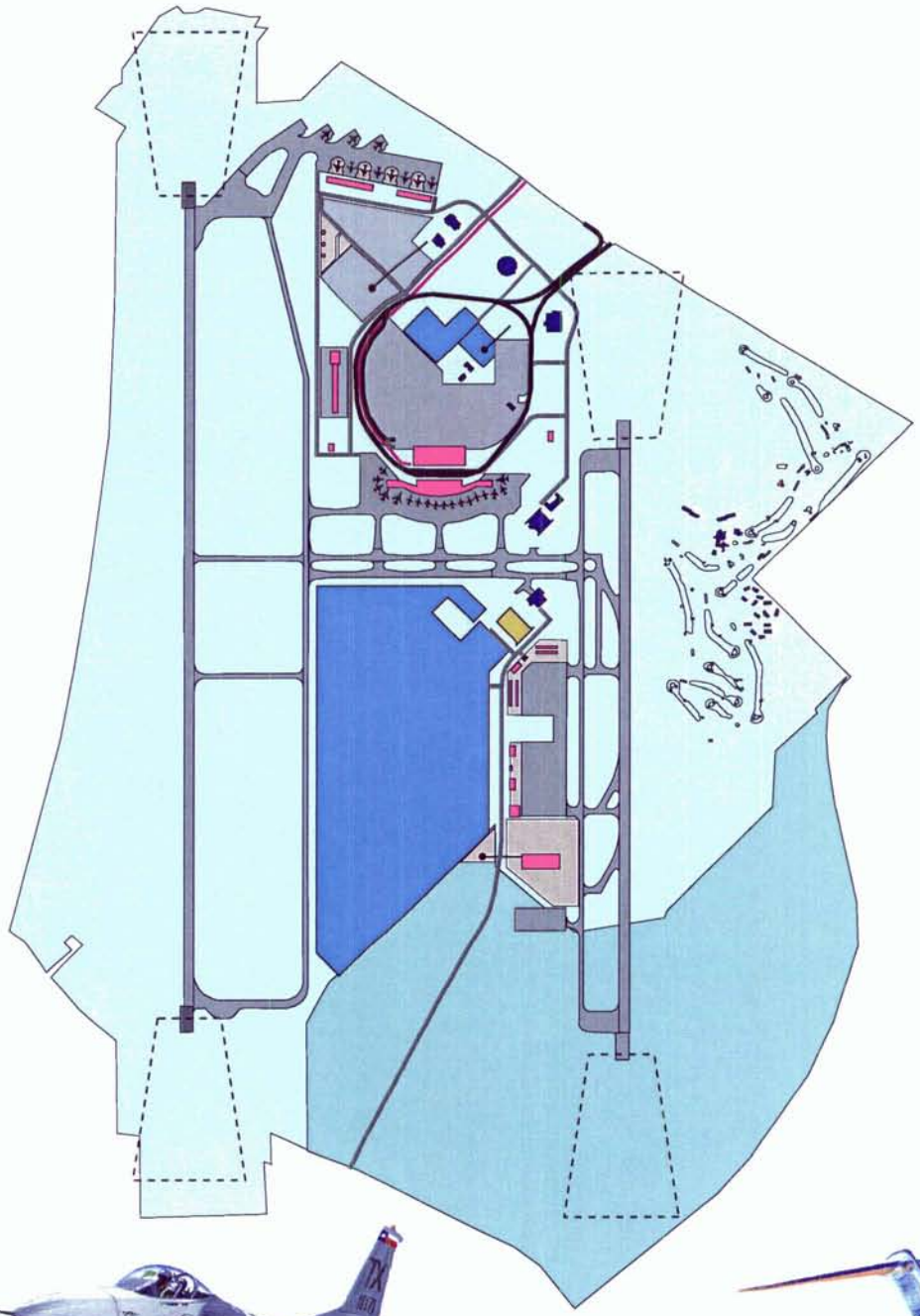
Section IX

The Defense Base Closure and Realignment Commission



Austin Update
May 10, 1995
Bergstrom Air Reserve Station

AIR FORCE TEAM

The City of Austin has provided the Defense Base Closure and Realignment Commission (DBCRC) with detailed information over the last month to support its firmly held position that the Bergstrom Air Reserve Station (BARS) cantonment area should not be shut down. In fact, the City's position is that the BARS should be expanded to further enhance the Department of Defense's financial Return on Investment while providing strong Military Value per the DBCRC's criteria. The following outlines our current evaluation with regard to that criteria:

OUTLINE

I. Summary
- A. The Law and the Promise
- B. BARS Military Value to Nation
- C. BARS, an economical locale for Air Force Reserves
- D. Economic Impact on Austin
- E. BARS can support any mission
- F. Attainment

II. Military Value
- A. Airfield Capabilities
- B. Operational Effectiveness
- C. Training Effectiveness
- D. Associated Airspace
- E. Future Airspace
- F. Air Quality
- G. Community
- H. Cost Comparison
- I. Alternative Proposal
- J. Exercise results for Long Shot '95

III. Return on Investment
- A. Austin Costs
- B. Costs at Austin Bergstrom
- C. Cost Comparison

IV. Ability to Support Personnel, Organizations, and Forces
- A. Overall
- B. Ramp and Hangar Space Requirements
- C. Hangar Capability
- D. Administrative Support
- E. Current Construction
- F. Encroachment

V. Mission Statement and Training Areas

I. SUMMARY

A. The Law and the Promise

1. The 1991 BRAC Law: "*The Air Force Reserve units shall remain in a cantonment area if the base is converted to a civilian airport. If no decision on a civilian airport is reached by June 1993, the Reserve units will be redistributed. If the Reserve units stay but the airport is not an economically viable entity by the end of 1996, these units would also be distributed.*"

   a. **Citizens of Austin voted May 1, 1993, 63% to 37% to move the municipal airport to Bergstrom site.**

   b. **Plans call for City's Aviation Department to move <u>all</u> cargo operations to Austin-Bergstrom International Airport (A-BIA) in October 1996 and to assume majority of operating expenses.**

   c. All air operations will move to A-BIA by end of 1998 and Aviation Department and FAA will assume **<u>all</u>** operating expenses.

2. The Air Force's 1992 Promise: In a special meeting of the City Council on February 21, 1992, James F. Boatright, Deputy Assistant Secretary of Military Installations, USAF, told the citizens of Austin that, "*Our plan is still, and will remain, and our planning efforts will be toward operating that unit at Bergstrom assuming that there is going to be an airport.*" and again, "*Certainly we would like to see an airport there because then we could leave the unit right where it is. But that's your decision, the community's decision, however you decide it we'll make it work for the Department of the Air Force.*"

3. The 1993 BRAC Law: "*Bergstrom cantonment area will remain open and the 704th Fighter Squadron (AFRES) with its F-16 aircraft and the 924th Fighter Group (AFRES) support units remain at the Bergstrom cantonment area until at least the end of 1996.*"

   a. At April 6, 1995 BRAC visit, Commissioner Cox pointed out that the 1993 law reaffirmed the 1991 law that the unit **<u>would</u>** remain if Austin met the stated conditions.

4. Regional Corrosion Control Facility (RCCF)

   a. 1991 BRAC Law: "*The Regional Corrosion Control Facility will remain if it continues to be economical for the Air Force to operate it there.*"

1. Most environmentally advanced airplane stripping and painting facility in the Air Force.

2. Saves Air Force between $1.5 and $2.0 million a year over cost of 100 aircraft at depot.

5. In 1993, Commissioner McPherson referred to *"an inherent ninth criteria, which is that the United States doesn't break its word or this Commission ought not to break its word or to cooperate in the breaking of the word."*

a. Citizens of Austin have upheld every aspect of the requirements for keeping the Reserves at Bergstrom Air Reserve Station (BARS).

b. The master plan and costs for A-BIA have been greatly affected by the 430 ac. cantonment area and other needs of the Air Force Reserves.

c. Construction has begun on south access road for the cantonment area ($3.7 mil) and utilities rerouting ($464,897, thus far).

d. City has committed $600,000 directly to the Reserves for the cantonment area (over and above utilities rerouting and other costs).

B. BARS' Military Value to Nation

1. AFRES's F-16's primary mission of close air support for ground troops is supported by BARS 3 to 4 times more than any other unit because of it's close proximity to the "largest army fort in the free world", Ft. Hood. (The only AFRES unit located in such close proximity to an Army fort.)

2. 924th FW accomplishes mission.

a. 704th FS part of team which won **first place** in "Long Shot '95" competition just completed at Nellis AFB, Nev. This competition included units from the AF and AFRes.

b. 924th FW flew over Bosnia as part of "Deny Flight" for six weeks in March of 1995 without a single sortie cancelled due to mechanical or equipment failure.

C. BARS, an economical locale for Air Force Reserves

1. Cost to operate declining due to collocation on civilian airport.

2. Collocation of addition units, both AFRES and other DOD, possible on existing cantonment area and in existing facilities.

3. Savings of significant MILCON funds and other DOD costs with collocation of additional AFRES units to BARS.

D. Economic Impact on Austin

1. Significant cost associated with design of A-BIA around cantonment area. (Austin will see no return on investment if Reserves leave.)

2. '91 Base Realignment and Closure already cost Austin: 3,870 military and 1,256 civilian jobs, directly; 6,628 military dependents; and approximately $330,000,000 per year.

E. BARS can support **any** mission

1. Bergstrom Air Force Base was built as a SAC base and the current Reserve "wet" ramp and hangers (3) located in the BARS were built for KC-135's to support the B-52's.

2. Local ranges and MOAs provide first class training areas for all type aircraft.

F. Bergstrom Air Reserve Station is one of only two locations in all of AFRES which is in an environmental **attainment** area.

II. Military Value

The Air Force's evaluation of the military value of Bergstrom Air Reserve Station as it relates to Criteria I.1.D.2.a. ARC Fighter Training Areas shows seven red ratings and two green ratings. The community's assessment reflects a green rating in eight of the sub-areas and red in one sub-area. The following is the Air Force's rebuttal to the city's assessment and a counter response

A. Category I. Airfield Capabilities:

1. Criteria I.1.C.2, page I-2:

(a) Air Force Response: The USAF response states that the area needed to house bombers is actually 278,400 square yards vice square feet. They also incorrectly state the Reserve Ramp has 104,533 square yards; it actually has 88,125 square yards.

(b) Rebuttal: When the Reserve Ramp or "D" Ramp was constructed in the early 1960s, it was designed to accommodate KC-135As. Using this as a baseline for comparison, this and the next two criteria shows that a ramp of 278,400 square yards is capable of handling 42 KC-135s. (Methodology: 278,400 sq yds divided by 6532 sq yds per aircraft (AF requirements) equals 42 KC-135s. 88,125 sq yds divided by 6532 sq yds/KC-135 equals 14 KC-135s on D ramp.)

2. Criteria I.1.C.3, page I-2:

(a) Air Force Response: The USAF response states that the area needed to house tankers is actually 283,200 square yards vice square feet. They also incorrectly state the Reserve Ramp has 104,533 square yards; it actually has 88,125 square yards.

(b) Rebuttal: Using the above data and the same methodology, a ramp of 283,200 square yards can accommodate 43 KC-135s. (283,200 sq yds divided by 6532 sq yds/KC-135 equals 43 KC-135s)

3. Criteria I.1.C.4, page I-3:

(a) Air Force Response: The USAF response states that the area needed to house airlift missions is actually 433,104 square yards vice square feet. They also incorrectly state the Reserve Ramp has 104,533 square yards; it actually has 88,125 square yards.

(b) Rebuttal: Using the above data and the same methodology, a ramp of 433,104 square yards can accommodate 66 KC-135s. (433,104 sq yds divided by 6532 sq yds/KC-135 equals 66 KC-135s)

B. Category II. Operational Effectiveness:

1. The USAF response to the four Criteria listed (I.1.D.1; I.1.D.1.a; I.1.D.1.d; and I.1.D.1.e) are all based on data used in the summer of 1994 without any consideration for changes in the future. This very much skews the true picture and the figures used to obtain that picture. If one of the major Criteria is Net Present Value Savings over 20 years, it stands to reason that any factors that would affect that value should be looked at. It appears the Air Force used only the statistics that supported their particular view or point. The actions we listed in this section are all

programmed and will occur prior to 1998. In addition, it appears there are additional units that are interested in occupying portions of the cantonment area and thereby sharing in the costs which in turn reduces the cost tooperate the 924 FW. To **not** consider these factors results in a picture that is less than complete and does not offer the BRAC all the options available.

C. Category III. Training Effectiveness, Part I, Mission Requirements:

1. Criteria I.1.D.2.a.1, page I-7:

(a) Air Force Response: The USAF response stated they used the distance to the centroid of the area for standardization/use purposes. The area in question here is W-228.

(b) Rebuttal: In theory the idea of using the centroid of the area to standardize the data used is good; however, in practice it penalizes you if you have a large area and will result in an erroneous rating as in the case of W-228. It is a very large area and as you can see the change in rating from Red + to Green by simply changing the measurement criteria from centroid to closest edge.

2. Criteria I.1.D.2.a.2, page I-7:

(a) Air Force Response: The USAF response stated that areas predominately used for pilot training were not considered useable for air combat training. They also commented that Brady does not meet the basic criteria for an Air Combat MOA.

(b) Rebuttal: The MOA used in this example is Brownwood MOA. It is **not a** pilot training MOA since it belongs to units at NAS Dallas and is predominately used by reserve and guard units. In the original document, we stated that Brady does not meet the criteria but that the unit is able to accomplish approximately 75% of its air-to-air training requirements, 75% of its MAVERICK training requirements, and 10% of its air-to-ground training requirements in this MOA.

3. Criteria I.1.D.2.a.4, page I-8:

(a) Air Force Response: The USAF response stated that Shoal Creek range lacks conventional target and strafe capabilities, and the distance to the center of the other areas is 209 NM instead of 140 NM.

(b) Rebuttal: It appears the Air Force combined responses to Criteria I.1.D.2.a.3 and Criteria I.1.D.2.a.4 in their answer.

(i) Criteria I.1.D.2.a.3 deals with low altitude MOAs and the Air Force showed W-228 as the closest low altitude MOA. As in 4.A above, the unit shows W-228 as being 140 NM away. The unit report also states that although Brady MOA does not meet the stated requirement for size, the unit is able to fulfill all of its low altitude requirements in this MOA.

(ii) Criteria I.1.D.2.a.4 deals with scoreable range complexes. The 1995 Air Force Base Questionnaire criteria for scoreable range complexes/target arrays (I.2.C.4, page 1.03) states "capable of or having tactical targets, conventional targets, and strafe." Based on this criteria, Shoal Creek meets this criteria since it currently has conventional targets, tactical targets, and high angle strafe can be accomplished on the range. The range currently does not have low angle strafe pits but they could be added if absolutely necessary. Currently, they are not necessary since all the users of Shoal Creek range can accomplish their low angle strafe at other ranges.

(b) Rebuttal: This area is very difficult to determine exactly what is being asked and how it is being weighted. The environmental personnel assigned to the 924 FW do not fully understand how the ratings were arrived at nor exactly what they mean. Without full and complete access to the data used to determine this rating it is impossible to adequately comment on it. It does appear that under Criteria for Monitoring and BACT/LAER, the unit is being penalized because the State of Texas has regulations that are stricter than the Federal Clean Air Act requirement.

G. XII. Community:

1. Criteria VII, page I-16: We do not know why this is listed since we did not disagree with the rating shown in the report.

H. Cost Comparison:

1. Once again, without complete access to all the data used to define the parameters in the DoD COBRA model, it is impossible to comment on the figures used. They definitely warrant further investigation since they will be a significant factor in any decision to close or keep open a base.

I. Alternative Proposal:

1. The USAF position is a restatement of what is contained in the Department of the Air Force Analysis and Recommendations (Volume V) and the rhetoric used by AFRES as stated by Brig. Gen. Bradley in his testimony before the BRACC to justify their decision to place Bergstrom on the Air Force list.

2. The statement that Carswell is considered by AFRES to be much better demographically for recruiting purposes does not apparently take into consideration that the Austin MSA supports a much smaller guard/reserve population than does the Dallas/Ft Worth MSA. NAS Ft Worth is scheduled to have 11,500 reservists assigned. Considering the fact that the 924 FW is currently manned at 101% and could be manned at a much higher level, it does not appear the unit has any problems attracting reservists. Bergstrom has traditionally run 8-10 points higher than Carswell (FY 92 BSM-106.4%/FWH-95.6%; FY 93 BSM-98.8%/FWH-91.0%; FY 94 BSM-103.4%/FWH-92.6%). Another point is that the 924 FW is the only AFRES unit located between San Antonio and Ft Worth. Without this unit, there are a lot of people that would not be able to participate in the reserve program without traveling extremely long distances. Another factor is that the 301 FW has a policy that all members of that unit must live within 50 miles of the base. The 924 FW has no such policy and as a result allows participation from a much larger percentage of the population.

3. In response to the statement about Carswell ranking better in Joint Training Opportunities and Training Opportunities (Airspace), that has been shown to be incorrect. The 924 FW has at least as good and in many cases better training airspace and opportunities than does the 301 FW.

4. The statement that AFRES plans to draw down to four F-16 squadrons has already been addressed. The original plan from AFRES was to close the 926 FW at NAS New Orleans

and convert the 301 FW to tankers. This left AFRES with four F-16 squadrons. The 926 FW is currently not funded nor programmed for existence beyond FY 96/4.

5. The statement that AFRES is totally responsible for the airfield and its operation shows a basic lack of information. The 924 FW is only responsible for the cantonment area and will operate the runway, tower, and navaids only until the city takes over in 1996. Once again future changes that impact on our operating costs were not considered.

J. An accurate assessment of the facilities and training areas available is reflected in the 924 FW first place finish in Long Shot '95. Long Shot is a composite force employment competition between teams of the general purpose Numbered Air Forces. Long Shot is conducted as a low cost/shortnotice, come as you are war, involving *minimal training preparation for execution.* The objective of Long Shot is bombs on-target-on-time with no losses. The missions involve high speed, low level ingress to a scoreable target for full scale weapons delivery while countering a myriad of surface to air threats utilizing electronic threat emitters and engaging adversary air fighters (LOWAT). After successfully striking the target the participants must egress their way through the threats, thus exercising the skills required in a combat scenario. Based on the 924 FW first place finish the community's assessment of training areas appears accurate.

III. Return on Investment

A. City of Austin Costs

1. $600,000 Invested to Date

2. Changes to Accommodate Cantonment Area

    a. Different terminal location

    b. More demolition required

    c. Utilities rerouted to cantonment are-$465,000

    d. Greater distance between runways

    e. Second runway 9,000' vice 7,000'

    f. New cross taxiway

    g. South access road for Reserves (under construction)-$3.25M

    h. Joint fire fighting facility (under construction)-$2.3M

    i. Moving cargo in 1996. Prior to 1998 full airport opening will cost-$1M per year

    j. Sunk cost at former proposed Manor site-$10M

B. Costs at Austin-Bergstrom

1. Air Force Analysis

When the Base Closure Commission closed Bergstrom AFB in 1991, the Air Force offered the City of Austin the option of moving its commercial airport to Bergstrom. As previously discussed, Mr. Boatright, Deputy Secretary of the Air Force, Installations, told the City of Austin that the Air Force Reserve unit would remain at Bergstrom if the City of Austin elected to use Bergstrom as its commercial airport. The 1991 and 1993 BRACC reports and related statutes define the City of Austin and Air Force obligations.

It is reasonable to expect that between the time of closure of Bergstrom in 1993 as an active duty Air Force Base and 1996, when the City of Austin assumes operation, that the costs of running Bergstrom as an Air Reserve Base would be relatively high. It is also reasonable to expect that the cost of maintaining an Air Force Reserve unit as a tenant at Austin-Bergstrom after 1996 would be substantially reduced. The heightened costs associated with the period 1993-1996 are expected costs of defense conversion. It should come as no surprise, therefore, that 1994 and 1995 represent the peak costs of the Air Force Reserve at Austin.

Notwithstanding common sense, the Air Force in its cost analysis of Bergstrom has used 1994 as its benchmark year. Extrapolating 1994 costs over 20 years is not only inappropriate, but potentially misleading.

In its response of April 29, the Air Force implies that the Austin Citizens group is challenging the operation of the financial computer program DOD uses in its BRACC deliberations - the "COBRA" model. However, the quarrel is not with the operation of COBRA, but rather the implementation by Air Force. It is difficult - and unnecessary - to criticize the Air Force implementation, because the Air Force failed to state or provide its assumptions and inputs into the COBRA model.

The analysis below, while simplistic, should be accurate for comparison of alternative locations. Further, the assumptions and inputs are stated so that they can be objectively and critically analyzed.

2. 1994 Costs

The costs associated with the Air Force Reserve can be categorized as: (1) fixed overhead costs; (2) personnel overhead costs; and (3) costs of military operation. The costs associated with military operation, category (3), are not to be considered in BRACC analysis. Category (1) was reviewed in detail in past presentations to the BRACC by Austin Citizens group. Categories (1) and (2) comprise the "overhead" or "Base Operating Support" costs (BOS) in Air Force jargon.

a. Fixed Overhead Costs

The current fixed overhead costs provided to the Austin Citizens Group was approximately $3.8 million for 1995. In 1996, these costs are reduced by about $400,000 when the City of Austin assumes the cost of operating the navigational aids and air traffic control (ATCALS). Further, as the Air Force Reserve cantonment area shrinks from 3500 acres as an active duty base to 300 acres, many of its fixed costs are reduced. For example, the

For these reasons, the effective overhead personnel costs are conservatively estimated at about 225 by the year 2000. Because the Air Force has not provided any of its assumptions or inputs into its COBRA financial model, it is difficult to estimate the approximate costs associated with overhead personnel or the reduction savings. However, in 1993 the Air Force did provide its inputs for its COBRA financial model and used a cost factor of about $42,000 per head inclusive of salary, benefits, and burden.

	1998 Fixed Overhead	1994 Personnel Overhead	1998 Personnel Overhead	Total 1998+ Overhead Costs
Air Force Estimate	$8 M *	$ 12+ M	$12+ M	$21 M
Correct Estimate	$3.2 M	$12+ M	$9.4 M	$12.5 M

*BOS or fixed overhead budgets were obtained from the 924 FW as about $3.8 M in 1994 with the reductions discussed above for a 1998 estimate of $3.2 M. The Air Force estimate of $8 M is difficult to understand because no assumptions or inputs are provided by the Air Force, but appears to include about $2.5 M in active duty man days for military reservists.

C. Cost Comparison

1. Cost Factors for Reserve Unit

a. Fixed Overhead Costs

Fixed overhead cost appear to be fairly consistent among reserve units. As expected, stand-alone units such as Homestead, Grissom, March, and Willow Grove are the highest, but not significantly. A unit collocated at a Joint use field, such as Bergstrom, are slightly higher then a unit located at an active duty base, such as Luke or Hill.

b. Personnel Overhead Costs

Here again, stand-alone units such as Homestead, Grissom, March, and Willow Grove are the highest, while a unit located at an active duty base, such as Luke or Hill are the lowest. A unit collocated at a Joint use field, such as Bergstrom, are mid-range.

The numbers used in the analysis below are (1) actual numbers from stand alone units; and (2) estimates from units located at active duty bases. The estimates for overhead personnel for a unit at an active duty base are only rough approximations. For example, the Air Force Reserve unit at Luke AFB has only about 30 personnel on its payroll in the "fixed overhead" or BOS category. However, the Air Force uses a planning number of about 8% of total military for overhead personnel planning, plus special categories. For a 1200 military reserve unit, therefore, about 100 overhead personnel are estimated for additional support - e.g. supply, fire protection, security, administration, recreation, billeting, etc. For stand-alone units we estimate about 100 personnel in the overhead category.

c. Construction/Opportunity Costs

The Austin BRACC Study Group collected the current construction costs for the services at the various AFRES locations. In our analysis "opportunity cost" is taken as the construction cost savings to the U.S. taxpayer if the listed AFRES location were to close.

For example, at Homestead $88 million in new construction projects are planned and $15 million has been spent. At Austin/Bergstrom, $13 million in new construction is authorized and $2 million has been spent. At Ft. Worth (Carswell), the Navy saves $39 million in construction costs and the Air Force saves about $20 million if the Air Force Reserve at Ft. Worth were to close or relocate. At Phoenix (Luke AFB), although the value of the AFRES facilities are close to $50 million, only $20 million of new construction is planned in the next 2 years.

2. Alternative Location Cost Comparison

	Fixed Overhead ($ millions)	1994 Personnel Overhead	2000 Personnel Overhead	Opportunity Costs
Grissom ARB	$4	360	360	0
March ARB	$4	400	450	0
Willow Grove	$3	300	300	0
Carswell ARB	$2.8	325	100	60 M
Homestead ARB	$4.0	300	300	73 M
Bergstrom ARS	$3.2	290	225	11 M
Luke AR	$2.8	100	100	20 M
Hill AR	$2.8	100	100	0

3. Timing of Potential Savings (Criteria 5)

The BRACC procedure correctly recognizes that near term savings are more favorable and less speculative than long term savings. A five year present value analysis on the above comparison reveals that Austin-Bergstrom is a cost effective location.

5 Year Net Present Value

	Annual Overhead	Opportunity Costs	Present Value
Grissom ARB	19,120,000	0	83,936,000
March ARB	20,800,000	0	91,311,000
Willow Grove	15,600,000	0	68,483,000
Carswell ARB	9.300,000	59,000,000	99,826,000
Homestead ARB	16,600,000	73,000,000	145,873,000
Bergstrom ARS	**12,650,000**	**11,000,000**	**66,533,000**
Luke AR	7,200,000	20,000,000	51,607,000
Hill AR	7,200,000	0	31,607,000

*Using a discount rate of 4.5%, as currently set by OSD, and a 5 year cost recovery period. 4.5% discount rate is below the cost of funds of the U.S. government - using a realistic discount rate would be more favorable to Bergstrom.

Cost to closure has not been considered, but would make the Austin location look substantially more favorable. The Air Force in their COBRA analysis estimated the cost to close Austin/Bergstrom at $13 million and the cost to close Miami/Homestead at $7.9 million. Obviously, the cost to close Fort Worth, Phoenix, New Orleans, or Salt Lake City

would be substantially less than Austin or Miami because they would remain as operating DOD facilities.

4. 20 Year Savings (Criteria 4)

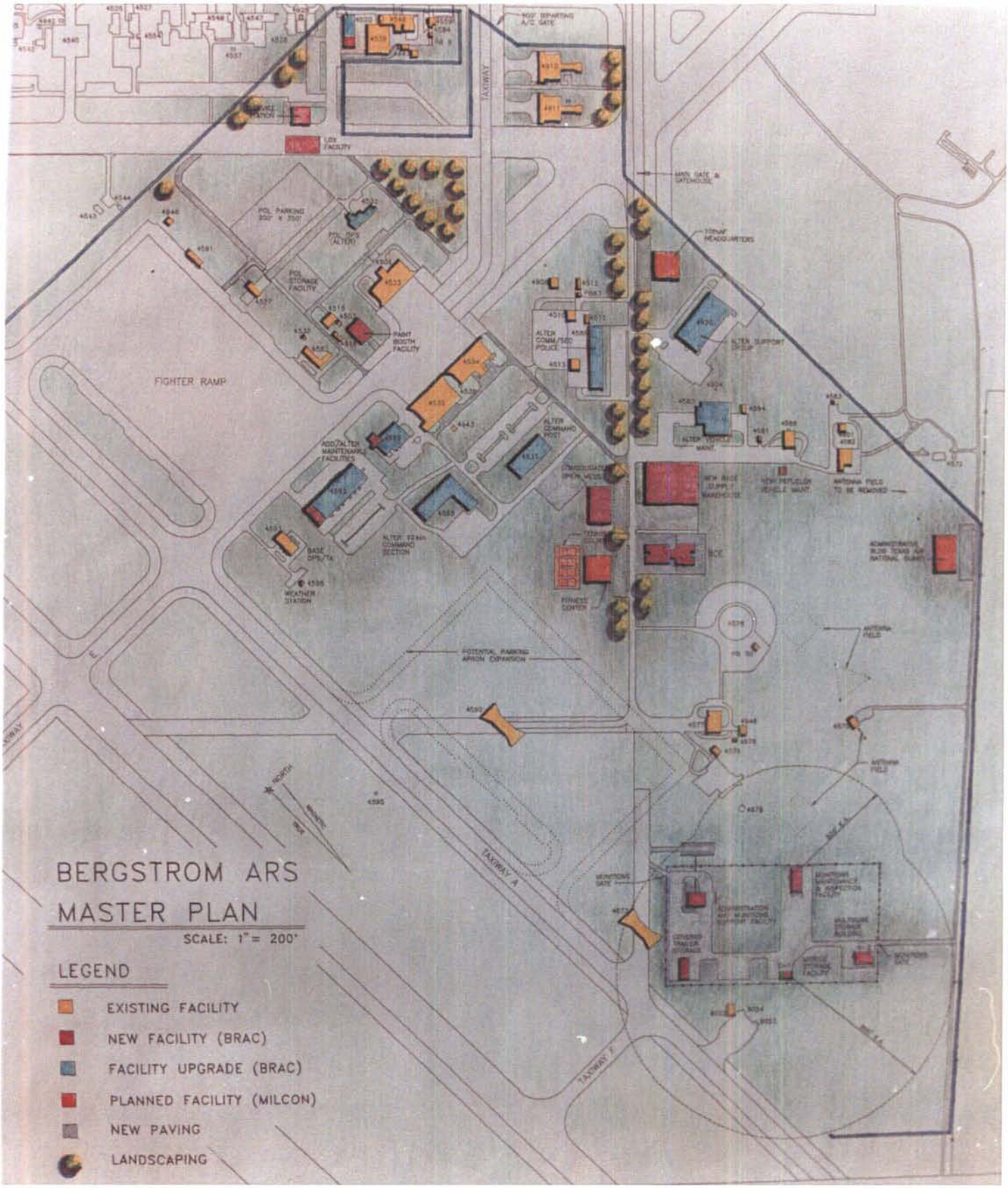
20 Year Net Present Value

	Annual Overhead	Opportunity Costs	Present Value
Grissom ARB	19,120,000	0	248,000,000
March ARB	20,800,000	0	270,000,000
Willow Grove	15,600,000	0	203,000,000
Carswell ARB	7.200,000	59,000,000	152,000,000
Homestead ARB	16,600,000	73,000,000	289,000,000
Bergstrom ARS	**12,650,000**	**11,000,000**	**175,000,000**
Luke AR	7,200,000	20,000,000	114,000,000
Hill AR	7,200,000	0	94,000,000

*Using a discount rate of 4.5%, as currently set by OSD, and a 20 year cost recovery period.

Even using a 20 year analysis period, Austin-Bergstrom is a cost effective location.

	5 Year NPV				
	Opportunity Cost	Fixed Overhead	Personnel Overhead	Annual Overhead (BOS)	Net Present Value
Austin	-11,000,000	3,200,000	9,450,000	12,650,000	($66,533,205.82)
Fort Worth	-59,000,000	3,000,000	6,300,000	9,300,000	($99,826,783.72)
Miami	-73,000,000	4,000,000	12,600,000	16,600,000	($145,873,613.96)
New Orleans	0	3000000	6300000	10,300,000	($45,216,760.47)
Phoenix	-20,000,000	3,000,000	4,200,000	7,200,000	($51,607,832.56)
Salt Lake City	0	3000000	4200000	7,200,000	($31,607,832.56)
Grissom		4000000	15120000	19120000	($83,936,355.35)
March		4000000	16800000	20800000	($91,311,516.28)
Willow Grove		3000000	12600000	15600000	($68,483,637.21)
	20 Year NPV				
	Opportunity Cost	Fixed Overhead	Personnel Overhead	Annual Overhead (BOS)	Net Present Value
Austin	-11,000,000	3,200,000	9,450,000	12,650,000	($175,550,396.11)
Fort Worth	-59,000,000	3,000,000	4,200,000	7,200,000	($152,657,142.45)
Miami	-73,000,000	4,000,000	12,600,000	16,600,000	($288,931,745.09)
New Orleans	0	3000000	6300000	10,300,000	($133,981,745.45)
Phoenix	-20,000,000	3,000,000	4,200,000	7,200,000	($113,657,142.45)
Salt Lake City	0	3000000	4200000	7,200,000	($93,657,142.45)
Grissom		4000000	15120000	19120000	($248,711,744.95)
March		4000000	16800000	20800000	($270,565,078.19)
Willow Grove		3000000	12600000	15600000	($202,923,808.64)


BERGSTROM ARS
MASTER PLAN
SCALE: 1" = 200'
LEGEND
EXISTING FACILITY
NEW FACILITY (BRAC)
FACILITY UPGRADE (BRAC)
PLANNED FACILITY (MILCON)
NEW PAVING
LANDSCAPING
FIGHTER RAMP
TAXIWAY
TAXIWAY A
TAXIWAY F
LOX FACILITY
POL PARKING 200' x 200'
POL STORAGE FACILITY
PAINT BOOTH FACILITY
ADD'L/ALTER MAINTENANCE FACILITIES
ALTER 924th COMMAND SECTION
BASE OPS/TA
WEATHER STATION
ALTER COMMAND POST
ALTER COMM/SEC POLICE
MAIN GATE & GATEHOUSE
HEADQUARTERS
ALTER SUPPORT GROUP
ALTER VEHICLE MAINT.
NEW BASE SUPP. WAREHOUSE
NEW PETROLEUM VEHICLE MAINT.
ANTENNA FIELD TO BE REMOVED
FITNESS CENTER
POTENTIAL PARKING APRON EXPANSION
ANTENNA FIELD
NORTH
MAGNETIC

Ramp and Hangar Space Requirements

Example: 1F16 and 1 KC135 Squadron

Ramp

Air Force Requirement	
F16	10,914 sq. ft.
KC135	352,736 sq. ft.
Total:	462,650 sq. ft.

Bergstrom Air Reserve Station Availability

792,000 sq. ft.

Two Squadrons Use 58% of Available Ramp

Hangars

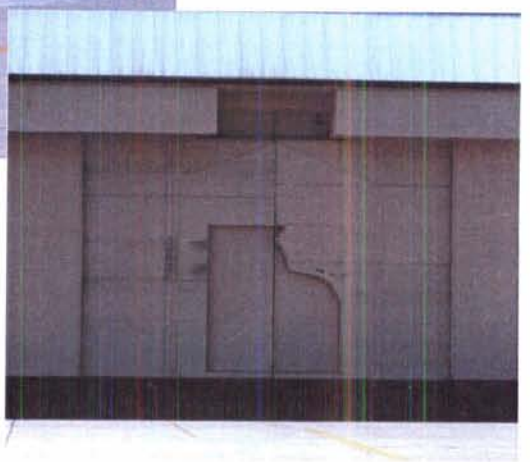
Air Force Requirement		Bergstrom Air Reserve Station Availability
F16	4.3	9
KC135	.9	3
Total	5.2	

Hangar space requirement for both aircraft in combination are exceedeed.

Hangar Capability for F16, A10, RC135, C130

North

South



Administrative Support

Overall

Example

Current Construction

Fire Station

South Access Road
(under construction)

Austin/Bergstrom Enroachment

Looking North

Looking South

Austin/Bergstrom Enroachment

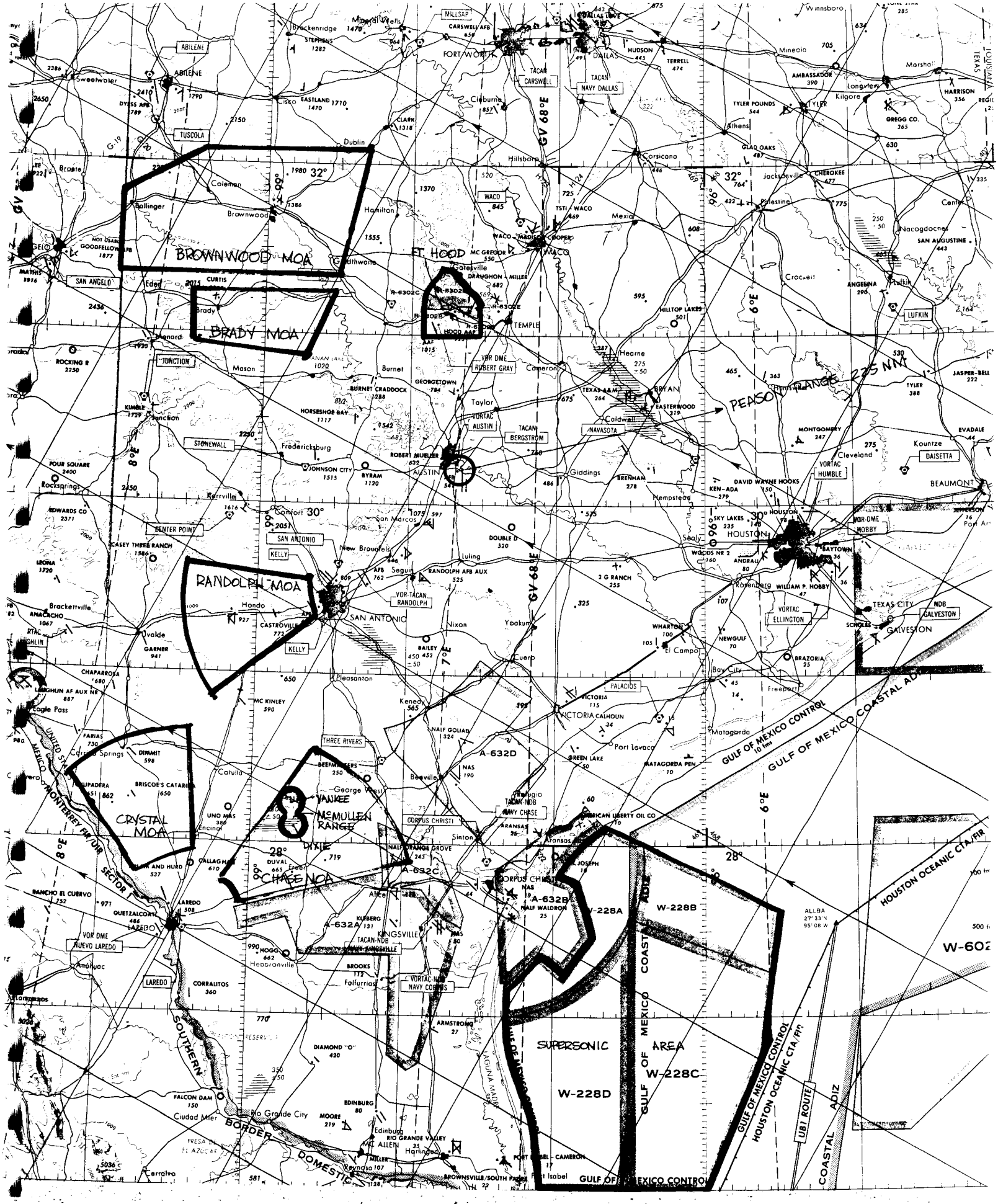
Looking East

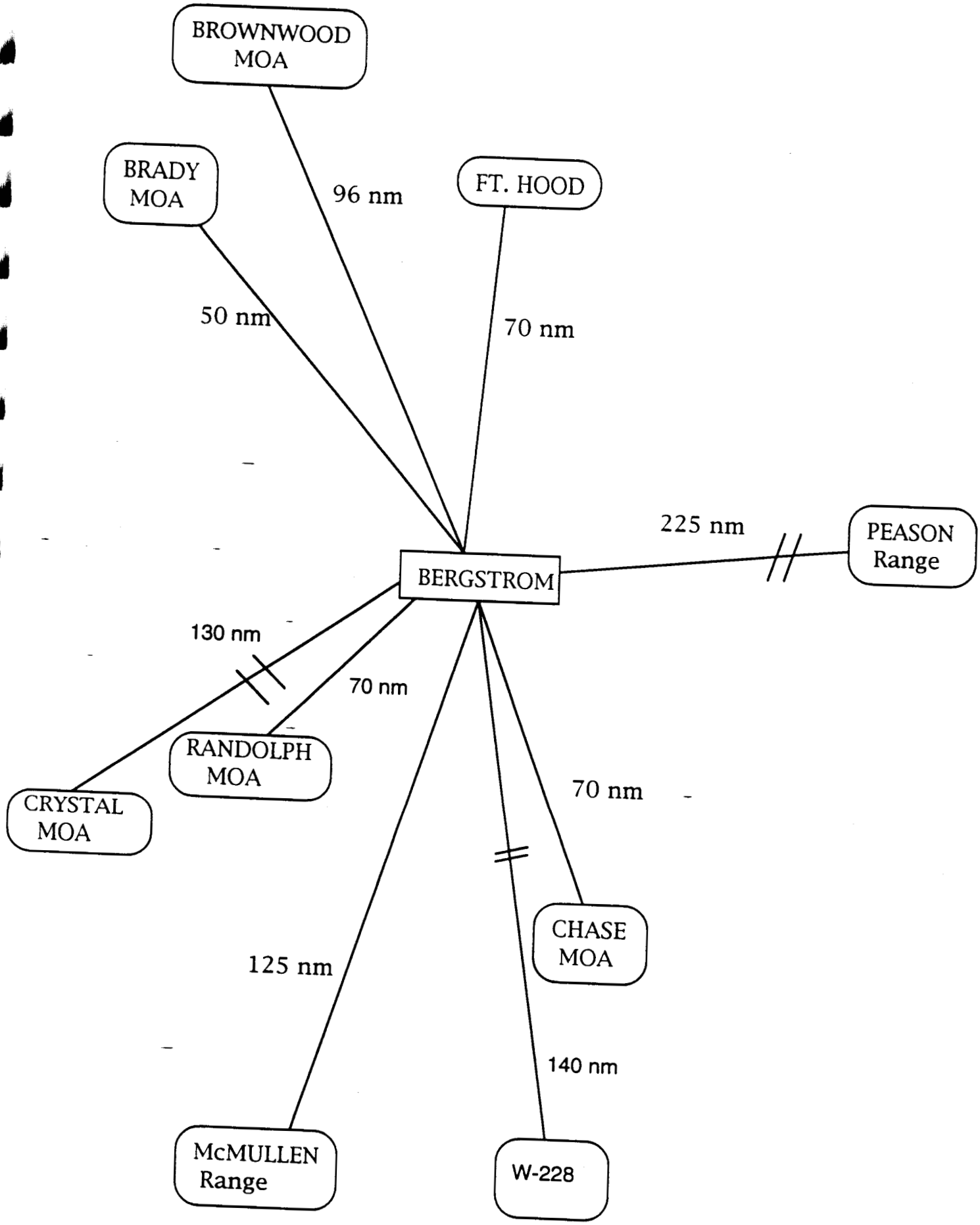
Looking West

V. Mission Statement and Training Areas

It is readily apparent, from the following map/diagram, that Bergstrom ARS has more than adequate and readily available training areas to accomplish the fighter mission that is currently assigned. From Austin, TX Air Force jets are capable of departing from an uncrowded airport without air or ground encroachment and free from environmental non-attainment restrictions. The missions include working with the US Army at Ft. Hood, low altitude dissimilar air combat training and full scale weapons delivery. At the end of these missions the 924 FW aircraft will return to an airport with dual certified runways and weather at or above FAA VFR minimums 95+% of the time.

The 924th's ability to train for and accomplish it's wartime mission was recently put to the test in Long Shot '95 held at Nellis AFB, Nevada. Thirty six Active Duty, Reserve, and Air National Guard units participated in this realistic exercise with the objective to put "bombs on-target-on-time without losses." Long Shot encompassed all sub-areas of the fighter training category used in the base closure process. The first place performance of the 704 FS indicates the facilities and training areas at Bergstrom provide ample opportunity for a unit to prepare for and maintain combat capability. Combine this capability with the largest Army post in the free world only 70 miles away the operational readiness contribution to the Department of Defense is hard to match anywhere. Bergstrom's ability to accommodate an increase in units/missions from an environmental standpoint and existing facilities ensure the capacity to fulfill future DoD mission requirements. As previously shown, this combat capability translates to high Military Value at an overall cost that gives DoD an excellent Return on Investment.


BROWNWOOD MOA
BRADY MOA
RANDOLPH MOA
CRYSTAL MOA
CHASE MOA
YANKEE
McMULLEN RANGE
DIXIE
FT. HOOD
PEASON RANGE 225 NM
SUPERSONIC AREA
W-228A
W-228B
W-228C
W-228D
W-602
A-632A
A-632B
A-632C
A-632D
GULF OF MEXICO CONTROL
GULF OF MEXICO COASTAL ADIZ
HOUSTON OCEANIC CTA/FIR
UB1 ROUTE
SOUTHERN BORDER DOMESTIC
MONTERREY FIR/UIR SECTOR I
UNITED STATES
MEXICO
ABILENE
SAN ANGELO
TUSCOLA
JUNCTION
STONEWALL
CENTER POINT
SAN ANTONIO
KELLY
THREE RIVERS
CORPUS CHRISTI
PALACIOS
LAREDO
NUEVO LAREDO
FORT WORTH
DALLAS
CARSWELL
NAVY DALLAS
WACO
TEMPLE
AUSTIN
BERGSTROM
HOUSTON
HOBBY
HUMBLE
ELLINGTON
GALVESTON
DAISETTA
BEAUMONT
LUFKIN
BRYAN
NAVASOTA
ROBERT GRAY
ROBERT MUELLER
VORTAC AUSTIN
VORTAC HUMBLE
VORTAC ELLINGTON
VOR-TACAN RANDOLPH
VOR DME NUEVO LAREDO
TACAN-NDB KINGSVILLE
VORTAC-NDB NAVY CORPUS
TACAN-NDB NAVY CHASE
NDB GALVESTON
VOR-DME HOBBY
VOR DME ROBERT GRAY
TACAN CARSWELL
TACAN NAVY DALLAS
TACAN BERGSTROM
ALLBA 27°33'N 95°08'W


BROWNWOOD MOA
BRADY MOA
96 nm
FT. HOOD
50 nm
70 nm
225 nm
PEASON Range
BERGSTROM
130 nm
70 nm
RANDOLPH MOA
CRYSTAL MOA
70 nm
CHASE MOA
125 nm
140 nm
McMULLEN Range
W-228

SUMMARY OF BERGSTROM TACTICAL AIRSPACE

AREA	DESCRIPTION	DISTANCE[1]	AVAILABILITY
McMullen Range	Actually two ranges - Yankee (north) and Dixie (south). The Navy owns the land, but their use has diminished. The Kelly Guard controls Yankee, while the Bergstrom Reserve controls Dixie. The ranges are good conventional ranges and have a number of tactical targets.	125 nm	Both ranges are fully manned and under-utilized. Could easily support more squadrons. The active duty Air Force at Randolph also uses Dixie in cooperation with Bergstrom.
Chase MOA	As the Navy leaves Chase, the entire air space becomes more available. Navy Corpus and Kingsville use the Chase MOA's to a limited extent.	70 nm	Largely available. One Chase MOA is close to Bergstrom, while another Chase MOA overlies McMullen Range.
Peason Range	Good tactical range in western Louisiana. The new Army Medium conflict exercise area. Ft. Polk.	225 nm	Will become major support area for exercises.
Ft. Hood	North Ft. Hood has a dedicated AF range - Shoal Creek. South Ft. Hood has a live bombing area. The Army sometimes limits access.	70 nm	Used increasingly to support the Army at Ft. Hood.

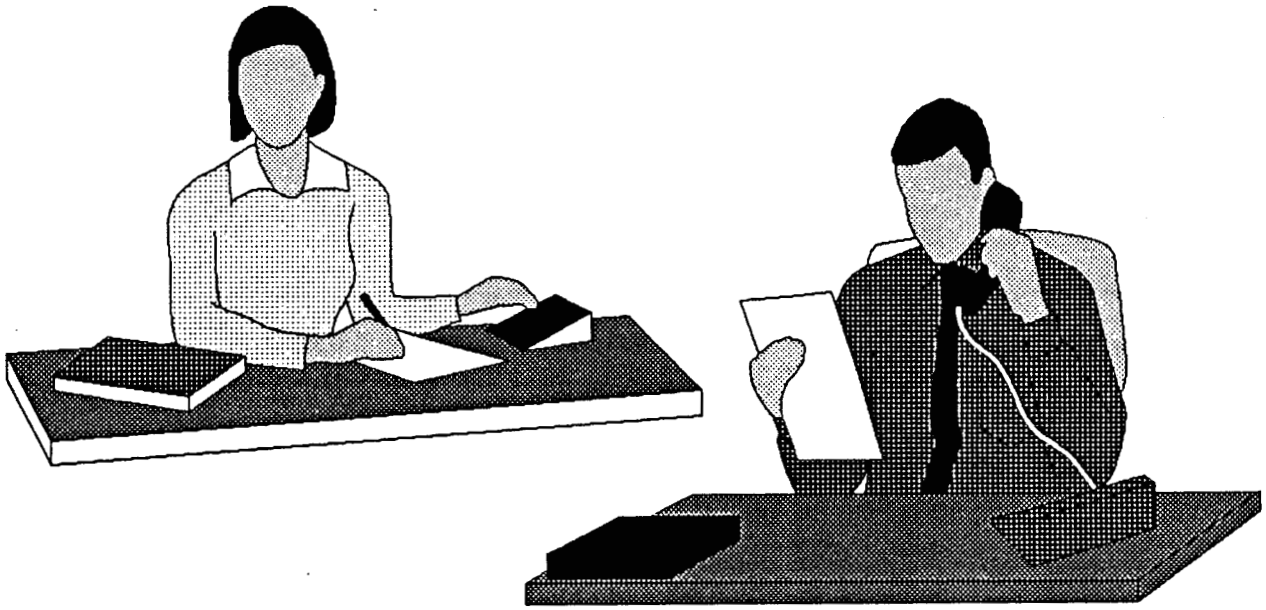
[1] All distances are direct from Bergstrom/Austin to the training area.

AREA	DESCRIPTION	DISTANCE	AVAILABILITY
Brownwood MOA	Brownwood includes separate air combat areas that can be used individually. Used together, the area can accommodate a big fight.	96 nm	Navy Dallas owns and uses a lot. Also, Carswell and Dyess B1's are users. Additionally, the FAA preempts military use for holding DFW traffic. Little available time left.
Brady MOA	Brady is low (23,000 ft. and below) which is advantageous for Low altitude training, but not as useful for unlimited training.	60 nm	Bergstrom owns and controls. It is close and easy to use.
Randolph MOA	The Randolph 2A MOA is large with a good altitude block for unlimited air combat training.	70 nm	Other Randolph MOA's are closer, but normally unavailable because of heavy use by Randolph.
Crystal MOA	The Crystal MOA is large, with the biggest altitude block of any MOA in Texas.	130 nm	Crystal is used and controlled by the Kelly Air National Guard, and accordingly is normally available. However, its distance from Bergstrom makes it a second choice.

Document Separator

BERGSTROM AFB
TEXAS

1942 - 30 SEP 1993



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CLOSURE
LESSONS LEARNED

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Round II - Bergstrom AFB recommended and approved for closure. The 924th Reserves to stay in place.

Round III - Bergstrom AFB Reserves (924th) recommended for closure but saved by the closure commission. Still open today flying the F-16.

City of Austin to open a full scale state-of-the-art Municipal Airport at Bergstrom in 1998.

Bergstrom AFB officially closed 30 Sep 93.

I. INTRODUCTION

THE BASE CIVIL ENGINEER PERSPECTIVE

The following are thoughts for the Base Civil Engineer (BCE) to consider when faced with the specter of base closure. Closing a base is a much more difficult task than most casual observers realize. It is very much like trying to disassemble your car transmission while you're driving---it takes a lot of careful thought and planning. Some of these are fairly objective observations; others reflect my personal opinion on how the world should operate. They are offered as suggestions to identify some of the bigger issues requiring the BCE's personal attention.

The Announcement: The announcement of closure, or even consideration for closure, will send shock waves throughout the base. Almost everyone will be affected, but few will feel the impact earlier or more extensively than Civil Engineering. That is not a statement made out of self-importance, but one made recognizing the vast extent of our involvement in the entire process.

Before the Announcement: Civil Engineering will provide a significant portion of the data to be considered by the Air Force, and subsequently by the closure commission, in determining whether or not a base should be closed. The bulk of the information will come from the real property and community planner functions. Typically, the BCE is not intimately familiar with those areas but needs to become so. Expect to be audited concerning the information provided, and expect to be questioned thoroughly and skeptically by the local community officials, news media, and U.S. congressmen. You, as the BCE, will be called upon to defend the information with objective facts. By the time the "damage is done" (you're under the gun for closure), it's too late to start figuring out if you did it properly. Hopefully you did it right when it was simply another annoying tasking from MAJCOM to all bases, because by the time you read this you're already under fire. Regardless, you, the BCE, must learn what you said and why as soon as base closure is announced.

Build Relationships: Immediately begin building strong relationships outside the squadron. Even before you know what the problems will be or how the plans will work, start building the basis of a strong team. Most successful BCEs have already done this to be successful, but teamwork will become even more important in closing the base than it was in supporting the active mission. As new agency chiefs appear, go out of your way to brief them on the closure plan and how their agencies will interact with yours. Go visit them within their first week. Meet in groups of two or three or however many agencies it takes to accomplish a task. Be the initiator; don't wait for someone to tell you to have a meeting or solve a problem. Be especially aware that Supply and Transportation must work closely with Civil Engineering to close the base. You need the equipment and vehicles they want to ship out, and they need the buildings you want to close down. A good plan developed on the basis of close teamwork and trust will be the only way to make the closure work smoothly.

CE Closure Section: Set up a dedicated Civil Engineering Closure Section. Pick your brightest officer to run it. He or she will be fully challenged, so pick someone who can think through an idea, can interact well and communicate clearly, and can take some basic guidance and run with it without massive amounts of supervision. Give that officer good people to help. We used a MSgt, TSgt, and our Levitow Award-winning SrA, plus a dedicated real property technician to help with facility closures and function consolidations.

Civilians: Civilians make up a major part of most CE squadrons. As BCE, you must be prepared to cope with the special challenges this presents. First, you must be sympathetic to the tremendous impact base closure has on civilians for two important reasons. First, many of you civilians have grown up with the base. Most of us wearing uniforms pass through a base on our way to bigger and better things. While we take pride in our work, this particular base is just an assignment for most of us. But to our civilians, this base is home. They, quite literally, are the ones who made the base what it is, and they are rightfully proud of it. Seeing it close down is a significant emotional event for them. Second, this base is what pays the rent and puts food in their mouths. We in uniform will get assigned to other bases. Our civilians have no such guarantees. If the BCE truly understands these two factors, he can be more effective in meeting their needs and thus sustaining the effectiveness of the squadron.

Civilian Departures: As commander, you will have almost total control over when your military personnel depart, but you do not have that latitude with your civilians. So, expect to lose good civilians. That's not to imply that those who stay behind are the weak ones, but many civilians will get other jobs early in the game and many of them will be among your good ones. Look around early and see where the loss of key civilians has the greatest potential to hurt the squadron. Quickly detail military into those sections to begin learning the job while there is still someone competent to teach them. That will frequently mean working troops outside their AFSC, so provide them additional time to study CDCs, and provide for in-shop "OJT" where possible. As examples, we have a carpenter and a refrigeration technician working in housing management. Our WIMS is being run by a carpenter and a pavements technician. I have an exterior electrician and a security policeman working hazardous materials disposal. The list goes on. Flexibility is the key, and you must advertise early that everyone can expect to participate in the concept. Our civilians have been extremely cooperative in working outside their positions. No one has demonstrated an "it's not my job" mentality.

Civilian Personnel System: Few things are more important than learning the rules of engagement early. Few civilian personnel offices are experienced in running major Reductions in Force (RIFs). Few of them can even teach you the rules, so you may have to do some research on your own. You won't learn it without them, but your questions can prompt them to look up the details they missed. Also, learn the more routine things that you may typically have ignored. Examples include management realignments, changes to lower grade, save-grade, save-pay, priority placement, and the myriad retirement options that may come into play. Your knowledge of these things helps you help your

'people and gives them the comforting realization that your concern as commander extends to them as well as to the military troops. Don't count on your deputy to do it for you; he could take a job at Anywhere AFB next week.

Theft: There will be a natural tremendous urge to "appropriate" property on a closing base. There are myriad ways to rationalize that it will become more apparent to you as you progress through closure. Make this your commander emphasis item very early in the game and periodically revisit it. Civilians and military alike must understand that the consequences aren't worth the potential gain. It doesn't hurt to point out that Security Police and OSI activity increases at a closure base.

Environmental: If you don't know much about environmental issues and laws, learn them early. Know the difference between RCRA and CERCLA. Know your IRP program in detail as well as compliance requirements. Relationships are important again, this time with legal and bioenvironmental offices. It takes a team effort to win this one. Expect to be on TV answering leading and sometimes malicious questions. If this isn't your forte, find someone who can do it with the polish of a public affairs officer, but with the technical knowledge of an engineer. Depending on the location of your base, this could be the major area of community interest. Get prepared for it in detail.

Sustain Quality: If you are in a command that tracks performance measures, you may be given the option of dropping out of the program. ACC Quality Performance Measures indicate the quality of customer support. I chose to continue tracking those indicators. If quality service was important before closure, it will continue to be important during closure. Realize that some indicators may lose their value. If so, modify them to meet local conditions. The main thing is to continue to emphasize customer service and quality facilities. General Creech's contention that quality facilities produce positive attitudes and quality performance still holds true during closure. Our direct benefit is giving our troops a continued sense of mission in providing good support. The indirect benefit is that our customers are more likely to sustain positive attitudes toward Civil Engineering and life in general. That also comes back to benefit everyone in a better-functioning base. Customers may quit calling in facility requirements. We find the little problems ourselves and fix them. It doesn't cost much in manpower or money, especially as the base populace shrinks, but it provides big paybacks.

Assignments: Be tough on assignments. Remember two key points: closure is a mission, and the Air Force is full of "good" assignments. Some assignments may be lost because the required report date isn't compatible with the date you can release an individual. If you cripple your squadron's ability to function because you placed individual preferences above mission needs, you have abdicated your responsibility as commander. Taking care of your troops and meeting closure mission requirements is a balancing act, but not a difficult one. MAJCOM and AFMPC have been extremely helpful and cooperative. The tough decisions are rare, but realize up front that some will surface and will require your willingness to tell a good troop he cannot have exactly what he wants. Also, troops will assume they will get a raw deal just because they

are on a closure base. Actually, most of our troops had the best selection opportunities of anytime in their careers. Your first term airmen won't realize this. Lean on your upper tier NCOs to point out the assignment advantages of being on a closure base. They can help a great deal with morale and are more effective spokesmen than you can be.

Expect Mistakes: Many tasks will be brand new to everyone. Just getting the new tasks defined will take effort. As experienced people depart, doing formerly routine tasks will become more time-consuming, and relatively simple jobs will produce mistakes. That carpenter you detailed to the Housing Office probably will never be as proficient as the 20-year veteran GS-6 who just took a job at some other base. The toughest part of this will be accepting that other squadrons are experiencing the same challenges. You must constantly remind your personnel, and demonstrate through your own actions and reactions, that other agencies are trying to do their job also. You will have a tremendous impact on attitudes, and controlling your own may not always be easy. Be alert to it. Work on it. If you think there are genuine attitude problems in other squadrons, take it up with their commanders in private. This is another example of where building the relationships early in the closure process will really pay off.

Leadership: If you always wanted to be a leader, this is your chance. Short of combat, base closure may present the biggest leadership challenge in the modern Air Force. You must be technically competent, keep up with the ever-changing rules and policies, plan in detail for the unforeseeable, and take care of your people and their morale (people who have good reason to be basically unhappy). Communicate, communicate, communicate. Your troops must know where they are, where they're going, and which of the monsters along the way are only imagined and which deserve their attention and caution. The "base civil engineering" part of the work is probably less satisfying than supporting an active mission, but the extra effort required to take care of the personnel carries tremendous satisfaction if done well.

II. BE PREPARED FOR AN AUDIT OF THE QUESTIONNAIRE

--Having gone through the Round II Closure Questionnaire, being audited by the General Accounting Office, and then completing a round III Questionnaire, we had lots of experience and lessons learned in filling out closure questionnaires.

-- For every question answered, keep an exact record of who answered the question, the source of information, and the method used for answering the question.

-- Keep the records on the questionnaire through closure. You could be audited several times.

-- Research your answers and be as accurate as possible.

-- If the question is ambiguous, thoroughly explain your answer and how you interpret the question.

-- Be as open and forthright with the auditors as possible. Different interpretations of questions and various resource materials raised a lot of questions as to the validity of the answers, and most of the time they will give you the benefit of the doubt.

-- Make sure your real property records are updated and accurate. These will be very important and could get you in trouble if they're not accurate.

III. SETTING UP THE WING BASE CLOSURE OFFICE (CARE)

Before the closure recommendation was approved by Congress, Civil Engineering was responsible for all closure actions. After announcement, a Wing Base Closure Office (CARE) was established under the support group commander. This office is responsible for public affairs, nonaccountable equipment drawdown, and overall closure monitoring. To adequately operate a quality program and a smooth closure of a base, the following personnel should be assigned to this organization:

One highly motivated and organized officer in the rank of Lt Col to monitor operations and serve as main military POC between the base and reuse authorities.

A good deputy in the rank of Major.

One person from supply who is highly educated in the supply system to include acquisition and transfer of equipment.

One personal affairs person who can organize tours and act as liaison between the base and reuse authorities.

Three to four administrative personnel (one with a personnel background).

This organization should become the POC between the base and Headquarters ACC to work the problems and issues that cannot be handled at the squadron and base level. Their main priority is to get adequate answers or solutions to their customers as soon as possible. At times, it has taken ACC well over a reasonable amount of time to respond to requests or questions pertaining to base closure. The actual delay may have been caused by the same requirements sent up at different levels, thus, overtasking ACC with redundancy.

This organization needs to establish very good communications and working relations with all other organizations and tenant units.

They will try to steal a Real Property person. You will need all of the real property and environmental help you can get in CE. All records and files are retained in CE and are then transferred to AFBDA; therefore, transferring a real property or environmental person to CARE is not productive.

IV. SETTING UP A CIVIL ENGINEERING CLOSURE OFFICE

Civil Engineering plays an enormous part in base closure and, therefore, needs to dedicate resources tasked for closure issues only. The tasks which need to be performed by this office are facility preinspection, final inspection, and transfer to Civil Engineering, facility preservation, drawdown of squadron functions and equipment, liaison between the base and reuse authority, POC between squadron and base closure offices, establish an in-house closure working group, prepare closure briefings and presentations, prepare for the Facility Board for reuse/closure of facilities, schedule projected closure dates with facility managers, track and answer SATAF action items, develop and monitor the programming plan, develop manpower drawdown plans, and the list goes on and on. This office should consist of at least five personnel as follows:

An officer should be assigned to this office 2 years prior to closure to begin the planning phase.

An equipment monitor should come on board 18 months prior to closure. (We utilized a MSgt.)

Two people should come on board 15 months prior to closure to establish projected closure dates with facility managers, perform preinspections, final inspections, transfer facilities to CE, monitor closure dates and closure levels of preserved facilities, and conduct routine inspections on closed facilities for vandalism and rapid deterioration of facilities closed for extended periods of time.

One person should come on board 18 months prior to closure to act as liaison between the base and reuse authority. This person should be well trained in personnel relations as they will provide information and support, conduct tours, assist with procuring access for contractors and, in general, work issues between the base and the reuse authority.

A good personal computer with a word processor, database, laser printer, and scanner is a must. Make sure all office personnel are very affluent in PC use and can operate and maintain all programs. They should also be able to run backup tapes of data on a monthly basis.

We relocated our office and merged with Real Property 9 months prior to closure, and found that working hand-in-hand with them is a must, most closure issues are real property related, and they are the experts in that field. We wish we had done this a lot sooner, and we recommend that Real Property become part of the Closure Office team upon establishment of the Closure Office.

Establish a cleaning standard and furniture policy early and stick with it. Do not accept buildings with furniture in them.

Keep pushing people to vacate buildings as early as possible. The more buildings you push back until the end, the more chaos you create.

Hire good people to work for you. The work will be long, hard, and tedious at times and you have to work as a team.

Remember most people weren't trained how to close a base, so be patient and learn as you go.

V. FILLING OUT A CLOSURE QUESTIONNAIRE

The Round III questionnaire covered the entire base for audit purposes. However, the unique situations at Bergstrom such as the legal agreement to transfer government-owned land to the city, and the 924th remaining on part of the base, caused the package to be of little or no use for audit purposes. Therefore, a lot of time, research, and energy was exerted on a package that was of little or no value. After we submitted the Round II and III questionnaires, the answers in several Real Property areas changed drastically to reflect, to the best of our ability, the land and property that was to continue to be maintained by the government (the 924th cantonment area). Since the figures were different every time due to the changing cantonment area, proposals and plans, the auditors became very confused and sent down a team to determine the validity of the questionnaire and reaudit the base.

Questionnaires on closure bases should be developed for each base individually according to individual mission and reuse plans, and not be generic. Several areas were not applicable to Bergstrom, and caused a lot of confusion on what we should or could not answer. A lot of questions were vague or repeated in other areas. ACC even had a hard time determining what areas were related to Bergstrom, clarifying what questions meant, and determining how they wanted us to answer them concerning areas remaining within DOD control. If a team had been sent down to audit the base and determine the requirements for Bergstrom, the questionnaire could have been completed at one time with a more accurate package being produced. If it is not possible to complete a questionnaire or sections of the questionnaire due to a change of events or unstability of mission or reuse plans, that questionnaire or that section of the questionnaire should be waived until plans are stable and valid answers can be given. The extreme amount of effort put into the package that was of no value to the DOD became an article of total frustration to those completing it. By the time Round III came around requesting the answers to the same questions again, frustration became despair as all were confused as to who was actually asking for what and which answer of the three same questions was the right one.

VI. DEALING WITH LOCAL REUSE AUTHORITIES

Trusting, compatible relations with local reuse authorities are of utmost importance. This can determine whether the transition of the base to the community will be rough or flow smoothly. One extremely important thing we have learned is to have one main point of contact for all the local authorities to coordinate through. This is essential for mutual confidence as well as preventing unauthorized entry of the civilian populace who may look, loot, or intend to cause damage to the integrity of the base transition. Prior to closure or transfer of real property, the city desired testing different areas such as soil, pavements, and utilities for their reuse planning phase. The city employed various contractors to collect this data. Prior to a new contractor beginning a project, the CE Closure Office would arrange a meeting with a city official and the contractor staff to discuss the purpose and details of the contract. The liaison from the Closure Office would ensure the contract foreman coordinated through them on everything from base access to digging permits. In a sense, this person would perform the functions of Contract Management. One problem we encountered was the need for empowerment. A lot of potentially productive time was wasted trying to get base agencies to streamline their approval processes. A suggestion for this might be in the form of a meeting with ALL concerned base agencies and local reuse officials to arrive at an understanding that base closure is the "new mission" and that cooperation and coordination are high priorities. It must be stressed that the base and local reuse authority share a common goal, and that is a smooth transition.

Maintain a log of all information released to the city. We found that we saved an enormous amount of time and prevented information from being released to unauthorized people by providing required information to the city POC who, in turn, released the information from there. Numerous requests for the same information were requested by different agencies of the city. Once released to the POC, they were referred to the POC for additional copies.

VII. PERSONNEL DRAWDOWN

1. Initially, military and civilian personnel will volunteer to be the "one to lock the gate" on the last day. As closure sinks in as a reality and people adequately evaluate their options, both civilian and military personnel will want to leave before closure. Two actions can help lessen this impact:

a. Start the process of turning in equipment and closing shops/buildings as soon as possible during the last year. Switch part of your mission from maintenance to closure. That will provide people with a focus point and a clearly obtainable objective. I found that setting specific deadlines for the closure of different functions on base and/or the consolidation of shops/functions provided a sense of urgency to the work at hand.

b. Continously evaluate what your manpower needs are. We performed quarterly reviews of what manpower would be required to maintain and close the base. It is important to update these projections because, for the most part, closure is uncharted territory and manpower estimates are not exact. For example, our initial estimate to close facilities to level 6 was about 100% to 200% in excess of what was actually required. Some of this was efficiency in closing facilities. There is a learning curve in closing buildings as there is with any other task. The updated estimates give you the ability to accurately project manpower needs and make informed, reasonable manpower decisions.

2. Civilians that agreed to retire in the area and help close the base are a valuable asset to the operations flight. However, a word of caution: the civilians you count on to stay to the end will continually be looking for other work and be hoping to find other jobs. Even if they agreed to stay to the end, you will not be able to hold on to them like you can a military member. A typical situation is for an individual to retire shortly after their latest birthday. This is particularly true if they are taking a retirement penalty for retiring prior to age 55. Additionally, it is reasonable to assume that refrigeration specialists and structural personnel will leave during the spring and summer months when it is easiest for them to find a job, likewise the same can be expected of heating specialists in the fall and winter.

3. Realize that there will be hardships for people who stay until the end. For example, a base housing occupant will probably be asked to move from housing prior to closure. An extended stay in TLF is not covered by entitlements and can create an undue burden on the member. We did, however, receive relief for our members who had to stay in the TLF for more than 1 week. Rates were reduced, with MAJCOM approval, to match members' BAQ. I would highly encourage the early departure of as many of the members with dependents in the early months as possible. This will necessitate the push for closure further forward because of the management skills those personnel typically possess.

4. It is very important to productively employ the work force that is required to stay behind. This will require people to work outside of their normal AFSC. Expect that most of the people that will be working out of their AFSCs will come from the operations shops/flight throughout the squadron. One word of caution for example, if three carpenters are loaned to other organizations, the result is the remaining carpenters have to pick up the load. This becomes particularly sensitive when the three loaned carpenters PCS early or are not required to work very hard in their new positions. The matter of who pulls standby is also sensitive. We handled the stand-by situation on a case-by-case basis. Sometimes loaned personnel pulled standby and sometimes they were not required to.

5. The bottom line is not to wait to turn items in. Do as much closure and consolidation of the operations flight as early as practical. In the last 6 months, we had a policy that a person turned in their desk just like they would their tool box in order to PCS or retire. By taking care of the closing business as you go, you will relieve the tremendous burden from the few that remain to maintain the base until it is locked up. Be aware though that in the last 6 months supply is also trying to process equipment (both accountable and nonaccountable), those remaining in the last 3 months may have to work out of boxes instead of file cabinets, and share desks so the supply squadron can continue to process and relocate equipment.

VIII. TRANSFER/TURN-IN OF VEHICLES AND EQUIPMENT

A. EQUIPMENT:

Establish closure POCs for each branch early. You need to get a sense of urgency instilled in each branch well ahead of actual closure. Having one POC for each branch is a must.

Establish a policy early to require all turn-in items be processed through the squadron closure office. Reports and tracking can become a nightmare if people turn in items without coordination.

Make sure the base closure office uses a good nonaccountable inventory database such as SMARTWARE II. To effectively manage a large database, you need to be able to produce numerous different types of reports. These can be used to track progress, and more importantly, provide better support to your customers in your organization.

Start processing nonaccountable inventory item turn-in request lists right away. Program as accurately as possible to reflect the squadron facility closure plan. A 2-week review time needs to be established for review authorities, or they will sit on the equipment for months. A 2-week review or lose policy had to be established here to allow the base to continue closure. The city was given 2 weeks to review requests for turn-in of equipment, and they normally took the whole 2 weeks. Inform your customers that a 2-week review is conducted for all equipment so they may plan accordingly. A lot of nonaccountables were cleaned out and processed for turn-in, then were delayed from being moved due to the review process. Things became cluttered and had to be moved again to a temporary storage area. A second move could have been avoided. Make sure large tool items are inventoried in preparation for input into the nonaccountable database.

Get a copy of the squadron equipment accounts downloaded from the Equipment Management Branch of Base Supply and load it in a good word processor. WANG does not foot the bill here. This document will be very helpful in tracking equipment for monthly reports.

Have your people take a good hard look at what tools and equipment are absolutely necessary to get the job done, and turn in the rest as soon as possible. Merge equipment where practical to a central tool issue location and share with other shops. (We found that with two zones co-located in one end of the building, we could eliminate a lot of items earlier.) If each shop maintains their idea of a minimum level of required tools, you will be amazed when you add up the squadron requirements and find what you have left to turn in at the very end. Maintenance requirements decrease rapidly 6 months prior to closure, and a lot of the so-called required equipment in each shop is not really needed, so a second good hard look needs to be accomplished and more weeding-out done. Remaining personnel have to perform the mission at hand in closing facilities and maintain them in assigned preservation levels. <u>They will not have the time to turn in what others have left behind.</u>

Learn Harvard Graphics right away. Reports and slide presentations become a way of life early on.

B. VEHICLES

If possible, maintain only those vehicles required. If you don't have GSA vehicles, if possible, contract out to get what's required so you can turn in the government vehicles.

Vehicles cannot be held until the very end. This only hinders Transportation closing and, in turn, hinders the closing of the facilities, requiring more personnel, which creates the snowball effect throughout the base.

Ensure maintenance and upkeep of the vehicles is accomplished to standards. If a vehicle has to go in for maintenance due to lack of daily upkeep, you probably will not get it back.

IX. FACILITIES

1. When it is official that a base is closing, a physical check must be made of all facilities on the base. This check must be conducted to ensure that all facilities have a number assigned to them. (This should include portable buildings, pavilions, etc.) Facilities not identified in the records are usually caused by tracking problems, Real Property Section not receiving any update info, or failing to updated their records in a timely manner. The accuracy of Real Property records are vital to a smooth closure of base facilities.

2. When conducting the inspection of all facilities, a checklist should be filled out to include as much information as possible about the facility. The city had numerous questions about facilities (condition, structural design and construction, roof construction and age, electrical supply, air conditioning and heating units, cable and phone hook-up, etc.) This information should be collected and put into a database as soon as the base is slated to close. It takes an enormous amount of time and footwork to accomplish; however, it was worth the time and effort to be able to relay updated accurate information to the city for their reuse planning.

3. Conduct preinspection on facilities with building managers at least 30 days prior to closure. We provided them with a checklist of closure requirements and emphasized that all of it had to be completed prior to CE accepting the building. We found that if standards were not established and adhered to, facilities closed early in the game required cleaning and work that CE then had to perform.

4. Never accept a facility with furniture or equipment still in it. The building must be completely empty or you may be having your people do the job for them. If furniture is to remain in a facility for future reuse, transfer the facility to AFBDA.

5. Close all facilities as if they are going to be reused if reuse is questionable. Reuse plans came late in the game; however, some facilities identified for reuse came as a surprise in an operational standpoint. Maintaining them in higher operational levels saved additional work in the long run. It eliminated bringing them back up to standards after being vacant for months.

6. As the city identifies their reuse plans, make sure that they are totally aware that once a facility goes to the abandonment level, it will deteriorate quickly and we may not be able to cost effectively bring it back up to standards if they change their plans. If they are unsure of some facilities, identify and maintain them in operational levels until a" no-reuse" decision is received in writing by the city.

7. Facility levels were originally established by ACC, and requirements for reuse changed several times requiring a modification of the preservation plan. Flexibility is the key in being able to change levels if necessary at the base level.

X. ENVIRONMENTAL MANAGEMENT

1. Develop separate statements of work for each operable unit (OU) and compliance unit (CU).

The Air Force Center of Environmental Excellence (AFCEE) initially developed combined statements of work for all OUs and CUs at the same stage in the restoration process (i.e., investigation versus remediation). The intent was to achieve economies of scale with larger scopes or work. However, while the funding for some OUs and CUs was approved in a timely manner, the funding for other OUs and CUs was not received until very late in the fiscal year. The resistance of the AFCEE project manager to create separate SOWs despite the direction of the major command and the base, caused significant delays in the obligation of funds. After delays of several months by the AFCEE project manager, the pressure to obligate the funds, already approved by Headquarters Air Force Base Disposal Agency (AFBDA), ultimately resulted in the separation of those projects from the combined SOWs.

2. Augment the Environmental Flight (DEV) with personnel from other civil engineering sections and institute a formal on-the-job training program plan with either a restoration or compliance track.

All units undergoing base closure suffer manning shortages as personnel PCS, retire, separate and are not replaced. While most sections also undergo a commensurate decrease in workload, the workload of DEV increases dramatically in both the restoration and compliance sides of the house. Restoration has a critical bearing on base reuse, while compliance is inundated with the disposal of hazardous waste from stockpiled hazardous material.

3. Base environmental restoration managers should be directly involved in the restoration contract development and negotiations. AFCEE did not give the base the opportunity to review SOWs or attend the contract negotiotions. This resulted in incorrect site designations, incorrect descriptions of work, excessive costs, and faulty time schedules.

Base restoration managers should be allowed at least a 2 week review of each SOW, as well as attend the actual prebid conference and contract award meeting to clarify any issues with the contractor and service center. Basically, the point is to reduce any modifications to the contract and associated cost increases.

4. Other base organizations, specifically Public Affairs, Bioenvironmental Engineering Services, and Base Legal should designate individuals in their offices to work environmentally related issues. Moreover, their non-DEV personnel should also have the opportunity to receive appropriate environmental training, using environmental funds if necessary.

The designation of specific individuals allowed these personnel to become intimately familiar with the complexities of their respective areas and roles in environmental issues. A close team approach of the organizations, in coordination with civil engineering DEV, strengthened base responsiveness to base closure challenges by drawing from the specialized skills of each organization.

5. Environmental Coordination Committee (ECC) meetings, i.e., Technical Review Committee, should be held at least every other month.

The ECC proved to be a valuable forum to discuss the concerns of the Air Force, state and federal regulators, state and local government officials, and the community. It is important the size and membership be limited to maintain a manageable and effective forum to address important issues in a nonthreatening atmosphere. For example, the ECC should not turn into a public meeting that gets bogged down by irrelevant issues or individuals with their own hidden agenda. The Air Force should maintain ultimate decision authority over the ECC.

6. The Civil Engineering Operations Hazardous Waste Manager must take an active role in the management of the squadron hazardous materials and waste.

The Civil Engineering Environmental Management Flight is responsible for the overall management of the base environmental program. Civil Engineering is a large generator of hazardous material. At times, operations personnel may assume that since Environmental Management is part of Civil Engineering, the squadron hazardous waste manager need not play an active role. As previously mentioned, decreasing DEV personnel and increasing requirements, mandates all hazardous waste managers take an active role as stewards of the environment. Motivated and conscientious personnel should be appointed to perform the critical duty of squadron hazardous waste manager. Furthermore, DEV must rely heavily on the support of horizontal repair and/or Transportation Squadron for transportation of hazardous waste drums and materials.

7. AFBDA operating location (OL) personnel should be hired and actively working base restoration issues at least 6 months prior to closure.

New AFBDA OL personnel are at a distinct disadvantage if they are held responsible for a program they are not familiar with. By allowing new AFBDA personnel the opportunity to work side-by-side with DEV personnel who are experienced with the program and all the players involved (i.e., regulators, governmental officials, special interest groups, etc.), the new AFBDA personnel can carry the program forward. To the greatest extent possible, present qualified civilian environmental personnel who will lose their positions upon base closure should be given top priority to fill the AFBDA positions. This would further enhance the new AFBDA-OL environmental staff's ability to hit the ground running by the date of program management responsibility transfer (PRMT).

8. Implement monthly base household hazardous waste (HHW) collection days.

With the increased moves out of military family housing, the potential exists for the improper disposal of HHW. We found a weekly collection schedule did not produce a significant amount of HHW. However, the proper disposal of HHW is still our responsibility as good stewards of the environment. It's just the right thing to do. Good publicity and location of a HHW collection point should improve the HHW collection return on time and manpower invested.

9. The DEV flight should be equipped with adequate equipment, including portable radios, computers, fax, printers, and vehicles.

Desktop and portable computers are essential to produce the quality documents required to support and defend the environmental program against the scrutiny of requlators, government officials, and USAF headquarters. The Wang Work Information Management System proved woefully inadequate in producing the necessary programming documents, spreadsheets, and cost estimates. Portable radios also proved crucial in maintaining control of the myriad number of issues handled by DEV staff on a daily basis. As a minimum, a six-passenger 4x4 is needed to support the frequent tours, inspections, drum transportation, and contractor supervision, performed by DEV personnel.

10. The Base Closure Environmental Assistance Team (BCEAT) should be focused on show stoppers to base closure, and not follow the same format as an Environmental Compliance Assessment Management Program (ECAMP).

The BCEAT was structured nearly identical to an ECAMP inspection. In fact, many of the same contract personnel were used to conduct the BCEAT. We discovered the BCEAT's approach concentrated on compliance issues and did not adequately address issues we believed more relevant to base closure, such as PMRT. Furthermore, it would appear more appropriate the BCEAT would have the greatest experience with regards to base closure. Perhaps this latter recommendation would have to wait until AFBDA was staffed to perform a BCEAT.

XI. ORDERLY ROOM

1. Immediately after the assignment team shows, do the following:

a. Work assignment swaps at the local and Air Force level as necessary or desired.

b. Form a working team of upper management, branch chiefs, and section chiefs.

1) Develop manning policy for skill levels, job requirements, training, mission needs, family effects (school year, etc.), PCS distance, leave, inbound PCS shutoff, etc. Once policy is set, confer with each individual and set projected departure date.

2) Allow a moderate amount of time for individual swaps and maneuvering within policy limits. Once deadline passes, set in concrete with commander, the only individual to override the decision. Publish a by-name roster with departure dates and have the entire squadron sign one document to forward to CBPO for processing orders. This not only assists CBPO in not having to sort through an entire squadron of individual letters but verifies the assigned projected PCS date and prevents alterations. It also allows for another review of manning drawdown to ensure you have enough personnel for mission requirements.

2. Form a working team of management, unit EPR/OPR/decoration monitors. At least 1 year out, start working performance report and decoration closeouts. Look at special cases: decorations/performance reports closing out before Promotion Effective Cutoff Dates (PECD). Keep in mind the following factors:

a. Will any routine reports cause an undesirable short-term report at departure?

b. Look at raters, will their departure cause short-term reports? Don't forget to look at ratees, airman mandatory LOEs.

c. Start extended tour or PCS decorations ASAP.

d. Form decoration writing/review team to spread workload off the supervision chain. Decoration team will also improve quality of writing/approval rate

e. Develop standardized decoration criteria and review for decoration submittals

<u>KEEP ORDERLY/ADMINISTRATIVE SUPPORT MANNING AT 100% UNTIL ABOVE TWO ITEMS ARE COMPLETE!!!</u>

3. Commence an outprocessing schedule that precedes Military Personnel Flight processing requirements.

a. Use single-point processor (personnel specialist) to manage squadron outprocessing

b. Determine MPF requirements.

c. Coordinate and publish time line through unit staff meetings, internal advertising.

d. Suspense personnel for time line.

4. Shut-off LP store purchases 8-12 months before closure (they have more stuff cubby-holed than you believe). Start collecting/consolidating admin supplies and issue to squadron from a central location in rationed amounts of weekly usage. You can still buy supplies, just look at what you have first.

5. Set a drop dead date for last entry to weight management program. After that date, still weigh/measure for PCS, just forward AF 108 to gaining location.

6. Check and comply with dependent care program (overseas are major problems).

7. Have everyone fill out a closure questionnaire. This not only assists each individual to develop a PCS plan but also makes them aware of the benefits and requirements that may have to be taken care of to assure a smooth move of dependents if personnel have dependents. It is also a great tool for the commander to use to determine manpower drawdown and projected closure dates. Knowing what your peoples' plans, desires and hardships are is the number one requirement when establishing departure dates. It also assists the Housing Office and Billeting to determine their drawdown plans if they are aware of the numbers that they may have to accommodate at the very end. Some of the questions you may want to ask are as follows:

a. What do you plan to do upon base closure? Retire? Take an early out? PCS?

b. Where would you like to PCS to and why?

c. Are you living in government quarters?

d. What day would you check out of quarters if you made the decision today?

e. Would you use base transient quarters when you depart?

f. If so, for how long and what kind?

g. Do you have school age children?

h. What will you do at the start of the school year for these children? Relocate your dependents early? Start school here? Try to move your departure date? What?

i. Do you have pets? What are your PCS plans for your pets (kennel, friends, Humane Society etc.)?

j. What will you do for medical care as the base facilities drawdown? Do you have a CHAMPUS supplemental health policy? Do you know where local medical care is available?

k. Do you have any new requirements for leave in the next year (weddings, family reunions, school reunions, annual summer vacations, fishing trips, cruises, etc.)?

l. Do you own a house in the local area? Are you going to sell it? When? Will this change the answer to questions 3 and 4?

m. Are you going to buy a house at your new location?

n. Are you going to use permissive househunting leave? When?

o. Are you going to purchase PCS goods for the purpose of your PCS? If so, how much do you expect to spend?

p. What are your entitlements, IF ANY, for advance pay, advance BAQ, DLA, advance travel pay, DITY pay? When can you collect?

q. What is your number one concern regarding this PCS? None is not an answer!

XII. ENGINEERING

A. CONTRACT MANAGEMENT:

1. CONSTRUCTION

a. Upon closure becoming law, take a hard look at any construction project either under way or upcoming. Most construction will take care of itself by attrition. Construction under way at the time of the closure announcement should, in most cases, probably be continued, but strong consideration should be given to termination of procurement action on any construction not yet started.

b. Given there may be some 36 to 48 months between closure announcement and actual closure, some construction may still be required just to keep up support for the mission i.e. repairs to HVAC systems or roofs may have to proceed, but new construction or additions may not have to be done.

c. Construction that will outlive the closure of the base should be considered for either termination or reduction in scope. Termination may or may not be a smart move. You have to consider the cost of terminating versus the cost of completing the project. It is obviously more cost effective to terminate prior to allowing the contractor to purchase materials or before substantial construction is completed.

2. SERVICES:

a. While most construction contracts will draw down naturally, services will occupy more and more of your time. Much attention should be given to how the service contracts are set up. At the normal operating base, service contracts are set up to maintain a certain level of service (i.e., "X" number of refuse containers, "Y" acres on a grounds maintenance contract, or "Z" square feet of buildings cleaned by custodians) and that level does not normally vary. As a closure base draws down, so should the services. Most service contracts are not written to allow for the draw down of the service at a predetermined cost. To negotiate a cost reduction each time service levels drop would be too cost prohibitive in terms of man-hours required to accomplish.

1) Unit pricing will resolve most of those type problems (cost per SF of custodial services, cost per acre of grass cutting, cost per refuse container, etc.). Of course that means that current contracts will have to be modified to incorporate unit pricing or a completely new contract developed using unit pricing.

2) Consider loss of in-house maintenance personnel when projecting service contract needs. Service contracts will probably carry through to the closure date and could take up the workload from in-house maintenance if properly written.

b. Project the need for trained QAEs for the term of the contract. The QAEs' workload will increase toward closure as contracts have to be modified. Most contracts will be modified monthly as the base draws down. If an accurate drawdown plan can be developed and incorporated in the contracts, it would save on modifications. Unfortunately we have experienced that. Due to our inexperience in closing, many projections were changed and required changes in contract requirements (i.e. mods).

c. Simplify and standardize requirements as much as possible. This will reduce the administration time required for the contracts which will be important as manning decreases and workload remains the same. Specific examples for various services are a follows:

1) Custodial: Standardize frequencies and level of service, i.e., all buildings may receive restroom service three times weekly and all floors cleaned once or twice weekly, etc. This simplifies the unit price schedule, inspection scheduling, and administration. Give strong consideration to a blanket purchase agreement (or other contract tool) to do one time cleaning of buildings as they become vacant. This could be a contract line item on the custodial contract also.

2) Grounds: Standardize frequency or specification of cuts and other required services. As buildings close, the contract will have to be modified to include the areas around the facilities that may have been maintained by the occupants. This will increase the cost of the contract, but it is important to maintaining base appearance, safety, and morale. Grounds maintenance can have a wide reaching domino effect on the closure of a base. If grass is let go, other things get left undone, morale goes down and the tendency for vandalism goes up. Consider picking up total grounds maintenance in the housing area during the last 2 months prior to closure. Personnel remaining the final 2 months are working at times in two positions and longer hours to close the base. During the last phases of closure, when personnel are required to work longer hours, a possible morale booster might be having a contractor care for the individuals' lawn allowing them more time to prepare for moves, relax, or do something to help relieve the stress.

3) Refuse: Standardize frequency of pickup and size of containers. Provide roll-off bulk containers for closure of facilities. Quantity of refuse will tend to increase for closing facilities as they "clean house". Having them centrally located should work fine. Don't get into the business of moving the roll-off containers to individual facilities. That would be administratively burdensome. Provide bulk pickup in the housing area. As personnel move, there is a high demand for the removal of large bulky items (i.e., unwanted furniture, lawn timbers, large boxes of trash, etc.)

d. You should be prepared to take an active role in contacting customers regarding their drawdown plans and needs. Be proactive instead of reactive. Keep your customers informed with articles in the base paper, daily bulletin, weekly commanders' updates and personal contact.

B. REAL PROPERTY

1. Relocatable buildings, such as trailers and portable buildings, are not required to be maintained in Real Property records. Each unit had to be physically checked, assigned numbers, locations, users, and condition of the units annotated in order to track them and properly close them. This should be done as soon as a closure base is identified. We knew we had some units on base; however, we did not know locations or total numbers. This is a sad situation, and requires a lot of leg work. Other bases will request these facilities and want to know their conditions.

2. An inspection of Real Property records needs to be accomplished upon notification of closure and updated to reflect an accurate account of all assets. This inspection needs to be very thorough and cover all aspects of the section. Guidelines should be followed as indicated in the ACC inspection guide. It is very important that all facilities, leases, memorandums of agreement, and other agreements can be identified and correct in format and requirements. At Bergstrom, some records were not updated. This is not acceptable in a base closure operation.

XIII. HOUSING

1. One year prior to base closure, stop all retention of quarters for unaccompanied families.

2. All retirees and separations should clear housing 3 months prior to closure.

3. Personnel not assigned to the base who intend to remain in the area after base closure should be notified to clear base quarters 3 months prior to closure (Army, full-time Reserves, etc.)

4. Local disposal of household chemicals and hazardous materials should be set up no later than 6 months prior to closure.

5. Allow at least 1 hour in the final inspection schedule for reinspection.

6. Beginning 6 months prior to closure, establish unit closure goals (time tables for number of units to be closed monthly by closure date.)

7. Notify all remaining housing residents that utilization of closed facilities will not be allowed.

8. Keep current, all data pertaining to MFH units in the WIMS and a personal computer after the WIMS goes away.

9. Train all remaining MFH personnel on the requirements for final termination.

10. Stop all assignments to base housing 6 months prior to closure except for hardship cases only. (One example would be if an individual sold his or her home and needed housing due to the inability to obtain a short-term lease on renting an apartment.)

11. Inform housing occupants that all housing units must be vacated 1 month prior to closure. Keep in mind that some housing occupants must stay until the end, and evicting them will create undue hardship on them and their families. TLFs will only be paid for 7 days. To prevent hardships at Bergstrom, we had those residents who were to stay till the end submit in writing a request to remain after 30 August with justification to stay. Key personnel who were required to stay to the end were allowed to remain. Those just wanting to retire, separate, etc. who could leave earlier, were not. Having a firm housing move out policy, based on the needs of the closing base and reviewed individually for members', needs, minimizes the number of move outs late in the closure process.

XIV. INDUSTRIAL ENGINEERING

1. DEI Manning Through Base Closure

Most bases by now have established a Resources Branch; therefore, this section will primarily deal with manning concerning the WIMS and other former DEI functions. For the most part, the DEI Section was almost totally civilian. Roughly 18 months prior to base closure, one Capt, one TSgt and one AIC were assigned to primarily operate the WIMS (and conduct other functions such as additional duties and quality performance reporting). We were also fortunate to have one GS-07 civilian who desired to stay on board through closure. By assigning military far enough in advance, we were able to cross train with the civilians and pick up their duties as they left. The assigned military will gradually leave during the last three 3 prior to base closure.

2. Closing Down the WIMS

Once again, we were fortunate in that an Air Force Reserve unit at Bergstrom AFB planned to take over the WIMS following the departure of the active duty military. The AFRES unit did not request (nor need) all of our WIMS equipment, so we gradually turned in all items not requested by them 3-6 months prior to base closure. If the AFRES unit had decided that they did not want our WIMS, we had planned to draw the system down gradually to minimum needs, and totally close it down roughly 1 month prior to base closure.

3. Closing Down Interfaces (BEAMS, CEMAS, BCAS)

a. BEAMS: The BEAMS system will be closed down 120 days prior to base closure. Ample notification (60 days) must be given to Funds Management, Production Control and the Logistics Sections. Funds Management needs to come up with a manual system to track all expenditures through base closure. Production Control needs to close out all open work orders and Logistics needs to cancel all due outs in the system. The earlier you get started on these actions, the better. By using government credit cards and AF Form 9s, you can ensure all of these actions are completed well in advance of your BEAMS close out. When BEAMS is closed out, it is processed as though it were an end-of-year. You must then dump all data files to tape and send this "dump" to your MAJCOM. Also, 60 days prior to your planned close out, you must coordinate with Finance and Data Automation personnel. It is very important to keep these people in your decision-making loop, because many of the actions you take will directly impact them.

b. CEMAS: Our base supply interface will go down on 1 Apr 93 (6 months prior to base closure). Base Supply began to cancel all nonmission essential due outs roughly 9 months prior to base closure. Once again, getting an early start on using credit cards and AF Form 9s is a must.

c. BCAS: The BCAS interface will continue in operation until Jul 93 (3 months prior to base closure).

d. Our base Data Automation Center is scheduled to continue in operation until 1 Jul 93 (3 months prior to base closure).

Note: With the BEAMS to WIMS conversion, and the regionalization of Data Automation, the drawdown of these interfaces will be greatly simplified. You can retain support much closer to base closure and not have to worry when your local support goes away.

4. Supporting Unit Administrative Needs Through Base Closure

One interesting aspect about base closure is it generates an unusually heavy administrative workload. For instance, think about how many EPRs, OPRs, Civilian Performance Appraisals, Awards/Decorations, etc. are all going to come due at roughly the same time!! Our leadership within the wing recognized this problem early on and did a good job in accelerating and staggering required completion dates. Since it was unclear at the beginning how long we would have the WIMS, we made our best attempt to obtain as many small, stand-alone personal computers as we could. We were able to get seven additional Z-248s, two additional 386s, two additional 486s, and two additional laser printers. This brought our total availability of personal computers (PCs) up to 23 squadron-wide. All of this equipment was gained at no cost from flying and maintenance units which inactivated roughly 1 year before closure. Having this relatively large number of PCs gave us a much better capability to process EPRs and OPRs (using Perform PRO). Also, we developed a standardized "shell" for processing decorations using Wordstar V. The wing allowed decorations to leave the unit, be coordinated all the way through the chain of command (from CSG/CC to Wing/CC) WITHOUT BEING KICKED BACK, and tried their best to send the decoration back to units only ONCE for corrections. It worked great! By the way, you will definitely want to get a head start on EPRs, OPRs, and Civilian Performance Appraisals...plan ahead!

5. Quality Performance Measures (QPMs)

We were required to continue reporting QPMs to HQ ACC until 6 months prior to base closure. A copy of our QPMs and overall squadron manning drawdown (both civilian and military) is located at the end of this section. Ddata is for Apr 92 through Mar 93; Mar 93 is 6 months prior to base closure.) Several interesting closure related issues are brought out in these QPMs. A summary of these issues is listed below.

a. QPM #1: O&M Emergency J/Os

With the closure of wing flying and maintenance operations in Aug 92, the workload of O&M emergency J/Os dropped significantly.

b. QPM #2: MFH Emergency J/Os

The workload of MFH Emergency J/Os remained roughly the same (perhaps even a little higher). As you will see later, turnover of MFH units was tremendous throughout the last year prior to base closure.

c. QPM #3: O&M Essential

Workload falls slightly, but is still significant.

d. QPM #4: MFH Essential

Workload falls slightly, but is still significant.

e. QPM #5: Average number of days to start W/O after approval

W/O workload falls significantly 1 year prior to closure. All W/Os are closed out 6 months prior to base closure.

f. QPM #6: Average number of days to complete W/O after start

Once again, all W/Os completed 6 months prior to base closure.

g. QPM #7: MFH Turn-Around Time

Be prepared for some big numbers here!! Number of houses down per month averaged 47 from Jun 92 to Mar 93. (March 1993 is 6 months prior to base closure.) When the flying and maintenance operations left, housing emptied out quite a lot, but was refilled until the vacancy list virtually disappeared!! Good contractor will make the difference here.

Also, you will reach a point where you will want to decide to reduce the scope of your change of occupancy maintenance (COM) or simply not do COM at all and prepare the units for closure. This point will probably occur anywhere from 6-9 months prior to base closure.

h. QPM #10 and #11: Customer Satisfaction (MFH and O&M)

We managed to meet the goal on these through base closure. Proper manning levels, plus an excellent contractor, were key to this.

i. QPM #12: Self Help Productivity

We didn't meet the goal on this one. Self-help pretty much stopped with the announcement of base closure. Not too much you can do about this one.

XV. OPERATIONS

A. PRODUCTION CONTROL:

Job orders should be used to collect man-hours for closure of facilities in place of work orders.

B. PLANNING:

1. Upon base closure announcement, thoroughly examine all requests for work requirements, and weed out all unnecessary work and job orders. Return to Production Control for cancellation and close-outs. This will keep you focused on just what needs to be planned to close the base. Some may take time, as rejustification has to be confirmed.

2. Be prepared to inspect every facility on base to determine condition, construction, utilities, and roof construction and condition. This is a long process that takes a considerable amount of time and footwork, so get started as early as possible. Reuse agencies routinely call for this information.

C. SABER:

1. Don't negotiate for the full amount of a minimum guaranteed contract at a closing base.

2. Never rely on a tenant unit to help fulfill a contract agreement.

D. LOGISTICS:

1. Disposal of GOCESS items: The disposal of all residue GOCESS items is a time-consuming process that should be started at least 1 year before base closure. We recommend the following processes:

a. About 1 year prior, begin restocking material control with any material that has been stored in satellite locations, i.e., mechanical rooms, storage sheds, etc. This is important. It lets you know how much material you actually must get rid of. If the material is allowed to stay in the satellite locations, it probably will end up at DRMO instead of in another CE squadron.

b. From 9-12 months prior, monitor the usage of store stock items. Move all items to residue except the fastest moving items. In one case, store stock went from more than 1,000 line items down to 54. The 54 line items were relatively inexpensive and, typically, parts used by DIN vehicles and the closure team.

c. At the 6-month point, fully stock all DIN vehicles and then the entire residue stock should be offered to other bases in the command on a first-come, first-serve basis.

d. At the 4-month point, the residue should be offered AF-wide.

e. At the 3-month point, any remaining residue should be offered DOD- wide.

f. At 2 months prior, the remaining parts should be turned in to DRMO.

g. From 6 months to closure, supplies should not be stocked. They should be purchased when needed. A unit probably wouldn't need anything until the 4-month point anyway.

h. At Bergstrom, we had plenty of supply funds to purchase all the material we needed to close the base. We did not think this would be the case, but we were fully funded. Additionally, we kept earning money from base supply for turn-ins. During 1 month, we actually had a zero spend rate. Typically, we spent about $1,000 per week on supplies unless a major compressor failed.

E. FACILITY MAINTENANCE:

1. Do necessary mission essential work only. Time and money were wasted on performing modifications to facilities that people were going to move into for a less than 4-month period.

2. Do not let people move into vacant buildings because they are nicer or bigger unless absolutely necessary. Once a facility is closed, it should stay closed. Excess time and money were spent to bring them back to operation standards.

3. When a facility is vacant, turn it over as fast as possible. We had to maintain utilities on facilities because other squadrons did not have the manpower to clean them, or they just sat on it and wouldn't get everything out in a timely manner. Some so-called eviction notices had to be sent, or a charge for contract cleaning should be established to persuade facility turnover. Either a permanent detail or service should be formed to assist in moving furniture and cleaning facilities. Squadrons such as Supply and CE are so taxed right to the end that they realistically do not have the time to clear their facilities and "get out of Dodge" without hardships to their personnel.

4. Another solution to the last 2-month panic is to bring the caretaker on board 2 months prior to closure to close facilities, maintain facilities, and allow personnel adequate time to PCS without having to deal with the hardships of no commissary or close-food sources, medical, BX, etc. It is especially difficult for dormitory personnel who do not have transportation.

F. HEAVY REPAIR

1. HORIZONTAL REPAIR:

a. We should not let the military leave too soon because Heavy Repair and CE will have to do a lot of work that is not normally our job such as, assisting Transportation in hauling equipment for turn-in for other squadrons, cleaning areas that were left by other squadrons, and working in details to pack boxes, clean offices, cut grass, and clean buildings before turn-in.

b. Just because the base is closing, it doesn't mean the work will slow down. Six months prior to closure, we are still doing all the work we used to, plus more.

c. The work will slack off about 4 months from base closure; however, you will still have jobs pop up that will take more than two or three people.

d. The supply system will not work as efficiently as you are used to. Normal supply items will not be easy to get. Stock up on necessary items such as gloves, paper towels, and toilet paper (but don't overstock). Turn in items that you don't need as soon as possible, so you don't have to do it all in the end. Take a good look at your shop, and turn in all unnecessary supplies, furniture, and equipment. Other squadrons and bases may need the excess and recycle what's available rather than purchase.

e. Remember you are not the only one having a hard time during the closure process! Your troops are having the same problems. Morale will start to drop after everyone gets their orders. Try and keep your people busy during lulls. They are used to it, and idleness causes problems. I'm doing a lot of equipment training on slow days.

2. VERTICAL REPAIR:

First and foremost, do not wait to turn in excess supplies and equipment. You will be too busy packing and crating in the last 6 months (especially in the last 4 months) to do it then. Take care of yourself first.

3. PAINT SHOP:

a. Start turning in equipment as soon as you find it is no longer needed.

b. Do not get in trouble throwing out anything that can be turned in to DRMO. What you may think is trash is an asset to someone else. When in doubt, contact supply.

c. Help other shops in the turn-in process. The workload drastically reduces in the paint shop; however, utilization of all manpower is a must, and keeps all gainfully employed. Not only does it relieve boredom in the paint shop, it's a morale-lifting relief to overtaxed shops.

d. Keep your superiors informed on items being turned in or disposed of. CE turn-in and monitoring went smoothly as supervisors dealt with one POC for all equipment. Standardization made turn-ins a lot easier that way.

e. Be ready for hazardous waste inspections from the city or state.

f. Be prepared to identify hazardous turn-in by using MSDS.

G. CLOSURE PROBLEM POTENTIAL IN EMCS

1. Energy Management and Control Systems (EMCS) are highly susceptible to closure attitudes. When closure is announced, many (not all) will develop the feeling the base is going to close, so why worry about taking care of any equipment. It seems the incidence of broken thermostats and sensors increases soon after the closure announcement, so be alert to damaged government property.

2. When the EMCS is shut down for the last time, usually at the end of the airconditioning or heating season, allow for extra time to repair the local control systems, as you will find that many are damaged because the occupants have tried to adjust the controls to their liking sometime in the past -- this without regard to whether or not the controls were in fact adjustable. When our EMCS was shut down for the last time, the controls in many buildings had one or two inoperable thermostats.

H. UTILITIES

1. LIQUID FUELS:

a. Checking with other bases in the Air Force that are closing. It was noted that Bergstrom is doing the fuels system differently. Other bases are pumping their tanks dry, removing filters from the filter separators, and leaving the fuel systems in place for a closure team to come at a later date to purge and remove the tanks. This may be a very bad hazard, as fuel tanks still contain vapors even when empty, and if left too long, may cause problems to the environment, or possibly an explosion.

b. Bergstrom is to be reused as a city airport and for the 924th Reserves. Due to this, the fueling system at Bergstrom cannot be totally shut down, and all bases within the state of Texas are subject to the Texas Water Commission laws on underground storage tanks. Tanks that are not in use are to be removed within 12 months of taking them out of service, and any ground clean- up actions required must also be accomplished. In addition to this, the base is required to have one person who has a Texas UST Type A and Type B license to perform any maintenance required on any type fuel system. Notices of Violation are issued and heavy fines attached if these regulations are not met. As you can see, in Bergstrom's case of closure, the systems cannot be shut down and left for someone else for whenever they can get to it. In addition to this, the city has plans to demolish buildings for the new airport, starting 1 Jan 94.

c. Points to remember:

1) Each base should know the local state laws concerning USTs. Ask questions such as:

a) How long will they allow USTs to remain before removal is required?

b) Does the state require leak detection to be kept active on USTs after shutdown?

c) Does the contractor who is to maintain the systems after closure require state licensing for UST work?

d) Will the state require the tanks to be cleaned and vapor free before base closure?

e) Does the state require cathodic protection to be left on and operating?

f) What kind of fines can the Air Force receive for not meeting local EPA laws on USTs after closure?

g) With new EPA standards, do you leave USTs or remove them? We recommend the removal of all USTs.

2) If fueling systems are to be removed, are the personnel in charge of contracting aware of the requirements set by the Air Force to send pumps, valves, filter separators, and other related POL components to Kelly AFB under the CEMIRT RPIE hold program? (POC is Mr. McArther Williams, POL-AFEBC Kelly AFB TX, 78241-5000 DSN 945-4737.) Bergstrom personnel removed the POL components of part of the systems prior to closure, and saved the Air Force $625,000.

3) A noted problem at Bergstrom was slow action from letting contracts to remove USTs.

4) A lot of work may have been accomplished faster if mobility requirements from command had been lowered sooner.

5) Make firm decisions about what systems go down and what systems are to be reused ASAP, and stay with those actions unless mission requirements change.

6) Locate abandoned USTs ASAP and start removal actions right away.

7) Replace USTs on generators with ASTs, and start removal process on the USTs ASAP.

8) If mission requirements require an after-closure maintenance team for the Liquid Fuels Shop, these people should be hired prior to the military leaving, so base personnel may brief them on areas of concern such as locations of pipelines and abandoned USTs, low-point drains, and important notes on state inspections, etc.

2. EXTERIOR ELECTRIC:

a. Reduce spare transformers, transformer oil, and utility poles at least 1 year prior to closure.

b. Work environmental problem areas at least 1 year prior to closure (PCB equipment, old discarded creosote poles, etc.)

c. Try to get a clearer understanding of who is taking over what areas and when, as soon as possible.

d. Look into the possibility of locating medical units closer to the units staying until the end. Putting medical technicians within units or around the area would enable an earlier closing of the hospital, and still maintain a high level of support for the units here.

e. Establish a time line of when items are to be completed. This gives everyone in the shop a clear idea of what needs to be done and when. This should be a group effort to ensure that everyone has a voice in the decision process.

3. WATER AND WASTE:

a. Water consumption will decrease as base population decreases, causing water to become stagnant in very low areas where buildings have been closed and only a few remain open. The solution is to use fire hydrants to flush, as required, to maintain water quality in those areas such as housing and low-use areas.

b. As population decreases in normally high use areas, the sewage will decrease, causing the solids in the sewage to settle out, in turn clogging sewer mains. Since sewer mains were designed for a current flow range, it would not be cost-effective to resize the mains, so when needed, water will be added to the mains to flush solids through to the lift station to prevent clogging of the system.

c. Due to decreasing population, on-base water consumption has been decreasing, causing almost no consumption of the 500,000-gallon water storage tank. In order to maintain water quality there, we have modified the pump check valves to dual-acting reducer check valves. We have also been running the pumps every other day to circulate at least 50-60,000 gallons of water to maintain the proper CL2 requirement.

I. FACILITY CLOSURE TEAM

1. Fire Alarms:

-- Not all alarms are wired ahead of electrical mains, so some level 2-4 facilities could not be placed in their assigned preservation levels.

-- Some facilities in level 6 have alarms that report for other facilities. This delays power shut-off.

2. Facility Security:

--Facilities should be checked monthly. Several have been found unsecure due to tours.

--Some doors are problem areas; they unlock when opened from the inside and do not lock automatically when closed. These doors should have a hasp and padlock installed.

3. Sewage Drains:

--Vegetable oil has become the best substitute for the prevention of evaporation and possible release of gasses. It is toxic free, evaporates at an extremely slow rate, and does not freeze.

-- All drains, reqardless of preservation level, require vegetable oil to prevent escape of gasses if they become dry. The oil, in time, molds and becomes rancid; however, it is a safe solution for the prevention of escaping gasses.

--All sinks, toilets, and urinals, regardless of preservation level, require vegetable oil in the drain lines.

--Heat in level 1 and 2 facilities should be set at 65 degrees in large facilities to prevent condensation.

4. Contractor Responsibilities:

--Ensure all contractor equipment is removed and final contractor cleanings are complete prior to preservation. All contracts should be established early. Preserved facilities had to be reaccomplished due to cleaning after a closure.

Document Separator

CU = Compliance Unit
OU. Operating Unit

Table 3-1. IRP Site Summary Table
Page 1 of 5

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2	LF-5	Inactive Landfill 5	Domestic solid wastes and construction debris	1965-1971	RI/FS In Progress	CERCLA/TNRCC
2	LF-6	Inactive Landfill 6	Domestic solid wastes and construction debris	1971-1976	RI/FS In Progress	CERCLA/TNRCC
2	LF-7	Inactive Landfill 7	Domestic solid wastes and construction debris	1976-1980	RI/FS In Progress	CERCLA/TNRCC

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3	SS-10	JP-4 spill/faulty valve	Faulty valve at the POL[a] bulk storage area (Bldg. 590)	1982[b]	RI/FS In Progress	CERCLA/TNRCC
	SS-11	Dibrom/diesel fuel spill at entrance site	50-gallon diesel/dibrom fuel spill at Presidential Boulevard base entrance	early 1970[a]	NFA	CERLCA/TNRCC
	SS-12	Dibrom/diesel fuel spill at golf course	Approximately 50 gallons of diesel fuel/ dibrom (for killing mosquitoes) spilled on a bridge	1975[b]	NFA	CERCLA/TNRCC
4	SS-13	Automotive gasoline (MOGAS) spill at Motor Pool area	Between 1,600 - 3,200 gallons of MOGAS spilled onto ground during routine refueling operations at Bldgs. 1803 and 1804	1974-1978[b]	DD In Progress	CERCLA/TNRCC

Note: (a) POL - Petroleum, oil and lubricant.
(b) Date of incident.

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1	SS-15	Spill apron excavation	Spilled JP-4 accumulation point below original apron at southeast end of Apron A. Approximately 500 to 600 gallons found	1955[c]	RI Awarded	CERCLA/TNRCC
	SS-16	JP-4 spill/refueling truck	Overturned refueling truck between Taxiways 12 and 14 spilled small unknown quantity of fuel within a grassy area approximately 30x30 feet	1974[c]	NFA	CERCLA/TNRCC
2	SD-17	South Fork drainage ditch	Stormwater runoff ditch from main base flight line Aprons A and B, beginning at Bldg. 4602	1942-Present	RI/FS	CERCLA/TNRCC
1	SS-18	JP-4 Spill at Fuel Systems Repair Shop	Accidental drainage of 2,000 gallons of fuel near southeastern corner of Bldg. 4533	1982[b]	NFA	CERCLA/TNRCC

Note: (b) Date of Incident.
(c) Date of Discovery.

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5	WP-21	Old Entomology Evaporation Pit	Rinse area for pesticide containers behind Bldg. 722	1973-1988	RA	CERCLA/TNRCC
1	WP-22	Sludge Weathering Pit	Area located approximately 1,000 feet east of Bldg. 4580 used to evaporate JP-4 and aviation gasoline (AVGAS) fuel sludges	1943-1962 (sludge weathering pit) 1962-1975 (oxidation pond)	RI	CERCLA/TNRCC
6	FT-23	Fire Department Training Area	Area located at southern end of base adjacent to Taxiway 9 used for fire training activities	1943-1991	RI/FS	CERCLA/TNRCC
7	RW-24	Low-Level Radioactive Waste Disposal Site	Location of 3 cast iron pipe vaults containing luminous watch dials and electron tubes	1950s-1970	RA	CERCLA/TNRCC

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4	SD-27	Jet Engine Test Cell	Discharge from test cell (Bldg. 4576) operations caused oil/water separator overflows, allowing potential contamination to enter open drainage ditch	Unknown-1989	RI/FS	CERCLA/TNRCC
1	OT-28	Middle Marker Site	Location of 1,000-gallon aboveground storage tank removed in 1991/no known contamination	1958-1980	RI/FS	CERCLA/TNRCC
1	OT-29	Communications Transmitter Site	Off-base property/no known contamination	Sold 1987	NFA	CERCLA/TNRCC
1	OT-30	Lake Travis Recreation Site	Off-base land leased from the Lower Colorado River Authority/no known contamination	Leased Since 1969	NFA	CERCLA/TNRCC

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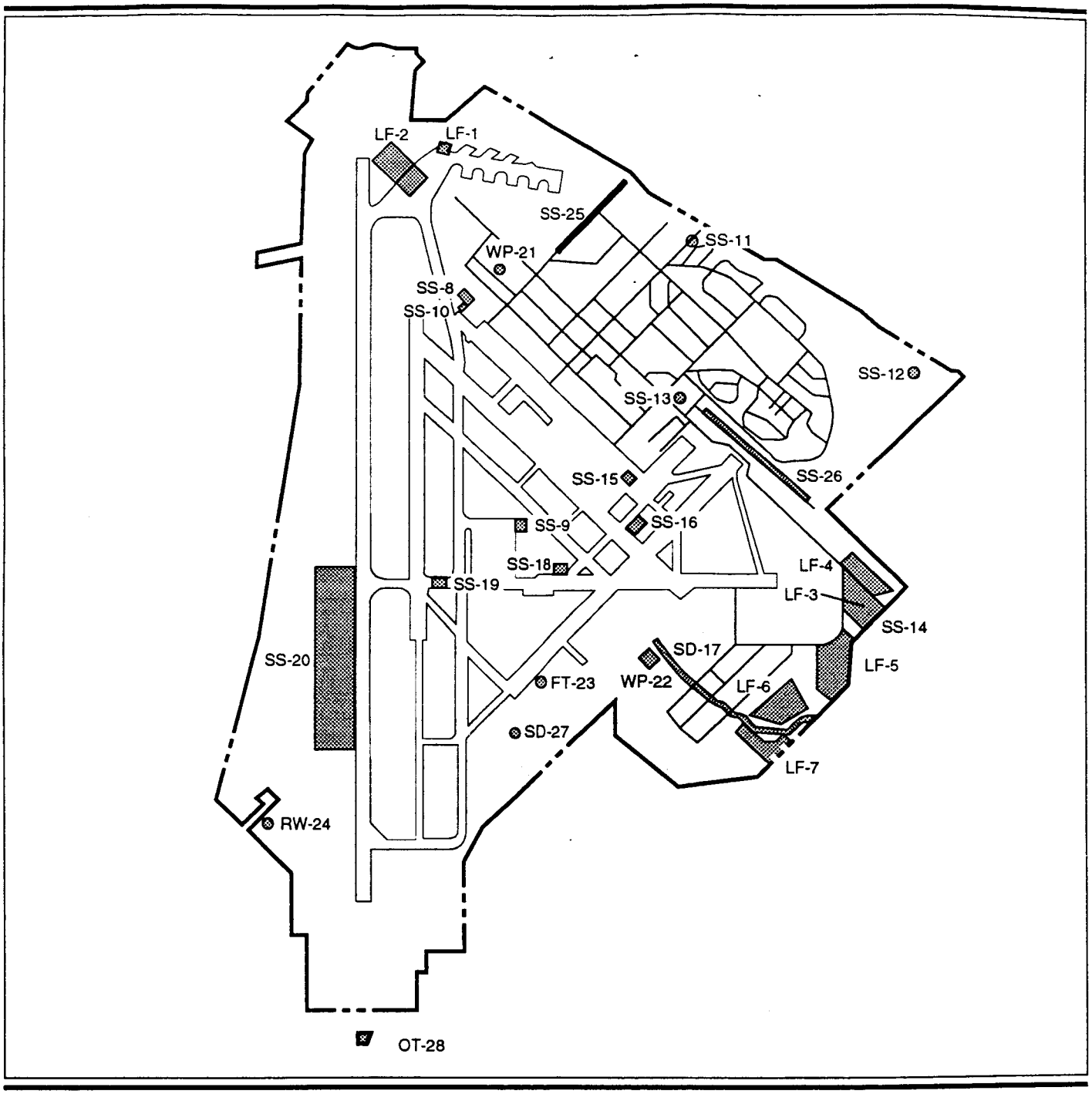

EXPLANATION

IRP Site

Base Boundary

IRP Sites

0 600 1200 2400 Feet

Figure 3-1

Table 3-2. Removal and Interim Action Status

Location	Action	Purpose	Status
OU 6 (FT-23)	Excavate, and dispose of existing soil contamination	To eliminate existing environmental and human health risks; to support base closure activities prior to property transfer	Delayed
OU 7 (RW-24)	Remove and dispose of three existing cast-iron pipes containing low-level radioactive wastes	To eliminate existing environmental and human health risks; to support base closure activities prior to property transfer	Projected for Sept. 1993
CU 9 (Basewide USTs)	Removal and disposal of existing USTs; backfill with topsoil and seeding	To eliminate existing environmental and human health risks; to support base closure activities prior to property transfer	Phase I completed; Phase II planned for completion in 1994; same time as CU10.
OU 1, (LF-1, -2, SS-10, -14, -15, -18, WP-22 and OT-28, -29, -30)	LF-1 and -2: Uncertain action SS-14, -15, -18: Excavate and dispose of soil WP-22 & OT-28: Uncertain action	To eliminate human health risks associated with site soil contamination	Ongoing
OU 2 and OU 4 (LF 3-7, SD-17, SS-09, SD-27)	Cap five landfills, install monitoring wells, soil remediation at non-landfill sites; restore sites with clean backfill and seeding	To eliminate human health risks associated with site soil contamination	Planned for 1993
CU 10 (Basewide oil/water separators)	Removal and disposal of existing oil/water separators and contaminated soils; soil sampling, analysis	To eliminate existing environmental and human health risks; to support base closure activities prior to property transfer	Planned for completion in 1994

Document Separator

operable unit

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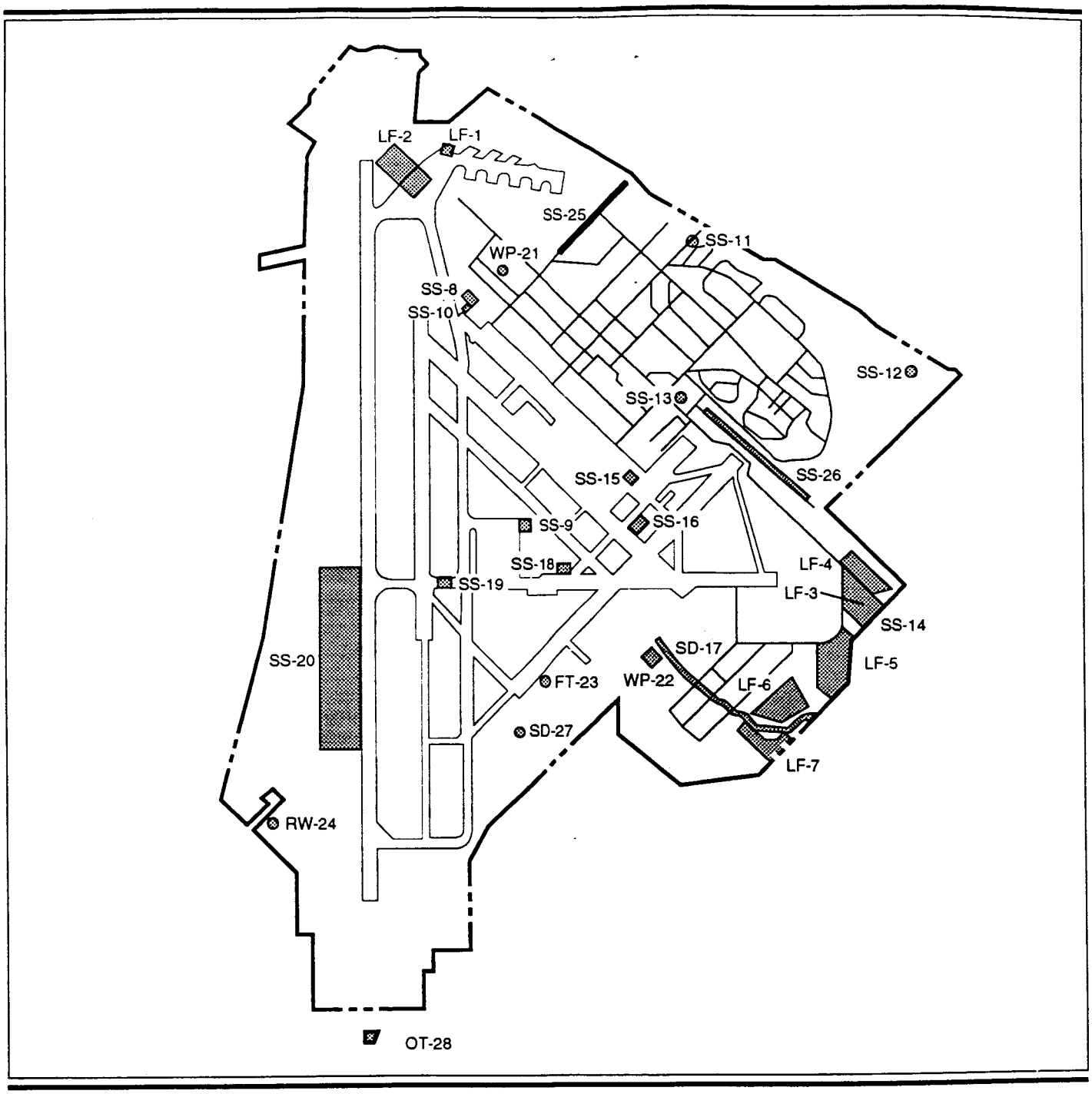

EXPLANATION

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Document Separator

XVI. AIR BASE OPERABILITY

I. The following are the "lessons learned" during the closure of the Air Base Operability Flight. The main areas addressed are equipment transfer, training, SORTS reporting, and response capability.

1. Whether it is EOD, Prime BEEF, or Disaster Preparedness, equipment transfer will require the majority of your efforts in closing the flight. It is suggested you initiate the redistribution of your equipment approximately 6-7 months prior to your intended departure date.

a. The first step in equipment transfer is to submit a list of all mobility/training/equipment assets, both accountable and nonaccountable, to the centralized point of contact for base closure. It is their responsibility to coordinate with the city and obtain approval from the city for you to transfer the property. The city has the right to claim all equipment for which it has a reuse plan. Consequently, it is important you present your equipment items as "military unique," required for mobility commitment. By identifying the items as such, you will speed up the city approval process. The city has little need for an RRR mini-kit, GP medium tent, flack vests, etc.; however, the city may desire your mobility tool boxes, generators, K-12 saws, etc., and could argue that they are not military unique items. To counter this, and ensure that other bases receive the mobility items, you need to clearly identify these items are on hand strictly for mobility purposes and are not available for day-to-day use as are other civil engineering tools. By linking the tools to the mobility commitment, you can ensure the limited mobility resources are available for redistribution to other bases. Anticipate approximately 2 to 3 weeks from the time you submit the list to the time you are given approval to release the equipment. The city cannot delay approval indefinitely; they have 2 weeks to respond either way. Unless they have a specific reuse for the equipment, they cannot lay claim to it.

b. Simultaneous with obtaining city coordination, provide a listing of all accountable equipment items (CA/CRL) to the HQ ACC Civil Engineering Technical Support Office (CETSO). They are the focal point for all accountable equipment item redistribution. It is important that you establish a good working relationship with this office as they are critical to facilitating the transfer of your accountables. Keep in constant contact with them. As they coordinate with the LGSME community to cut RDOs for items, it is important you obtain a courtesy copy. Either obtain the RDO number from CETSO and contact LGSME for the copy, or simply work it out with LGSME that whenever they cut an RDO they will automatically send you a copy. This will provide you the lead time necessary to prep the equipment for shipment prior to the RDO arriving at base level. This also prevents "surprises" from appearing on the RDO that you didn't receive prior notice of. Upon receiving the RDO, it is generally a good idea to contact the gaining base and let them know the equipment is being shipped. It is your responsibility as the equipment custodian to ensure the equipment is transferred in the proper manner, and should avoid simply turning in accountable equipment items to supply without a shipping destination. With limited assets, it is important that each piece of equipment find a home.

c. Early in the closure process it will become apparent that at a closure base there really is no such thing as "nonaccountable" equipment; everything is accountable. I will refer to these items which do not show up on a CA/CRL or ADP listing as "nonaccountable" accountables; they are, as I caution, very much accountable. It is your responsibility as base level to oversee the transfer of these assets. When transferring these items, keep in mind the following rules. You must, just like accountable items, coordinate through the city. Upon approval to transfer, the distribution priority is as follows: tenant reserves, ACC bases, other AF agencies, DOD; first-come, first-serve within a priority group. It is recommended you initially provide an inventory of all items to tenant reserve units and ACC units. The WIMS computer system is an easy method of distribution to ACC bases. Requests for items can be taken over the phone; however, you will need to have it followed up with a written request. Items can either be shipped to the gaining units, or more likely, units will choose to send a truck out to pick up the items. Either way, any cost associated with the transfer is funded by the gaining unit. If the items are to be shipped, ensure a fund site to be billed for the shipment is obtained prior to dropping the items off at supply TMO. The gaining unit can obtain the fund cite by coordinating with their unit fund monitors. Again, as with CA/CRL items, it is your responsibility to ensure the proper transfer of all items. With limited Air Force assets and limited funds to purchase new items, the turn-in of useable equipment to DRMO or supply is not recommended. To the greatest extent possible, ensure each piece of equipment finds a home.

d. One final thought on equipment transfer is to take a proactive, aggressive approach. Unless you actively "advertise homes," you will be left with a warehouse full of items. Obviously, if a warehouse full of items is still on hand when your intended departure date rolls around, it could affect your PCS. There are more than enough units who would like to have your items; thus, it is simply a matter of communicating to them what it is you have available.

2. With regards to training, there are two things to consider. The first is the training required for Prime BEEF personnel, and the second is the chemical warfare training which disaster preparedness conducts for the base.

a. The intent with Prime BEEF training is that you train your personnel so that they remain current for approximately 2 months after arriving at their new duty station. This means that 8 to 10 months prior to closure you train all personnel, regardless of their currency expiration date. The best manner for accomplishing this is to conduct an overnight exercise (perhaps 2 or 3 days will be necessary) incorporating as many training requirements (RRR,TQT,CWDT refresher, etc.) as possible for all personnel, regardless of currency expiration dates. Any remaining training

requirements can be accomplished through mass training classes on a Prime BEEF day. This way all personnel have currency through closure and arrival at their next base. This permits the gaining base time to retrain personnel before they negatively impact their SORTS. The only area of training over which you have little control is weapons qualification. It is likely that prior to closure, around the 6-month point, CATM will cease training, the only exception being those personnel PCSing overseas. If you can accomplish a mass weapons training class, great! If not, simply continue your local operating procedures for scheduling weapons qualification regardless of closure. Obviously, in the second case, some personnel will PCS with expired training dates and will have to qualify at their next duty station. Prior to personnel PCSing, ensure you provide each person with their mobility folder, and include a product indicating their training dates.

b. A similar approach can be taken with disaster preparedness CWDT training. Approximately 6 to 8 months prior to closure, notify the base of your intent to terminate CSDT training. Ask for training requirements from each unit so classes can be scheduled to fulfill the requirements prior to termination. Upon termination of training, it is still necessary to maintain a limited CWDT training capability in the event someone is tasked to deploy and requires currency.

c. The reporting of SORTS will be required by HQ ACC until the day you close, unless current policy changes. This means you must keep a person familiar with the completion of the K-cards and coordination process until closure. Hopefully, after this round of closure, HQ ACC will eliminate the requirement to report SORTS at some predetermined point before closure. Unless you hear something to this effect, plan on reporting until the end. As far as the staging of SORTS reports, you can request a waiver from ACC stating the SORTS reports do not have to be staged.

4. At some point in time you will be unable to support a disaster preparedness response capability, DCG, etc. Prior to turn-in of equipment and PCS of personnel, it is necessary that you transfer this response capability to another unit. One possibility is to establish a memorandum of agreement with a tenant unit or perhaps some other local unit to provide the necessary support. In the event there are no units to transfer to, you may need to consider adjusting your manning to cover this function until closure. A similar situation exists with EOD response. It is recommended you develop an MOA with a tenant unit or other local unit to provide response capability.

XVII. TRAINING

1. EST manager needs to consider who and how many will take their CDC course exams (CE) prior to closing of the test control office. This may occur prior to the closing of base level EST function. EST managers also need to consider the lag time between ordering and the test arrival. EST managers may need to forward ECI Form 17 with change of address for those personnel testing very close to their PCS date. This will ensure score cards are forwarded to the right unit.

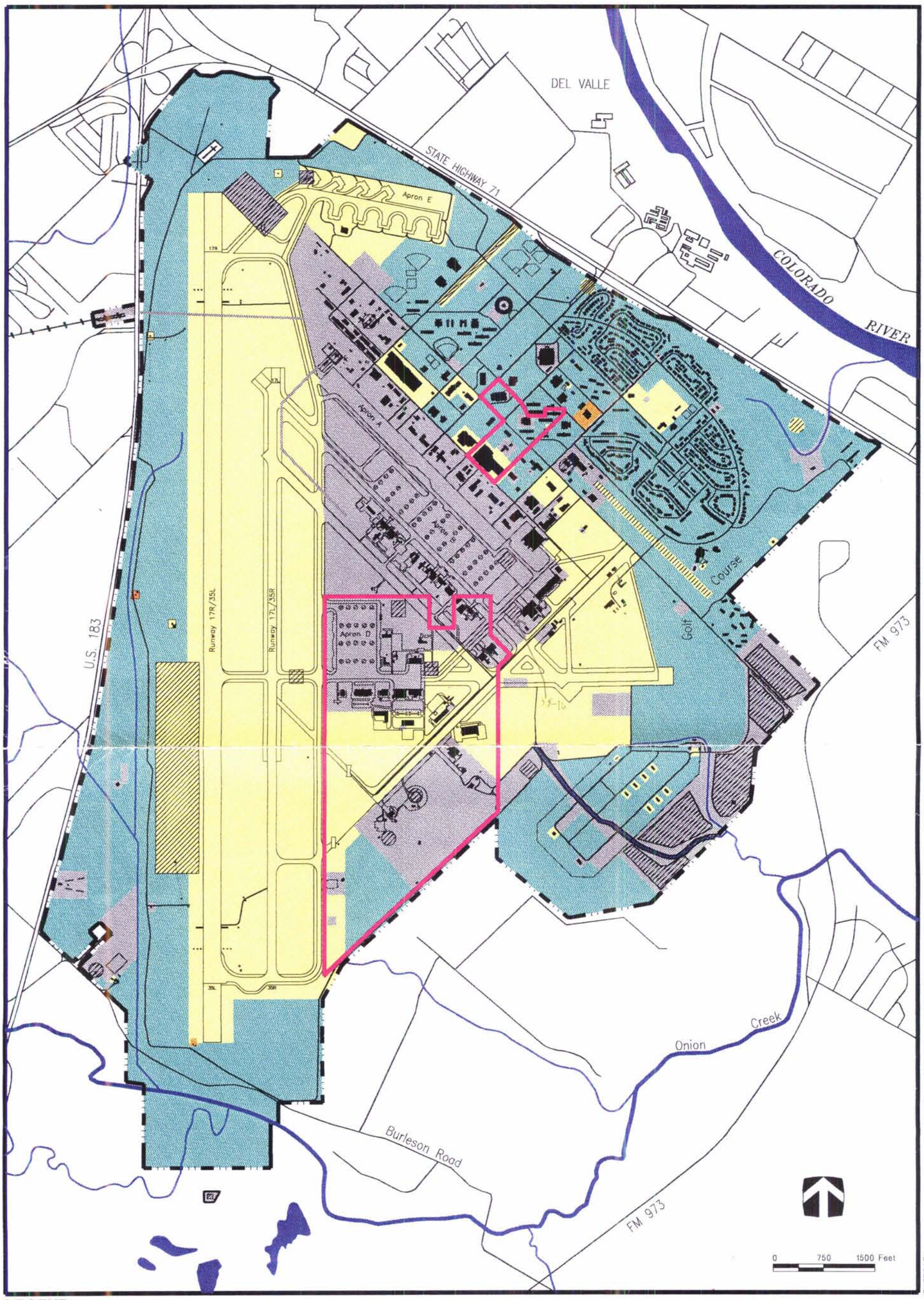
2. CDC courses are good for 1 year from start date. EST managers need to check all CDC start dates to preclude any disenrollments. Base level EST (or through PC3 if available) needs input of personnel requiring the 4-month extension.

3. EST managers should keep a record of gaining unit addresses to forward score cards received after personnel PCS.

XVIII. FINANCIAL MANAGEMENT (DEU)

PROBLEMS ENCOUNTERED: Transferring computer records to the forwarding base should be coordinated more closely to enable bringing the system on line at the gaining base in a more timely manner. We are currently into the second month since the transfer of our data, and still have not received products to ascertain current funding status (May 1993). BEAMS was not closed out for "end of month" for March until 21 Apr 93, which made it impossible to verify data and change shop rates by the 15th of the month as required. "The BCE Integrated List" (an interface with the A & F system) has only had 2 of a possible 22 tapes interfaced for April 1993. One of these tapes has only Bergstrom data, and the other and all succeeding tapes will have Dyess, as well as Bergstrom data unless Data Automation can come up with a fix. Data Automation says that only four tapes can be interfaced each day. At this rate, it will be after 15 May before we can close out for April's "end of month", making it again impossible to verify data and update the shop rate files. We are expecting to terminate BEAMS permanently on 1 Jun 93 with questionable data contained therein. In addition to the BEAMS/Accounting and finance interface problems, we are also encountering supply accounting difficulties. Our supply PFMRs and organization codes duplicated those used by Dyess AFB, necessitating ours be changed to separate the funds. Dyess had to consolidate Bergstrom's Project Fund Management Records/Org Codes, but did so without informing the users or coordinating at this end. This further delayed bringing the systems on line.

RECOMMENDED SOLUTION: A working group should be established at least one month prior to data transfer to assure mapping out steps required to accomplish a more smooth transition. Personnel should be from Data Automation, CE, Accounting and Finance, Supply, and some gaining base personnel for at least weekly meetings to iron out difficulties encountered.



LEGEND

- Uncontaminated (Category 1) (As defined by CERCLA Section 120(h)(4))
- No Remedial Action Required (Category 2)
- Remedial Action Required and Taken (Category 3)
- Remedial or Other Action Required But Not Yet Taken (Category 4)
- Installation Restoration Program Site
- Base Boundary
- Government Retained Land

Bergstrom AFB Property Categorization

Figure 5-3