

# *Vance AFB*

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## *Background*

### ■ **Mission**

- *Premier USAF Undergraduate Pilot Training (UPT) Base*
- *Primary -- T-37 "Tweet"*  
*Advanced -- T-38 "Talon"*  
*-- T-1 "Jayhawk"*

### ■ **FY94**

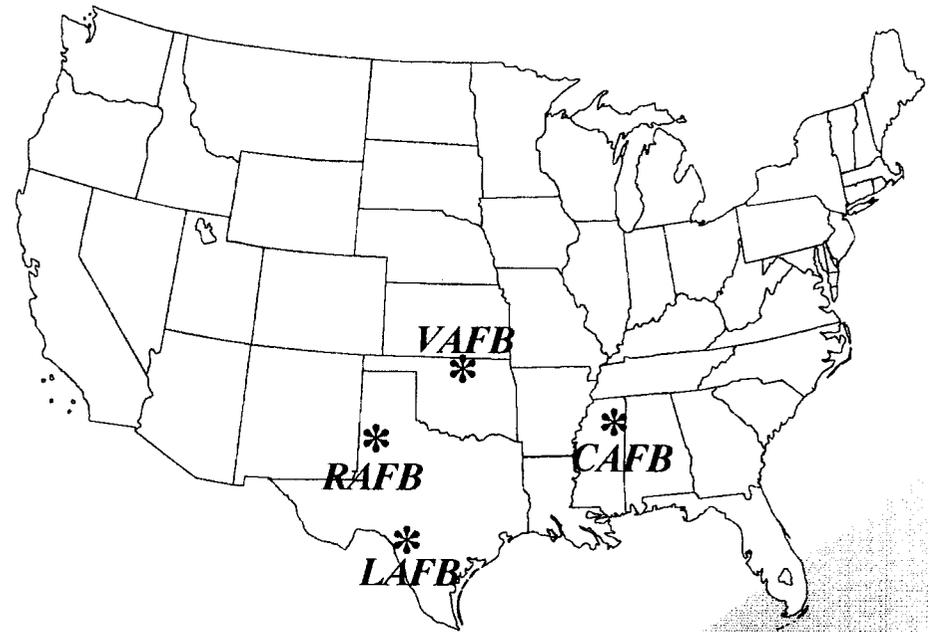
- *Over 40,000 accident-free sorties*
- *153 pilot graduates proudly serving the nation*

# *Vance AFB*



## *Other USAF UPT Competitors*

- **Columbus AFB**
  - *Columbus, MS*
  
- **Laughlin AFB**
  - *Del Rio, TX*
  
- **Reese AFB**
  - *Lubbock, TX*

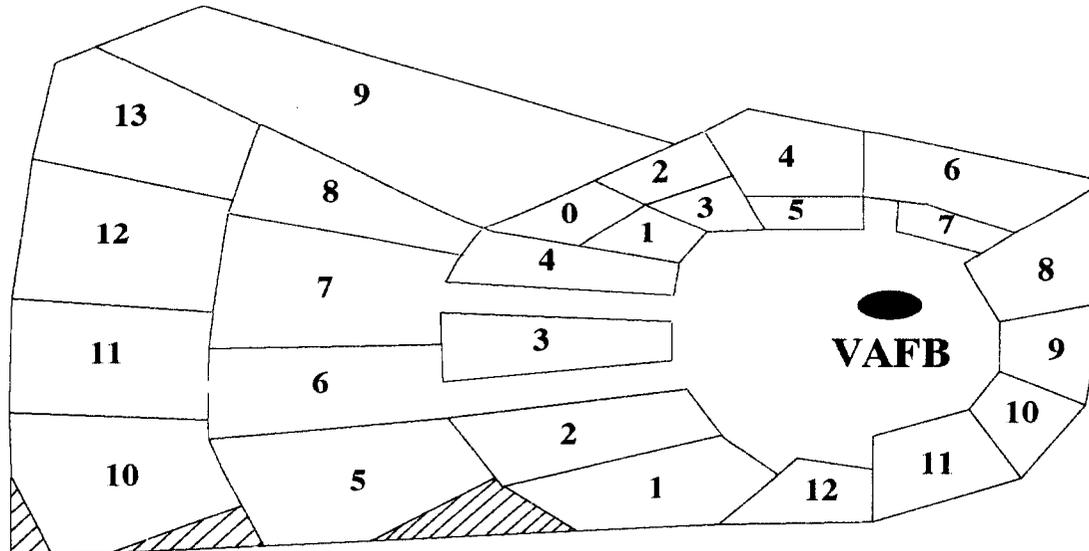


# Vance AFB



## Military Value -- Airspace

- *7907 sq. miles of unencumbered airspace*



- *Most accessible airspace of any UPT base*
- *Encroachment nonexistent*



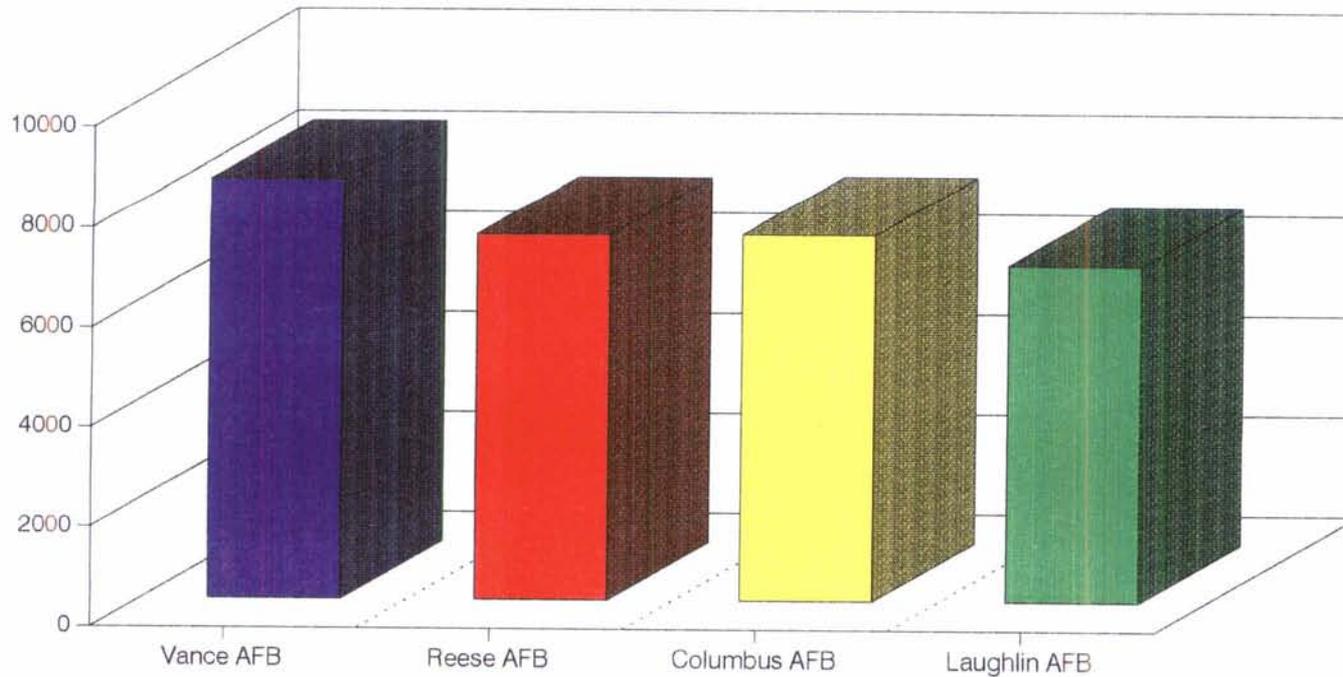
# Vance AFB



## Military Value

### Mission Capability

Total Airspace (in sq. miles)



# *Vance AFB*

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## *Military Value -- Contracting Out*



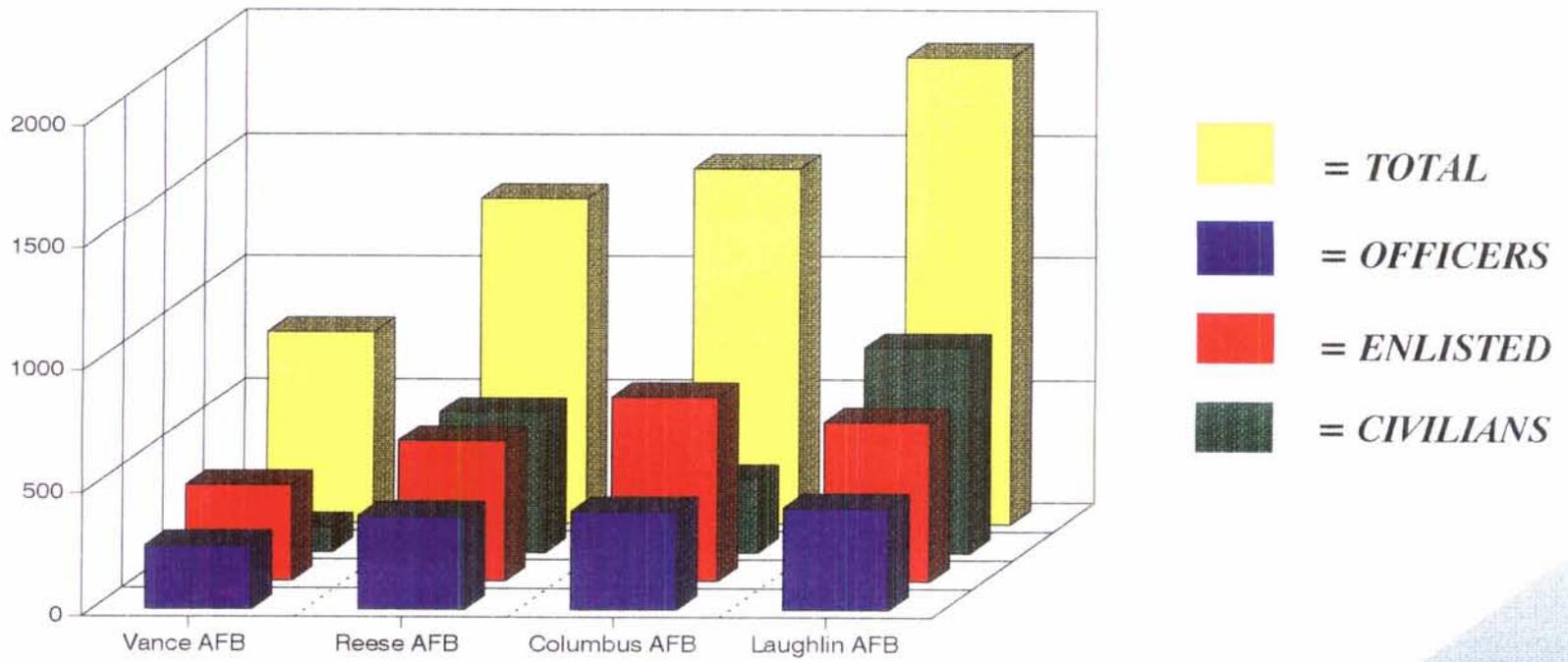
- **Aircraft maintenance**
- **Base-wide services**
- **Lowest total costs of all UPT bases**
- **A success for over 30 years**

# Vance AFB



## Military Value

### Manpower



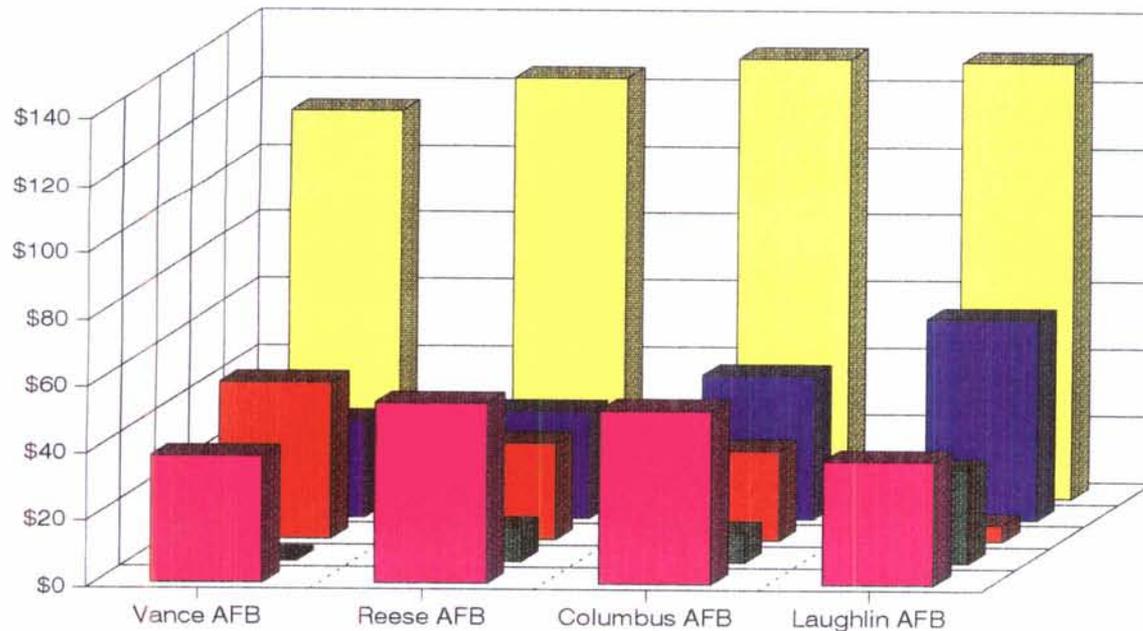
# Vance AFB



## Military Value

### Cost to run the base

\$M of dollars



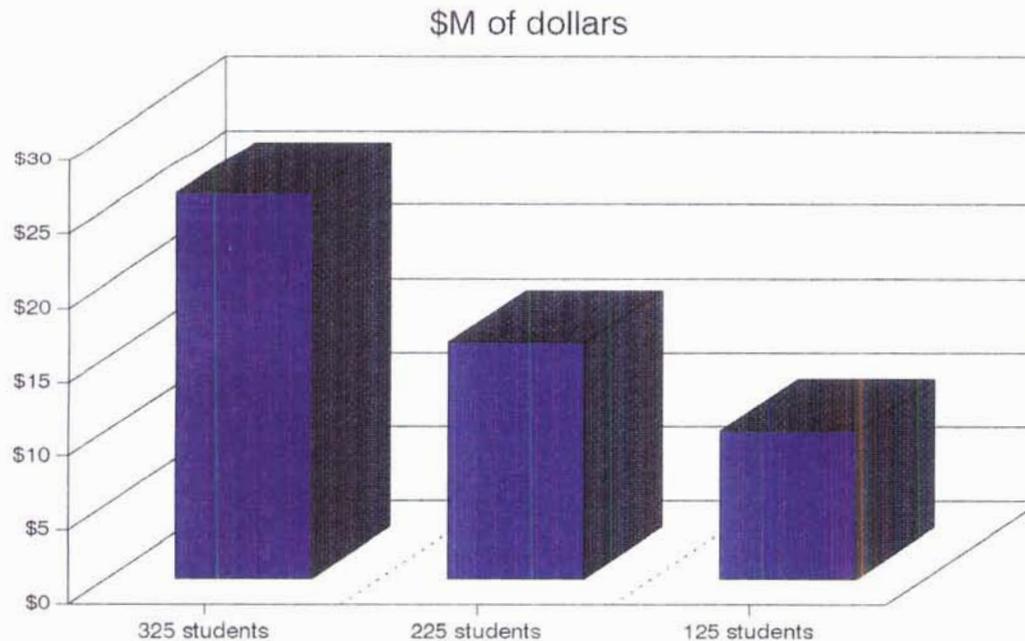
- = TOTAL
- = O&M
- = CONTRACTS
- = CIVILIAN PERSONNEL
- = MILITARY PERSONNEL

# Vance AFB



## Military Value -- Training costs

- *Dramatically lower costs per pilot*  
Cost Savings per Graduate



- *Over \$10M savings to USAF in FY94*

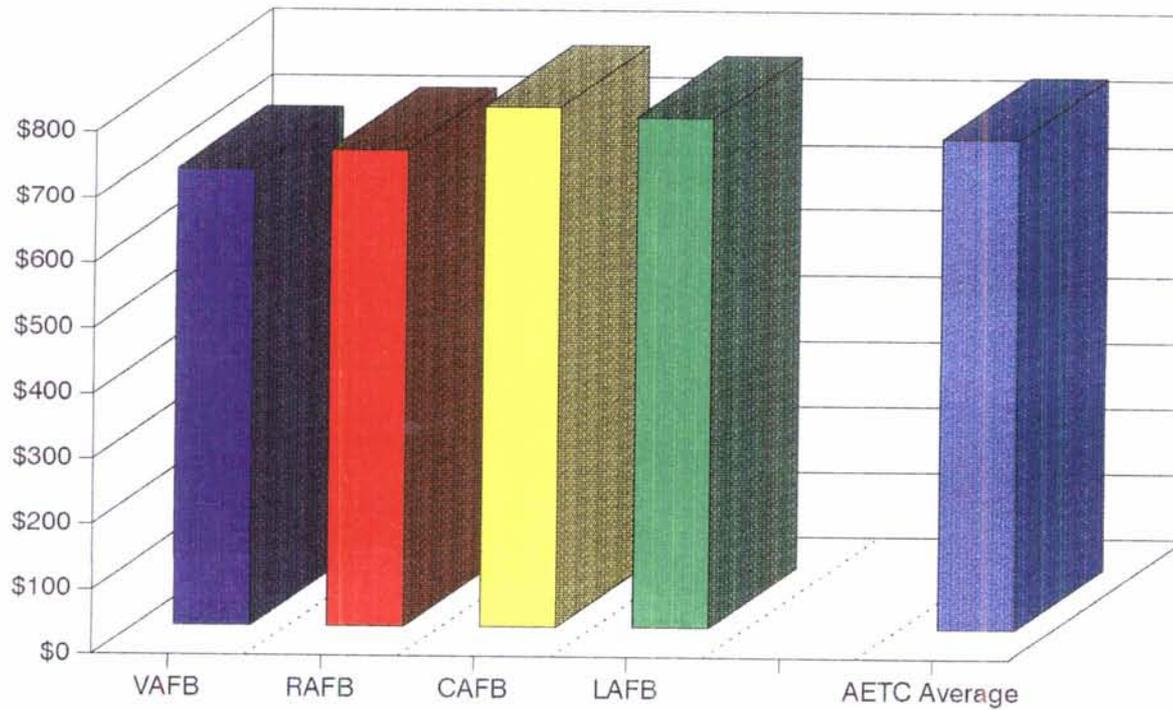
# Vance AFB



## Military Value

### Cost per Graduate

\$K dollars



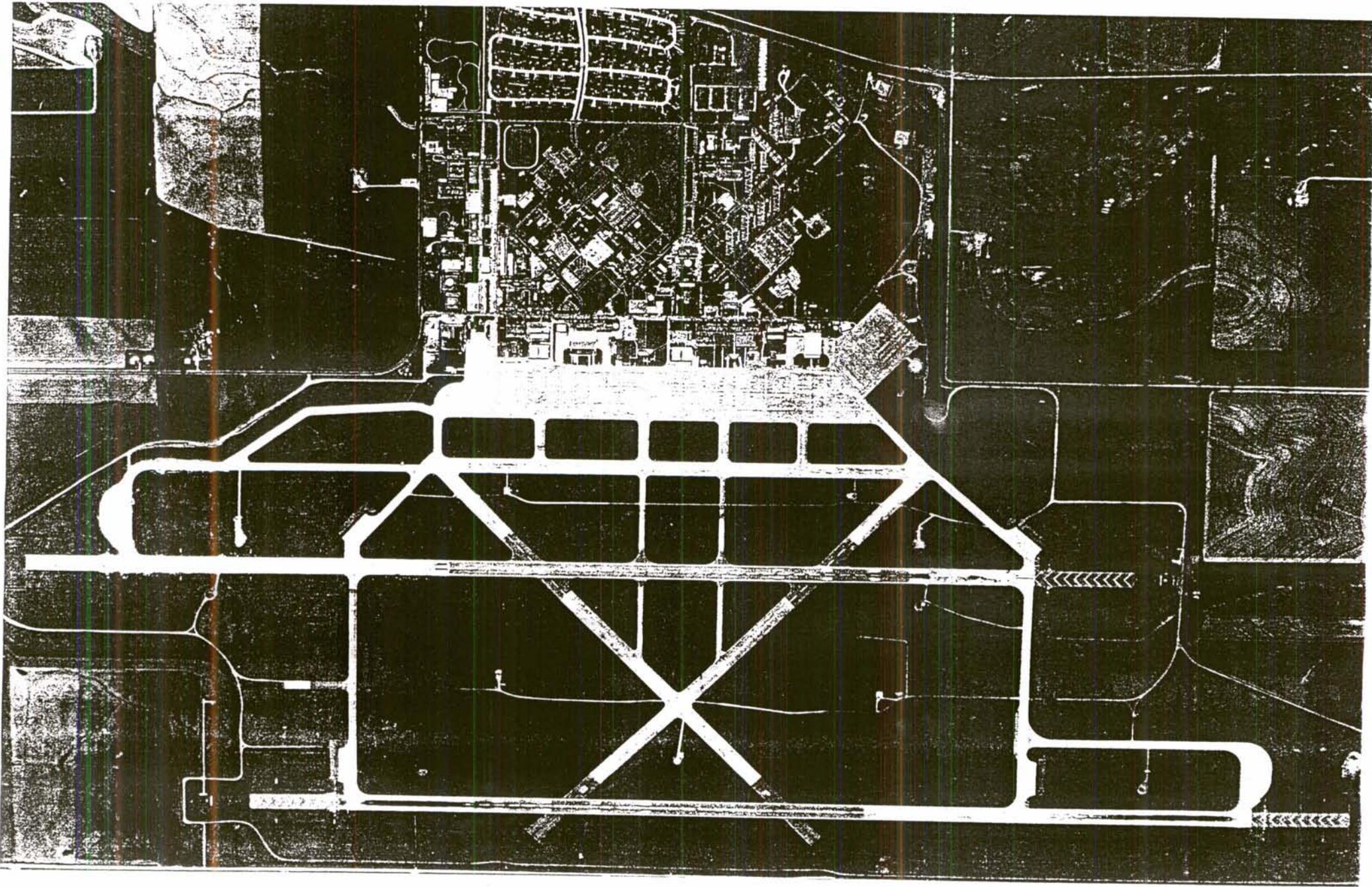
# *Vance AFB*

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## *Military Value -- Infrastructure*

- **Ability to double present student load without construction**
  
- **Highest percentage Code 1 infrastructure**
  
- **Least infrastructure overhead**
  - *Buildings/runways/ramps/roads*
  - *Utilities*



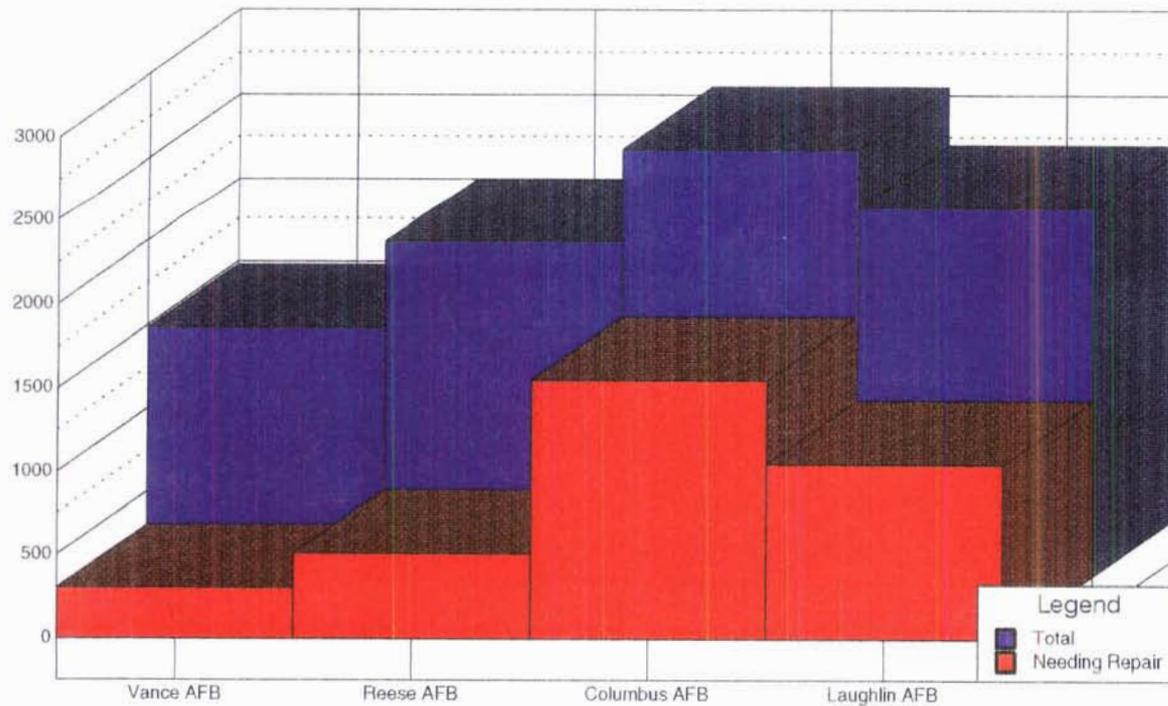
# Vance AFB

## Infrastructure



### Facilities

Thousands of sq. feet



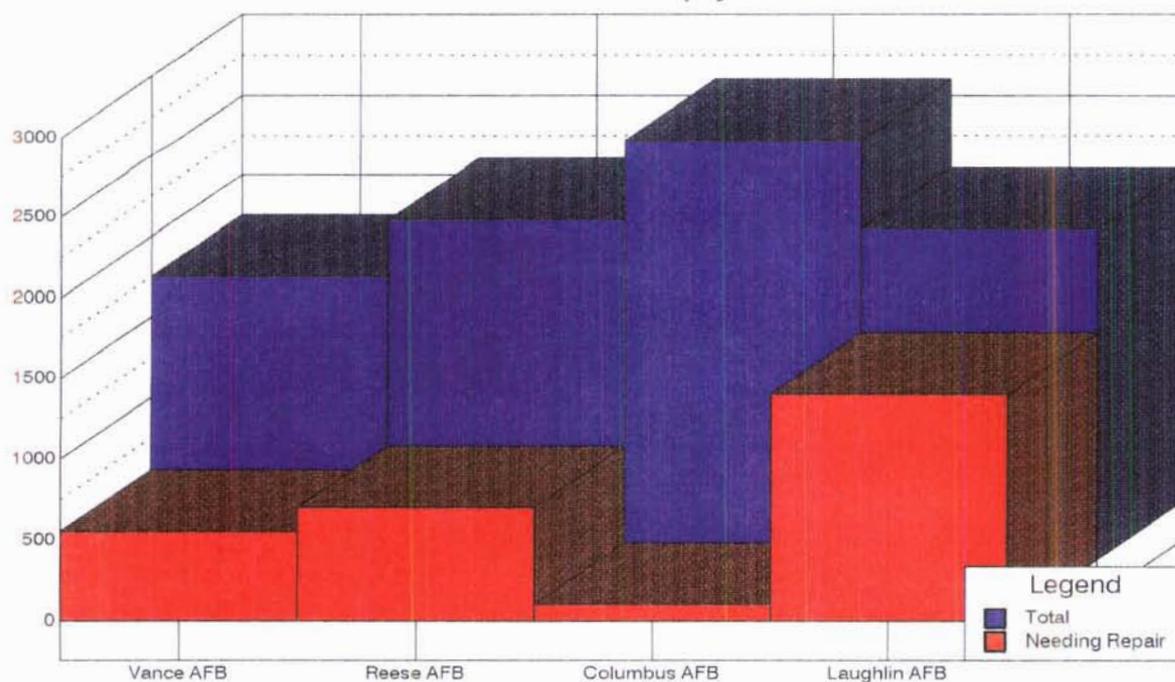
# Vance AFB

## Infrastructure



### Runways, ramps, roads

Thousands of sq. yards



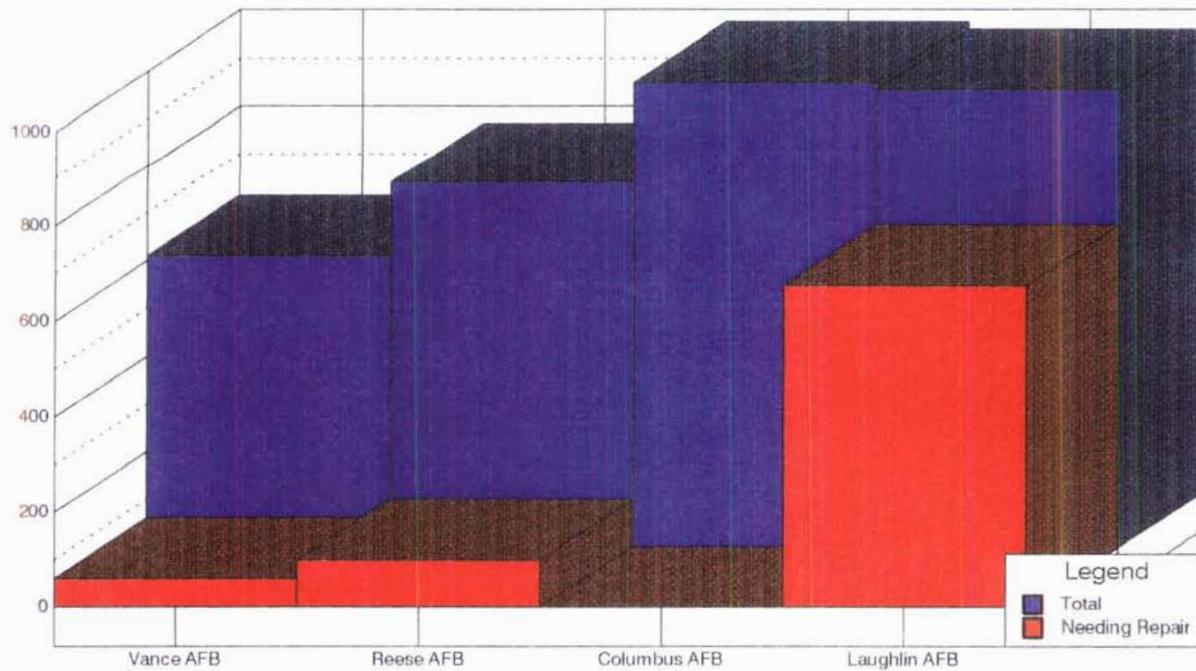
# Vance AFB

## Infrastructure



### Utilities

Thousands of linear feet



# *Vance AFB*

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## *Military Value -- Quality of Life*

- **Superior base facilities**
- **Vance Development Authority created solely to support Vance AFB**
  - *Educational scholarships for active duty and dependents provided by community*
  - *Rental housing pool*
  - *Land for Vance expansion: two parcels purchased -- 158 and 12.5 acres*

# *Vance AFB*

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## *Bottomline*

- Premier UPT base
- Highest quality pilot training
- Lowest cost per student



Merrill Beyer -- AF Analyst  
BRAC Regional Hearing -- 10 June 95  
Ft. Worth, Texas



SENATOR NICKLES  
TINKER & VANCE TALKING POINTS  
FT. WORTH REGIONAL HEARING  
&  
CONGRESSIONAL TESTIMONY

TINKER AFB

Excess Capacity

- ▶ Before coming to the Senate, I ran my family's small business, Nickles Machine in Ponca City, OK.
- ▶ As a small businessman, I was shocked to learn in the Commission's May 10th hearing that our depots are operating at 48 percent of capacity.
- ▶ I was disappointed that the Pentagon recommendation only increases the capacity at the depots to 52 percent.
- ▶ I think we all know there is considerable excess capacity in our depot system, but I didn't realize it was that significant.
- ▶ My business experience tells me that operating a production facility at 52 percent of capacity is unwise. And that is what the Pentagon recommendation would do.
- ▶ The Pentagon recommendation regarding Air Logistic Centers (ALCs) just perpetuates the misuse of existing capability.
- ▶ Speaking as a businessman and a United States Senator, the only way to resolve the problem is to close at least one, probably two ALCs.
- ▶ My colleagues from Oklahoma will expound on the incredible assets at Tinker, I want to turn my attention to Vance AFB, in Enid, OK.

VANCE AFB

Quality of Life

- ▶ As Commissioners Cornella, Montoya, Robles and Steele saw when they visited Vance, the people there truly want to be there. They want to come to Vance because:
- ▶ We take care of their housing needs with a pool of rental homes that are guaranteed to be available for incoming Vance personnel.
- ▶ We take care of their education needs with a low student/teacher ratio.
- ▶ We have a scholarship program for Air Force personnel. As you know, the Air Force picks up 75 percent of active duty college tuition. Our scholarship program pays the remaining 25 percent of their tuition.
- ▶ In addition, Enid's scholarship program pays 50 percent of tuition expenses for Air Force spouses and children as well.

Quality Facilities

- ▶ AETC information shows Vance has the highest percentage of Code 1 infrastructure than any other Air Force UPT base.
- ▶ Vance has the least amount of infrastructure. This means that over the life of the base, the Air Force will spend less money to maintain Vance's infrastructure than it will the

infrastructure of the other UPT bases.

- ▶ Vance has the ability to double its current student load without any construction.
- ▶ Vance has already acquired two parcels of land next to the base that can be used for expansion if needed. The two parcels of land give Vance 170 acres of land.

#### Economic Impact

- ▶ The closure of Vance would result in an 11 percent increase in the Enid, OK unemployment rate.
- ▶ This compares to the closure of Reese which would result in a one percent increase in the unemployment rate in Lubbock, TX.

#### Vance Ranks Better Than Reese

- ▶ All the rankings that have been compiled rank Vance ahead of Reese.
- ▶ The one ranking that has Rccsc and Vance equal was discredited by the BRAC staff in its May 10th hearing
- ▶ As commissioner Cornella pointed out in that hearing, the figures were revised for Reese, but not for the other bases.

**SENATOR INHOFE  
TINKER & VANCE TALKING POINTS  
FT. WORTH REGIONAL HEARING  
&  
CONGRESSIONAL TESTIMONY**

**TINKER AFB**

**Enhance Readiness**

- ▶ As a Member of the Senate Armed Services Committee, I am very concerned about the readiness of our Armed services.
- ▶ I know you are very mindful that your decisions must enhance the readiness of our military and I am sure that they will.
- ▶ I want to remind you that at Tinker we are taking advantage of two different missions at Tinker that enhance readiness.
- ▶ Tinker maintains large airframes.
- ▶ In addition to the depot at Tinker, there are two flying missions based at Tinker operating the airframes that Tinker maintains. The Air Force's 25 AWACS and the Navy's 16 TACAMO aircraft.
- ▶ Having the maintenance on these planes performed at the same location at which they are based ensures that the important missions these planes perform can be accomplished when needed.
- ▶ Reduced workload no longer justifies the different services working on the same air frame. Tinker is showing the Pentagon that jointness works. It is already a joint depot, working on both Navy & Air Force planes, without the joint depot designation.
- ▶ Because Tinker maintains large airplanes, it has large facilities that gives Tinker the flexibility to work on just about any type of plane in a fully enclosed building.
- ▶ Like Senator Nickles, I want to also speak about Vance AFB, so I will shift gears.

**VANCE AFB**

**Airspace**

- ▶ Vance has the most square miles of airspace near the base. Vance has 8,400 square miles of airspace.
- ▶ Vance has 24 low level training routes within 50 nautical miles of the base. Columbus has 17, Reese has 7 and Laughlin has 4.
- ▶ Vance's training areas are close to the base. As a result, training sorties are short -- 1.3 hours per student.

**Cost**

- ▶ Vance is a contractor operated base. As a result, it has the lowest total cost of all UPT bases in the Air Force.
- ▶ According to Air Education and Training Command (AETC) information, this makes Vance the cheapest UPT base to operate and provides the lowest cost to the Air Force to graduate a pilot.

Weather

- ▶ This has become an issue in the waning days of the process.
- ▶ Weather is important because it is heavily weighted when it comes to compiling rankings.
- ▶ Therefore, a small difference in weather can make a big difference in the overall ranking
- ▶ Reese claims it has fewer icing days than Vance. This is true, but a gross distortion of how the Air Force analyzes weather data.
- ▶ The Air Force compiles data on how many sorties a base loses a year due to weather. This information is called "weather scheduling loss factors."
- ▶ The factors that impact sorties include the following: thunderstorms, ice, cross winds, heat and any other weather conditions that would cause the loss of a sortie. Since each plane has a different tolerance to weather factors, the Air Force tracks lost sorties due to weather by base and by the type of plane.
- ▶ Therefore, the most accurate way to determine which base has better flying weather is to look at the complete weather picture and its impact on each plane used in pilot training, not just one aspect of weather data.
- ▶ The following table shows the average percentage of sorties lost each year due to weather during 1983-1993.

<u>TYPE OF PLANE</u>	<u>VANCE</u>	<u>REESE</u>	<u>COLUMBUS</u>	<u>LAUGHLIN</u>
T-37	23	27	26	19
T-38	26	28	25	22

Vance Ranks Better Than Reese

- ▶ All the rankings that have been compiled rank Vance ahead of Reese.
- ▶ The one ranking that has Reese and Vance equal was discredited by the BRAC staff in its May 10th hearing
- ▶ As commissioner Cornella pointed out in that hearing, the figures were revised for Reese, but not for the other bases.

**CONGRESSMAN LUCAS  
VANCE TALKING POINTS  
FT. WORTH REGIONAL HEARING  
&  
CONGRESSIONAL TESTIMONY**

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**Quality of Life**

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- ▶ We take care of their housing needs with a pool of rental homes that are guaranteed to be available for incoming Vance personnel.
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**Quality Facilities**

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1 January 1995

Base Realignment and Closure Commission

Dear Commission Members,

I have been asked to give my views on the value of Vance Air Force Base to assist you in making your decisions on base closures. I was assigned to Vance 37 years ago. I've visited Vance on an annual basis for the last three years. My impressions as a 4-star are current -- those as a student are dated. Your judgement will decide what is relevant.

As a student and upon reflection thereafter there were essentially three factors that impressed me as being unique to Vance Air Force Base. The first was the facilities at the base itself. It was the number one choice for those of us transitioning from primary to basic because it was then the best base in Air Training Command. My recent visits indicate that it has not lost that position. As a single mission airbase, it has all one could hope to offer to make the students' efforts to learn to fly as optimized as possible. It's not a place easily disregarded.

The second factor is, in my opinion the most important. Vance is not "Sky Blue U." I.e., the weather is typically realistic of that which a pilot will encounter during his or her operational career. It's rainy, it's cloudy, it has fog, it has ice, it has snow, it has low ceilings, it has thunderstorms, it has strong winds, and, it has cross winds. It is the real world, unlike Luke, Willy, George and others we once trained at. When you've trained at Vance, you've truly "walked the walk" -- an invaluable and unique experience that will save aircraft and lives in the future.

The last factor is still there, I've experienced it every year in the last three years. Just as it was 37 years ago, Enid, Oklahoma is the most military friendly community I've experienced in my career. As young students, the town accepted all of us as their own. I spoke to all the civic groups, I coached the high school swim team, I worked with the boy scouts, and did everything one of the home town boys got to do. It was an exceptionally warm relationship. And, being Oklahoma, it still is. It's an intangible; but it really counts in shaping the early impressions of a military career. I recommend it highly.

Thank you for letting me comment. I hope the above helps in your decision process.

Sincerely,

A handwritten signature in black ink, appearing to read "Donald J. Kutyna". The signature is written in a cursive style with a large initial "D".

DONALD J. KUTYNA  
General, USAF (Ret)  
Former CINC NORAD/CINC SPACE

John M. Davey, M/Gen, USAF(Ret)  
509 Lighthouse Point  
Virginia Beach, VA 23451

November 10, 1994

Base Realignment and Closure Commission

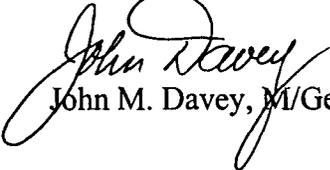
Ladies and Gentlemen:

As a former student pilot at Vance AFB, and one who considers the experiences gained there an important building block in my subsequent career, I would like to add my support to those in favor of preserving this valuable national security resource. Vance's mission is clearly critical to the future of the United States Air Force...our capacity to train pilots to meet the nation's demands in the uncertain years ahead must be maintained.

Additionally, it is far too easy to take for granted the goodwill of the community surrounding an installation such as Vance AFB. The quality of life for those at the base and those in the area of low-flying aircraft must be managed very carefully, lest the operational utility of the base be jeopardized through restrictions to operations. As a former base and wing commander, I have learned the hard way how this can become a one-way street, leaving the Air Force no choice but to consider other alternatives for accomplishing its mission. Vance and Enid were then, and I am sure remain today, an outstanding example of base/community teamwork.

As you go about your difficult task of measuring the value/essentiality of defense installations around the country, I would only remind you that in the flying business, there is no substitute for good weather, open airspace, and good relations with, and support from, your neighbors. Vance has all of these in full measure.

Sincerely,

  
John M. Davey, M/Gen, USAF(Ret)

**BRIG GEN JAMES P. ULM (USAF RET)**  
**15050 LaJolla Place**  
**Colorado Springs, Colorado 80921**  
**(719) 481-8264**

November 15, 1994

Base Realignment and Closure Commission

Dear Members

The purpose of this letter is to express my total support for Vance AFB and the Enid, Oklahoma community in the 1995 base closure process.

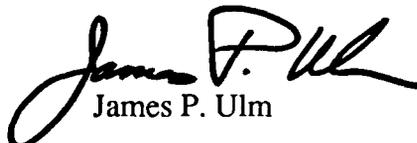
Our family spent three wonderful years at Vance AFB during my United States Air Force career. Two of my children graduated from Enid High School and the third married an Enid young lady. Both my wife, children and I have continued to maintain close friendships with several families as a result of my tour. Unless you have had the opportunity to visit and develop friendships with the Enid community, you cannot fully appreciate how the entire community has embraced the men and women at Vance AFB. The relationship that has evolved over the many years is one of mutual respect and support. You become a part of the community, not only when assigned to Vance, but forever.

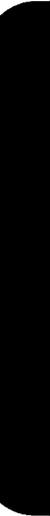
It is my belief that ENID AMERICA is a reflection of a most special relationship that is seldom found anywhere in this country. The closure of Vance AFB would be catastrophic, both economically and socially, to a community which has totally committed itself to the military. You will not find another community so totally involved. After thirty years of military service and 20+ permanent change of stations, my family and I have so many fond and positive memories of our assignment at Vance AFB and Enid. We cannot say that of many other assignments. It is a wonderful place to raise a family.

Additionally, the facilities at Vance AFB are modern and superbly maintained. Base housing has been upgraded, and sufficient off-base housing exists at reasonable rental rates to support the permanent party and student pilot populations. The airspace and auxiliary field in the vicinity of the base fully meets the Undergraduate Flying Training requirements without an adverse impact on general and commercial aviation activities.

Despite the objective criteria that you, as a Commission, will undoubtedly use in the BRAC process, I strongly suggest that you take into account the unique and special relationship and commitment that Enid and Vance AFB communities have developed over these many years.

Sincerely,

  
James P. Ulm



*Enid & Vance*



*Partners in the Sky*

*Community Support Briefing -- Mayor Michael Cooper*

*BRAC Regional Hearing, 10 June 95  
Fort Worth, Texas*

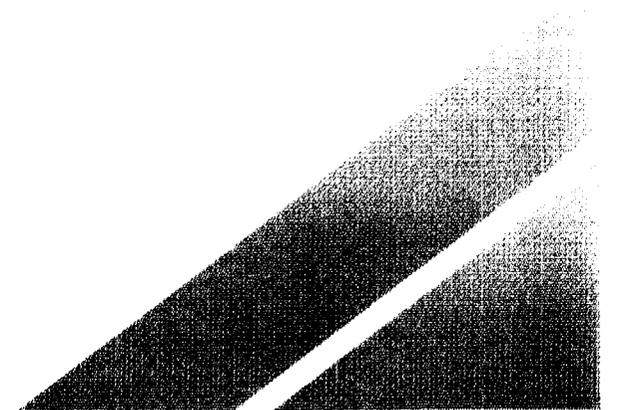
# *Vance AFB*

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## *Community Support -- Education*

- **Enid encourages education as a key for growth**
- **Military children are integral parts of Enid's school system**
  - *Eisenhower Elementary is walking distance from Vance*
- **Extremely low student - teacher ratios**
  - *Elementary = 13:1*
  - *Middle School = 14:1*
  - *High School = 14:1*
- **Low drop out rate of 6%**



# *Vance AFB*

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## *Community Support -- Education*

### ■ 1993 ACT Scores

- *Enid* = 21.8
- *National Average* = 20.7

### ■ Undergraduate and Graduate Programs

- *Phillips University*
- *Higher Education Center [Consortium of Oklahoma Universities]*
- *Vance Scholarship Program*

*Enid provides superior educational opportunities  
for both the City and for Vance!*

A large, dark, diagonal graphic element in the bottom right corner, possibly representing a shadow or a stylized shape.

# *Vance AFB*

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## *Quality of Life -- Scholarship Program*

- **USAF encourages continuing education**
  - *Provides tuition assistance of 75% to active duty*
  - *No assistance for spouses or dependents*
  
- **City of Enid Scholarship Program**
  - *Covers last 25% tuition assistance for active duty*
  - *50% for spouses and dependents*
  - *Up to 6 hours per semester*
  
- **Scholarship program unmatched  
anywhere in the Air Force!**



# *Vance AFB*

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## *Community Support -- Recreation*

- **Museums**
- **5 large, public recreation lakes**
- **Professional golf courses**
- **World class hunting [quail, water fowl, small/large game]**
- **19 parks for community events**

*Enid provides innumerable activities designed to entertain, challenge, educate, and promote total quality of life for all residents!*

A decorative graphic in the bottom right corner consisting of a diagonal line with a gradient from light to dark, forming a triangular shape.

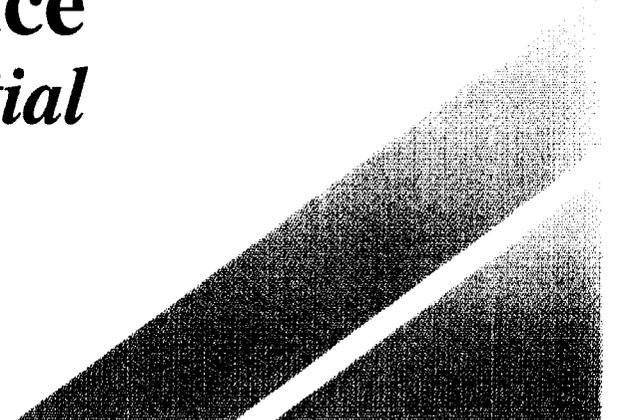
# *Vance AFB*

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## *Utility Support*

- **Modernized water well system in Enid**
  - *Capacity and quality*
  
- **Vance attached to Enid sewer system**
  - *Vance has pretreatment for industrial sewage*
  
- **Vance has fiber optics in place**
  - *Unlimited digital growth potential*



# Vance AFB



## Utility Expansion

### UTILITY EXPANSION

*without*

### ADDITIONAL CONSTRUCTION

Vance      Reese      Columbus      Laughlin

<i>Water</i>	87%	78%	36%	18%*
<i>Sewer</i>	86%	79%	17%*	55%
<i>Gas</i>	67%	21%	n/a	70%
<i>Electric</i>	31%*	18%*	47%	44%

\* Limiting utility at each base

Source: 1995 USAF Certified Data

■ Vance can expand rated capacity by **31%** with no additional MILCON

# *Vance AFB*

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## *Community Support --Health Care Partnership*

- **Prior to 1992, Emergency Room services provided through CHAMPUS**
  - *Expensive*
  
- **Unique medical contract between Vance and St. Mary's Hospital**
  - *After-hours emergency room services*
  - *ER services rendered at \$15 per visit*
  - *\$53K saved in first 6 months of FY95*

*Saves Vance money and increases quality of service for Vance personnel!*

A decorative graphic in the bottom right corner consisting of a diagonal line that separates a dark, textured triangular area from a lighter, textured triangular area.

# Vance AFB



## Economic Impact

<i>Total Economic Impact</i>			
<u>Vance</u>	<u>Reese</u>	<u>Columbus</u>	<u>Laughlin</u>
9.4%	2.0%	5.4%	20.9%

Source: USAF Certified Data

- **Vance provides 13.4% of all wages in Enid\***
  - *Estimated 15.2% of residents will leave Enid\**
- **Vance provides highest salaries in county\***
  - *\$19,617 = Garfield county average\**
  - *\$32,024 = Vance average salary\**

\*Source: Univ. of Oklahoma, Center for Economics and Mgmt. Research, Feb 95

- **Closing Vance would devastate regional economy**

# *Vance AFB*

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## *Quality of Life -- Housing Program*

- **Pool of rental homes immediately available to incoming Vance personnel**
  - *10 houses, with expansion in groups of 10 as needed*
  - *City of Enid contracts directly with the landlords to ensure highest housing standards and availability*
  - *Rent costs are affordable for all personnel*
  
- **First housing program in the UPT category**
  
- **Another example of family first in Enid!**

# *Vance AFB*

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## *Community Support -- Base Expansion*

- **City of Enid recognized need for expansion**
  - *Established Vance Development Authority*
  
- **Acquired 2 parcels of land for expansion purposes**
  - *158 acres north of west gate [general expansion]*
  - *12.5 acres adjacent to housing [City or USAF provided]*
  - *Other properties as needed by Vance*
  
- **Land officially offered to USAF in 1994**

*City of Enid responded with action, not words,  
to help Vance with expansion!*

# *Vance AFB*

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## *Quality of Life*

■ "Big City" ≠ "Quality of Life"

■ Enid emphasizes FAMILY

- *Church and family activities*
- *Safe parks for community events*
- *World Class recreational facilities for all ages*







*Military Value Briefing -- COL Crusher Craigie*

*BRAC Regional Hearing, 10 June 95  
Fort Worth, Texas*

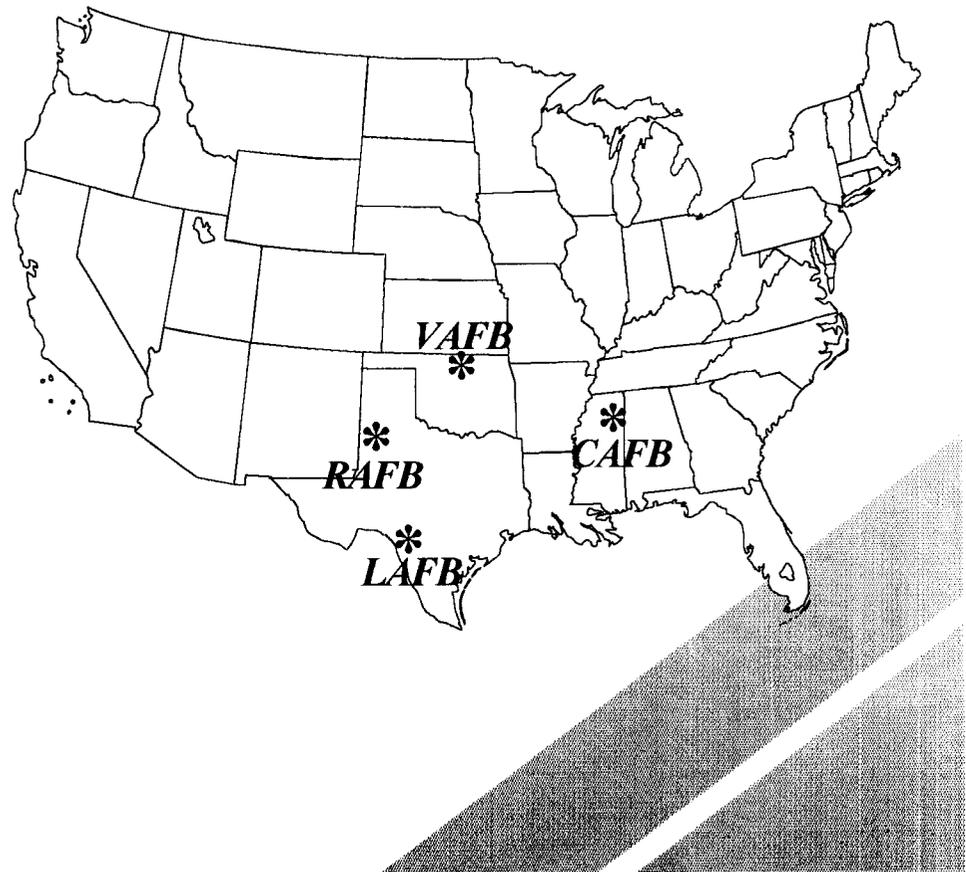
# *Vance AFB*

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## *Other USAF UPT Competitors*

- **Columbus AFB**
  - *Columbus, MS*
  
- **Laughlin AFB**
  - *Del Rio, TX*
  
- **Reese AFB**
  - *Lubbock, TX*



# *Vance AFB*

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## *Military Value -- Pilot Conditions*

- **Pilot training occurs in a very confined cockpit**
- **Training sorties are short -- 1.3 hours per student**
- **"Cannot be bought" factors -- keys to better pilots**



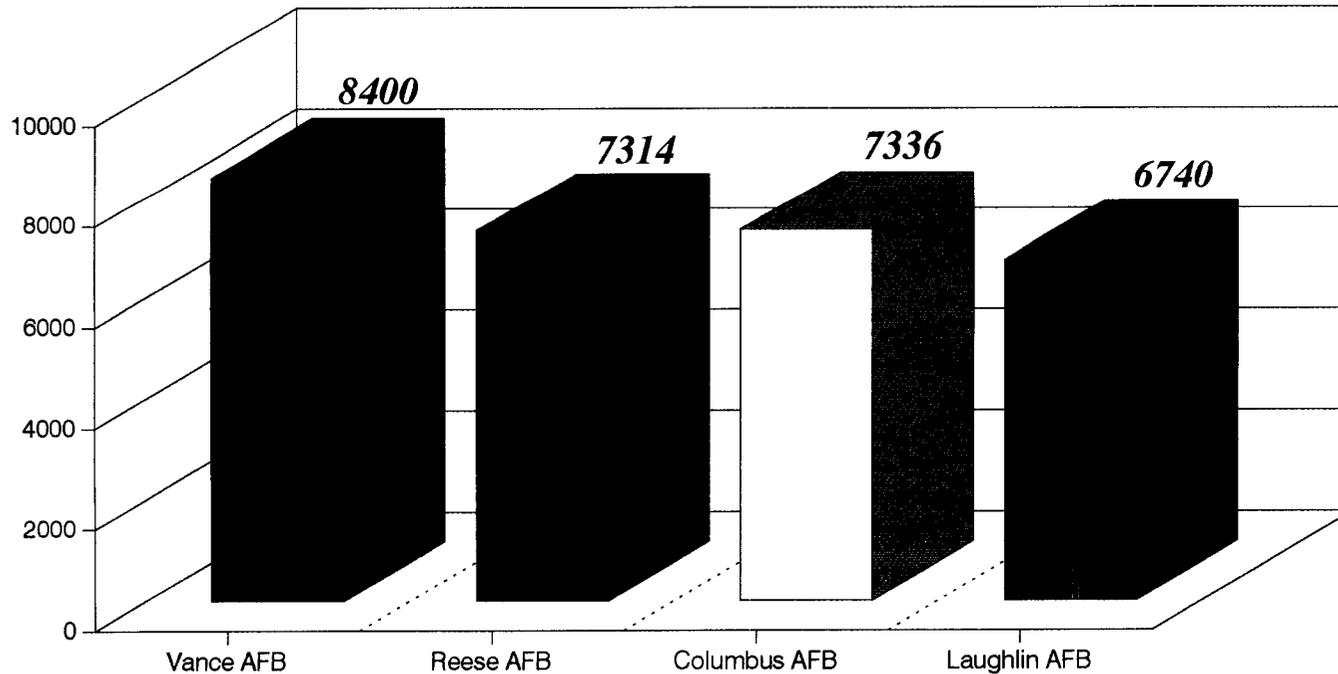
# Vance AFB



## Military Value

### Mission Capability

Total Airspace (in sq. miles)



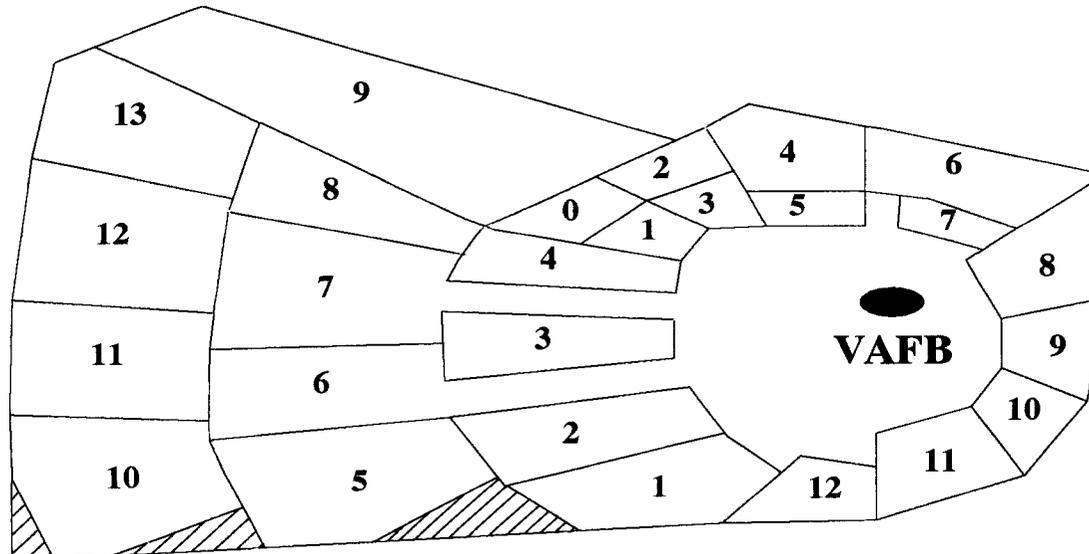
Source: USAF Certified BRAC95 Questionnaire

# Vance AFB



## *Military Value -- Airspace*

- *8400 sq. miles of unencumbered airspace*



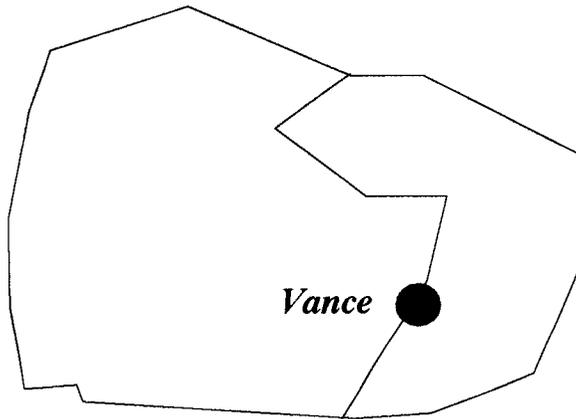
- *Most accessible airspace of any UPT base*
- *Encroachment nonexistent*

# Vance AFB

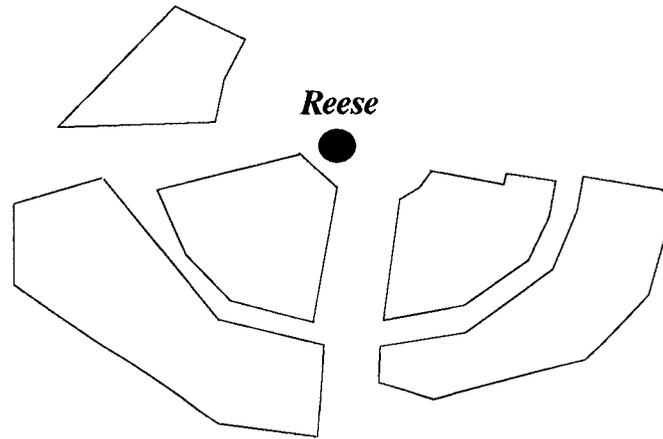


## Airspace Footprints

VAFB  
8400

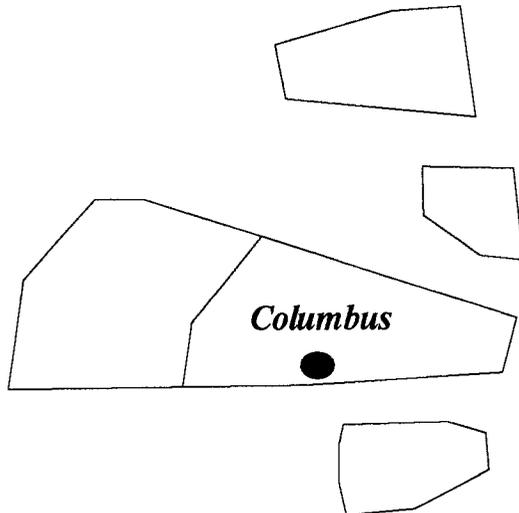


*Reese*

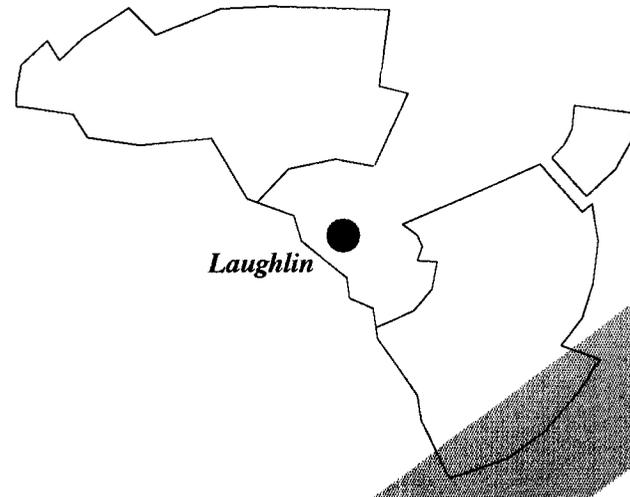


RAFB  
7314

CAFB  
7336



*Laughlin*



LAFB  
6740

# Vance AFB



*Close Area Access = Quality Training*

	<i>T-37 (closest 16) <u>Average Distance*</u></i>	<i>T-38 (closest 8) <u>Average Distance*</u></i>
<i>Vance</i>	<i>15</i>	<i>31</i>
<i>Reese</i>	<i>23</i>	<i>45<sup>1</sup></i>
<i>Columbus</i>	<i>18</i>	<i>27</i>
<i>Laughlin</i>	<i>24</i>	<i>36</i>

*Source: Base Inflight Guides*

<sup>1</sup> *Reese has only 7 T-38  
Contact Areas*

- *Vance has 7.2% more T-37 training than Laughlin*
- *Vance has 7.5% more T-38 training than Reese*

*\* Nautical Miles*

# *Vance AFB*



## *Military Value -- Lack of Congestion*

### ■ Airports within 50NM

	<u>Uncontrolled</u>	<u>Controlled</u>
■ <i>Vance</i>	<i>14</i>	<i>2</i>
■ <i>Reese</i>	<i>31</i>	<i>1</i>
■ <i>Columbus</i>	<i>20</i>	<i>0</i>
■ <i>Laughlin</i>	<i>29</i>	<i>1</i>

# *Vance AFB*

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## *Military Value -- Low Level Routes*

- **Access to low level routes**
  - *More routes = better training variety*
  
- **Low level routes within 100NM**
  - *Vance = 24*
  - *Columbus = 17*
  - *Reese = 7\**
  - *Laughlin = 4*

*\* May have been understated*

*Source: USAF Certified BRAC95 Questionnaires*

# *Vance AFB*

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## *Military Value -- Strange Fields*

	<u><i>Inside 100NM</i></u>	<u><i>150NM</i></u>
■ <i>Vance</i>	8	12
■ <i>Columbus</i>	7	11
■ <i>Reese</i>	4	6
■ <i>Laughlin</i>	0	4

- **Additional training opportunities away from home field**
- **Divert options with bad weather**

*Source: Base Inflight Guides*

# *Vance AFB*

---

## *Air Traffic Delays*



### *DELAYS PER MONTH (2 YEAR PERIOD)*

<u><i>Vance</i></u>	<u><i>Reese</i></u>	<u><i>Columbus</i></u>	<u><i>Laughlin</i></u>
<i>0</i>	<i>31</i>	<i>6</i>	<i>4</i>

- **Any and all delays are indicators**
  - *Efficiency and smoothness of air traffic control are critical to pilot training*
- **Delays result directly in "knocked off" maneuvers**

*Vance has one of the smoothest training operations in the Air Force!*

# Vance AFB



## Military Value -- Weather

### Weather Loss Summary -- FY90-94\*

	<u>Vance</u>	<u>Reese</u>	<u>Columbus</u>	<u>Laughlin</u>
T-37	20.4	24.0	21.3	14.3
T-38	21.9	20.5	22.6	17.8

*\*Source: AETC/LG Operational and Maintenance Data*

- All inclusive weather losses
  - *Low ceilings; cross winds; icing; thunderstorms; density altitude*
- Accurate weather impact -- not a forecast
- REESE WORST IN T-37 / COLUMBUS IN T-38

# Vance AFB



## Official Planning Factors

	<u>Vance</u>	<u>Reese</u>	<u>Columbus</u>	<u>Laughlin</u>
T-37	23%	27%	26%	19%
T-38	26%	28%	25%	22%

Source: JCSG Certified BRAC95 Data

- **These factors are reality**
  - *Based on long term sortie losses by A/C*
  - *On average, Reese T-37 instructors work 8% more than Laughlin T-37 instructors*
  - *On average, Reese T-38 instructors work 6% more than Columbus T-38 instructors*

*Weather factors are real -- Reese instructors must work longer and harder for the same result*

# Vance AFB

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## Encroachment

<u>Vance</u>	<u>Reese</u>	<u>Columbus</u>	<u>Laughlin</u>
6.9	8.6	8.9	10.0

*Source: 1995 DoD Cross-Service Certified Data*

- **Only a small portion of APZ II has development within boundaries**
  - *APZ II is furthest away from field*
  - *No further development since City ordinance in effect*
  - *Complaints virtually zero*
- **Not a limiting factor**
  - *T-38 operations cut by two-thirds with SUPT implementation in Sept 95*
  - *Most aircraft well clear at take-off and landing*

# *Vance AFB*

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## *Personnel Awards*

- \* *Ms. Noreen Lentz --- Best USAF CHAMPUS Advisor, 1994*
- \* *TSGT Robert R. Lesage, Jr. --- Outstanding AETC QAE, 1994*
- \* *A1C John Redfield --- First Place, Features Category, AETC Media Awards, 1994*
- \* *Vance Cherokee Lodge -- Air Force Innkeeper Award, Small Base Category, 1994*
- \* *71 FTW --- Air Force Meritorious Achievement in Flight Safety, 1994*
- \* *MSGT Mark W. Bossi --- AETC First Sergeant of the Year, 1993*
- \* *A1C Troy T. Kinion --- AETC Readiness Airman of the Year, 1993*
- \* *Ms. Doris J. Forshee --- AETC Senior Transportation Civilian of the Year, 1993*
- \* *71 FTW --- AETC Facility Excellence Award, 1993*
- \* *71 Security Police --- Best in USAF, Small Unit Award, 1993*
- \* *Commissary --- Best Small Store in CONUS, 1993*

*Vance is a Top-Notch UPT base in every respect -- as a wing and as individuals!*

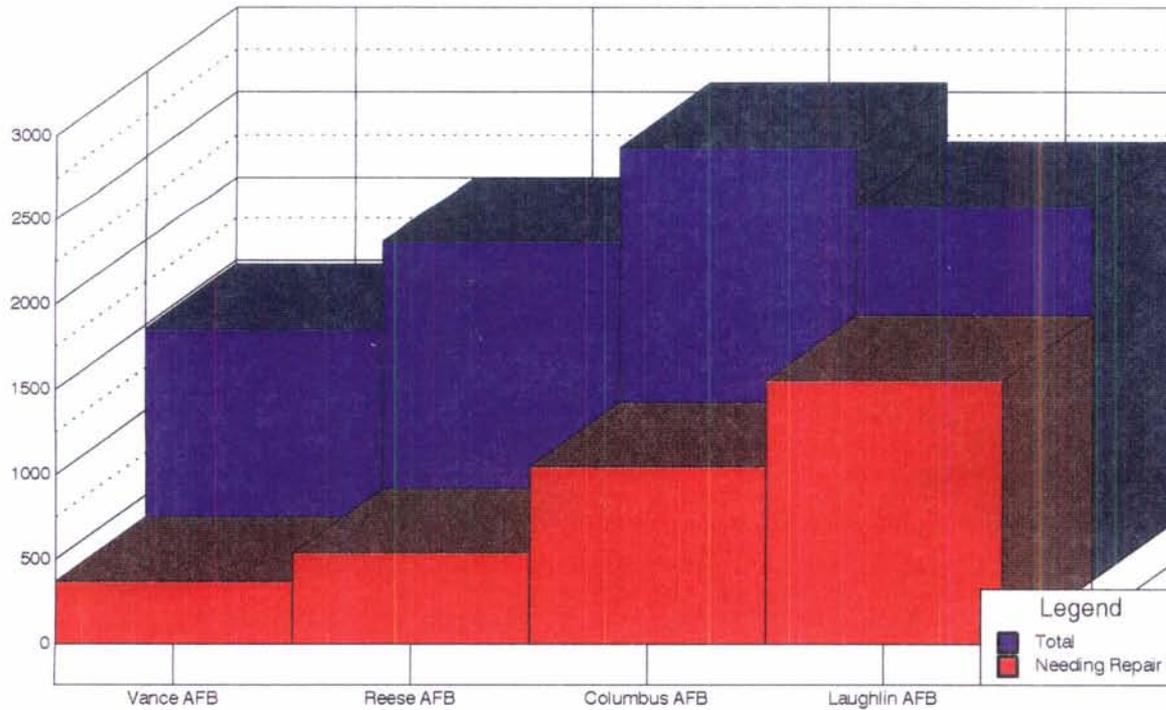
# Vance AFB

## Infrastructure



### Facilities

Thousands of sq. feet



Source: AETC/CE Data, Aug 94

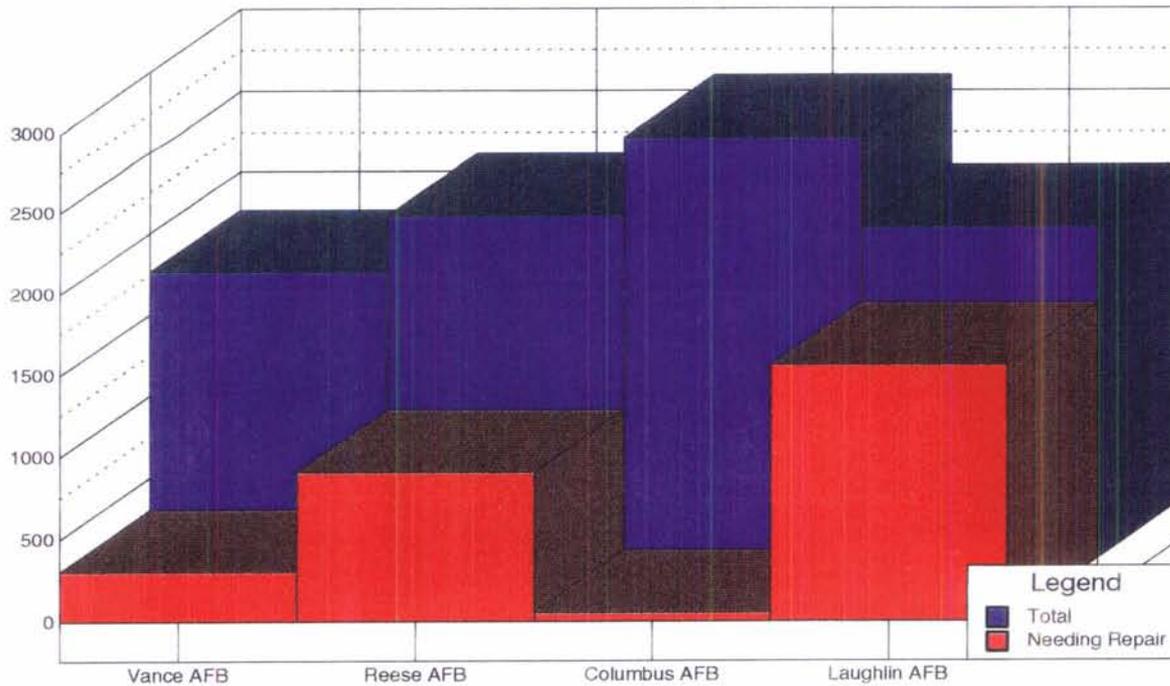
# Vance AFB



## Infrastructure

### Runways, ramps, roads

Thousands of sq. yards



Source: AETC/CE Data, Aug 94

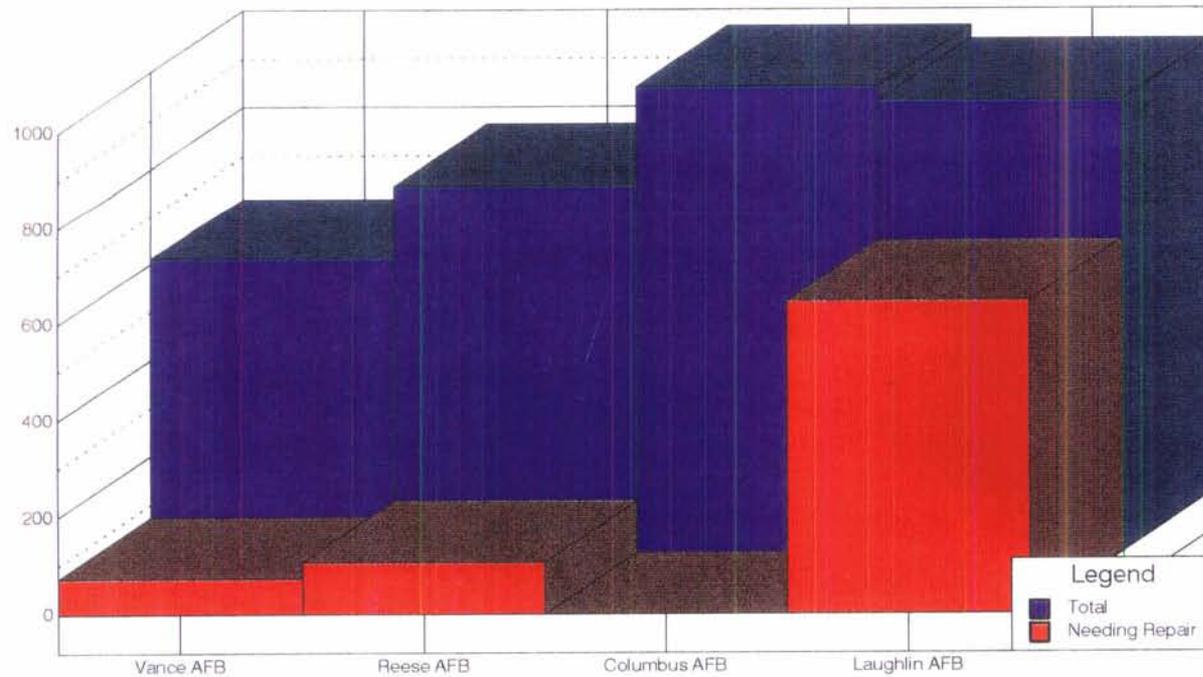
# Vance AFB



## Infrastructure

### Utilities

Thousands of linear feet



Source: AETC/CE Data, Aug 94

# *Vance AFB*

---



## *Military Value -- Contracting Out*

### ■ *Umbrella Contract*

- *Aircraft maintenance*
- *Base-wide services*
- *Lowest total costs of all UPT bases*
- *A success for over 30 years*



# Vance AFB



## Cost Savings

### Fixed/Variable Costs -- FY94\*

	<u>Vance</u>	<u>Reese</u>	<u>Columbus</u>	<u>Laughlin</u>
<b>Fixed</b>	<b>\$69.8M</b>	<b>\$78.5M</b>	<b>\$74.8M</b>	<b>\$84.2M</b>
<b>Variable</b>	<b>\$232K</b>	<b>\$244K</b>	<b>\$238K</b>	<b>\$245K</b>

*\*Source: AF Certified data response to BRAC questions from 17 April cross-service hearing*

- **Vance was lowest in both fixed and variable costs**
- **Vance saved \$10.5M over Reese in FY94**
- **Vance is the most efficient USAF UPT base by \$12M per year!**

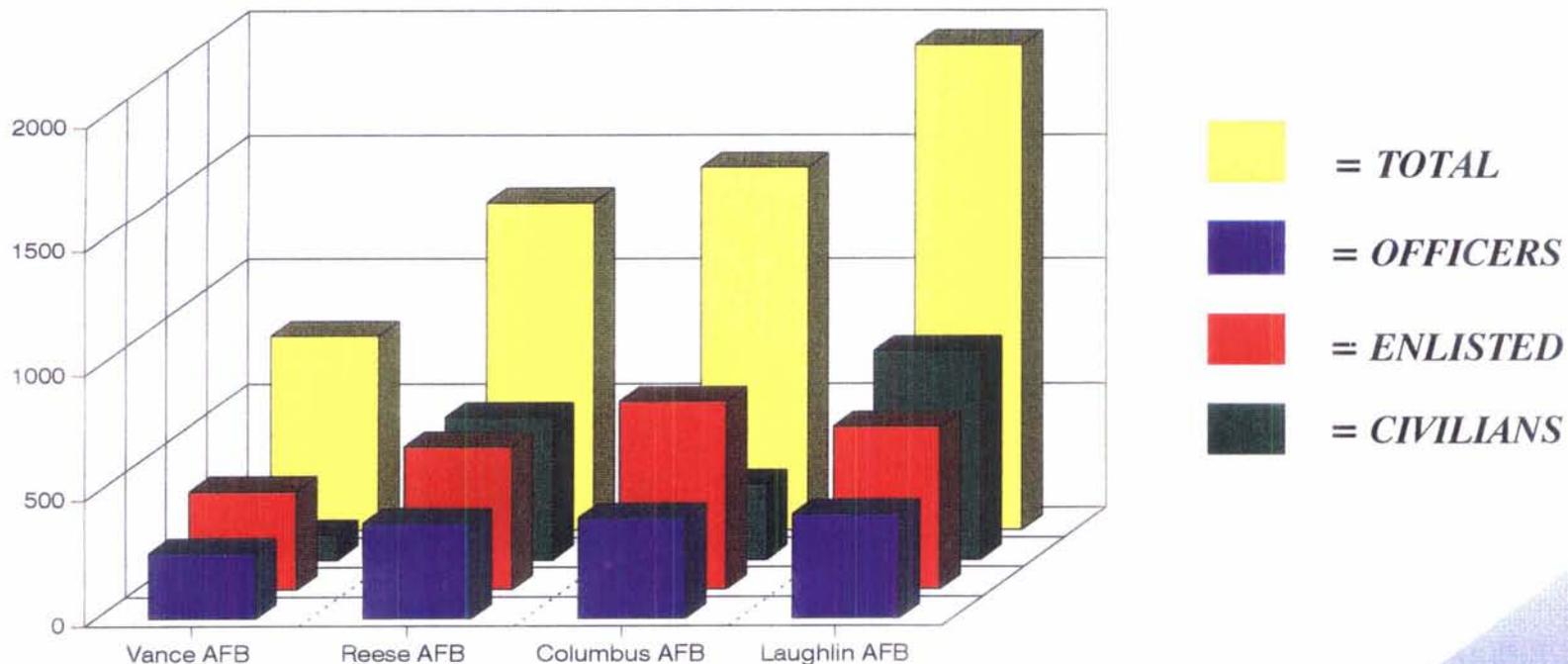


# Vance AFB



## Military Value

### Manpower



Source: AETC Information Digest, Jan 95



# Vance AFB

## USAF UPT Military Personnel



	<u>Vance</u>	<u>Reese</u>	<u>Columbus</u>	<u>Laughlin</u>
<i>Officers</i>	298	324	340	343
<i>Enlisted</i>	371	598	768	724

Source: AETC Digest Input, 19 April 95

- Vance has 45 fewer officers than Laughlin; 397 fewer enlisted than Columbus

Vance is more cost effective by \$10.4M  
than reported to BRAC

# Vance AFB



## Total Cost Savings

	<u>Vance</u>	<u>Reese</u>	<u>Columbus</u>	<u>Laughlin</u>
<i>Fixed Costs</i>	<i>Base Line</i>	<i>8.7M</i>	<i>5.0M</i>	<i>14.4M</i>
<i>Delta/Var X</i>				
<i>153 Grads</i>		<i>1.7M</i>	<i>0.9M</i>	<i>2.0M</i>
		<i>10.4M</i>	<i>5.9M</i>	<i>16.4M</i>
<i>Manpower Savings</i>		<i>5.7M</i>	<i>10.3M</i>	<i>9.1M</i>
<i>Total Savings per Year</i>		<i>16.1M</i>	<i>16.2M</i>	<i>25.5M</i>

*Dramatic Total Cost Savings at Vance!*

# Vance AFB



## Military Value -- Pilot Training

### BCEG Ratings

Randolph = 39  
Columbus = 36  
Vance = 32  
Laughlin = 32  
Reese = 14

### JCSG-UPT Ratings

Columbus = 6.74  
Vance = 6.67  
Randolph = 6.53  
Laughlin = 6.50  
Reese = 6.22\*

### BRAC Staff Ratings

Laughlin = 7.8  
Columbus = 7.2  
Vance = 6.7  
Reese = 6.4  
Randolph = 5.3

\* USAF change from 6.14 -- 17 Apr 95 DBCRC Hearing



# *Vance AFB*

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## *Recommendations*

- Uphold USAF, DoD, and BRAC recommendations to close Reese
- Emphasize the factors that "cannot be bought"
  - *Airspace*
  - *Encroachment*
  - *Weather {actual losses + scheduling factors}*
- Weigh the cost savings at Vance
  
- Conclusion:

*Closure of Reese AFB is best for the Air Force*

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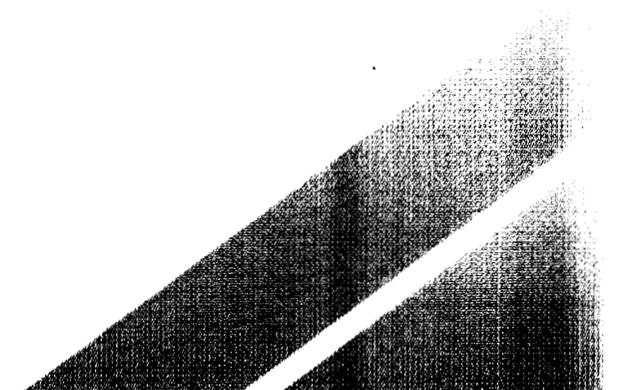
# *Vance AFB*

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## *Bottomline*

- Premier UPT base
- Highest quality pilot training
- Lowest cost per student







***Community Support Briefing -- Mayor Michael Cooper***

***BRAC Regional Hearing, 10 June 95  
Fort Worth, Texas***

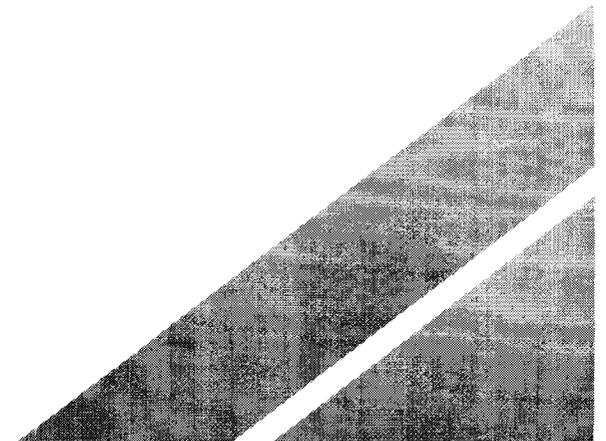
# *Vance AFB*

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## *Community Support -- Education*

- **Enid encourages education as a key for growth**
- **Military children are integral parts of Enid's school system**
  - *Eisenhower Elementary is walking distance from Vance*
- **Extremely low student - teacher ratios**
  - *Elementary = 13:1*
  - *Middle School = 14:1*
  - *High School = 14:1*
- **Low drop out rate of 6%**



## GOVERNMENT

Type Of Government	City Council - Manager
Planning Commission	Yes
Zoning Regulations	Yes
Property Tax Per \$1,000 Valuation, City	\$74.99
Property Tax Per \$1,000 Valuation, Outside City	\$73.06
City Sales Tax	3.00%
State Sales Tax	4.5%
County Sales Tax	1.0%
Corporation Tax	6.0%
Full-time Firefighters	78
Volunteer Firefighters	0
Fire Insurance Rating	4
Enforcement Officers	84
Enforcement Vehicles	35

## FINANCE

Number Of Banks	13
Assets	\$11,778,325,000

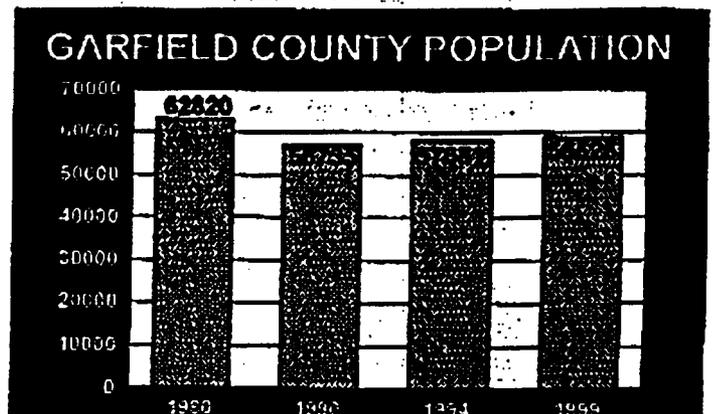
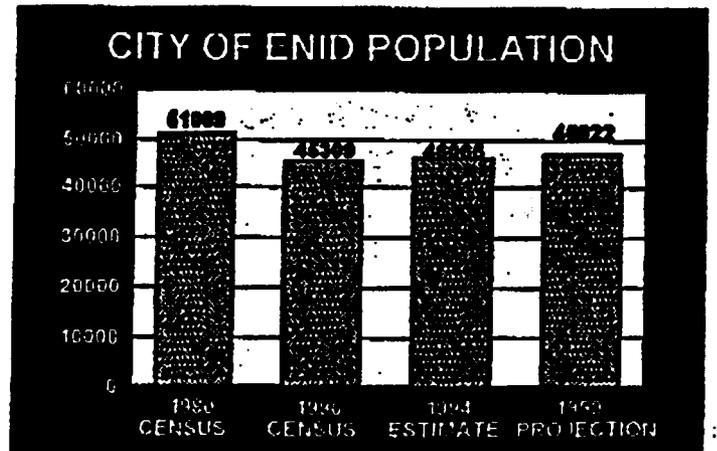
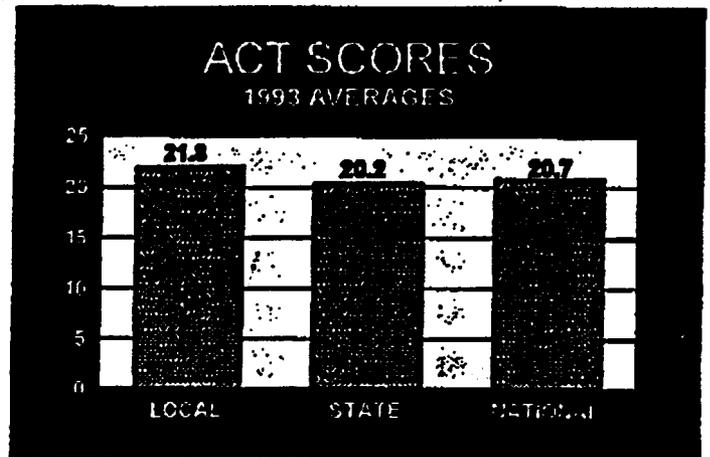
## CLIMATE

Average Annual Temperature	60 F
January Average Temperature	38.6 F
July Average Temperature	80.9 F
Annual Rainfall	30 inches
Annual Snowfall	12 inches
Average Relative Humidity	66%
Prevailing Wind Direction	South

## EDUCATION

Average High School Graduates	395
Dropout Rate	6%
Percent of Students Attending Universities	53%

	Schools	Teachers	Students	Ratio
Elementary	12	304	4096	13:1
Middle School	3	123	1716	14:1
High School	1	88	1310	14:1
Private/Parochial	2	20	225	11:1
Vo-Tech	1	36	875	24:1
Phillips University	1	55	901	16:1
Enid Higher Ed. Ctr.	1	60	750	19:1



## AREA INDUSTRY

COMPANY	PRODUCT	NUMBER OF EMPLOYEES
Northrop Aircraft Svc., Inc.	Aircraft Maintenance	1,204
Farmland Industries - Union Equity Division	Grain	104
Advance Meat Company	Breaded Meat Products	600
Johnston Grain Authority	Grain, Feed & Seed	88
Uni Steel	Fabricated Steel	90
George E. Felling Co.	Portable Drilling Equipment	151
Central Machine Tool	Foundry Machines	250
Farmland Industries	Anhydrous Ammonia	134
Great Lakes Carbon Corp.	Petroleum Coke	78
HE Cummins & Sons Const.	Asphalt/Concrete	73
Hackney Iron & Steel	Steel Fabricators	78
ADM/IPC Milling	Flour Mill	90

### OTHER MAJOR EMPLOYERS

Phillips University	Liberal Arts College	148
Northern Oklahoma Resource	Institutional Care	900
Saint Mary's Hospital	Regional Health Care	633
Base Memorial Hospital	Regional Cancer Center	600
Enid Regional Hospital	Regional Health Care	230
Garfield County	County Offices	194
City of Enid	City Offices	625
Vance Air Force Base	Air Force Base	1,450

## CITY LABOR FORCE CITY OF ENID



## COUNTY LABOR FORCE GARFIELD COUNTY



## LABOR WORKFORCE

OCCUPATION	COUNTY	CITY
Management	2,438	1,990
Professional Specialty	2,928	2,375
Technical Support	652	538
Sales	3,210	2,691
Administrative & Clerical	3,812	3,055
Service	3,937	3,218
Precision Production	3,041	2,306
Operatives & Assemblers	829	603
Material Handling	1,348	1,037
Unskilled Labor	1,136	942
Agriculture & Other	1,073	345
INDUSTRY	COUNTY	CITY
Agriculture, Forestry & Fisheries	1,169	392
Mining	784	553
Construction	1,192	879
Mfg. Non-durable Goods	839	627
Mfg. Durable Goods	1,092	877
Transportation	2,029	1,634
Comm. & Other Public Utilities	477	389
Wholesale Trade	1,455	1,165
Retail Trade	4,562	3,734
Finance, Insurance & Real Estate	1,353	1,141
Business & Repair Services	813	639
Personal Services	869	751
Entertainment & Recreation Services	218	201
Health Services	2,705	2,257
Educational Services	2,221	1,734
Other Professional & Related Services	1,305	1,071
Public Administration	1,329	1,048

## HOSPITAL

Enid Regional Hospital  
110 Beds  
\$215. Semi-private Room  
\$230. Private Room

St. Mary's Hospital  
277 Beds  
\$367. Semi-private Room  
\$396. Private Room

Bass Memorial Hospital  
152 Beds  
\$330. Semi-private Room  
\$335. Private Room

## ATTRACTIONS & MUSEUMS

Enid-Phillips Symphony  
Gaslight Theater  
George's Antique Auto Museum  
Humphry Village  
Leonardo's Discovery Warehouse  
Midgley Museum  
Museum of the Cherokee Strip  
Railroad Museum of Oklahoma  
Robert Bartunek's Winery

## CHURCHES

Assembly of God  
Baptist  
Catholic  
Christian  
Church of Christ  
Episcopal  
LDS (Reorganized Church of Jesus Christ of Latter Day Saints)  
Lutheran  
Mennonite  
Methodist  
Nazarene  
Pentecostal  
Presbyterian  
Wesleyan

5-95

### FOR FURTHER INFORMATION CONTACT

Enid Development Coalition  
Box 5516  
Enid, OK 73701  
(405) 234-0022

Enid Chamber of Commerce  
210 Kenwood  
Enid, OK 73701  
(405) 237-2494

## RECREATIONAL FACILITIES

### LAKES

Sooner Lake	44 Miles
Great Salt Plains Lake	45 Miles
Kaw Lake	85 Miles
Lake Eufaula	201 Miles
Keystone Lake	96 Miles
Canton Lake	58 Miles

### GOLF COURSES

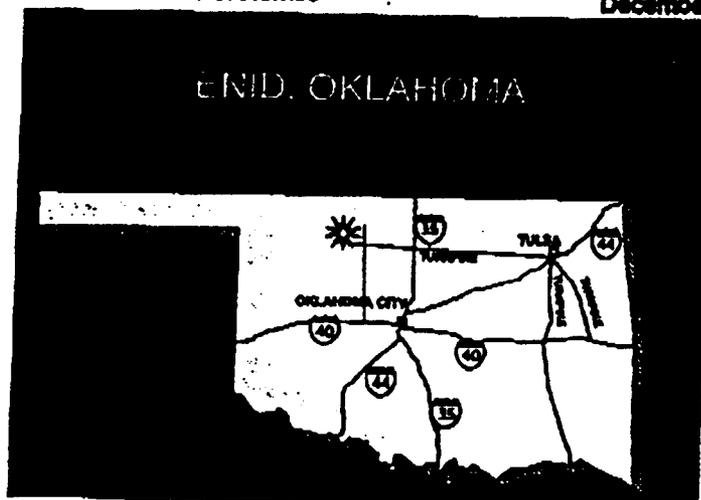
Oakwood Country Club	0 Miles
Meadowlake Golf Course	0 Miles
University Lake Golf Course	0 Miles

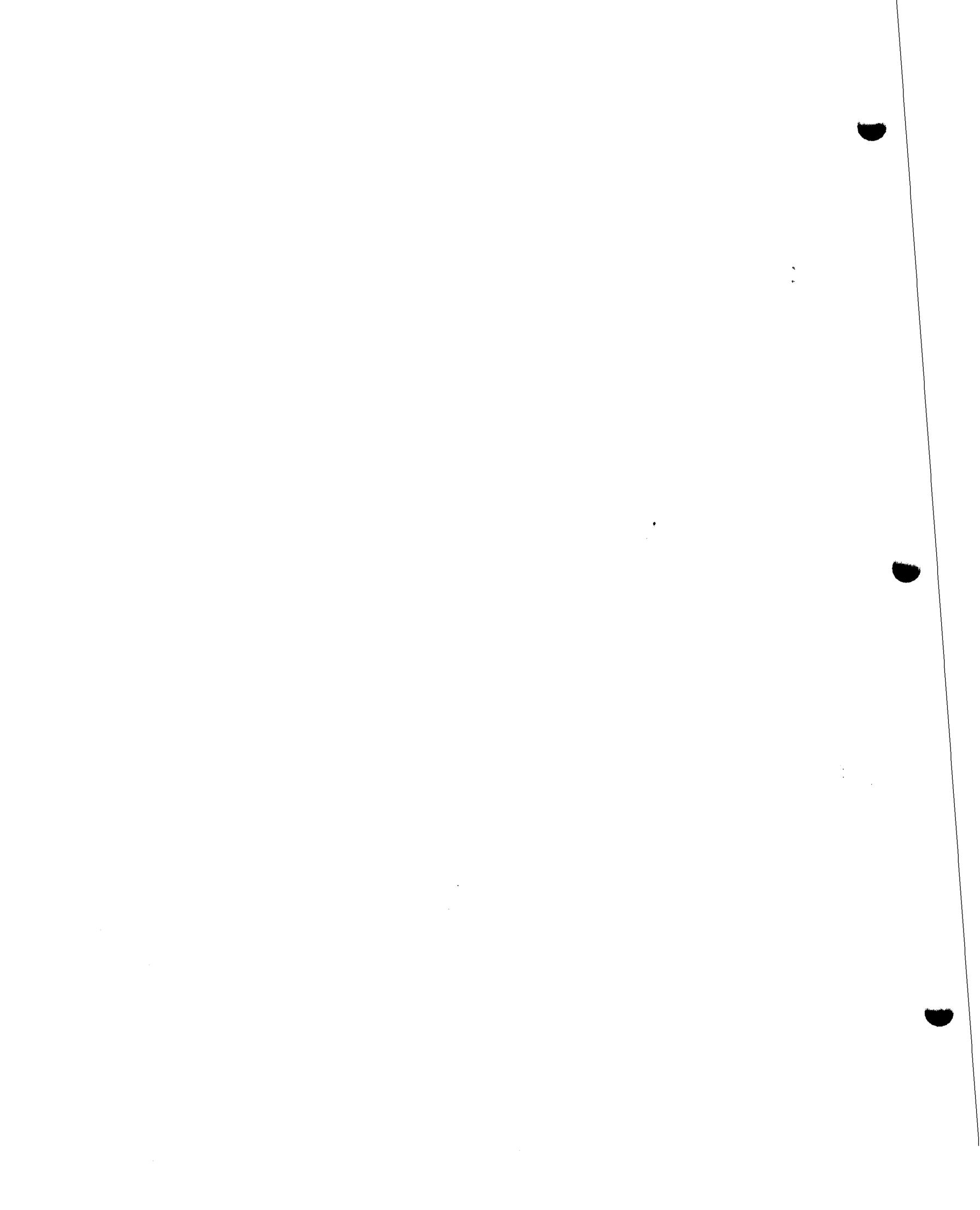
### NUMBER OF FACILITIES

Parks	19
Tennis Courts	18
Swimming Facilities	5
Theatres	2
Restaurants	96
Public Libraries	4

## MAJOR ANNUAL EVENTS

Crazy Days	January
Northwest District Junior Livestock Keeper of the Plains	March
Tri-State Music Festival	April
Crazy Days	May
Cherokee Strip Days Celebration & Parade	July
Garfield County Fair	September
Grand National Quail Hunt	September
YWCA's Parade of Homes	November-December
	December





# *Vance AFB*

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## *Community Support -- Education*

### ■ 1993 ACT Scores

- *Enid* = 21.8
- *National Average* = 20.7

### ■ Undergraduate and Graduate Programs

- *Phillips University*
- *Higher Education Center [Consortium of Oklahoma Universities]*
- *Vance Scholarship Program*

*Enid provides superior educational opportunities  
for both the City and for Vance!*

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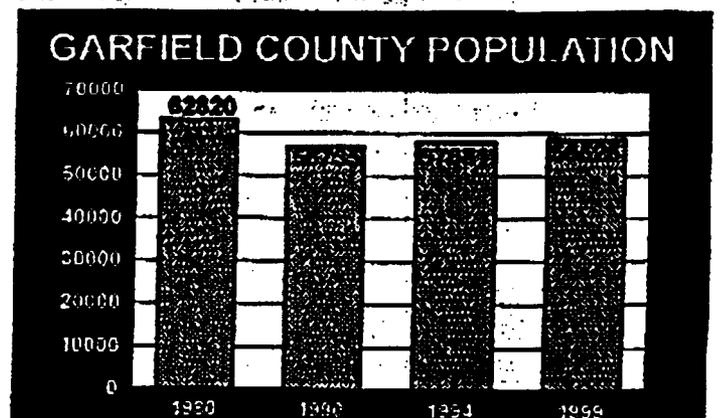
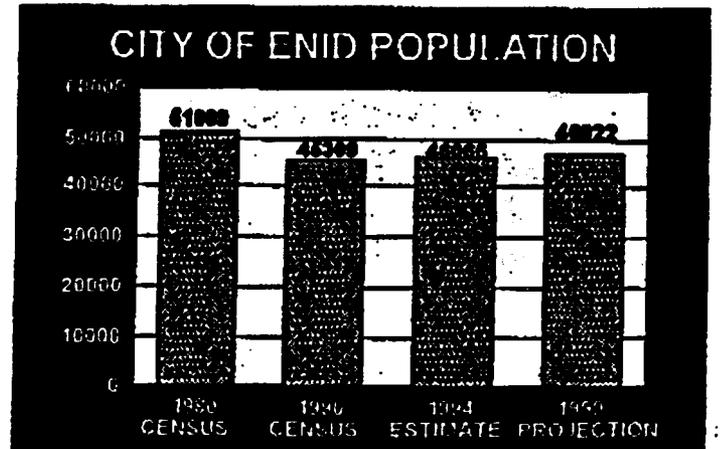
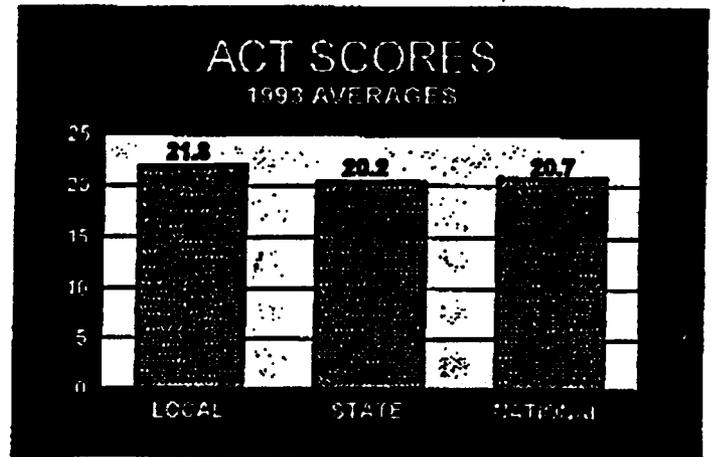
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HE Cummins & Sons Const.	Asphalt/Concrete	73
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Mfg. Durable Goods	1,092	877
Transportation	2,029	1,634
Comm. & Other Public Utilities	477	389
Wholesale Trade	1,455	1,165
Retail Trade	4,552	3,734
Finance, Insurance & Real Estate	1,353	1,141
Business & Repair Services	813	639
Personal Services	869	751
Entertainment & Recreation Services	218	201
Health Services	2,705	2,267
Educational Services	2,221	1,734
Other Professional & Related Services	1,305	1,071
Public Administration	1,329	1,048

## HOSPITAL

Enid Regional Hospital  
 110 Beds  
 \$215. Semi-private Room  
 \$230. Private Room

St. Mary's Hospital  
 277 Beds  
 \$367. Semi-private Room  
 \$396. Private Room

Bass Memorial Hospital  
 152 Beds  
 \$330. Semi-private Room  
 \$335. Private Room

## ATTRACTIONS & MUSEUMS

Enid-Phillips Symphony  
 Gaslight Theater  
 George's Antique Auto Museum  
 Humphry Village  
 Leonardo's Discovery Warehouse  
 Midgley Museum  
 Museum of the Cherokee Strip  
 Railroad Museum of Oklahoma  
 Robert Bartunek's Winery

## CHURCHES

Assembly of God  
 Baptist  
 Catholic  
 Christian  
 Church of Christ  
 Episcopal  
 LDS (Reorganized Church of Jesus Christ of Latter  
 Day Saints)  
 Lutheran  
 Mennonite  
 Methodist  
 Nazarene  
 Pentecostal  
 Presbyterian  
 Wesleyan

5-05

### FOR FURTHER INFORMATION CONTACT

Enid Development Coalition  
 Box 5616  
 Enid, OK 73701  
 (405) 234-0022

Enid Chamber of Commerce  
 210 Kenwood  
 Enid, OK 73701  
 (405) 237-2494

## RECREATIONAL FACILITIES

### LAKES

Sooner Lake	44 Miles
Great Salt Plains Lake	45 Miles
Kaw Lake	85 Miles
Lake Eufaula	201 Miles
Keystone Lake	96 Miles
Canton Lake	58 Miles

### GOLF COURSES

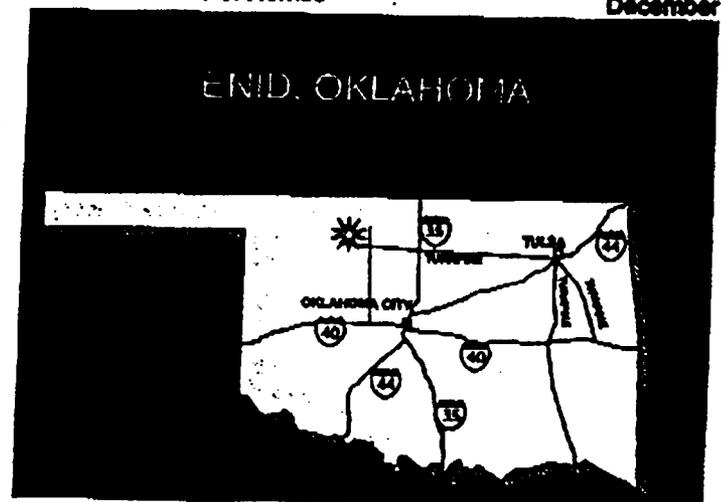
Oakwood Country Club	0 Miles
Meadowlake Golf Course	0 Miles
University Lake Golf Course	0 Miles

### NUMBER OF FACILITIES

Parks	19
Tennis Courts	18
Swimming Facilities	5
Theatres	2
Restaurants	98
Public Libraries	4

## MAJOR ANNUAL EVENTS

Crazy Days	January
Northwest District Junior Livestock	March
Keeper of the Plains	April
Tri-State Music Festival	May
Crazy Days	July
Cherokee Strip Days Celebration & Parade	September
Garfield County Fair	September
Grand National Quail Hunt	November-December
YWCA's Parade of Homes	December



# ***Vance AFB***

---

## ***Quality of Life -- Scholarship Program***



- **USAF encourages continuing education**
  - *Provides tuition assistance of 75% to active duty*
  - *No assistance for spouses or dependents*
  
- **City of Enid Scholarship Program**
  - *Covers last 25% tuition assistance for active duty*
  - *50% for spouses and dependents*
  - *Up to 6 hours per semester*

**Scholarship program unmatched**  
**anywhere in the Air Force!**





## VANCE SCHOLARSHIP PROGRAM

QUALITY OF LIFE AT VANCE AFB-----The city of Enid OK recently announced a breakthrough educational opportunity for Vance AFB personnel. The city is helping Vance people financially in conjunction with the opening of their new \$6.3M state-of-the-art University Center. Enid will pay the remaining 25% after Air Force tuition assistance for all military members and 50% of tuition costs for spouses, dependents, and Air Force civilians. The program in Enid is a win--win situation---it allows people assigned to Vance to more easily further their education while it helps enrollment in the Enid higher education program.

# ***Vance AFB***

---

## ***Community Support -- Recreation***

- Museums
- 5 large, public recreation lakes
- Professional golf courses
- World class hunting [quail, water fowl, small/large game]
- 19 parks for community events

***Enid provides innumerable activities designed to entertain, challenge, educate, and promote total quality of life for all residents!***



## GOVERNMENT

Type Of Government	City Council - Manager
Planning Commission	Yes
Zoning Regulations	Yes
Property Tax Per \$1,000 Valuation, City	\$74.99
Property Tax Per \$1,000 Valuation, Outside City	\$73.06
City Sales Tax	3.00%
State Sales Tax	4.5%
County Sales Tax	1.0%
Corporation Tax	6.0%
Full-time Firefighters	78
Volunteer Firefighters	0
Fire Insurance Rating	4
Enforcement Officers	84
Enforcement Vehicles	35

## FINANCE

Number Of Banks	13
Assets	\$11,778,325,000

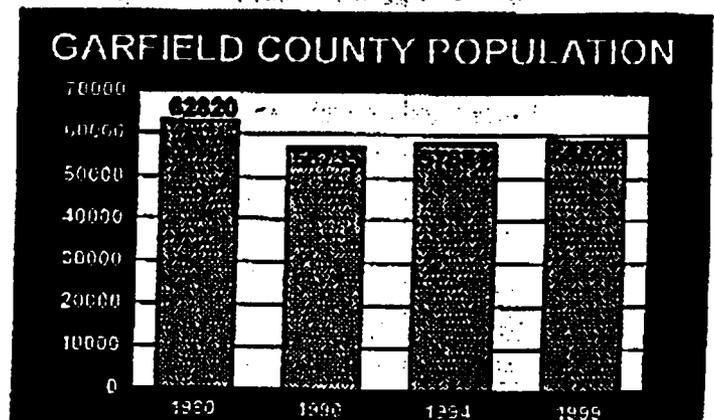
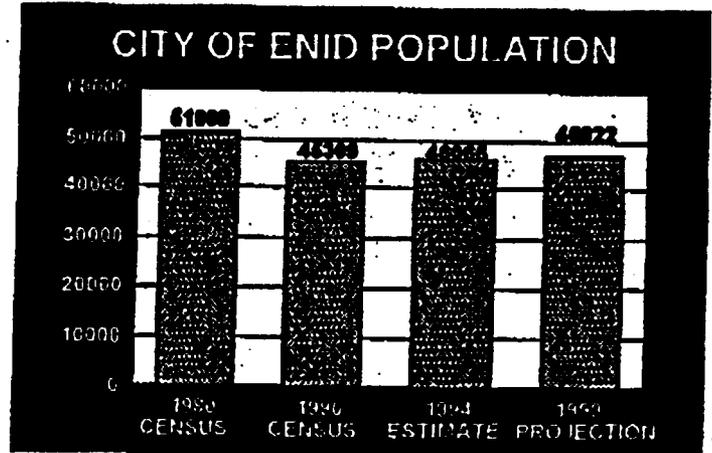
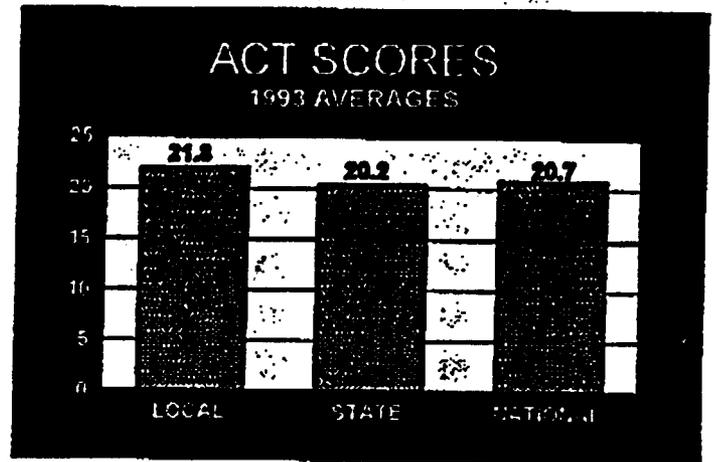
## CLIMATE

Average Annual Temperature	60 F
January Average Temperature	38.6 F
July Average Temperature	80.9 F
Annual Rainfall	30 inches
Annual Snowfall	12 inches
Average Relative Humidity	66%
Prevailing Wind Direction	South

## EDUCATION

Average High School Graduates	395
Dropout Rate	6%
Percent of Students Attending Universities	53%

	Schools	Teachers	Students	Ratio
Elementary	12	304	4096	13:1
Middle School	3	123	1715	14:1
High School	1	88	1310	14:1
Private/Parochial	2	20	225	11:1
Vo-Tech	1	36	875	24:1
Phillips University	1	55	901	16:1
Enid Higher Ed. Ctr.	1	60	750	10:1



## AREA INDUSTRY

COMPANY	PRODUCT	NUMBER OF EMPLOYEES
Northrop Aircraft Svc., Inc.	Aircraft Maintenance	1,204
Farmland Industries - Union Equity Division	Grain	104
Advance Meat Company	Breaded Meat Products	600
Johnston Grain Authority	Grain, Feed & Seed	88
Uni Steel	Fabricated Steel	90
George E. Felling Co.	Portable Drilling Equipment	151
Central Machine Tool	Foundry Machines	250
Farmland Industries	Anhydrous Ammonia	134
Great Lakes Carbon Corp.	Petroleum Coke	78
HE Cummins & Sons Const.	Asphalt/Concrete	73
Hackney Iron & Steel	Steel Fabricators	78
ADM/IPC Milling	Flour Mill	90

### OTHER MAJOR EMPLOYERS

Philips University	Liberal Arts College	148
Northern Oklahoma Resource	Institutional Care	900
Saint Mary's Hospital	Regional Health Care	633
Bass Memorial Hospital	Regional Cancer Center	600
End Regional Hospital	Regional Health Care	230
Garfield County	County Offices	194
City of Enid	City Offices	625
Vance Air Force Base	Air Force Base	1,450

### CITY LABOR FORCE CITY OF ENID



### COUNTY LABOR FORCE GARFIELD COUNTY



## LABOR WORKFORCE

OCCUPATION	COUNTY	CITY
Management	2,438	1,990
Professional Specialty	2,928	2,375
Technical Support	652	538
Sales	3,210	2,691
Administrative & Clerical	3,812	3,055
Service	3,937	3,218
Precision Production	3,041	2,306
Operatives & Assemblers	829	603
Material Handling	1,348	1,037
Unskilled Labor	1,136	842
Agriculture & Other	1,073	345
INDUSTRY	COUNTY	CITY
Agriculture, Forestry & Fisheries	1,169	392
Mining	784	553
Construction	1,192	879
Mfg. Non-durable Goods	839	627
Mfg. Durable Goods	1,092	877
Transportation	2,029	1,634
Comm. & Other Public Utilities	477	389
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Museum of the Cherokee Strip  
Railroad Museum of Oklahoma  
Robert Bartunek's Winery

## CHURCHES

Assembly of God  
Baptist  
Catholic  
Christian  
Church of Christ  
Episcopal  
LDS (Reorganized Church of Jesus Christ of Latter Day Saints)  
Lutheran  
Mennonite  
Methodist  
Nazarene  
Pentecostal  
Presbyterian  
Wesleyan

6-85

### FOR FURTHER INFORMATION CONTACT

Enid Development Coalition  
Box 8616  
Enid, OK 73701  
(405) 234-0022

Enid Chamber of Commerce  
210 Kenwood  
Enid, OK 73701  
(405) 237-2494

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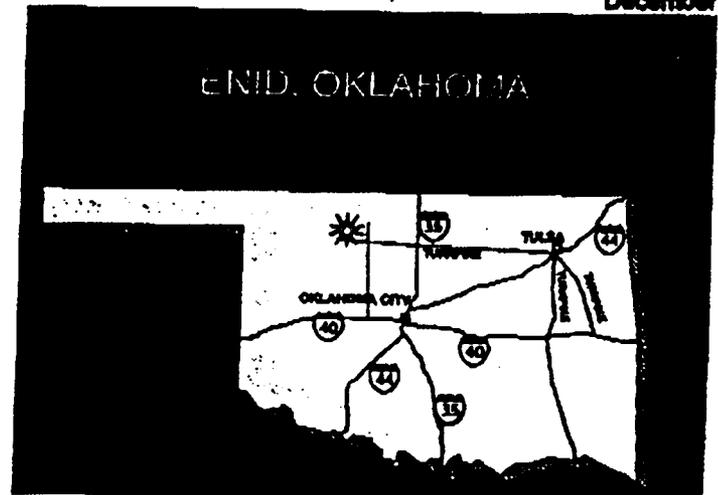
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Garfield County Fair	September
Grand National Quail Hunt	November-December
YWCA's Parade of Homes	December



# *Vance AFB*

---



## *Utility Support*

- **Modernized water well system in Enid**
  - *Capacity and quality*
  
- **Vance attached to Enid sewer system**
  - *Vance has pretreatment for industrial sewage*
  
- **Vance has fiber optics in place**
  - *Unlimited digital growth potential*





CIT

DUPLICATED  
READING

SECOND  
READING

REQUEST FOR COUNCIL ACTION

TABLED

PASSED

DATE: November 21, 1989

AGENDA SECTION:

Consent

ITEM:

ORIGINATING DEPARTMENT:

Engineering

TITLE:

ACCEPTANCE OF VANCE AFB SANITARY SEWER LINE  
EXTENSION PROJECT, S.S.D. NO. 314-H, AND  
AUTHORIZE FINAL PAYMENT.

BY: Robert Hitt

APPROVED FOR AGENDA:

BY:

BACKGROUND: *(The City paid \$86,000+ on the following project)*

This project consisted of extending approximately 16,000 feet of sanitary sewer line from the City of Enid's existing system, to Vance Air Force Base. The purpose of the project was to provide for Vance Air Force Base through Northrop Worldwide Aircraft Services, Inc. (NWASI) to connect and discharge to the City of Enid's Water Pollution Control Plant.

Work began on this project in January, 1989 and continued until substantial completion of the project on October 3, 1989. Final inspection was held with Vance Air Force Base, NWASI, and Luckinbill, Inc. on November 1, 1989. The project was found to be complete in good order and ready for use.

Change Order No. 3 for the project was accepted by Council action of November 7, 1989. This change order provided a reduction in the amount of \$24,500.00 to bring the total contract amount to \$861,256.00. The project was completed on time and at 4% under the original bid amount. The decrease in cost was as a result of the contractor's ability to place the sanitary sewer line without requiring expensive pipe cradles. The project had projected several thousand feet of pipe cradle. Base stability was not a problem during construction and cradles were not needed.

Acceptance of this project will complete the City's obligation to NWASI and authorize final payment to the contractor upon receipt of funds from NWASI and trigger the notification of abutting property owners of their requirement to connect to the public system within 90 days.

Prior payments have been made to the contractor in the amount of \$831,927. This action will authorize final payment in the amount of \$29,329.



# City of Enid

## Interdepartmental Memorandum

**DATE:** May 25, 1995  
**TO:** Crusher Craigie  
**FROM:** Bob Farrell  
**SUBJECT:** Slides for BRAC Visit and Regional Hearing

I picked up the attached slides late yesterday and have reviewed them to ensure you have been given the ones with better quality. In addition to the ones we took late Friday, I found some others from various sources which I've included as well. These are of the Grand National Quail Hunt, an aerial view of Phillips University, an artist rendition of the soon-to-be County Expo Center, and one of a wheat field with the sun setting.

Any slides which you do not use may be returned to me upon your next visit. The Chamber of Commerce would like to use some of them in their promotional handouts.

---

I have also been given some information from Craig Stephenson regarding Vance's sanitary sewer line which I have included. Enid spent approximately \$50 mil in the early 80's for a water project to enhance the volume of water available to the users. Approximately 60 new wells were added, as well as gathering lines and a transmission line of approximately 20 miles. A water treatment plant was built which has a 10 mil gallon ground storage capacity. Additionally, a 750,000 gallon elevated storage tank was constructed.

Craig also noted that the ACUIZ regulation was adopted in 1988.

Give me a call if you need anything further.

# Vance AFB



## Utility Expansion

### UTILITY EXPANSION

*without*

### ADDITIONAL CONSTRUCTION

	<u>Vance</u>	<u>Reese</u>	<u>Columbus</u>	<u>Laughlin</u>
<i>Water</i>	87%	78%	36%	18%*
<i>Sewer</i>	86%	79%	17%*	55%
<i>Gas</i>	67%	21%	n/a	70%
<i>Electric</i>	31%*	18%*	47%	44%

\* Limiting utility at each base

Source: 1995 USAF Certified Data

■ Vance can expand rated capacity by 31% with no additional MILCON

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Vance AFB - AETC

## 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	13 %
II.3.A.2 Sewage:	1.2 MG/D		14 %
II.3.A.3 Electrical distribution:	9.526 MW	MW - million watts	69 %
II.3.A.4 Natural Gas:	3.214 MCF/D	MCF/D - million cubic feet per day	33 %
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:

Water capacity is 0.23288 MG/D; Sewage capacity is 0.20550 MG/D. Electrical power purchased from SWPA, maximum 30 minute demand of 660 KW. Annual surveys available for natural gas line Cathodic Protection.

## 4. Aircraft Maintenance Hangar Facilities

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

II.4.A.1 Facility number: 129 Hanger

Current Use: Maintenance Hanger

II.4.A.2 Size (SF): 23,543 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: FB-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	92 ft	20 ft	
II.4.A.6 Largest unobstructed space inside the facility:	100 ft	31 ft	184 ft

II.4.A.1 Facility number: 141 Hanger

Current Use: Maintenance Hanger

II.4.A.2 Size (SF): 56,933 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:	160 ft	41 ft	
II.4.A.6 Largest unobstructed space inside the facility:	160 ft	57 ft	241 ft

1995 AIR FORCE BASE QUESTIONNAIRE

Reese AFB - AETC

UNCLASSIFIED

3. Utility Systems

P.3.A	The overall system capacity and percent current usage for utility system categories:	Capacity	Unit of Measure	Percent Usage
P.3.A.1	Water:	3.0 MG/D	MG/D - million gallons per day	22 %
P.3.A.2	Sewage:	0.42 MG/D		21 %
P.3.A.3	Electrical distribution:	7.762 MW	MW - million warts	82 %
P.3.A.4	Natural Gas:	1.096 MCF/D	MCF/D - million cubic feet per day	79 %
P.3.A.5	High temperature water/steam generation/distribution:	-	MBTUH - million British thermal units per hour	
P.3.B	Characteristics regarding the utility system that should be considered:			

All contracts are without "take or pay" clauses, no natural gas is purchased through DFSC central office, electric power is not purchased from Federal Power Marketing Administrations, 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.

P.4.A.1	Facility number: 52	Hangar
P.4.A.2	Current Use: T-37 MAINTENANCE	
P.4.A.2	Size (SF): 18,400 SF	
P.4.A.3-4	Largest aircraft the hangar/nose dock can COMPLETELY enclose: F-111	
DIMENSIONS:		
P.4.A.5	Door Opening:	90 ft
P.4.A.6	Largest unobstructed space inside the facility:	100 ft
P.4.A.1	Facility number: 70	Hangar
P.4.A.2	Current Use: T-37 MODIFICATION TEAM	
P.4.A.2	Size (SF): 10,500 SF	
P.4.A.3-4	Largest aircraft the hangar/nose dock can COMPLETELY enclose: F-111	
DIMENSIONS:		
P.4.A.5	Door Opening:	90 ft
P.4.A.6	Largest unobstructed space inside the facility:	100 ft
P.4.A.1	Facility number: 70	Hangar
P.4.A.2	Current Use: T-37 MODIFICATION TEAM	
P.4.A.2	Size (SF): 10,500 SF	
P.4.A.3-4	Largest aircraft the hangar/nose dock can COMPLETELY enclose: F-111	
DIMENSIONS:		
P.4.A.5	Door Opening:	90 ft
P.4.A.6	Largest unobstructed space inside the facility:	100 ft

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Columbus AFB - AETC

#### 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:	1.0 MG/D	MG/D - million gallons per day	64 %
II.3.A.2 Sewage:	0.75 MG/D		83 %
II.3.A.3 Electrical distribution:	24.0 MW	MW - million watts	53 %
II.3.A.4 Natural Gas:		MCF/D - million cubic feet per day	%
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:

Service contracts are "take or pay," no natural gas but will have distribution system by FY95, no electric power purchased from Federal Power Marketing Administration, sanitary study will be complete by FY94, no cathodic protection on water/gas line.

#### 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: 440 Hanger  
Current Use: MAINTENANCE HANGER

II.4.A.2 Size (SF): 48,112 SF

II.4.A.3-4 Largest aircraft the hangar/ nose dock can COMPLETELY enclose: B1

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	113 ft	20 ft	
II.4.A.6 Largest unobstructed space inside the facility:	256 ft	20 ft	124 ft

II.4.A.1 Facility number: 450 Hanger  
Current Use: MAINTENANCE HANGER

II.4.A.2 Size (SF): 20,775 SF

II.4.A.3-4 Largest aircraft the hangar/ nose dock can COMPLETELY enclose: C119

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	200 ft	34 ft	
II.4.A.6 Largest unobstructed space inside the facility:	92 ft	34 ft	270 ft

**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Laughlin AFB - AFTC**

UNCLASSIFIED

**3. Utility Systems**

11.3.A	The overall system capacity and percent current usage for utility system categories:	Capacity	Unit of Measure	
11.3.A.1	Water:	2.4 MG/D	MG/D - million gallons per day	82 %
11.3.A.2	Sewage:	1.0 MG/D		45 %
11.3.A.3	Electrical distribution:	15.9 MW	MW - million watts	56 %
11.3.A.4	Natural Gas:	4.00 MCF/D	MCF/D - million cubic feet per day	30 %
11.3.A.5	High temperature water/steam generation/distribution:		MBTUH - million British thermal units per hour	%

11.3.B Characteristics regarding the utility system that should be considered:

Aux Field electrical service is under a connection charge clause with a \$20,353 credit balance. Water mains have no cathode protection--steel storage reservoir has impressed current system. Cathodic protection on gas lines.

**4. Aircraft Maintenance Hangar Facilities**

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

11.4.A.1	Facility number: 50	Hangar
11.4.A.2	Current Use: Hangar	
11.4.A.2	Size (SF): 53,550 SF	
11.4.A.3-4	Largest aircraft the hangar/nose dock can COMPLETELY enclose: F-111	
DIMENSIONS:		
11.4.A.5	Door Opening:	172 ft
11.4.A.6	Largest unobstructed space inside the facility:	172 ft
11.4.A.1	Facility number: 210	Hangar
11.4.A.2	Current Use: Hangar	
11.4.A.2	Size (SF): 44,888 SF	
11.4.A.3-4	Largest aircraft the hangar/nose dock can COMPLETELY enclose: F-111	
DIMENSIONS:		
11.4.A.5	Door Opening:	27 ft
11.4.A.6	Largest unobstructed space inside the facility:	27 ft
11.4.A.5	Door Opening:	160 ft
11.4.A.6	Largest unobstructed space inside the facility:	160 ft

UNCLASSIFIED

14-Feb-95

11.37

# *Vance AFB*

---



## *Community Support --Health Care Partnership*

- **Prior to 1992, Emergency Room services provided through CHAMPUS**
  - *Expensive*
  
- **Unique medical contract between Vance and St. Mary's Hospital**
  - *After-hours emergency room services*
  - *ER services rendered at \$15 per visit*
  - *\$53K saved in first 6 months of FY95*

*Saves Vance money and increases quality of service for Vance personnel!*

A decorative graphic in the bottom right corner consisting of a dark gray triangle with a white diagonal line running from the top right to the bottom left.



**DEPARTMENT OF THE AIR FORCE**  
**AIR EDUCATION AND TRAINING COMMAND**

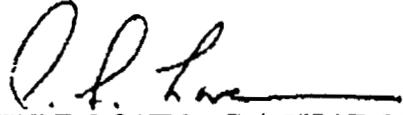
MEMORANDUM FOR COLONEL CRAIGIE

23 MAY 1995

FROM: 71 MDG/SGST

SUBJECT: Medical Slide for BRAC Visit

1. Your community support slide about medical emergency room support remains correct with the one exception that the services are provided for \$15.00 rather than \$25.00. The additional information you requested about cost savings and participation numbers is at attachment 2. These numbers are for FY 95.
2. If need any additional information, please contact Major Bill Brandt at commercial (405) 249-6214.

  
ANDREW F. LOVE Lt Col, USAF, MSC  
Commander, 71 Medical Group

2 Atch

1. Your Community Support Slide
2. St Mary's ER Usage FY 95

## COMMUNITY SUPPORT

### MEDICAL EMERGENCY ROOM SUPPORT

--VANCE ON-BASE MEDICAL SUPPORT HAS BEEN LIMITED TO DAYTIME CLINIC SERVICES

--SMALL NUMBER OF ACTIVE DUTY PERSONNEL DID NOT WARRANT FULL SERVICE HOSPITAL

-- ENID MEDICAL PERSONNEL CONDUCTED REFERRALS, SURGERY, AND SPECIALTIES

--PRIOR TO 1992, ALL OFF-BASE MEDICAL SERVICES WERE SUPPORTED THROUGH CHAMPUS--A VERY EXPENSIVE APPROACH TO CARE

--IN 1992 A UNIQUE CONTRACT SERVICE ARRANGEMENT WAS DEVELOPED

--AFTER HOURS EMERGENCY ROOM SERVICES WERE PROVIDED THROUGH ST. MARY'S HOSPITAL FOR ONLY \$25 A VISIT

--THE \$25 PROVIDES

--NORMAL ER SERVICES

--X-RAY IF NECESSARY

--MEDICINE UNTIL THE NEXT DUTY DAY

--IN EXCHANGE FOR THE ER SERVICES VANCE DIRECTS ALL ITS ACTIVE DUTY EXPECTANT MOTHERS TO ST MARY'S FOR BIRTHING CARE

**ER ARRANGEMENT SAVES MONEY AND IMPROVES SERVICE TO PERSONNEL**

SAVINGS TO VANCE PERSONNEL/CHAMPUS FROM ST MARY'S EMERGENCY  
ROOM AGREEMENT

MONTH	PATIENTS SEEN AT ST MARY'S ER	PTS MEETING AGREEMENT CRITERIA	ACTUAL CHARGES	PATIENTS/ CHAMPUS PAID ONLY
OCTOBER	50	39 (78%)	\$11063	\$ 4421 (40%)
NOVEMBER	44	39 (89%)	7597	1608 (21%)
DECEMBER	57	49 (86%)	11324	2802 (25%)
JANUARY	54	49 (91%)	10387	2703 (26%)
FEBRUARY	56	48 (86%)	10141	2826 (28%)
MARCH	53	45 (85%)	10330	2178 (21%)
APRIL	64	53 (83 %)	13287	4122 (31%)

513

74127

20,000

# Vance AFB



## Economic Impact

<i>Total Economic Impact</i>			
<u>Vance</u>	<u>Reese</u>	<u>Columbus</u>	<u>Laughlin</u>
9.4%	2.0%	5.4%	20.9%

Source: USAF Certified Data

- **Vance provides 13.4% of all wages in Enid\***
  - *Estimated 15.2% of residents will leave Enid\**
- **Vance provides highest salaries in county\***
  - *\$19,617 = Garfield county average\**
  - *\$32,024 = Vance average salary\**

\*Source: Univ. of Oklahoma, Center for Economics and Mgmt. Research, Feb 95

- **Closing Vance would devastate regional economy**



*The*  
**University of Oklahoma**

**CENTER FOR ECONOMIC AND MANAGEMENT RESEARCH  
COLLEGE OF BUSINESS ADMINISTRATION  
307 West Brooks Street, Room 4  
Norman, Oklahoma 73019-0450  
(405) 325-2931**

February 22, 1995

**Mr. Mike Cooper  
Southwestern Bell Telephone  
102 N. Adams  
Enid, Oklahoma 73701**

Dear Mike,

I am forwarding my report regarding the economic impact of Vance Air Force Base on the economy of the Enid area. I understand that our office will not release the report or information in the report without your permission.

Please give me a call if you have questions about the report.

By the way, Dan Gorin at the Oklahoma Department Commerce told me of a toll-free number sponsored by the Department of Defense that offers base closure information. The number is 1-800-345-1222. It appears that the information available through this number deals with how a locality can best manage the defense conversion effort.

Sincerely,

David A. Penn  
Assistant Director

**ATTORNEY CLIENT PRIVILEGE**

**The Impact of Vance Air Force Base  
On the Economy of the Enid Metropolitan Area**

for

Vance Development Authority  
P.O. Box 1768  
Enid, Oklahoma 73702-1768

by

David A. Penn  
Assistant Director  
Center for Economic and Management Research  
College of Business Administration  
The University of Oklahoma

February 1995

## **The Impact of Vance Air Force Base On the Economy of the Enid Metropolitan Area**

### **The Methodology of Economic Impact Analysis**

The economic impact of an industry on a local economy consists of direct, indirect, and induced impacts. Direct impacts are the immediate effects of new hiring and spending in the industry providing the good or service. Using the construction industry as an example, the jobs to fill new positions within the construction firms and the resulting payrolls are examples of the direct effects of new construction spending. Indirect impacts are the effects that occur in other sectors as a result of the new purchases made by the construction sector. For example, to construct a new building, the construction industry purchases inputs from a variety of other industries including electrical wiring, plumbing and heating equipment, fixtures, furniture, and carpeting. Thus, the new higher level of spending supports new hiring and spending in related industries. Induced effects are brought about by the increased consumer spending owing to the initial direct and indirect effects. In brief, the new jobs created in the construction sector create additional employment in industries that supply materials to the construction sector. And, new spending by workers in their roles as consumers creates even more jobs.

Multipliers used in this study were calculated from an input-output model constructed for the economy of the Enid Metro Area. A multiplier with a magnitude of 2.5 can be separated into the direct effect (1.0) and the indirect and induced effects (1.5). The total impact initiated by a change in local spending can be estimated by multiplying the direct effect by the multiplier. The methods used to develop the input-output model are described in the Appendix.

## **Data Collection**

The economic impact of an industry depends to a large degree on the extent to which materials and supplies purchased by the industry are manufactured or otherwise produced in the area. Industries that import much of their supplies from outside the area will generate a smaller local economic impact than industries that purchase locally-made materials and supplies. Consequently, knowledge of the patterns of spending for materials and supplies by Vance Air Force Base is critical for the purpose of estimating impacts on the Enid MSA economy.

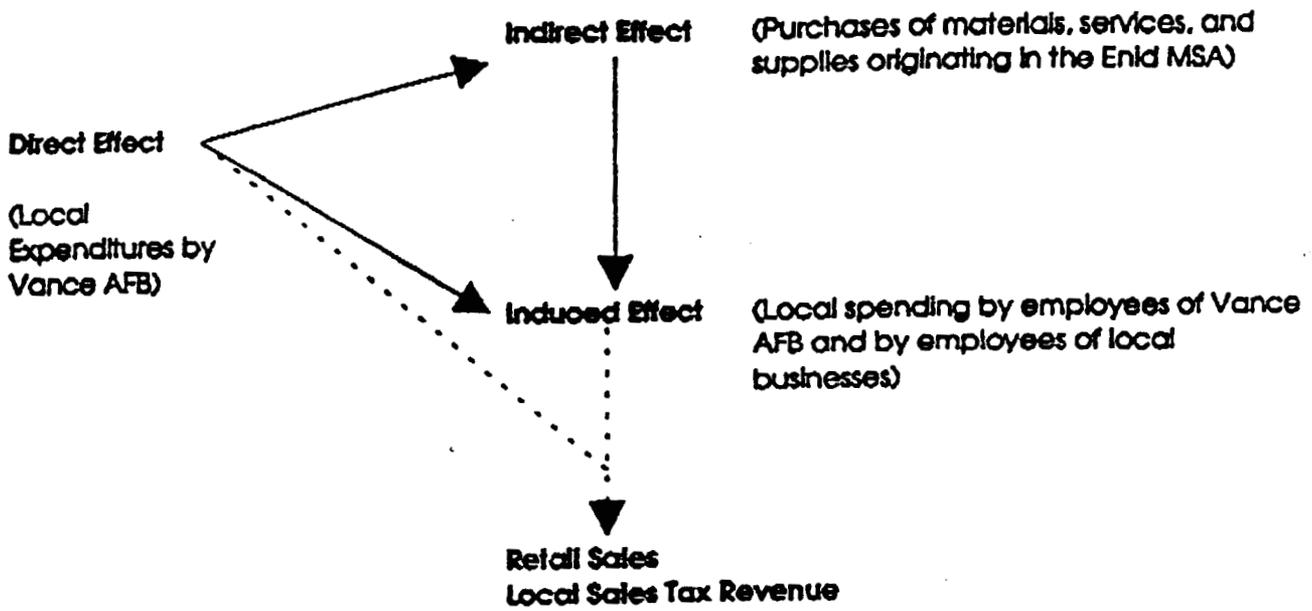
## **Vance Air Force Base and the Enid MSA Economy**

An economic impact can be divided into three components: direct effects, indirect effects and induced effects. The direct effect consists of the original change in final demand that begins the multiplier process. The direct effect initiates the process of economic expansion throughout the Enid MSA economy. For example, construction contractors at Vance AFB will need materials and supplies from other businesses. Suppliers to the construction industry will also need to purchase materials and supplies needed by their businesses, and so on. The sum of these round-by-round increases in spending for materials, equipment, and supplies from businesses to other businesses is termed the indirect effect.

Wages and salaries paid to workers employed by supplying industries generate household expenditures for items such as housing, food, and utilities. This is called the induced effect.

Figure 1 summarizes the mechanics of the input-output model. Spending by Vance Air Force Base (the direct effect) produces indirect effects as suppliers provide inputs to contractors at the base. Personal income increases in the Enid MSA economy, generating greater consumer expenditures (the induced effect). Sales taxes increase due to increased expenditures by consumers.

**Figure 1: Model of the Economic Impact of Vance Air Force Base**



## **Summary of Economic Impact of Vance AFB on the Enid MSA Economy**

Vance Air Force Base produces a major economic impact on the economy of the Enid MSA. Perhaps the most effective way to demonstrate its importance is to examine the impact of the base without considering any multipliers; in other words, by examining the direct impact of the base relative to the size of the Enid MSA economy.

### ***Direct Impact***

In 1993, expenditures for payroll, construction, and supplies by Vance Air Force Base produced the following direct--or first round--impacts in the Enid MSA economy:

- o \$84.2 million in industrial output,
- o 2,235 jobs, and
- o \$71.6 million in wages and salaries.

Industrial output is produced by Vance AFB in three primary sources: 1) payroll (\$71.6 million), 2) construction (\$5.8 million), and 3) expenditures for supplies and materials (\$6.8 million), for a total of \$84.2 million.

With 2,235 persons on the payroll, Vance AFB directly accounts for 6.7 percent of total employment and 13.4 percent of all wages and salaries in the Enid MSA. Since the average annual salary at Vance AFB is \$32,024, much higher than the county average annual salary of \$19,617 in 1992,<sup>1</sup> Vance accounts for a much larger proportion of Enid MSA wages and salaries than employment. Assuming purchases by households for taxable items are directly related to household income, spending by employees of Vance accounts for 6.6 percent of local sales tax revenues.

---

<sup>1</sup> County data regarding income and employment are from the Bureau of Economic Analysis, U.S. Department of Commerce.

### ***Multiplied Impact***

Without the multiplier Vance AFB exerted a large impact on the Enid MSA economy. When the multiplier is incorporated into the analysis, a large impact becomes a huge impact. Expenditures for payroll, construction, and supplies by Vance AFB generated the following total impacts on the Enid MSA economy (Table 1):

- o \$181.9 million in industrial output,
- o \$105.3 million in labor and proprietor's earnings,
- o \$94.6 million in wages and salaries,
- o 4,183 total jobs, including the self-employed, and
- o 3,704 wage and salary jobs,
- o \$44.3 million in retail sales,
- o \$978 million in municipal sales tax revenues in the Enid MSA.

The impact on Enid MSA population depends on assumptions regarding the extent of migration subsequent to closing the base. That is, how many persons would attempt to remain in the Enid area? If the base is closed and all 4,183 persons who become unemployed leave the Enid MSA, population will decline by about 7,000 persons (Table 1).

Table 2 shows the breakdown of these impacts by source of expenditure (payroll, construction, and spending for supplies). By far, payrolls at Vance AFB exert the largest effect, followed by construction and expenditures for supplies. Table 3 through Table 6 show impacts in the Enid MSA by industry for total Vance AFB spending, payroll, construction, and local expenditures for supplies and materials.

**Table 1: Summary of Impacts of Vance AFB on the Economy of Enid MSA**

	Direct Impact	Indirect and Induced Impact	Total Impact	Estimated Enid MSA 1994	Direct Impact as Percent of Enid MSA	Total Impact as Percent of Enid MSA
Total Employment	2,235	1,948	4,183	33,559	6.7%	12.5%
Wage and Salary Employment	2,235	1,469	3,704	25,640	8.7%	14.4%
Population (1,000)	3,761	3,278	7,039	56,470	6.7%	12.5%
Industrial Output (1,000)	\$84,181	\$97,684	\$181,865	\$1,707,101	4.9%	10.7%
Total Personal Income (1,000)	\$69,257	\$36,073	\$105,331	\$1,055,233	6.6%	10.0%
Labor and Self-Employed Earnings (1,000)	\$69,257	\$36,073	\$105,331	\$680,046	10.2%	15.5%
Wages and Salaries (1,000)	\$69,257	\$25,344	\$94,602	\$516,862	13.4%	18.3%
Retail Trade (1,000)	\$29,120	\$15,167	\$44,287	\$443,683	6.6%	10.0%
Sales Subject to Sales Tax (1,000)	\$21,432	\$11,163	\$32,594	\$326,539	6.6%	10.0%
Sales Tax Revenues (1,000)	\$643	\$335	\$978	\$9,796	6.6%	10.0%

**Table 2: Impacts of Payroll, Construction, and Expenditures for Supplies, Vance AFB, 1993**

Source	Industrial Output (1,000)	Labor and Proprietor's Earnings (1,000)	Wages & Salaries (1,000)	Sales Tax Revenue (1,000)	Retail Trade (1,000)	Total Employment	Wage & Salary Employment
Payroll	\$162,783	\$98,367	\$89,937	\$913	\$41,359	3,828	3,453
Construction	\$11,792	\$4,424	\$2,837	\$41	\$1,860	225	146
Supplies	\$7,290	\$2,539	\$1,827	\$24	\$4,788	130	105
<b>Total</b>	<b>\$181,865</b>	<b>\$105,331</b>	<b>\$94,602</b>	<b>\$978</b>	<b>\$44,287</b>	<b>4,183</b>	<b>3,704</b>

**Table 3: Impacts on Industrial Output, Earnings, Wages and Salaries, and Employment in the Enid Metro Area, Total Spending by Vance AFB**

	Industrial Output	Labor and Proprietor's Earnings	Wages & Salaries	Total Employment	Wage & Salary Employment
Agriculture	\$6,565	\$3,355	\$641	115	24
Oil and gas	\$2,864	\$1,222	\$890	68	34
Minerals mining	\$22	\$0	\$0	0	0
Construction	\$7,879	\$3,697	\$2,190	177	99
Food and kindred products	\$10,931	\$2,752	\$2,305	105	104
Apparel	\$48	\$17	\$15	1	1
Lumber and wood products	\$266	\$53	\$37	2	1
Printing and publishing	\$1,409	\$225	\$186	13	12
Chemicals and allied products	\$2,366	\$369	\$309	7	7
Petroleum refining	\$3,710	\$188	\$137	3	3
Rubber, plastics, and leather	\$130	\$7	\$6	1	1
Stone, clay, and glass	\$494	\$76	\$65	4	4
Fabricated metal products	\$265	\$31	\$26	2	2
Industrial and commercial machinery	\$829	\$114	\$97	6	6
Railroads	\$558	\$162	\$151	3	3
Trucking and warehousing	\$1,559	\$459	\$327	28	19
Air transportation	\$1,499	\$434	\$352	14	14
Transportation services	\$84	\$30	\$12	1	1
Communications	\$2,287	\$497	\$398	16	15
Electric, gas, sanitary services	\$3,992	\$764	\$543	19	18
Wholesale trade	\$6,998	\$1,752	\$1,495	67	60
Retail trade	\$9,302	\$3,246	\$2,445	316	246
Financial services	\$4,086	\$708	\$614	36	31
Insurance	\$1,665	\$836	\$611	26	19
Real estate	\$5,049	\$545	\$483	68	26
Hotels and motels	\$559	\$193	\$161	22	20
Restaurants	\$4,856	\$2,007	\$1,646	178	169
Personal services	\$1,861	\$454	\$232	56	21
Business services	\$1,187	\$551	\$329	30	18
Auto repair and misc. repair services	\$3,056	\$873	\$566	51	29
Entertainment	\$858	\$166	\$97	21	12
Health services	\$17,899	\$6,261	\$4,562	295	268
Other services	\$4,859	\$1,405	\$1,064	85	69
Government	\$71,874	\$71,883	\$71,611	2,347	2,347
<b>TOTAL</b>	<b>\$181,865</b>	<b>\$105,331</b>	<b>\$94,602</b>	<b>4,183</b>	<b>3,704</b>

**Table 4: Impacts on Industrial Output, Earnings, Wages and Salaries, and Employment in the Enid Metro Area, Expenditures for Payroll by Vance AFB**

	Industrial Output	Labor and Proprietor's Earnings	Wages & Salaries	Total Employment	Wage & Salary Employment
Agriculture	\$6,043	\$3,063	\$586	105	22
Oil and gas	\$2,558	\$1,096	\$798	61	31
Minerals mining	\$19	\$0	\$0	0	0
Construction	\$1,824	\$856	\$507	41	23
Food and kindred products	\$10,114	\$2,542	\$2,130	97	96
Apparel	\$44	\$17	\$15	1	1
Lumber and wood products	\$109	\$27	\$18	1	1
Printing and publishing	\$1,272	\$190	\$157	11	10
Chemicals and allied products	\$2,073	\$316	\$265	6	6
Petroleum refining	\$3,294	\$188	\$137	3	3
Rubber, plastics, and leather	\$112	\$7	\$6	1	1
Stone, clay, and glass	\$301	\$38	\$32	2	2
Fabricated metal products	\$175	\$16	\$13	1	1
Industrial and commercial machinery	\$612	\$76	\$65	4	4
Railroads	\$492	\$162	\$151	3	3
Trucking and warehousing	\$1,347	\$394	\$280	24	17
Air transportation	\$1,371	\$403	\$327	13	13
Transportation services	\$76	\$30	\$12	1	1
Communications	\$2,071	\$435	\$348	14	14
Electric, gas, sanitary services	\$3,632	\$684	\$486	17	17
Wholesale trade	\$6,167	\$1,542	\$1,317	69	53
Retail trade	\$8,451	\$2,948	\$2,220	287	223
Financial services	\$3,743	\$649	\$563	39	28
Insurance	\$1,540	\$772	\$564	24	17
Real estate	\$4,631	\$497	\$440	62	24
Hotels and motels	\$511	\$176	\$147	20	18
Restaurants	\$4,426	\$1,838	\$1,507	163	154
Personal services	\$1,719	\$414	\$211	51	19
Business services	\$820	\$385	\$231	21	13
Auto repair and misc. repair services	\$2,516	\$719	\$466	42	24
Entertainment	\$795	\$158	\$92	20	11
Health services	\$14,288	\$5,009	\$3,650	236	215
Other services	\$4,104	\$1,190	\$902	72	58
Government	\$71,534	\$71,531	\$71,296	2,332	2,332
<b>TOTAL</b>	<b>\$162,783</b>	<b>\$98,367</b>	<b>\$89,937</b>	<b>3,828</b>	<b>3,453</b>

**Table 5: Impacts on Industrial Output, Earnings, Wages and Salaries, and Employment in the Enid Metro Area, Spending for Construction by Vance AFB**

	Industrial Output	Labor and Proprietor's Earnings	Wages & Salaries	Total Employment	Wage & Salary Employment
Agriculture	\$293	\$146	\$28	5	1
Oil and gas	\$194	\$90	\$65	5	3
Minerals mining	\$2	\$0	\$0	0	0
Construction	\$5,921	\$2,778	\$1,645	133	75
Food and kindred products	\$440	\$106	\$88	4	4
Apparel	\$2	\$0	\$0	0	0
Lumber and wood products	\$151	\$27	\$18	1	1
Printing and publishing	\$70	\$17	\$14	1	1
Chemicals and allied products	\$149	\$0	\$0	0	0
Petroleum refining	\$274	\$0	\$0	0	0
Rubber, plastics, and leather	\$11	\$0	\$0	0	0
Stone, clay, and glass	\$175	\$19	\$16	1	1
Fabricated metal products	\$79	\$16	\$13	1	1
Industrial and commercial machinery	\$174	\$19	\$16	1	1
Railroads	\$43	\$0	\$0	0	0
Trucking and warehousing	\$153	\$49	\$35	3	2
Air transportation	\$73	\$31	\$25	1	1
Transportation services	\$5	\$0	\$0	0	0
Communications	\$118	\$31	\$25	1	1
Electric, gas, sanitary services	\$194	\$40	\$29	1	1
Wholesale trade	\$544	\$131	\$112	5	4
Retail trade	\$503	\$175	\$132	17	13
Financial services	\$201	\$39	\$34	2	2
Insurance	\$72	\$32	\$23	1	1
Real estate	\$217	\$24	\$21	3	1
Hotels and motels	\$27	\$9	\$7	1	1
Restaurants	\$213	\$90	\$74	8	8
Personal services	\$77	\$16	\$8	2	1
Business services	\$65	\$37	\$22	2	1
Auto repair and misc. repair services	\$189	\$51	\$33	3	2
Entertainment	\$36	\$8	\$5	1	1
Health services	\$608	\$212	\$155	10	9
Other services	\$401	\$116	\$88	7	6
Government	\$120	\$117	\$105	5	5
<b>TOTAL</b>	<b>\$11,792</b>	<b>\$4,424</b>	<b>\$2,837</b>	<b>225</b>	<b>146</b>

**Table 6: Impacts on Industrial Output, Earnings, Wages and Salaries, and Employment in the Enid Metro Area, Spending for Supplies by Vance AFB**

	Industrial Output	Labor and Proprietor's Earnings	Wages & Salaries	Total Employment	Wage & Salary Employment
Agriculture	\$228	\$146	\$28	5	1
Oil and gas	\$112	\$36	\$26	2	1
Minerals mining	\$1	\$0	\$0	0	0
Construction	\$133	\$63	\$37	3	2
Food and kindred products	\$377	\$105	\$88	4	4
Apparel	\$2	\$0	\$0	0	0
Lumber and wood products	\$6	\$0	\$0	0	0
Printing and publishing	\$67	\$17	\$14	1	1
Chemicals and allied products	\$145	\$53	\$44	1	1
Petroleum refining	\$143	\$0	\$0	0	0
Rubber, plastics, and leather	\$8	\$0	\$0	0	0
Stone, clay, and glass	\$18	\$19	\$16	1	1
Fabricated metal products	\$11	\$0	\$0	0	0
Industrial and commercial machinery	\$43	\$19	\$16	1	1
Railroads	\$23	\$0	\$0	0	0
Trucking and warehousing	\$59	\$16	\$12	1	1
Air transportation	\$56	\$0	\$0	0	0
Transportation services	\$3	\$0	\$0	0	0
Communications	\$98	\$31	\$25	1	1
Electric, gas, sanitary services	\$167	\$40	\$29	1	1
Wholesale trade	\$286	\$78	\$67	3	3
Retail trade	\$347	\$123	\$93	12	9
Financial services	\$142	\$20	\$17	1	1
Insurance	\$52	\$32	\$23	1	1
Real estate	\$202	\$24	\$21	3	1
Hotels and motels	\$20	\$9	\$7	1	1
Restaurants	\$218	\$79	\$65	7	7
Personal services	\$64	\$24	\$12	3	1
Business services	\$303	\$128	\$77	7	4
Auto repair and misc. repair services	\$351	\$103	\$67	6	3
Entertainment	\$28	\$0	\$0	0	0
Health services	\$3,003	\$1,040	\$758	49	45
Other services	\$355	\$99	\$75	6	5
Government	\$219	\$234	\$210	10	10
<b>TOTAL</b>	<b>\$7,290</b>	<b>\$2,539</b>	<b>\$1,827</b>	<b>130</b>	<b>105</b>

### **Long-term Impacts**

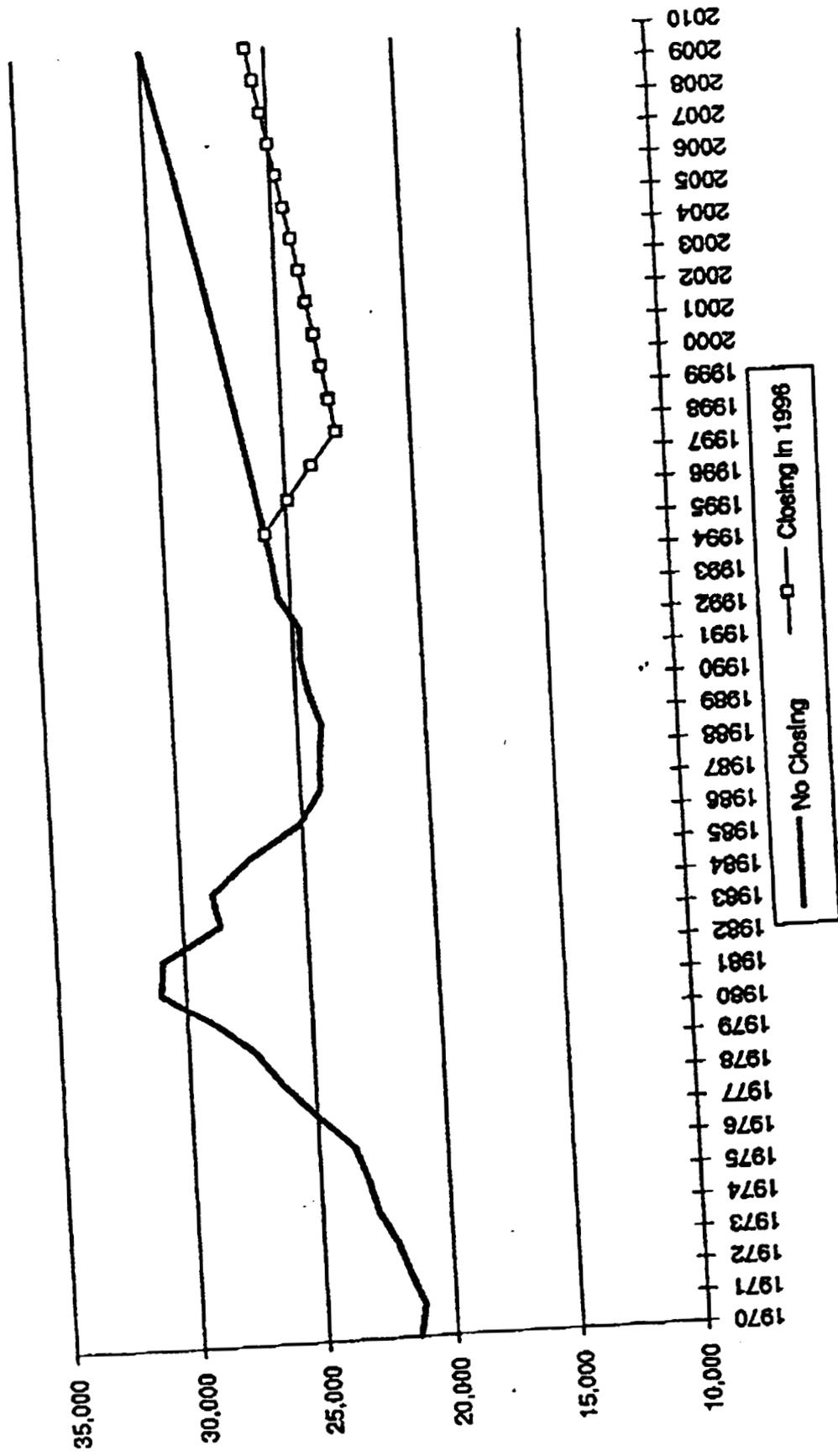
Using the estimates of impacts discussed above, alternative paths for future income and employment for the Enid MSA can be estimated assuming that Vance AFB will eventually be closed. Even though such an event may not be likely, this analysis will improve our understanding of the importance of Vance AFB to the economy of the Enid MSA.

Two such paths for future income and employment will be discussed. The first path assumes that the base is completely closed in 1996, while the second assumes that the closing is phased in during three years (1996-1998).

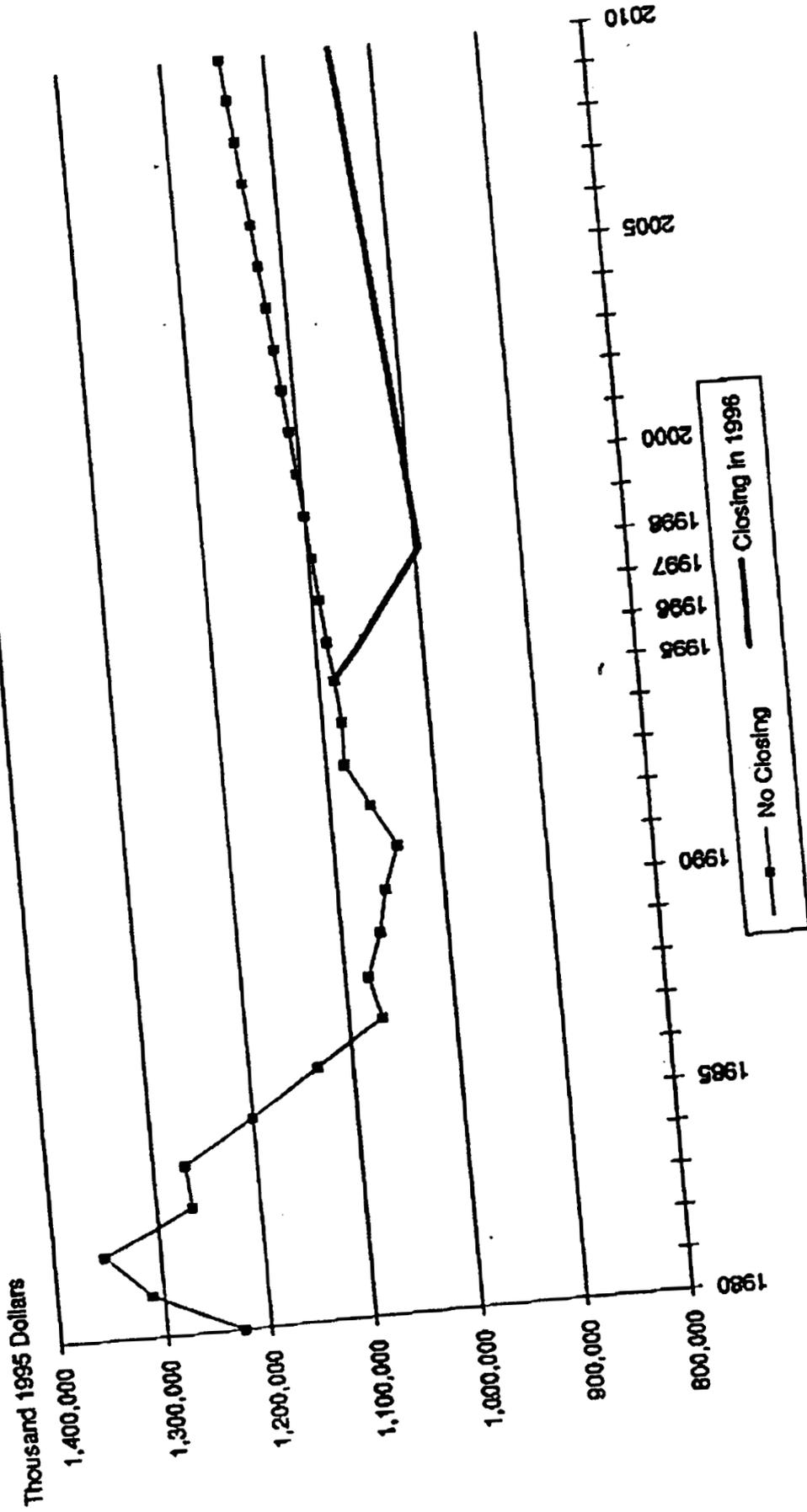
Figure 2 and Figure 3 show the effects of closing the base in one year (1996) on long-term wage and salary employment and real personal income. The paths designated 'No Closing' shows future growth of employment and income based on the trend established from 1988 through 1994. Obviously, closing the base in one year will produce a sharp one-time drop in personal income and employment. The net decrease will be somewhat less than the total impacts on employment and income shown in Table 1, however, since the rest of the Enid MSA economy is assumed to exhibit modest growth.

Impacts on future income and employment growth from a three-year phased-in closing are shown in Figure 4 and Figure 5. A phased-in closing spreads the decline over more years, causing less disruption in each year than in the one-year closing. However, the economic pain will last longer if the closing is phased-in over a number of years.

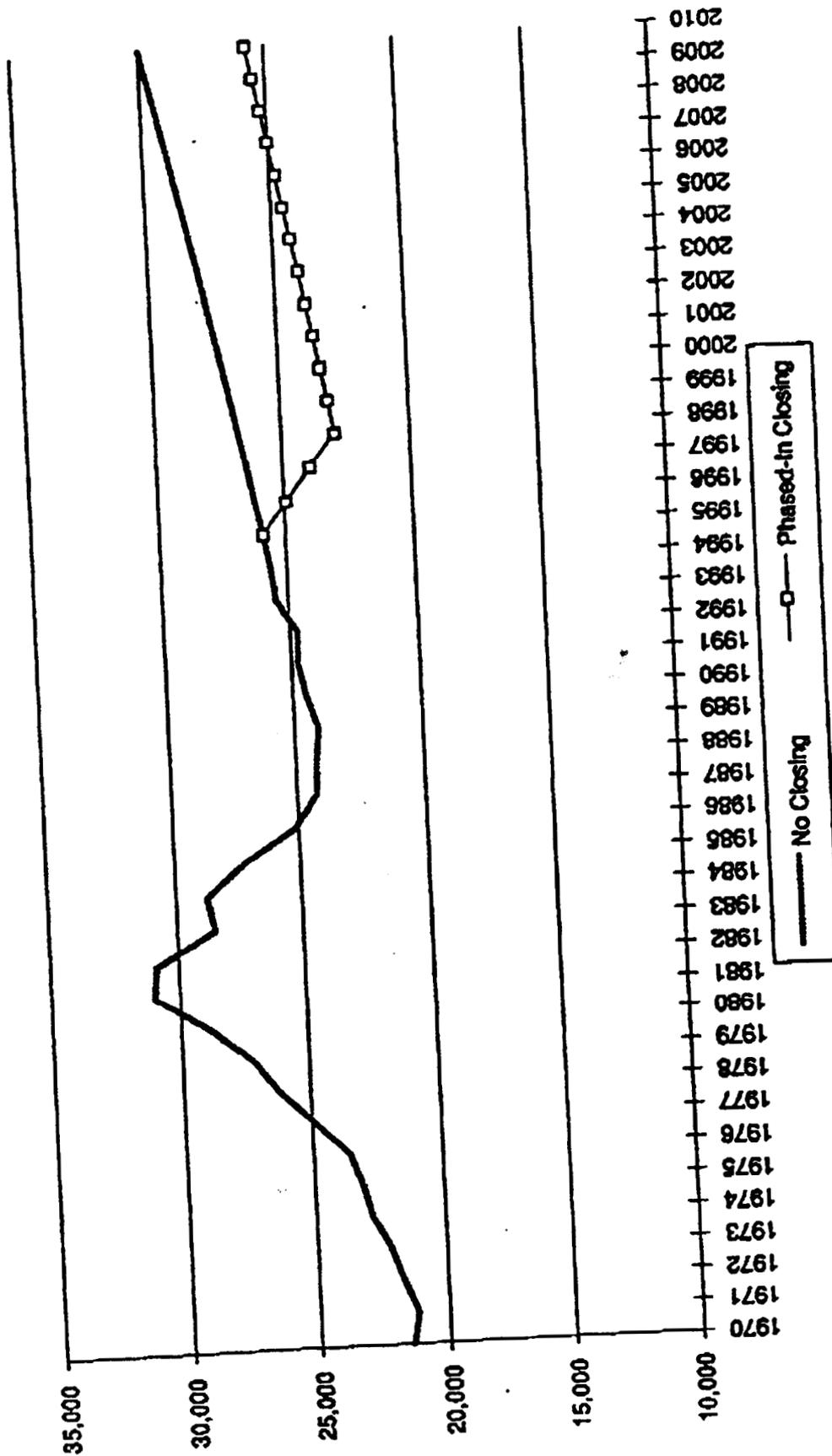
**Figure 2: Trend of Enid MSA Wage and Salary Employment Assuming Closing of Vance AFB in 1996**



**Figure 3: Trend of Personal Income for the Entd MSA Assuming Closing of Vance AFB in 1996 (Adjusted for Inflation)**



**Figure 4: Trend of End MSA Wage and Salary Employment Assuming Phased-In Closing of Vance AFB from 1996-1998**



### **Appendix: Developing an Input-Output Model for the Enid MSA**

A forty-eight sector model of the Enid MSA economy was constructed for the purposes of this study. The U.S. Input-Output Model of 1982 was used as the starting point of the 1993 Enid MSA Input-Output Model. Several steps were required to estimate the Enid MSA model. These include:

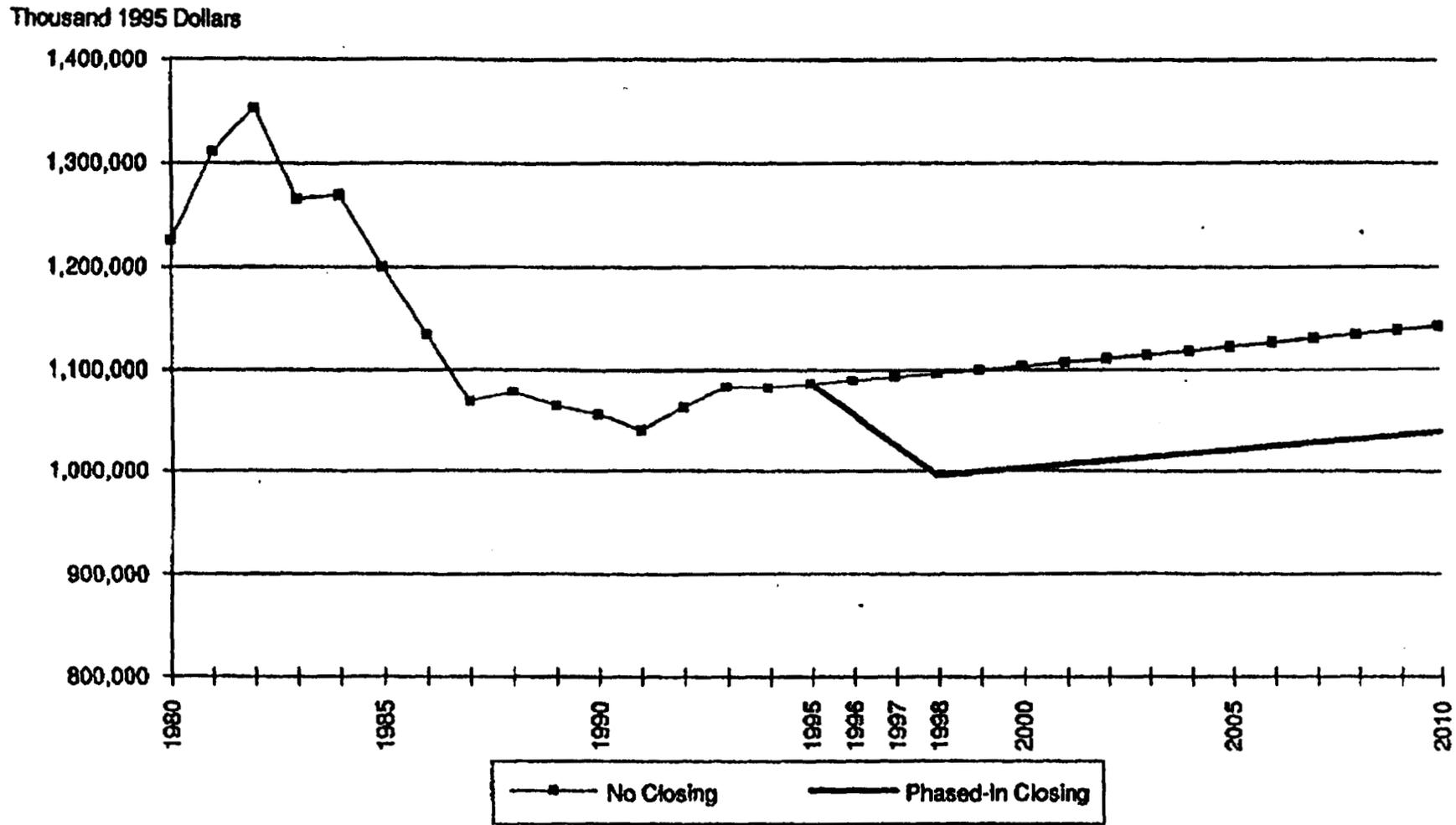
- o Removing foreign imports from the U.S. model,
- o Adjusting the U.S. Input-Output Model for price and wage changes from 1982 through 1993,
- o Calculating Enid MSA input-output coefficients using location quotients<sup>2</sup>,
- o Adjusting the coefficients so that spending for locally produced goods in the does not exceed local supply;
- o Calculating multipliers from the input-output coefficients.

A change in local final demand initiates a sequence of ripple effects throughout the economy of the area. These ripple effects are estimated by multiplying the initial change in final demand by a multiplier. Final demand consists of expenditures that result in the final usage, or consumption, of a good or service. Construction, household expenditures, exports, and government spending for goods and services are examples of final demand.

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<sup>2</sup> A location quotient measures the degree of self-sufficiency of a regional economy with regards to a particular industry.

**Figure 5: Trend of Personal Income for the Enid MSA, Assuming Phased-In Closing of Vance AFB from 1996-1998 (Adjusted for Inflation)**



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# *Vance AFB*

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## *Quality of Life -- Housing Program*

- **Pool of rental homes immediately available to incoming Vance personnel**
  - *10 houses, with expansion in groups of 10 as needed*
  - *City of Enid contracts directly with the landlords to ensure highest housing standards and availability*
  - *Rent costs are affordable for all personnel*
  
- **First housing program in the UPT category**
  
- **Another example of family first in Enid**



### RENTAL HOMES PROGRAM FOR VANCE

- The City of Enid is making sure that every Air Force member assigned to Vance can find suitable housing
- The plan, announced in Sep 94, creates a pool of rental properties immediately available to the military member
- The city of Enid actually contracts with the property owner to ensure the homes are available
- If there is an unrented period, the city pays the property owner the monthly rent until the house is occupied
- Rents vary from \$400 to \$750 per month for a three to four bedroom house
- Initially there are 10 houses in the pool with expansion capability in groups of 10 to meet the needs of Vance personnel
- The bottom line is that Enid, America is committed to making sure the people at Vance are well taken care of during their tours here.
- Moreover, a plan like this certainly makes it easier for the Air Force to expand operations and training at Vance because military members will be taken care of.

# *Vance AFB*

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## *Community Support -- Base Expansion*

- **City of Enid recognized need for expansion**
  - *Established Vance Development Authority*
  
- **Acquired 2 parcels of land for expansion purposes**
  - *158 acres north of west gate [general expansion]*
  - *12.5 acres adjacent to housing [City or USAF provided]*
  - *Other properties as needed by Vance*
  
- **Land officially offered to USAF in 1994**

*City of Enid responded with action, not words,  
to help Vance with expansion!*

**DAY'S SPOTLIGHT**

# City offers Air Force gift of land for Vance

**PAMALA J. WILLIAMS**  
News and Eagle Staff

hoping to provide something useful with the potential to enhance the military mission at Vance Air Force Base, the Vance Development Authority presented a gift Saturday. Now, authority members are waiting, hoping the Secretary of the Air Force, Dr. Sheila Wideman, will choose to accept the gift. On Saturday, Mayor Norman Gray, Mike Cooper, with the Finance and Planning Committee, and Mike Wright, with the Vance Ad-Hoc Committee, presented Col. James N. Soligan, commander of the 71st Flying Training Wing the proposal — hoping to give the base 158 acres of pasture across the street from the facility. The land was purchased by the Enid Economic Development Authority in January for \$316,892

with the intent of holding it until needed by the military facility. In May, the Vance Development Authority was created and the land ownership was transferred to that city entity.

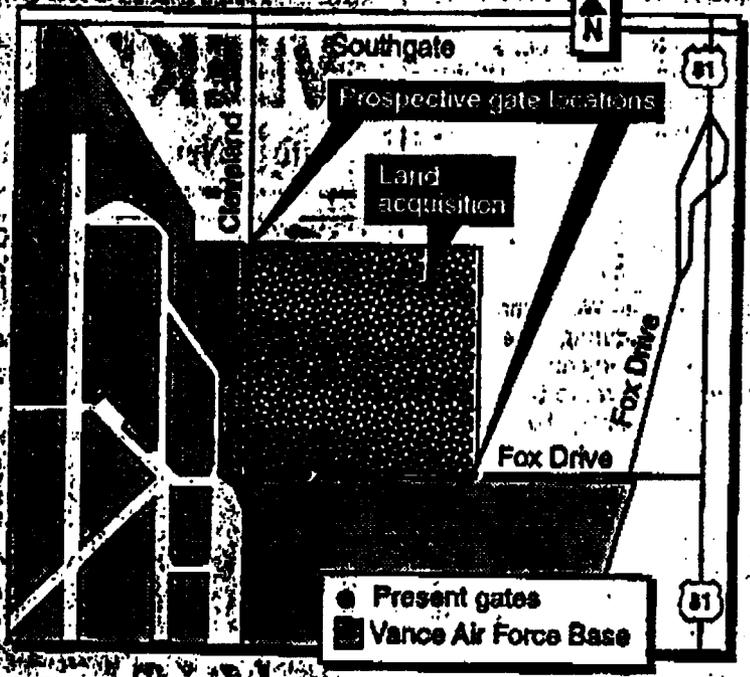
A Vance Development Authority meeting was held at noon Friday. During that meeting, Ross Dillon made a motion to offer the property to the Air Force, and John Cromwell voiced a second. The motion passed unanimously, with Dillon, Cromwell, Grey, Cooper and Tom Sailors voting.

The additional land could be used to help the base stretch out — which could help it meet new challenges that could include a Joint Training Program for Air Force and Navy pilots during the basic phases of undergraduate pilot training.

On Monday, at the Cherokee See GIFT, Page A-3

## Land acquisition

The 150-plus acres offered to the Department of the Air Force Saturday will be decided to Vance Air Force Base if the exclusive, unrestricted proposal is accepted. The proposal was given to 71st Flying Training Wing Commander Col. James N. Soligan Saturday and is being reviewed by the base's legal division.



News and Eagle graphics / Andrea White

## Gift

Continued from Page A-1  
Strip Conference Center, Cooper and Grey held a press conference to discuss the presentation — which was not made publicly.

"It took quite a while to understand procedurally how this gift could be given," Grey said. "And, only recently did we believe such a gift would be accepted. Originally we were getting mixed signals, but that has been clarified in recent weeks."

The Vance legal division will review the document, and Soligan has been asked to forward the complete package, along with a letter of recommendation bearing his signature, to the secretary of the Air Force. Grey said

he does not have an estimate of when an acceptance could be made.

If the Department of the Air Force chooses not to accept the land, the city retains ownership — and even that could be beneficial to this air base, Grey said, as it could potentially guard the base from developmental encroachment.

A non-revocable, exclusive offer, the Air Force can accept the offer at any time in the future it chooses. Also, City Attorney Bryce Kennedy, who also acts as the attorney for the trust authority, said the offer holds no conditions or requirements that must be met by the base.

# *Vance AFB*

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## *Quality of Life*



- "Big City"  $\neq$  "Quality of Life"
- Enid emphasizes FAMILY
  - *Church and family activities*
  - *Safe parks for community events*
  - *World Class recreational facilities for all ages*



*Enid & Vance*



*Partners in the Sky*

***Military Value Briefing -- COL Crusher Craigie***

***BRAC Regional Hearing, 10 June 95  
Fort Worth, Texas***

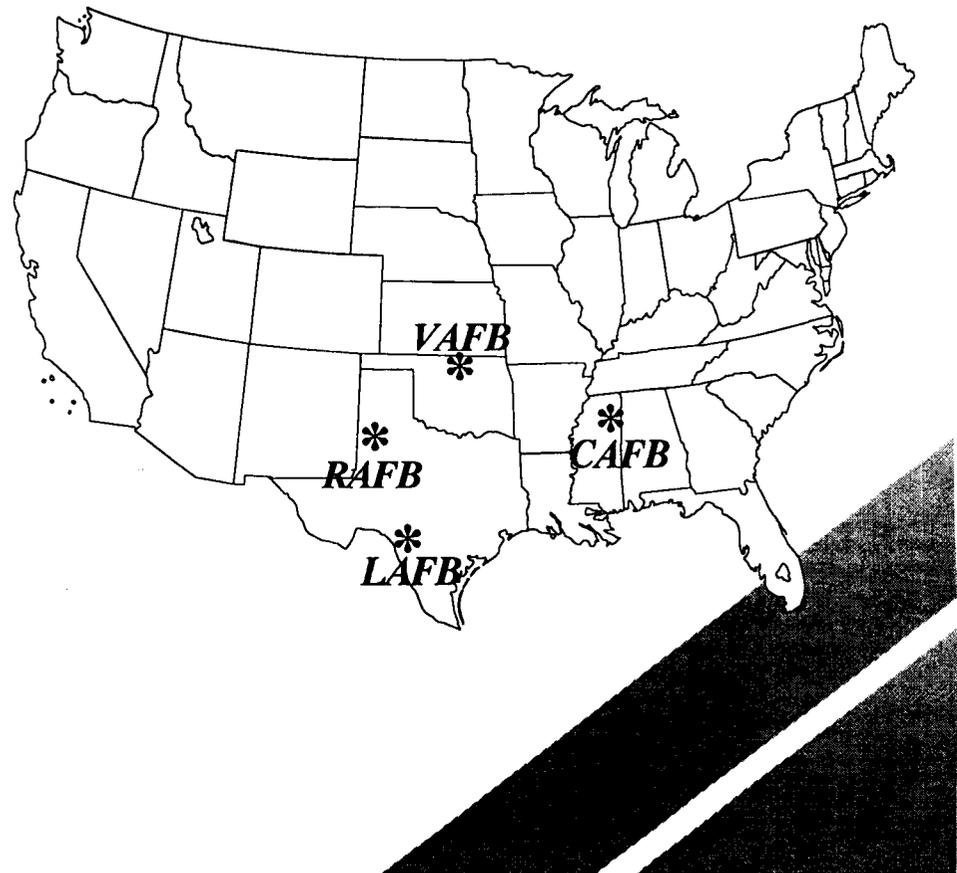
# *Vance AFB*

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## *Other USAF UPT Competitors*

- **Columbus AFB**
  - *Columbus, MS*
  
- **Laughlin AFB**
  - *Del Rio, TX*
  
- **Reese AFB**
  - *Lubbock, TX*



  
**SHOW  
THE WAY**

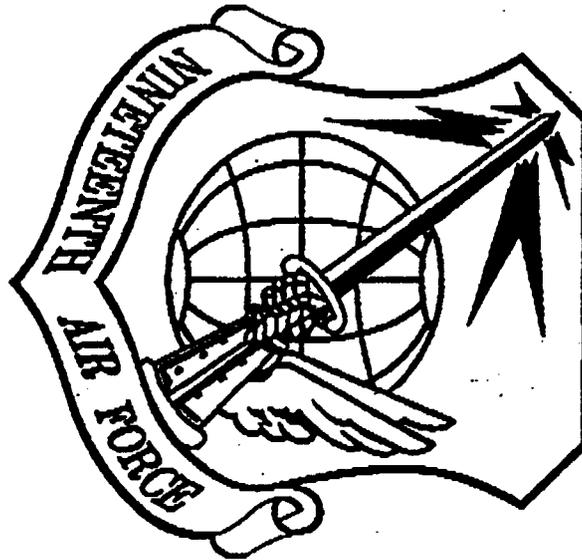


# INFORMATION DIGEST

  
GENERAL HENRY VICCELLO, JR.  
COMMANDER

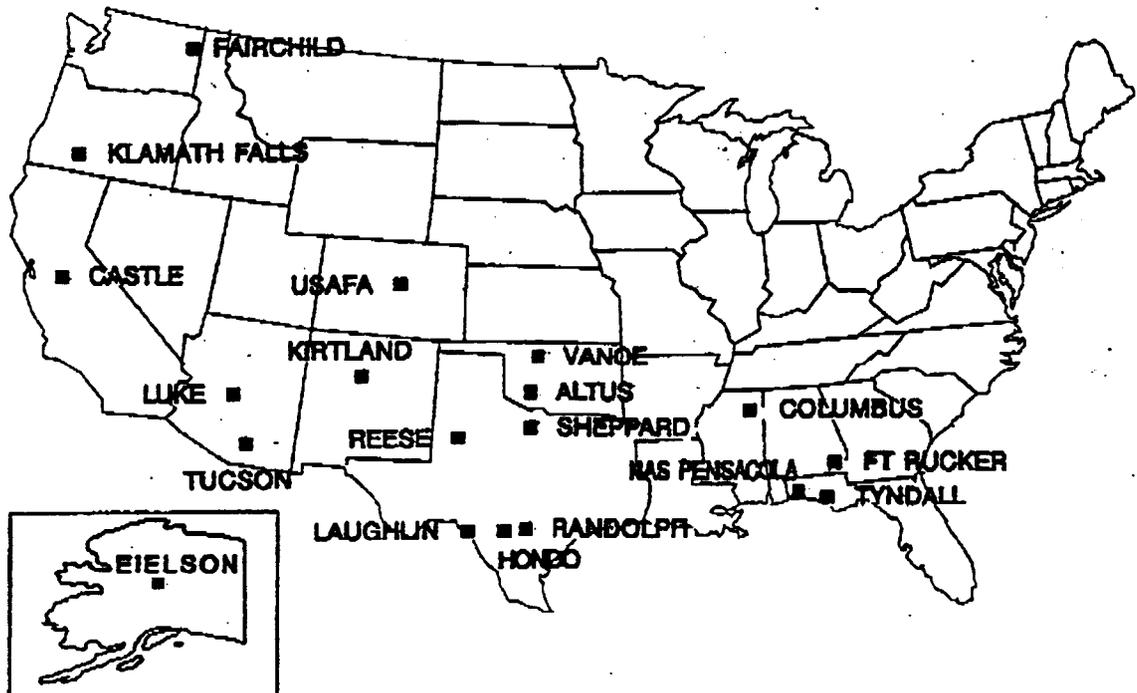
JANUARY 1995

**SECTION II - C**  
**19TH AIR FORCE**  
**FLYING TRAINING**



24

### AIRCREW TRAINING LOCATIONS



25

Spacco NT911C

# *Vance AFB*

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## *Military Value -- Pilot Conditions*

- **Pilot training occurs in a very confined cockpit**
- **Training sorties are short -- 1.3 hours per student**
- **"Cannot be bought" factors -- keys to better pilots**



*Del Rio  
Military Affairs  
Association*

April 24, 1995

Please refer to this number  
when responding 950427-6

General J. B. Davis  
Defense Base Closure  
and Realignment Commission  
1700 N. Moore St., Suite 1425  
Arlington, VA 22209

Dear General Davis,

It was a pleasure seeing you again at the Dallas Regional Hearing after so many years. I wanted to discuss the contents of this letter with you then, but I realized that with your press for time, it might be best expressed in a letter. I appreciate your time.

I represent the Military Affairs Association of Del Rio, Texas and have been looking out for their interests in the current round of base closures. While I am reasonably certain that Laughlin AFB will not close I am embarrassed for the United States Air Force. How did we ever participate in a Joint Cross-Service Group process on Undergraduate Pilot Training that produced the following results:

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BASE	AVERAGE SCORE
Kingsville	7.24
Pensacola	7.20
Whiting	6.80
Meridian	6.66
Columbus	6.66
Corpus	6.60
Vance	6.50
Sheppard	6.49
Randolph	6.47
Laughlin	6.36
Reese	6.09

I may not be an expert in Navy pilot training but I do feel that I qualify as an Air Force expert. I spent virtually my entire career in the Air Training Command. I have been an instructor pilot in UPT, PIT, and UNT. I have been a section commander, operations officer, squadron commander, wing commander

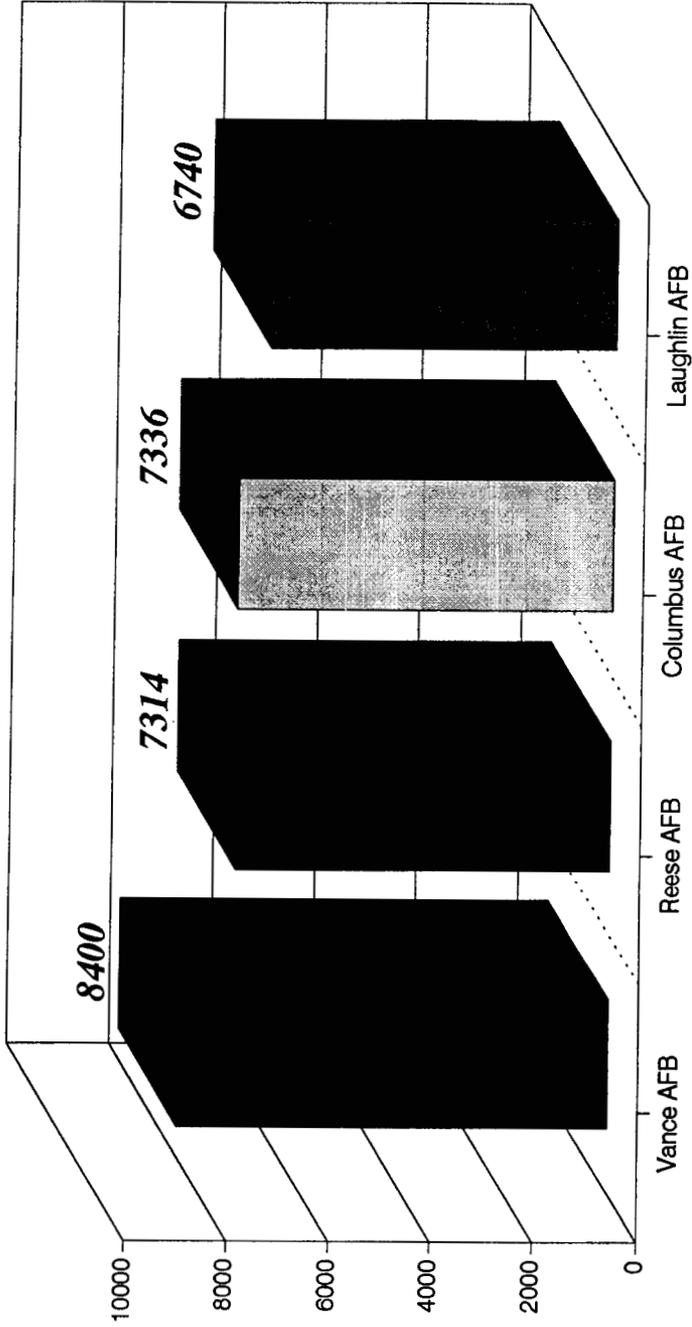
# Vance AFB

## Military Value



### Mission Capability

Total Airspace (in sq. miles)



Source: USAF Certified BRAC95 Questionnaire

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Reese AFB - AETC

- I.2.E.10** Description of the volume or area of the Airspace:  
FL180 UP TO AND INCLUDING FL260, 1106 SQ MILES
- I.2.E.11** 100.00 percent of the airspace is usable.  
**Airspace: REESE 1 MOA**
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:  
COMPLETE
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.  
The DOPAA was used in the latest environmental analysis and supersonic waiver.  
Explanation for any lack of reports:
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** There are No restrictions currently acting on this airspace
- I.2.E.7** Published availability of the airspace:  
SUNRISE-SUNSET, MON-FRI  
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 3,044 hrs
- I.2.E.7.b** Hours used: 1,750 hrs
- I.2.E.7.c** Reasons for non-use:  
WEATHER AND FLYING HOUR AVAILABILITY

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Reese AFB - AETC**

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ATCAA SPLIT INTO MULTIPLE TRAINING AREAS

- 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:  
FL180 UP TO AND INCLUDING FL230, 1154 SQ MILES
- I.2.E.11 100.00 percent of the airspace is usable.  
**Airspace: REESE 2 MOA**
- I.2.E.2 An environmental analysis has been conducted for this airspace.
- I.2.E.2.a Status of the environmental analysis and supplement:  
COMPLETE
- I.2.E.2.b There are problems No associated with the environmental analysis.
- I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.  
The DOPAA was used in the latest environmental analysis and supersonic waiver.  
Explanation for any lack of reports:
- I.2.E.3 There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6 There are No restrictions currently acting on this airspace
- I.2.E.7 Published availability of the airspace:  
SUNRISE-SUNSET, MON-FRI  
Range scheduling statistics (yearly average from 1990 to 93.

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Reese AFB - AETC**

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SUNRISE-SUNSET, MON-FRI

**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a Hours scheduled: 3,044 hrs**

**I.2.E.7.b Hours used: 2,752 hrs**

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

WEATHER AND FLYING HOUR AVAILABILITY

**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:**

FL180 UP TO AND INCLUDING FL260, 2689 SQ MILES

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

**Airspace: REESE 3 MOA**

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

**I.2.E.2.a Status of the environmental analysis and supplement:  
COMPLETE**

**I.2.E.2.b There are problems No associated with the environmental analysis.**

**I.2.E.2.c The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.  
The DOPAA was used in the latest environmental analysis and supersonic waiver.  
Explanation for any lack of reports:**

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

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

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

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

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Reese AFB - AETC**

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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:**

**SUNRISE-SUNSET, MON-FRI**

**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a**    **Hours scheduled:    3,044 hrs**

**I.2.E.7.b**    **Hours used:            3,215 hrs**

**ATCAA SPLIT INTO MULTIPLE TRAINING AREAS**

**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:**

**FL180 UP TO AND INCLUDING FL230, 882 SQ MILES**

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

**Airspace: REESE 4 MOA**

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

**I.2.E.2.a**    **Status of the environmental analysis and supplement:**

**COMPLETE**

**I.2.E.2.b**    **There are problems No associated with the environmental analysis.**

**I.2.E.2.c**    **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

**The DOPAA was used in the latest environmental analysis and supersonic waiver.**

**Explanation for any lack of reports:**

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

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

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

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Reese AFB - AETC**

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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:**  
                  **SUNRISE-SUNSET, MON-FRI**  
**Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a     **Hours scheduled:    3,044 hrs**
- I.2.E.7.b     **Hours used:            1,175 hrs**
- I.2.E.7.c     **Reasons for non-use:**  
                  **WEATHER AND FLYING HOUR AVAILABILITY**
- 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:**  
                  **FL180 UP TO AND INCLUDING FL260, 1483 SQUARE MILES**
- I.2.E.11     **100.00 percent of the airspace is usable.**  
**Airspace: REESE 5 MOA**
- I.2.E.2      **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a     **Status of the environmental analysis and supplement:**  
                  **COMPLETE**
- I.2.E.2.b     **There are problems No associated with the environmental analysis.**
- I.2.E.2.c     **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**  
**The DOPAA was used in the latest environmental analysis and supersonic waiver.**  
**Explanation for any lack of reports:**
- I.2.E.3      **There are No Noise Sensitive Areas associated with the airspace.**

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Columbus AFB - AETC**

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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:**  
                  **1400--0500z SEVEN DAYS PER WEEK**

**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:            172 hrs**

**IR-66, IR-67, VR-1050, and VR-1051 will be published on 18 AUG 94, so no scheduling data is available**

**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:**  
                  **3200 sq miles**

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

**Airspace: IR 67**

**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:**

**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**      **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.**

**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Columbus AFB - AETC**

- I.2.E.6      **There are No restrictions currently acting on this airspace**
- I.2.E.7      **Published availability of the airspace:**  
                 1400 - 0500Z, 7 days per week  
**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 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:**  
                 3200 sq miles
- I.2.E.11     **100.00 percent of the airspace is usable.**  
**Airspace:   IR 68**
- 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:**
- 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      **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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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Columbus AFB - AETC**

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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:**

1400 - 0500Z, 7 days a week

**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 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:**

1500 sq miles

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

**Airspace: IR 70**

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:**

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      **There are No Noise Sensitive Areas associated with the airspace.**

**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Columbus AFB - AETC**

- 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:**  
                 1400 - 0500Z, 7 days a week  
**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 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:**  
                 2700 sq miles
- I.2.E.11     **100.00 percent of the airspace is usable.**  
**Airspace: IR 91**
- 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:**
- 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:**

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Columbus AFB - AETC**

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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:**  
                Sunrise - sunset  
**Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a     **Hours scheduled:    203 hrs**
- I.2.E.7.b     **Hours used:         203 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:**  
                1800 sq miles
- I.2.E.11     **100.00 percent of the airspace is usable.**  
**Airspace: MOA'S 1-4**
- 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:**  
                COMPLETE
- 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.**

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Laughlin AFB - AETC**

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**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 / civillan 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:**
- Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a**      **Hours scheduled:    70 hrs**
- I.2.E.7.b**      **Hours used:            70 hrs**
- I.2.E.8**      **Utilization of the airspace can be increased.**
- I.2.E.9**      **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10**      **Description of the volume or area of the Airspace:**
- I.2.E.11**      **100.00 percent of the airspace is usable.**  
**Airspace: MOA-Laughlin 1**
- I.2.E.2**      **An environmental analysis has been conducted for this airspace.**
- I.2.E.2.a**      **Status of the environmental analysis and supplement:**  
**All environmental analyses are current**
- I.2.E.2.b**      **There are problems No associated with the environmental analysis.**

**1995 AIR FORCE BASE QUESTIONNAIRE**

**Laughlin AFB - AETC**

**I.2.E.2.c**      **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.  
The DOPAA was used in the latest environmental analysis and supersonic waiver.  
Explanation for any lack of reports:**

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

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

**I.2.E.5**      **There are 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:  
MOAs: 1200Z to 0200Z Mon through Fri, other times by NOTAM  
Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a**      **Hours scheduled:    2,313 hrs**

**I.2.E.7.b**      **Hours used:            5,201 hrs**

Used by multiple aircraft, hence more 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:  
4290 square NM.**

**I.2.E.11**      **100.00 percent of the airspace is usable.  
Airspace: MOA-Laughlin 2**

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

**I.2.E.2.a**      **Status of the environmental analysis and supplement:  
All environmental analyses are current.**

**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Laughlin AFB - AETC**

- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.  
The DOPAA was used in the latest environmental analysis and supersonic waiver.  
Explanation for any lack of reports:
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** There are No restrictions currently acting on this airspace
- I.2.E.7** Published availability of the airspace:  
Laughlin 2 MOA: 1200Z to 0200Z Mon through Fri, other times by NOTAM.  
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** Hours scheduled: 164 hrs
- I.2.E.7.b** Hours used: 164 hrs
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand hours and volume to increase the airspace utilization.
- I.2.E.10** Description of the volume or area of the Airspace:  
450 square NM
- I.2.E.11** 100.00 percent of the airspace is usable.  
Airspace: MOA-Laughlin 3
- I.2.E.2** An environmental analysis has been conducted for this airspace.

**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Laughlin AFB - AETC**

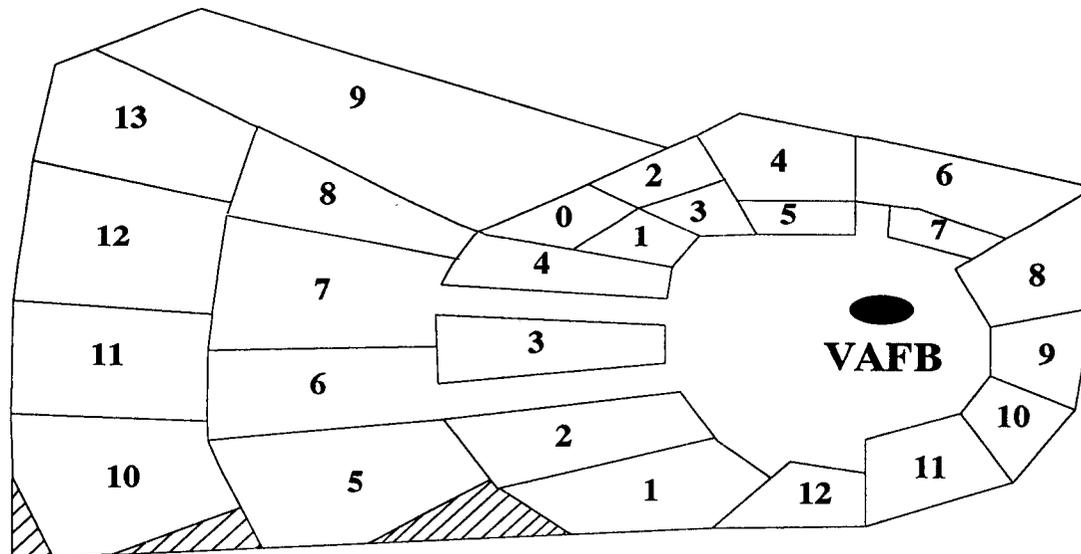
- 1.2.E.2.a** Status of the environmental analysis and supplement:  
All environmental analyses are current.
- 1.2.E.2.b** There are problems No associated with the environmental analysis.
- 1.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.  
The DOPAA was used in the latest environmental analysis and supersonic waiver.  
Explanation for any lack of reports:
- 1.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- 1.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- 1.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- 1.2.E.6** There are No restrictions currently acting on this airspace
- 1.2.E.7** Published availability of the airspace:  
Laughlin 3 MOA: 1200Z to 0200Z Mon through Fri, other times by NOTAM.  
Range scheduling statistics (yearly average from 1990 to 93).
- 1.2.E.7.a** Hours scheduled: 2,124 hrs
- 1.2.E.7.b** Hours used: 4,099 hrs
- used by multiple aircraft sumultaneously
- 1.2.E.8** Utilization of the airspace can be increased.
- 1.2.E.9** It is possible to expand hours and volume to increase the airspace utilization.
- 1.2.E.10** Description of the volume or area of the Airspace:  
2,000 square NM
- 1.2.E.11** 100.00 percent of the airspace is usable.

# Vance AFB



## Military Value -- Airspace

- *8400 sq. miles of unencumbered airspace*



- *Most accessible airspace of any UPT base*
- *Encroachment nonexistent*

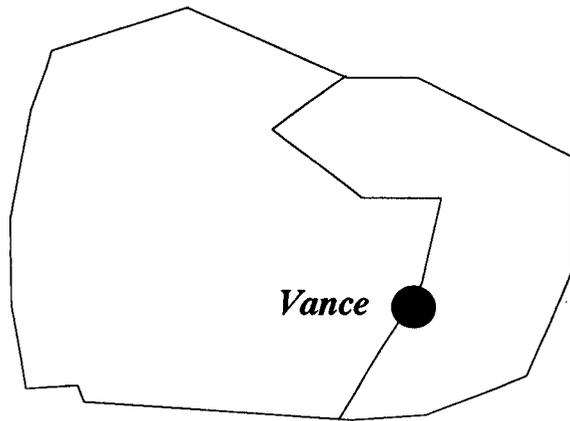


# Vance AFB

## Airspace Footprints

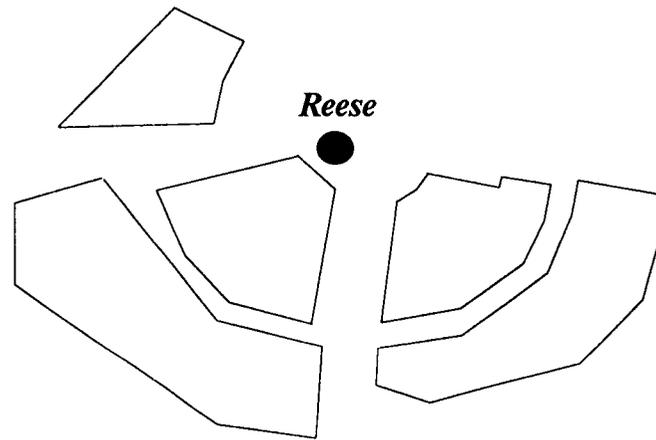


VAFB  
8400

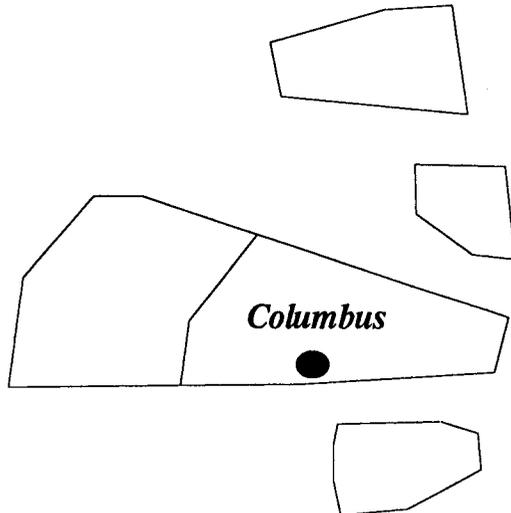


*Reese*

RAFB  
7314



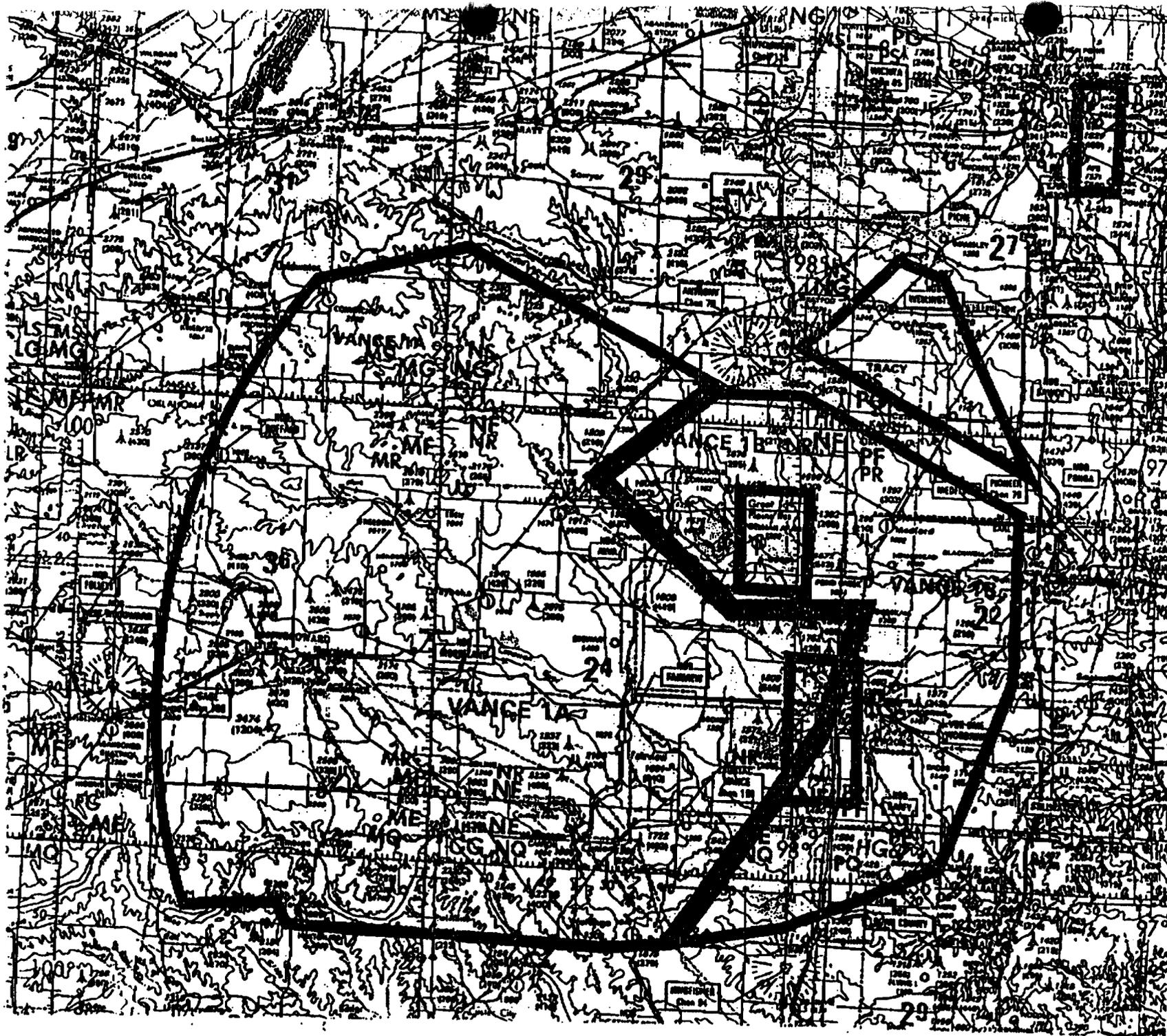
CAFB  
7336



LAFB  
6740

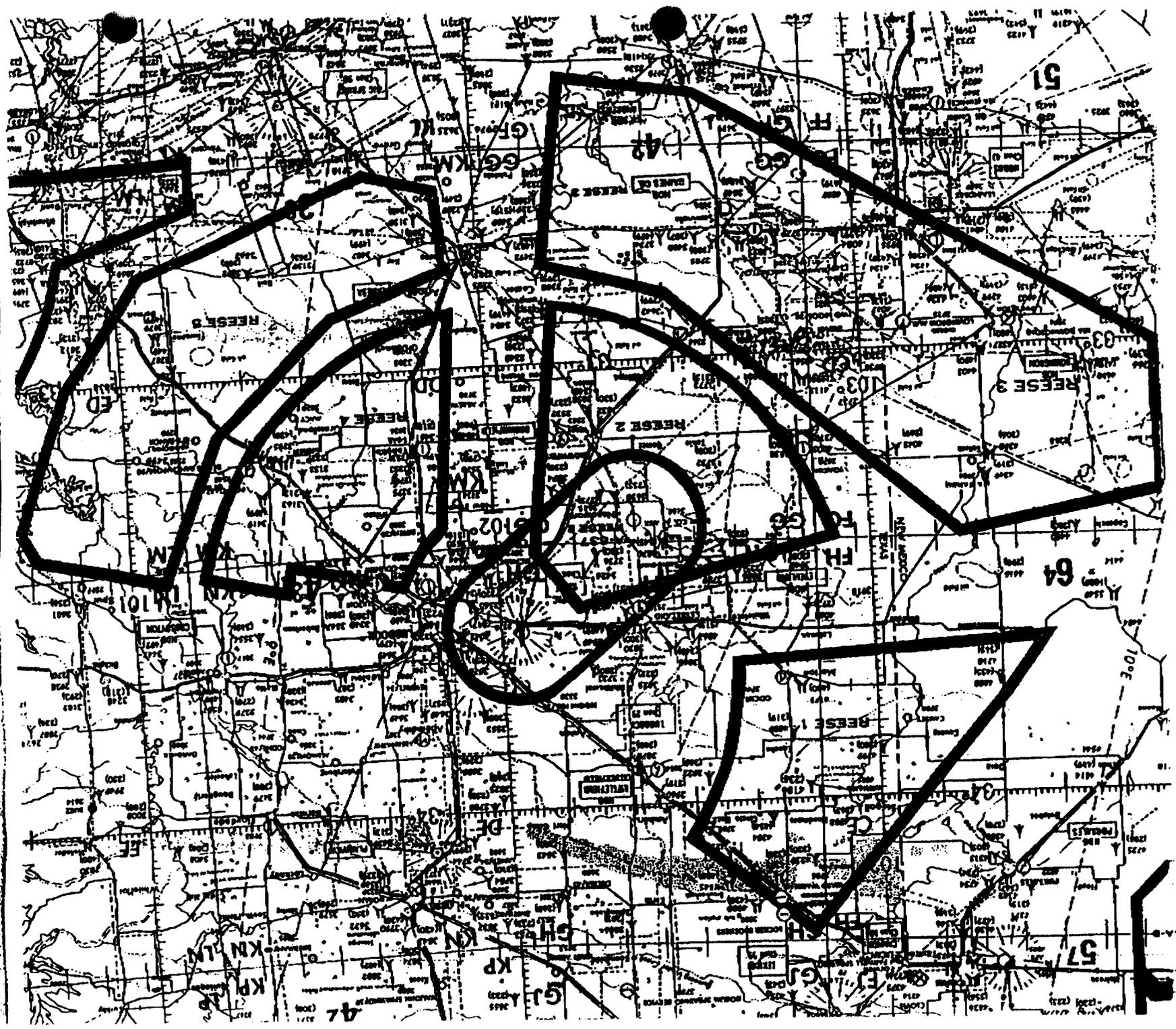


*Laughlin*



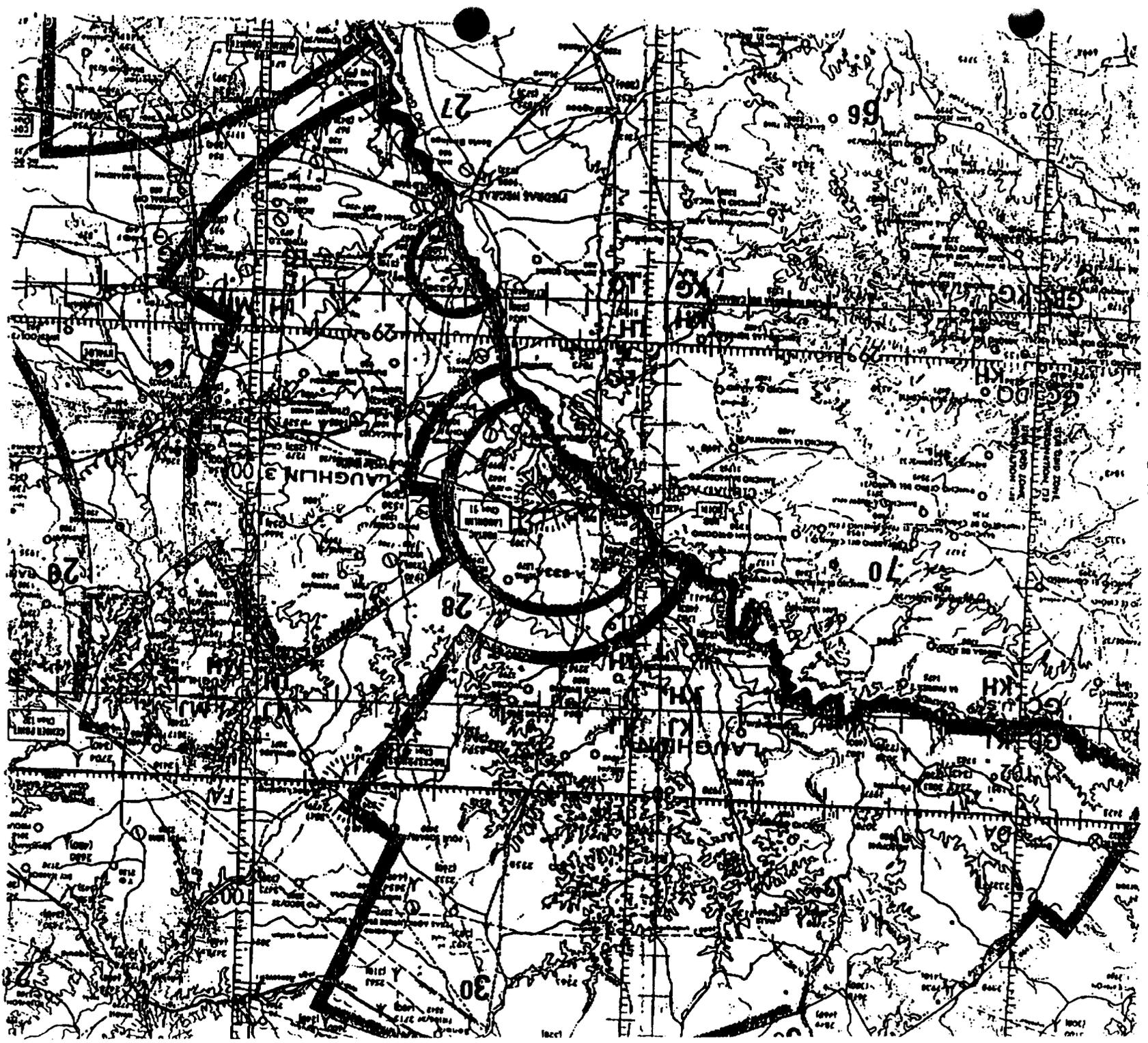
G-20

61-5





H-23



80

# Vance AFB



*Close Area Access = Quality Training*

	<i>T-37 (closest 16) <u>Average Distance*</u></i>	<i>T-38 (closest 8) <u>Average Distance*</u></i>
<i>Vance</i>	<i>15</i>	<i>31</i>
<i>Reese</i>	<i>23</i>	<i>45<sup>1</sup></i>
<i>Columbus</i>	<i>18</i>	<i>27</i>
<i>Laughlin</i>	<i>24</i>	<i>36</i>

*Source: Base Inflight Guides*

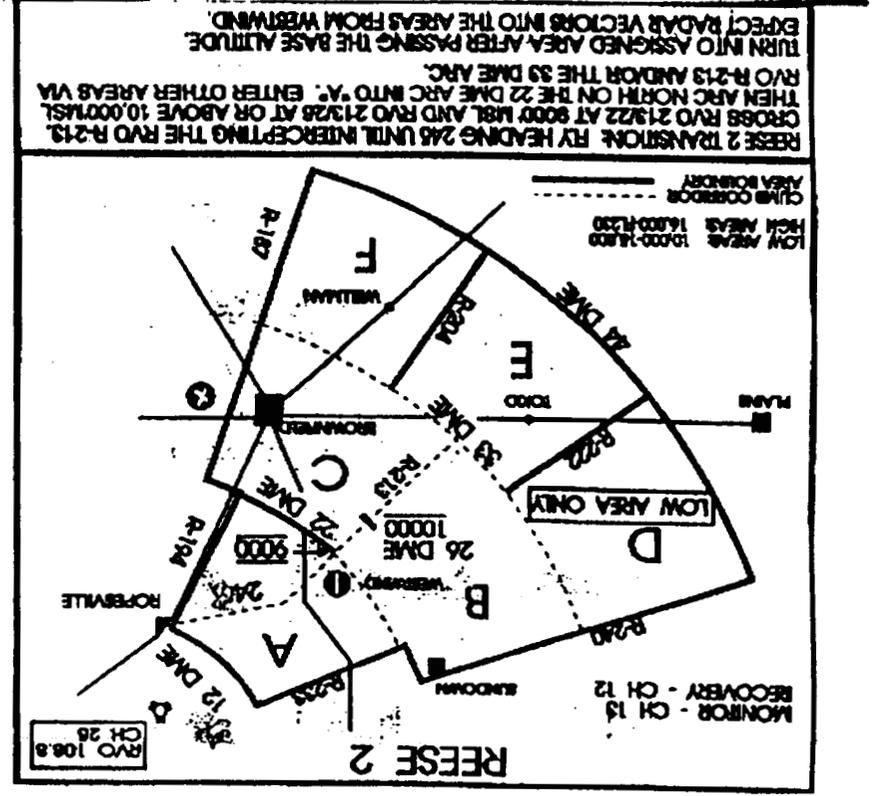
*<sup>1</sup> Reese has only 7 T-38  
Contact Areas*

- *Vance has 7.2% more T-37 training than Laughlin*
- *Vance has 7.5% more T-38 training than Reese*

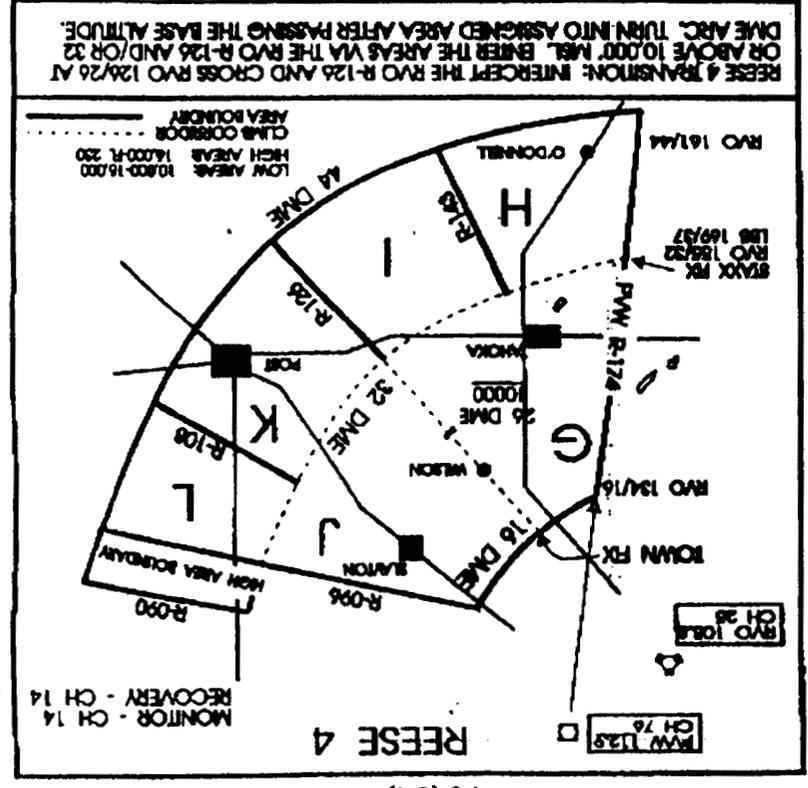
*\* Nautical Miles*







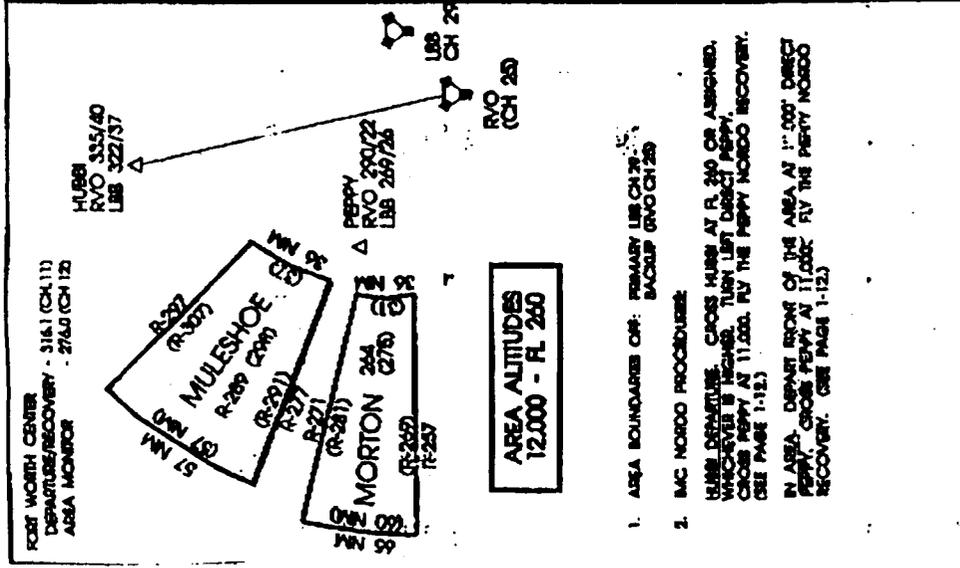
1-7 (C-1)



1-8 (C-1)

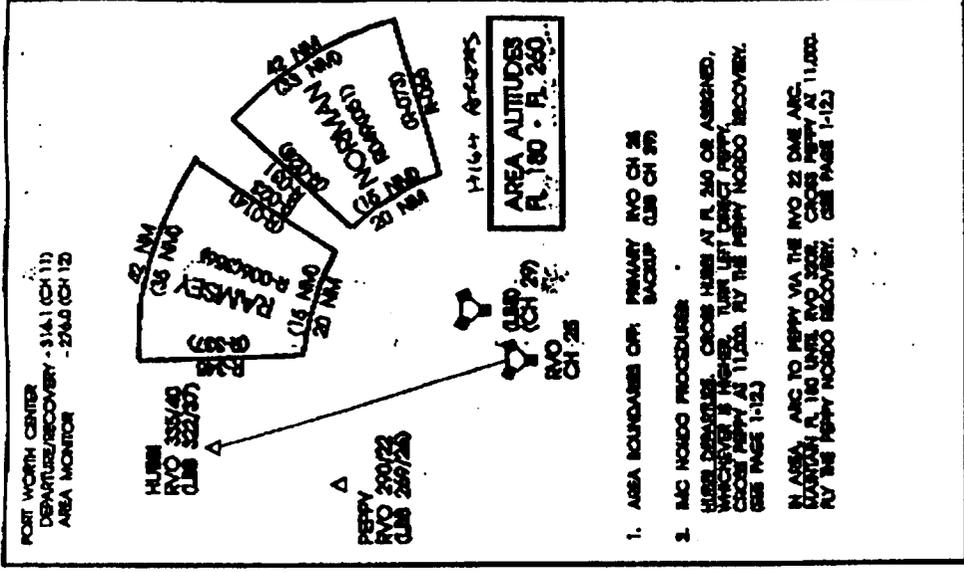
## NORTHWEST AREAS

13



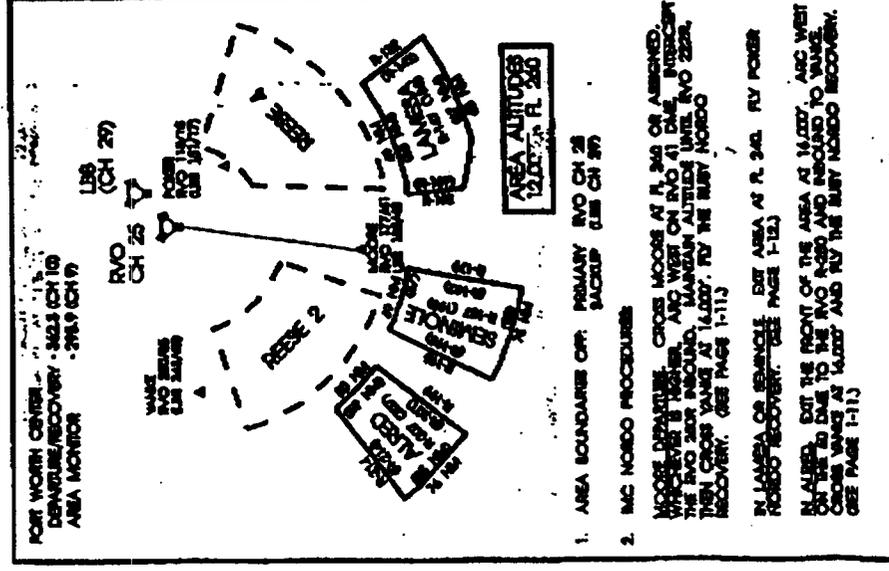
## NORTHEAST AREAS

10



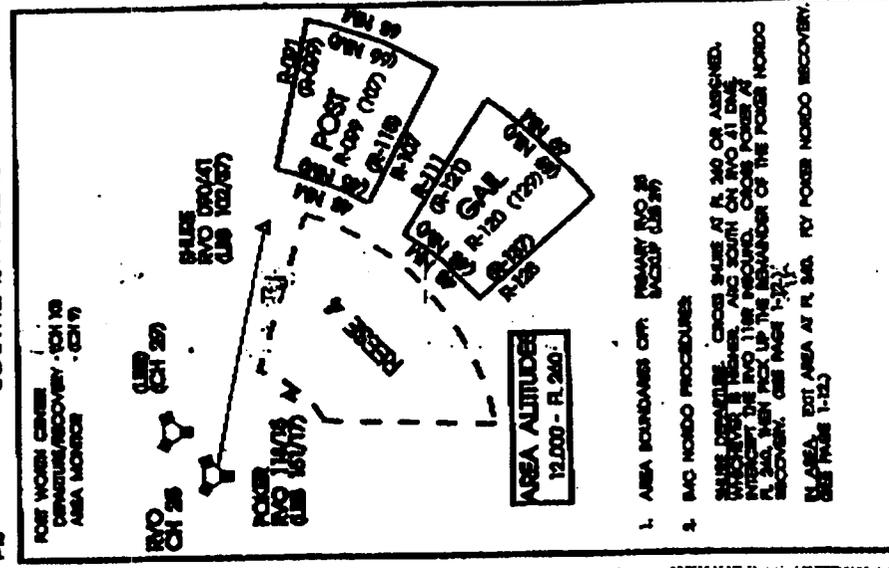
## SOUTHWEST AREAS

14



## SOUTHEAST AREAS

15









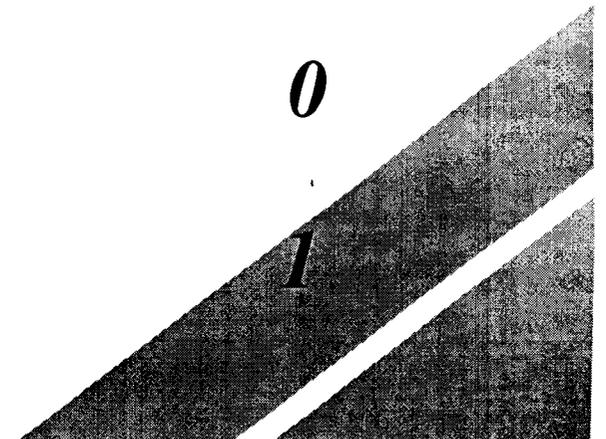
# Vance AFB



## Military Value -- Lack of Congestion

### ■ Airports within 50NM

	<u>Uncontrolled</u>	<u>Controlled</u>
■ <i>Vance</i>	<i>14</i>	<i>2</i>
■ <i>Reese</i>	<i>31</i>	<i>1</i>
■ <i>Columbus</i>	<i>20</i>	<i>0</i>
■ <i>Laughlin</i>	<i>29</i>	<i>1</i>





**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Vance AFB - AETC**

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:

<b>Airfield:</b>	<b>Airfield:</b>
Alva Muni	Uncontrolled
Anthony Muni	Uncontrolled
Blackwell/Tonkawa Muni	Uncontrolled
Cherokee Muni	Uncontrolled
Ditchwitch Private	Uncontrolled
Fairview Muni	Uncontrolled
Guthrie Muni	Uncontrolled
Kegelman AF Auxiliary Field	Military
Medford Muni	Uncontrolled
Perry Muni	Uncontrolled
Ponca City Muni	Uncontrolled
Stillwater Muni	Uncontrolled
Sundance Airpark	Uncontrolled
Watonga	Uncontrolled
Waynoka	Uncontrolled
Wiley Post	Commercial

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

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Reese AFB - AETC

Explanation for any lack of reports:

- I.2.E.3      There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4      Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5      There are No planned expansions (including new airspace) to the base's special use airspace.

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

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

SUNRISE-SUNSET, MON-FRI

Range scheduling statistics (yearly average from 1990 to 93.

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

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

I.2.E.7.c     Reasons for non-use:

New route, No data available

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:

CORRIDOR - 8NM WIDTH

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:
ABERNATHY	Uncontrolled
ASKEW	Uncontrolled

**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Reese AFB - AETC**

BIGGEN HILL	Uncontrolled
COCHRAN	Uncontrolled
CONE	Uncontrolled
CROSBYTON	Uncontrolled
EVERITT	Uncontrolled
FLOYDADA	Uncontrolled
HALE	Uncontrolled
HARMEL	Uncontrolled
HART	Uncontrolled
HORAN	Uncontrolled
LAMESA	Uncontrolled
LANEY	Uncontrolled
LANEY FARM	Uncontrolled
LEVELLAND	Uncontrolled
LITTLEFIELD	Uncontrolled
LUBBOCK INTERNATIONAL	Commercial
MACY	Uncontrolled
MCNABB	Uncontrolled
MULESHOE	Uncontrolled
POST-GARZA	Uncontrolled
SEAGRAVES	Uncontrolled
SLAYTON	Uncontrolled
SMITH	Uncontrolled
SUDAN	Uncontrolled
TAHOKA	Uncontrolled
TERRY	Uncontrolled
TOWN AND COUNTRY	Uncontrolled
WILLIAMS	Uncontrolled
WITLIS-ISLER	Uncontrolled
YOAKUM	Uncontrolled

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

**I.2.E.14.a** Description of impacts: During peak arrival and departure times at Lubbock International, access to instrument approaches at Lubbock is restricted and Reese aircraft are held to lower altitudes than optimal.

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Columbus AFB - AETC

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:

3000 sq miles

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

#### Commercial Aviation Impact

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

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

Airfield:	Airfield:
EUPORA	Uncontrolled
GEORGE DOWNER	Uncontrolled
GEORGE M. BRYON	Uncontrolled
GOLDEN TRIANGLE REGIONAL	Uncontrolled
HOPPER	Uncontrolled
HOUSTON	Uncontrolled
INGRAM	Uncontrolled
LAMAR	Uncontrolled
LOWNDES	Uncontrolled
MACON	Uncontrolled
MANTACHIE	Uncontrolled
MARION COUNTY	Uncontrolled
MCCHARAN	Uncontrolled
MONROE COUNTY	Uncontrolled
OKOLONA	Uncontrolled
OKTIBBEHA	Uncontrolled
REFORM	Uncontrolled
RICHRAD ARTHUR	Uncontrolled
STINSON	Uncontrolled
TUPELO INDUSTRIAL	Uncontrolled

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

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Laughlin AFB - AETC

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

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

Range scheduling statistics (yearly average from 1990 to 93).

**I.2.E.7.a** Hours scheduled: 4 hrs

**I.2.E.7.b** Hours used: 4 hrs

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

**I.2.E.9** It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.

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

**I.2.E.11** 99.00 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:
Anacacho Ranch	Uncontrolled
Bertani Ranch	Uncontrolled
Bowles	Uncontrolled
Continental Ranch	Uncontrolled
Davis Ranch	Uncontrolled
Del Rio International	General Aviation
DeLong Ranch	Uncontrolled
Devils River Ranch	Uncontrolled
Dunbar Ranch	Uncontrolled

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Laughlin AFB - AETC

Eagle Pass	General Aviation
Edwards	General Aviation
Flying Bull Ranch	Uncontrolled
Flying D Ranch	Uncontrolled
Fort Clark Springs	Uncontrolled
Four Square Ranch	Uncontrolled
Freeman	Uncontrolled
Horn Ranch	Uncontrolled
Hughes Ranch	Uncontrolled
La Fonda Ranch	Uncontrolled
Laughlin Auxiliary #1	Military
Lazy Two Ranch	Uncontrolled
Leona Ranch	Uncontrolled
Lewis	Uncontrolled
Rancho Grande	Uncontrolled
RNK Ranch	Uncontrolled
Robertson Ranch	Uncontrolled
Spofford	Uncontrolled
Spring Ranch	Uncontrolled
Tularosa	Uncontrolled
Winn	Uncontrolled

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

# *Vance AFB*

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## *Military Value -- Low Level Routes*

- **Access to low level routes**
  - *More routes = better training variety*
  
- **Low level routes within 100NM**
  - *Vance = 24*
  - *Columbus = 17*
  - *Reese = 7\**
  - *Laughlin = 4*

*\* May have been understated*

*Source: USAF Certified BRAC95 Questionnaires*





## 1995 AIR FORCE BASE QUESTIONNAIRE

### Vance AFB - AETC

Area Name	Distance	Area Name	Distance	Area Name	Distance
FALCON	108 NM	SMOKEY HILL	142 NM	RAZORBACK	197 NM
CANNON	284 NM	MELROSE	313 NM	AIRBURST	355 NM
CLAIBORNE	387 NM	OSCURA	450 NM	McMULLEN	490 NM
SHELBY WEST	542 NM	SHELBY EAST	545 NM	ATTERBURY	589 NM
HARDWOOD	593 NM	JEFFERSON PROVING G	614 NM	EGLIN C52	675 NM
EGLIN C62	676 NM	HAG/UTTR	739 NM	GOLDWATER RANGE 3	762 NM
EAGLE/UTTR	764 NM	KITTYCAT/UTTR	765 NM	GOLDWATER RANGE 2	773 NM
GOLDWATER RANGE 1	779 NM	GOLDWATER RANGE 4	780 NM	GRAYLING	793 NM

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

SMOKEY HILL	142 NM
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1.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

VOLK FIELD MDS	575 NM
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1.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

FALCON	108 NM
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1.2.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	9	10	18	53	104	155
SR	4	7	10	55	81	119
VR	11	17	34	68	111	168
<b>Total Routes:</b>	<b>24</b>	<b>34</b>	<b>62</b>	<b>176</b>	<b>296</b>	<b>442</b>

#### Identify Routes:

IR-145 10 NM	IR-146 10 NM	IR-171 23 NM	IR-182 23 NM	IR-181 27 NM	IR-183 27 NM
IR-175 32 NM	IR-185 39 NM	VR-119 39 NM	VR-138 39 NM	VR-152 50 NM	SR-294 55 NM
SR-295 55 NM	SR-296 72 NM	VR-532 74 NM	IR-117 76 NM	VR-1137 76 NM	VR-1128 76 NM
VR-1113 76 NM	VR-534 78 NM	VR-535 78 NM	VR-1140 82 NM	VR-1141 96 NM	SR-205 99 NM
VR-533 101 NM	SR-206 122 NM	IR-503 124 NM	VR-531 127 NM	SR-208 140 NM	SR-217 140 NM
VR-544 140 NM	VR-1146 145 NM	VR-552 147 NM	VR-1130 150 NM		
SR-216 153 NM	VR-536 155 NM	VR-1144 157 NM	VR-159 157 NM	VR-1142 158 NM	VR-163 162 NM
VR-1145 164 NM	VR-1138 167 NM	IR-172 169 NM	IR-173 169 NM	VR-1546 169 NM	VR-1139 169 NM
VR-1574 170 NM	VR-158 170 NM	VR-104 175 NM	VR-162 175 NM	VR-1143 180 NM	IR-103 183 NM
IR-105 183 NM	IR-129 183 NM	VR-1182 187 NM	SR-223 191 NM	SR-224 191 NM	IR-502 193 NM
VR-189 193 NM	IR-504 193 NM	IR-506 199 NM	VR-1522 199 NM		

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Reese AFB - AETC

AIRBURST	321 NM	McMULLEN	365 NM	SMOKEY HILL	367 NM
RAZORBACK	406 NM	CLAIBORNE	480 NM	CANNON	537 NM
GOLDWATER RANGE 3	539 NM	GOLDWATER RANGE 2	548 NM	GOLDWATER RANGE 1	553 NM
GOLDWATER RANGE 4	557 NM	HAG/UTTR	648 NM	EL CENTRO	665 NM
SHELBY WEST	674 NM	KITTYCAT/UTTR	679 NM	SHELBY EAST	679 NM
NELLIS R63	685 NM	EAGLE/UTTR	690 NM	NELLIS R65	693 NM
CHINA LAKE	787 NM				

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

MELROSE	97 NM
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I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

LUKE ACMI	515 NM
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I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

MELROSE	97 NM
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I.2.C.8 Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	3	9	22	55	90	142
SR	1	20	22	38	61	85
VR	3	4	22	64	100	150
<b>Total Routes:</b>	<b>7</b>	<b>33</b>	<b>66</b>	<b>157</b>	<b>251</b>	<b>377</b>

#### Identify Routes:

IR-154 42 NM	IR-155 42 NM	VR-1116 55 NM	IR-128 74 NM	VR-114 76 NM	VR-100 94 NM
SR-280 97 NM					
VR-125 104 NM	SR-216 111 NM	IR-172 113 NM	IR-173 113 NM	SR-233 116 NM	SR-236 116 NM
SR-242 116 NM	SR-240 116 NM	SR-267 116 NM	SR-258 116 NM	SR-255 116 NM	SR-251 116 NM
SR-250 116 NM	SR-249 116 NM	SR-245 116 NM	SR-244 116 NM	SR-273 116 NM	SR-243 116 NM
SR-234 116 NM	IR-107 123 NM	IR-113 128 NM	SR-208 129 NM	SR-217 129 NM	IR-180 133 NM
IR-150 139 NM	SR-206 140 NM				
VR-1142 154 NM	VR-1144 155 NM	VR-1174 157 NM	IR-116 158 NM	VR-159 161 NM	VR-1138 162 NM
SR-205 165 NM	VR-1141 165 NM	IR-133 169 NM	VR-1143 173 NM	VR-118 174 NM	IR-134 178 NM
VR-163 178 NM	VR-162 179 NM	IR-111 181 NM	VR-158 183 NM	VR-1139 185 NM	IR-124 186 NM
VR-186 186 NM	VR-108 186 NM	VR-1140 186 NM	IR-102 188 NM	IR-131 188 NM	IR-141 188 NM
IR-139 189 NM	VR-1145 190 NM	IR-130 194 NM	VR-196 195 NM	IR-177 197 NM	SR-213 197 NM
VR-1107 198 NM	IR-103 199 NM	IR-105 199 NM			

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Columbus AFB - AETC

W-168 A,B,C	485 NM	W-158A	486 NM	W-177A	488 NM
W-602	491 NM	W-161A,B/W-177A,B	505 NM	W-157B	515 NM
W-158B	534 NM	W-497A	535 NM	W-174A	556 NM
W-157C	567 NM	W-228C	569 NM	W-122I	573 NM
W-228 A,B,C,D	574 NM	W-174 A,B,C,D,F,G	586 NM	W-122J	590 NM
W-122 D	596 NM	W-122 E	596 NM	W-174B	597 NM
W-497 A,B	597 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
SHELBY EAST	153 NM	SHELBY WEST	156 NM	EGLIN C62	212 NM
EGLIN C52	213 NM	CLAIBORNE	265 NM	RAZORBACK	296 NM
CANNON	302 NM	GRAND BAY	313 NM	JEFFERSON PROVING G	353 NM
ATTERBURY	357 NM	TOWNSEND	370 NM	POINSETT	397 NM
PINECASTLE	438 NM	AVON PARK BRAVO/FO	512 NM	FALCON	513 NM
AVON PARK CHARLIE/E	520 NM	SMOKEY HILL	547 NM	CHERRY POINT BT-11	600 NM
McMULLEN	622 NM	USAF DARE COUNTY	632 NM	NAVY DARE COUNTY	634 NM
HARDWOOD	640 NM	INDIANTOWN GAP	695 NM	GRAYLING	697 NM
MELROSE	765 NM	WARREN GROVE	769 NM		

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

SHELBY EAST	153 NM
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**I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:**

GULFPORT MDS	236 NM
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**I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:**

SHELBY EAST	153 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	7	11	21	51	98	132
SR	2	10	26	46	105	138
VR	8	14	25	66	150	201
<b>Total Routes:</b>	<b>17</b>	<b>35</b>	<b>72</b>	<b>163</b>	<b>353</b>	<b>471</b>

**Identify Routes:**

VR-1014 19 NM	IR-091 25 NM	SR-137 26 NM	VR-1031 49 NM	VR-1016 54 NM	VR-1033 69 NM
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## 1995 AIR FORCE BASE QUESTIONNAIRE

## Columbus AFB - AETC

IR-044	71 NM	IR-066	80 NM	IR-067	80 NM	VR-1050	80 NM	VR-1051	80 NM	VR-1030	87 NM
IR-068	94 NM	SR-075	96 NM	VR-1054	97 NM	IR-077	99 NM	IR-069	100 NM		
IR-078	109 NM	VR-060	116 NM	IR-070	120 NM	SR-074	120 NM	SR-073	120 NM	VR-1032	121 NM
IR-041	125 NM	VR-1067	125 NM	SR-238	125 NM	IR-063	125 NM	VR-1072	128 NM	SR-069	131 NM
SR-070	131 NM	SR-072	131 NM	SR-071	131 NM	VR-1056	140 NM	VR-1070	147 NM	SR-031	149 NM
VR-092	153 NM	IR-089	157 NM	VR-1020	160 NM	VR-1083	160 NM	IR-017	170 NM	VR-1017	170 NM
SR-039	172 NM	VR-1052	174 NM	IR-037	176 NM	SR-038	178 NM	SR-029	183 NM	VR-1082	183 NM
VR-1084	183 NM	VR-1085	183 NM	IR-021	189 NM	SR-037	189 NM	SR-036	189 NM	SR-040	189 NM
SR-035	189 NM	IR-057	191 NM	IR-059	191 NM	SR-103	191 NM	SR-106	191 NM	SR-104	191 NM
SR-101	191 NM	IR-157	193 NM	IR-174	193 NM	IR-038	195 NM	IR-040	197 NM	VR-1024	197 NM
VR-1023	197 NM	VR-1021	197 NM	SR-225	197 NM	SR-059	198 NM	SR-061	198 NM	SR-060	198 NM
SR-062	198 NM										
VR-1022	204 NM	VR-1005	210 NM	VR-179	214 NM	SR-030	216 NM	SR-218	218 NM	SR-227	218 NM
SR-226	218 NM	SR-237	218 NM	SR-232	218 NM	SR-231	218 NM	SR-230	218 NM	SR-229	218 NM
SR-222	218 NM	SR-219	218 NM	SR-220	218 NM	SR-221	218 NM	IR-030	226 NM	IR-031	226 NM
IR-121	232 NM	VR-1103	232 NM	SR-102	235 NM	IR-002	237 NM	VR-1196	238 NM	IR-042	240 NM
VR-1055	240 NM	VR-1068	240 NM	IR-160	241 NM	IR-161	241 NM	IR-592	252 NM	IR-120	254 NM
VR-1102	254 NM	IR-083	261 NM	IR-075	262 NM	SR-105	263 NM	SR-239	268 NM	VR-058	280 NM
IR-016	285 NM	IR-015	294 NM	VR-1065	295 NM	IR-079	299 NM	VR-097	299 NM	IR-080	299 NM
SR-223	302 NM	SR-224	302 NM	VR-094	303 NM	VR-1182	307 NM	IR-090	315 NM	VR-1104	315 NM
IR-164	315 NM	VR-095	317 NM	VR-1049	321 NM	VR-1066	323 NM	VR-106	326 NM	VR-189	332 NM
IR-074	333 NM	VR-1059	334 NM	IR-023	335 NM	VR-1679	336 NM	IR-032	337 NM	IR-618	343 NM
VR-619	343 NM	VR-615	343 NM	VR-1546	345 NM	IR-081	350 NM	VR-1001	350 NM	VR-1130	353 NM
VR-1668	353 NM	VR-1667	355 NM	VR-088	357 NM	VR-1002	362 NM	SR-166	366 NM	IR-019	369 NM
IR-036	369 NM	VR-1008	373 NM	IR-129	376 NM	VR-1004	376 NM	IR-614	383 NM	VR-1635	383 NM
VR-1003	385 NM	VR-1011	388 NM	IR-127	389 NM	VR-187	389 NM	VR-188	390 NM	VR-1006	392 NM
VR-1007	392 NM	IR-502	393 NM	IR-504	393 NM	SR-228	394 NM	VR-1010	397 NM	IR-743	400 NM
VR-1743	400 NM										
IR-018	404 NM	IR-726	408 NM	VR-1726	408 NM	VR-093	409 NM	VR-1641	410 NM	VR-1642	410 NM
VR-087	411 NM	VR-1041	412 NM	VR-1525	413 NM	IR-082	419 NM	IR-527	419 NM	IR-046	420 NM
VR-1039	430 NM	IR-033	435 NM	VR-1097	435 NM	VR-1009	438 NM	SR-871	439 NM	SR-874	439 NM
SR-872	439 NM	SR-873	439 NM	IR-117	444 NM	VR-1137	444 NM	VR-1631	444 NM	VR-1128	444 NM
VR-1113	444 NM	VR-1632	447 NM	VR-1633	447 NM	IR-022	448 NM	SR-734	448 NM	SR-732	449 NM
SR-735	449 NM	IR-723	450 NM	VR-1640	450 NM	VR-152	451 NM	SR-733	454 NM	SR-270	457 NM
IR-608	458 NM	IR-020	459 NM	VR-1721	459 NM	SR-296	462 NM	IR-721	465 NM	IR-047	466 NM
VR-104	466 NM	SR-738	466 NM	SR-737	468 NM	VR-1013	470 NM	SR-616	471 NM	SR-617	471 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Laughlin AFB - AETC

Area Name	Distance	Area Name	Distance	Area Name	Distance
McMULLEN	127 NM	FALCON	334 NM	MELROSE	334 NM
OSCURA	365 NM	CLAIBORNE	424 NM	RAZORBACK	490 NM
SMOKEY HILL	579 NM	AIRBURST	582 NM	SHELBY WEST	616 NM
SHELBY EAST	621 NM	GOLDWATER RANGE 3	646 NM	GOLDWATER RANGE 2	654 NM
CANNON	655 NM	GOLDWATER RANGE 1	655 NM	GOLDWATER RANGE 4	666 NM
EGLIN C52	754 NM	EGLIN C62	760 NM	EL CENTRO	782 NM

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

MELROSE 334 NM

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

LUKE ACMI 624 NM

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

MELROSE 334 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	7	11	40	64	105
SR	0	2	19	31	52	80
VR	1	13	16	44	79	131
<b>Total Routes:</b>	<b>4</b>	<b>22</b>	<b>46</b>	<b>115</b>	<b>195</b>	<b>316</b>

## Identify Routes:

IR-169 28 NM	IR-170 39 NM	VR-1117 53 NM	IR-149 80 NM		
VR-1105 111 NM	VR-1152 111 NM	VR-156 111 NM	IR-124 116 NM	VR-186 116 NM	VR-1106 126 NM
VR-1123 127 NM	IR-180 131 NM	VR-1121 132 NM	IR-148 134 NM	SR-293 134 NM	IR-123 135 NM
VR-143 138 NM	VR-1122 140 NM	VR-196 143 NM	VR-101 145 NM	SR-286 147 NM	VR-168 148 NM
IR-147 151 NM	VR-1108 156 NM	VR-1109 156 NM	VR-1120 175 NM	IR-135 184 NM	IR-128 192 NM
SR-280 193 NM	IR-142 196 NM	SR-261 197 NM	SR-233 198 NM	SR-242 198 NM	SR-244 198 NM
SR-249 198 NM	SR-251 198 NM	SR-258 198 NM	SR-255 198 NM	SR-273 198 NM	SR-267 198 NM
SR-250 198 NM	SR-245 198 NM	SR-243 198 NM	SR-240 198 NM	SR-234 198 NM	SR-236 198 NM
IR-130 204 NM	VR-1124 205 NM	SR-290 207 NM	SR-292 207 NM	IR-136 217 NM	IR-166 217 NM
IR-122 221 NM	VR-118 226 NM	IR-139 235 NM	VR-151 240 NM	SR-270 242 NM	VR-1110 243 NM
IR-154 244 NM	VR-1116 244 NM	IR-155 249 NM	IR-167 250 NM	VR-1143 267 NM	IR-144 272 NM
IR-178 272 NM	IR-165 272 NM	IR-103 273 NM	VR-162 273 NM	IR-105 274 NM	VR-1138 277 NM
VR-158 279 NM	VR-1139 281 NM	VR-1142 285 NM	VR-163 285 NM	VR-1144 286 NM	VR-159 286 NM



# *Vance AFB*

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## *Military Value -- Strange Fields*

	<u><i>Inside 100NM</i></u>	<u><i>150NM</i></u>
■ <i>Vance</i>	8	12
■ <i>Columbus</i>	7	11
■ <i>Reese</i>	4	6
■ <i>Laughlin</i>	0	4

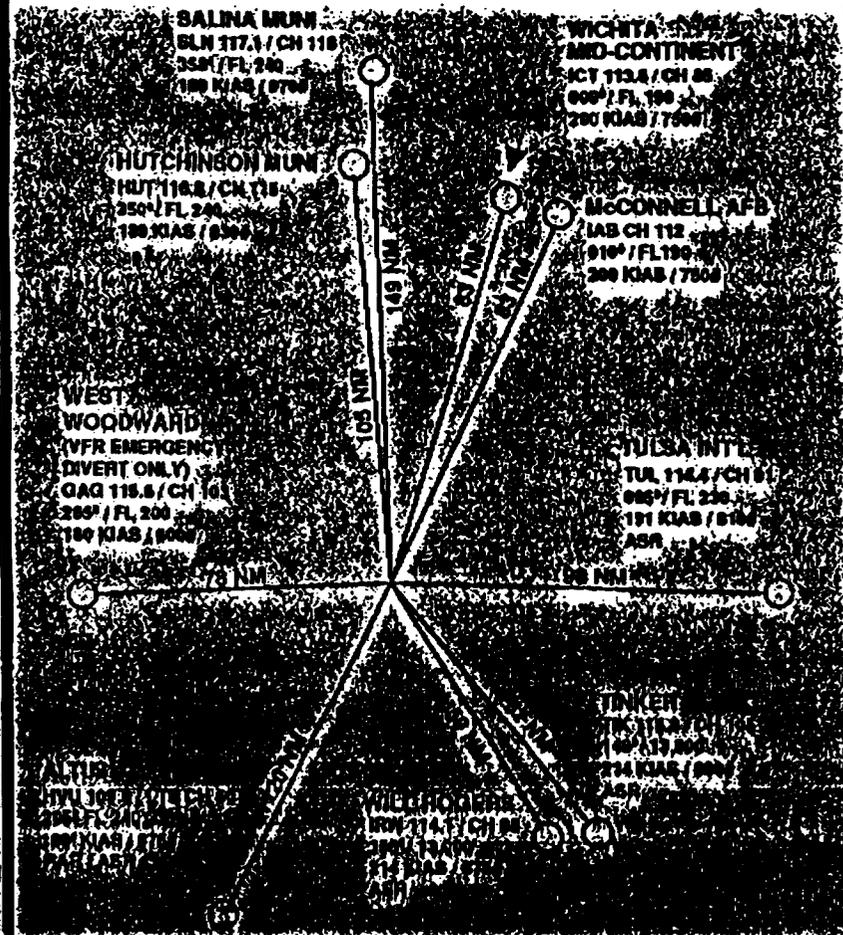
- **Additional training opportunities away from home field**
- **Divert options with bad weather**

*Source: Base Inflight Guides*





# DIVERT AIRFIELDS



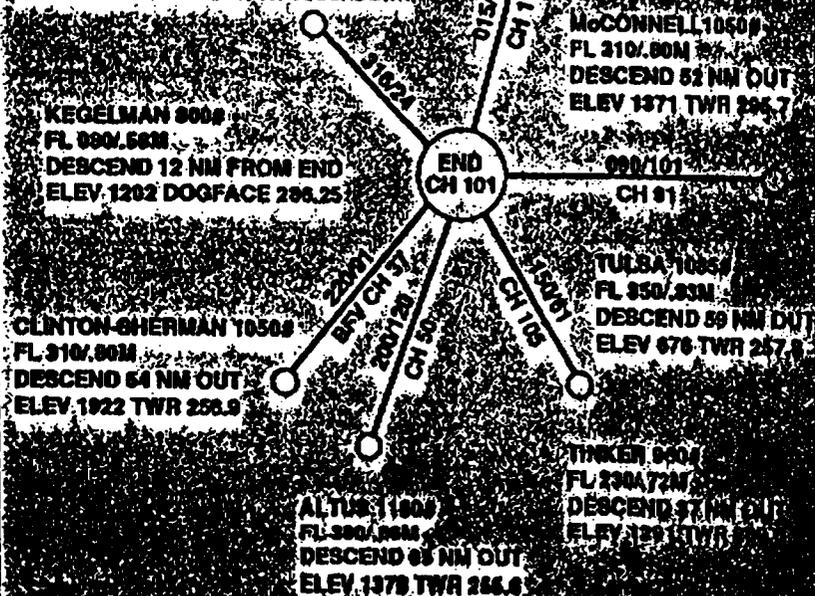
## ADDITIONAL DIVERSION DATA FUEL REQUIRED

AIRPORT	250 KIAS	225 KIAS	TWR FREQ
TINKER	1000	700	118.1
WICHITA MID-CONTINENT	910	600	113.4
McCONNELL	910	600	112.4
ALTUS	850	550	110.0
TULSA	850	550	114.2
TULSA INTL	850	550	114.2
WHEELER	700	500	114.7
WEST WOODWARD	600	400	115.6

# DIVERT AIRFIELDS

RESTRICTED MAX. POWER CLIMB ON COURSE.  
NO WIND.  
DESCEND AT 200 KIAS, 1000' CLEAN  
TO 8 NM FINAL TO LONGEST RUNWAY.  
SUBTRACT 60% FOR UNRESTRICTED CLIMB  
APPROXIMATELY 600 LBS. AT TOUCHDOWN.

\*ALL FUELS CALCULATED  
FROM MISSED APPROACH  
POINT.



NOTE: PROCEEDING TO AN ALTERNATE WITH NORMAL CFR HANDLING AND  
A PENETRATION AND APPROACH REQUIRES APPROX. 3000 EXTRA

## LOW ALTITUDE DIVERTS

AIRPORT	250 KIAS	225 KIAS	TWR FREQ
TINKER	1000	700	118.1
McCONNELL	1175	1140	112.4
CLINTON-SHERMAN	1215	1185	106.0
TULSA	1290	1215	114.2
ALTUS	1455	1385	110.0

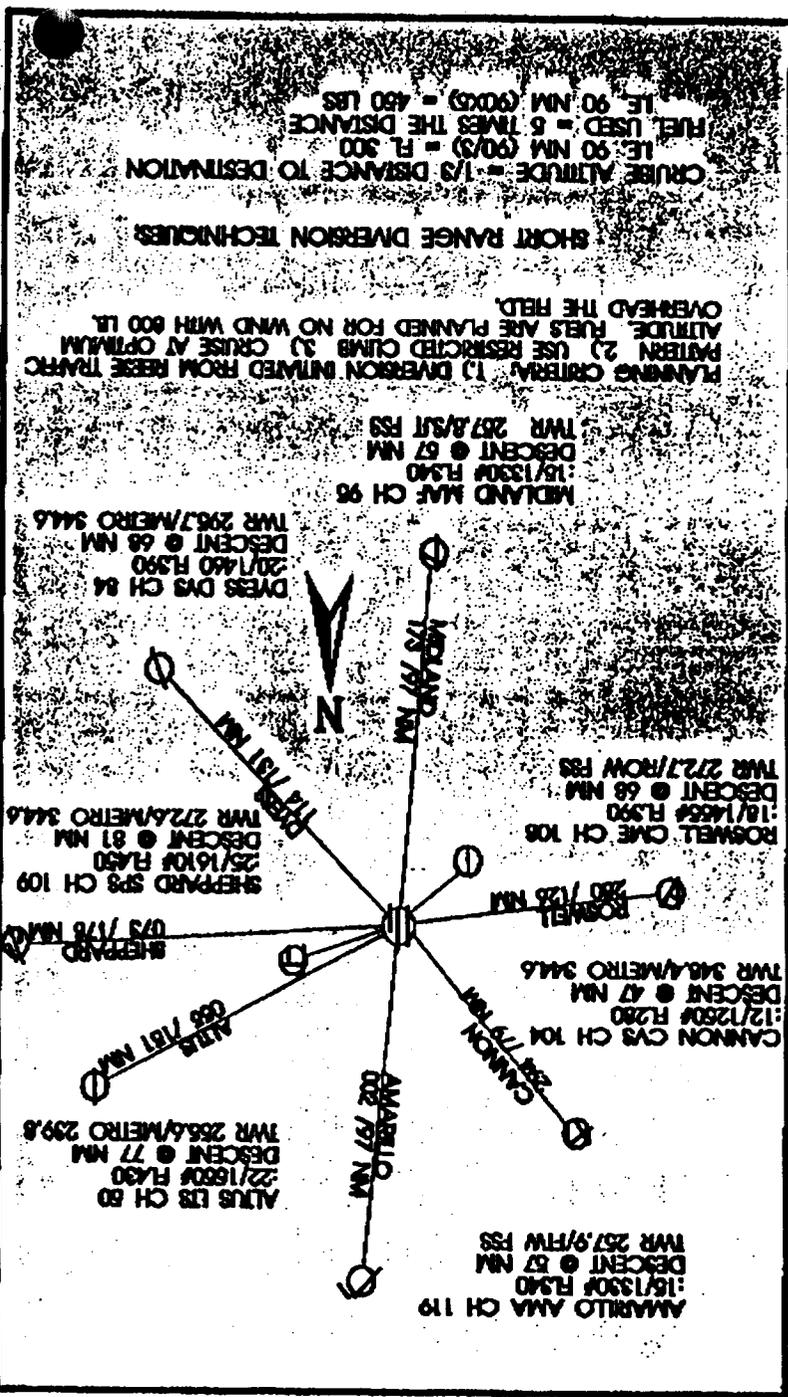
**SHORT RANGE DIVERTS**  
CRUISE ALTITUDE = 1.0 X DISTANCE  
FUEL = 8 X DISTANCE  
DESCEND = 0.6 X ALTITUDE

**DEAR DOWN DIVERTS**  
REQUIRES APPROX. 100 NM AT 1000'  
REQUIRES APPROX. 100 NM AT 2000'

ALTERNATE/DIVERSION AIRFIELDS

6-12 (CH)

T-38 Reese



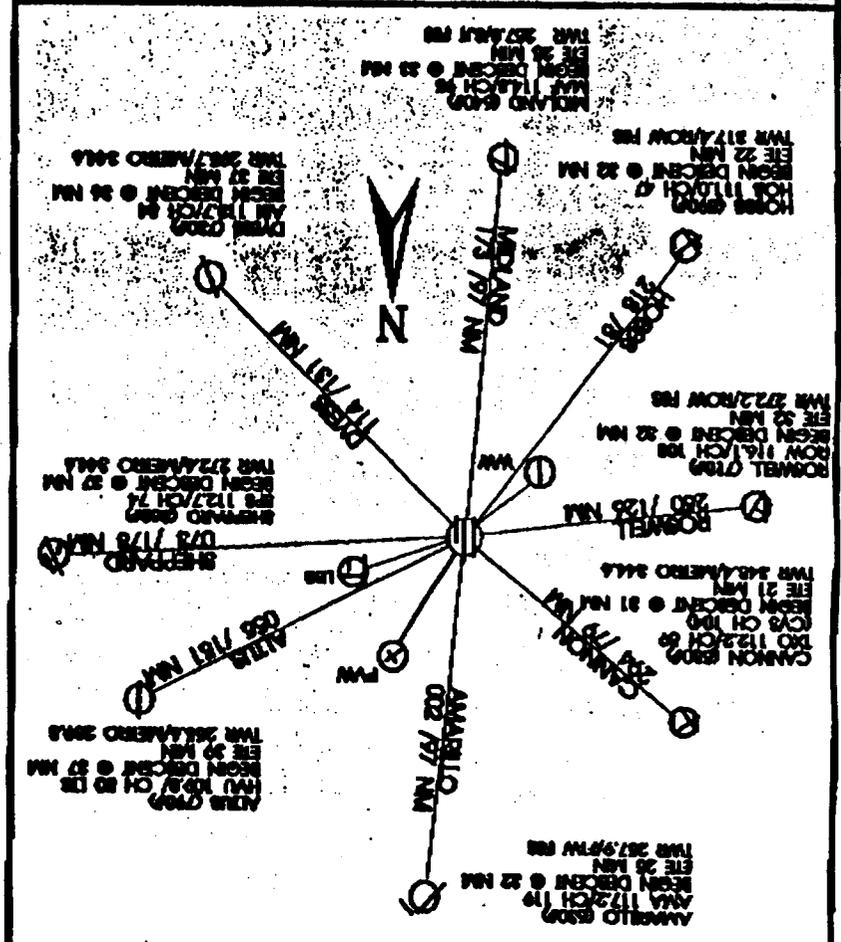
PLANNING CRITERIA: 1) DIVERSION INITIATED FROM REESE TRAFFIC PATTERN 2) USE RESTRICTED CLIMB 3) CRUISE AT OPTIMUM ALTITUDE. FUELS ARE PLANNED FOR NO WIND WITH 800 LB OVERHEAD THE FIELD.

SHORT RANGE DIVERSION TECHNIQUES

CRUISE ALTITUDE - 1/3 DISTANCE TO DESTINATION  
 LE 90 NM (90/3) = FL 300  
 FUEL USED = 6 TIMES THE DISTANCE  
 LE 90 NM (90x3) = 450 LBS

DIVERSION CHART

T-37 Reese



OPTIMUM ALTITUDE - FL 250

FUEL FLOW - 690 PPH  
 KIAS - 178  
 KPMs - 265

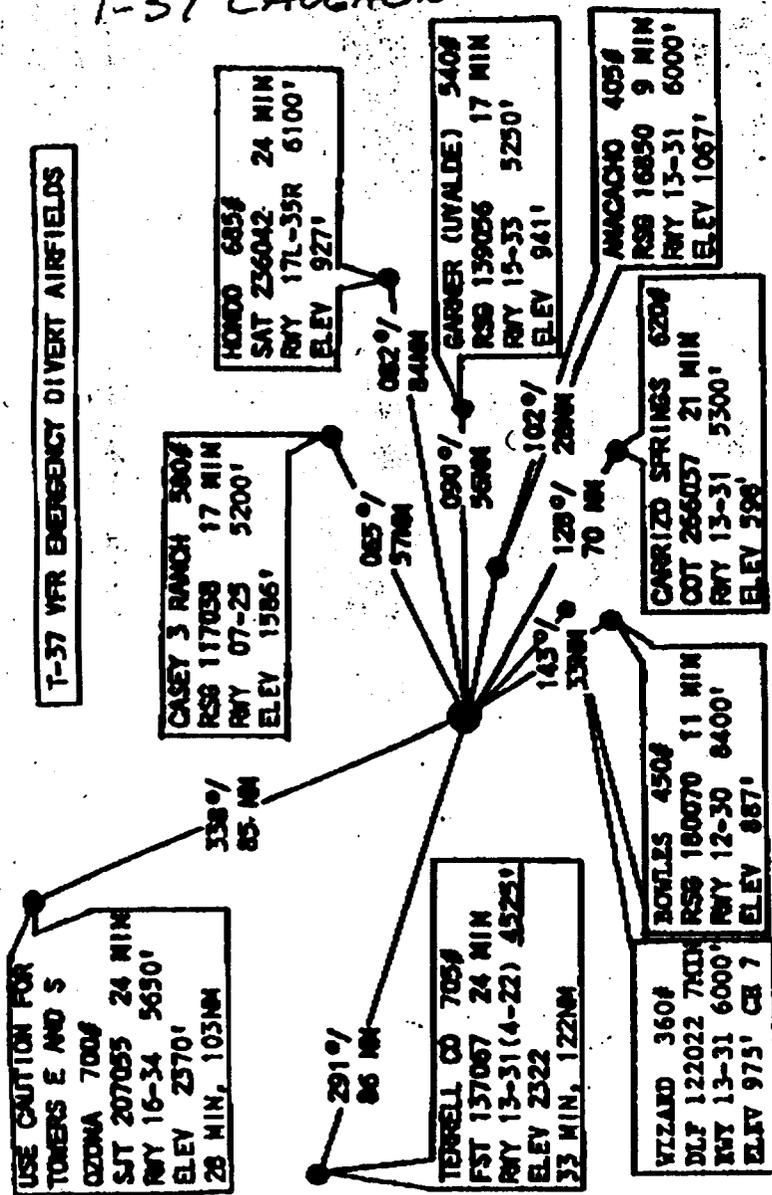
REGULERS ARE FOR STANDARD D/W AND NO WIND. FUEL REQUIRED ALONG FL TO THE DIVERT FIELD. USE A MAX RANGE DESCENT TO FIELD ELEVATION AND LAND WITH 2500 REMAINING

ADD 1500 FOR AN INSTRUMENT APPROACH AND INCREASE FUEL BY 10% FOR BO NOTCH HEADWINDS

USE 8000' AS AN OPTIMUM ALTITUDE WHEN DIVERTING TO THE FOLLOWING FIELDS:

WEATHERED - 3700  
 PLAYVIEW - 4400 (129/176)  
 LUBBOCK - 3200 (109.2/129)

T-37 LAUGHLIN

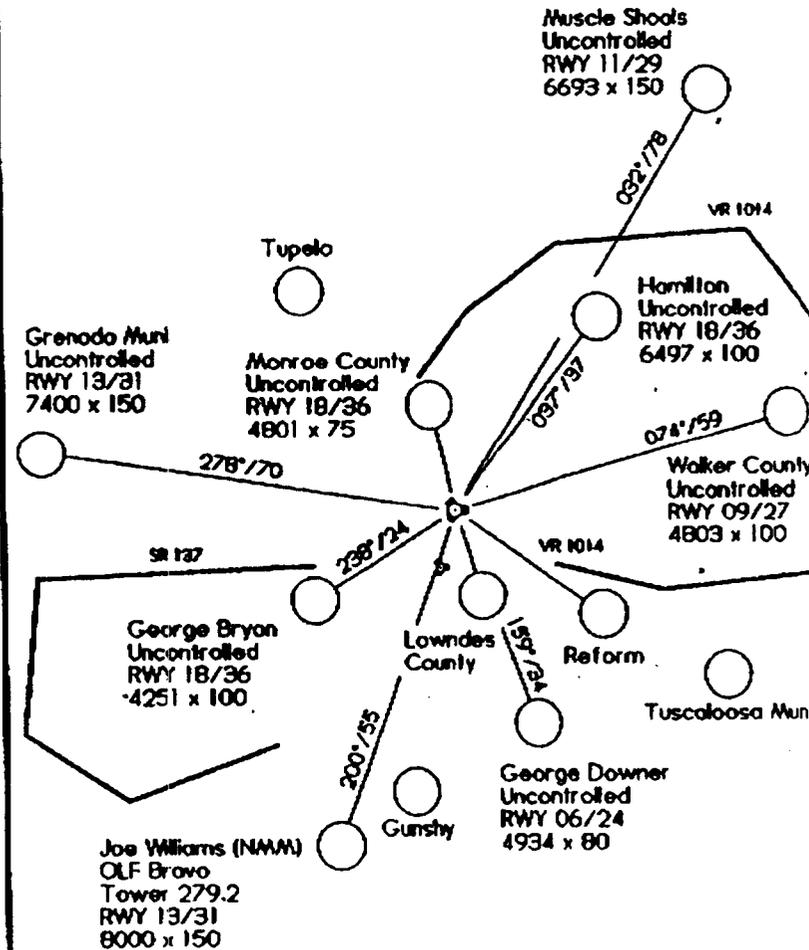


- Fields do not have instrument approaches or towers.
- Fuels based on standard day, no wind.
  - Climb to 5000 MSL at Laughlin.
  - Cruise at 5000 MSL, 208 IAS, 222 TAS, 1110 PPH
  - Descend 7 NM out, idle, clean, 20#, 2 MIN
  - 250# reserve

COLUMBUS T-37

### EMERGENCY DIVERSION FIELDS

Airfields shown below have greater than 4,000 feet of paved usable runway, and should only be considered in emergency situations. Navy Joe Williams (OLF Bravo) has 6,990' between barriers, but is not in continuous operation.



NOTE: Diagram drawn to scale. Tuscaloosa, Gunshy, and Tupalo are included for local area orientation of the emergency diversion airfields.



T-38 LAUGHLIN

T-38 LAUGHLIN DIVERT CHART (600 lbs at touchdown)

Airfield/ TACAN	Initial Hdg/ Fuel Req	Enrt A/S Altitude	Time and Distance	Twr Freq/ RWY length
Dyess ABI/Ch 84	006° 1500 lbs	.84 mach FL350	27 min 185 nm	295.7 13,500'
Mathis Fid SJT/Ch 98	358° 1300 lbs	.84 mach FL 350	19 min 121 nm	257.8 6920'
Midland Intl MAF/Ch 95	326° 1475 lbs	.84 mach FL 350	26 min 172 nm	257.8 9500'
Bergstrom BSM/Ch 35	063° 1450 lbs	.84 mach FL 350	25 min 189 nm	255.6 12,250'
Randolph RND/Ch 70	076° 1350 lbs	.84 mach FL 350	20 min 132 nm	258.3 8300'
Kelly KSY/Ch 57	080° 1300 lbs	.84 mach FL 350	18 min 116 nm	320.1 11,550'
Laredo Intl LRD/Ch 121	140° 1350 lbs	.84 mach FL 350	20 min 130 nm	257.9 8201'
Emergency: Hondo Muni	083° 1150 lbs	.75 FL 240	18 min 84 nm	(VHF) 5789'
Emergency: Wizard DLF 121/21	121° 750 lbs	300 KIAS 2600'	4 min 21 nm	RSU: 280.6 6000'

T-38 AREA DIVERT CHART (600 lbs at touchdown)

Airfield/ TACAN	Initial Hdg/ Fuel Req	Enrt A/S Altitude	Time and Distance	Twr Freq/ RWY length
Dyess ABI/Ch 84	017° 1250 lbs	.84 mach FL350	24 min 163 nm	295.7 13,500'
Mathis Fid SJT/Ch 98	017° 1050 lbs	.84 mach FL 350	15 min 93 nm	257.8 6920'
Midland Intl MAF/Ch 95	329° 1150 lbs	.84 mach FL 350	19 min 126 nm	257.8 9500'
Bergstrom BSM/Ch 35	076° 1350 lbs	.84 mach FL 350	27 min 187 nm	255.6 12,250'
Randolph RND/Ch 70	091° 1275 lbs	.84 mach FL 350	23 min 160 nm	258.3 8300'
Kelly KSY/Ch 57	096° 1200 lbs	.84 mach FL 350	21 min 143	320.1 11,550'
Laredo Intl LRD/Ch 121	140° 1280 lbs	.84 mach FL 350	25 min 176 nm	257.9 8201'
Emergency:	105°	.84	16 min	(VHF)

T-1 LAUGHLIN

T-1 DIVERT CHART (500 lbs at touchdown)

Airfield/ TACAN	Initial Hdg/ Fuel Req	Enrt A/S Altitude	Time and Distance	Fuel Flow lbs/min	Twr Freq/ RWY
Kelly AFB KSY/ Ch 57	080° 1100 lbs	.46 mach 188 KIAS FL250	28 min 116 nm	760 pph 12.7ppm	320.1 11,550'
Mathis Fid SJT/ Ch 98	358° 1100 lbs	.46 mach 189 KIAS FL 250	28 min 121 nm	760 pph 12.7ppm	257.8 6920'
Laredo Intl LRD/ Ch 121	140° 1125 lbs	.47 mach 185 KIAS FL 270	30 min 130 nm	752 pph 12.5ppm	257.9 8201'
Randolph RND/ Ch 70	076° 1125 lbs	.47 mach 185 KIAS FL 270	30 min 132 nm	752 pph 12.5ppm	258.3 8300'
Bergstrom BSM/ Ch 35	063° 1200 lbs	.51 mach 185 KIAS FL 310	35 min 189 nm	716 pph 11.9ppm	256.6 12,250'
Midland MAF/ Ch 95	326° 1225 lbs	.51 mach 185 KIAS FL 310	38 min 172 nm	716 pph 11.9ppm	257.8 9,500'
Dyess AFB ABI/ Ch 84	006° 1275 lbs	.53 mach 182 KIAS FL 330	38 min 190 nm	714 pph 11.9ppm	295.7 13,500'
Reese AFB REE/ Ch 25	336° 1400 lbs	.55 mach 183 KIAS FL 350	51 min 260 nm	707 pph 11.8ppm	291.1 10,5000'

Divert Chart Instructions

The SOF determines if a divert is required. RAPCON will broadcast status and weather.

- (1) If fuel/weather permit a delay, climb, conserve fuel, and advise RAPCON of any acceptable delay.
- (2) If fuel/weather requires immediate recovery or divert, contact RAPCON, state intentions and receive an acknowledgment.
- (3) If you determine that you will not have divert fuel at the MAP, contact the SOF with your intentions.

Assumptions:

- No wind climb and cruise at standard day temperature.
- Fuel includes a 10 min approach/landing with 500# remaining.
- Climb to optimum altitude at the rate climb schedule.
- All calculations for time and fuel based on 12000# G.W. aircraft.
- Cruise IMN/KIAS based on max range speed.
- Enroute descent data computed from max range schedule.
- Add 5% to diversion fuels if Engine anti-ice systems are used.

N

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# Vance AFB

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## Air Traffic Delays



### *DELAYS PER MONTH (2 YEAR PERIOD)*

<u>Vance</u>	<u>Reese</u>	<u>Columbus</u>	<u>Laughlin</u>
0	31	6	4

- Any and all delays are indicators
  - *Efficiency and smoothness of air traffic control are critical to pilot training*
- Delays result directly in "knocked off" manuevers

*Vance has one of the smoothest training operations in the Air Force!*



## 1995 AIR FORCE BASE QUESTIONNAIRE

## Vance AFB - AETC

## 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	171240	16572	138233	16445	0	0
Tower	2	77811	11789	66022	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 17C

65725 operations were conducted this runway during calendar 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 SILL distance 103 NM

Nearest major primary airdrop customer: FORT RILEY distance 177 NM

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

Lajes AB: 3371 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Reese AFB - AETC

#### 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	3	82118	604	81514	N/A	N/A	N/A

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

82118 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 experiences ATC delays.

I.2.A.6.a Details regarding ATC delays:

Average number of delays per month (over the last 2 years): 31

The total number of sorties per month: 60026

The average length of the delays: 0:10

I.2.A.6.b There is a common rationale for the delays:

Delays occur while trying to obtain IFR release from approach control facility.

##### B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: FORT SILL distance 191 NM

Nearest major primary airdrop customer: FORT BLISS distance 243 NM

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

Lajes AB: 3639 NM

Rota AB: 4698 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Columbus AFB - AETC

#### 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	142683	52055	90628	14973	14973	157
Tower	3	87268	220	87048	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 31C  
 90628 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 experiences ATC delays.

I.2.A.6.a Details regarding ATC delays:

Average number of delays per month (over the last 2 years): 6  
 The total number of sorties per month: 57996

I.2.A.6.b There is a common rationale for the delays:  
 IN-FLIGHT EMERGENCIES

##### B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: ANNISTON ARMY DEPOT distance 129 NM  
 Nearest major primary airdrop customer: BIRMINGHAM distance 85 NM

I.2.B.2 Distance to foward deployment Air Bases:  
 Lajes AB: 2983 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Laughlin AFB - AETC

#### 2. Operational Effectiveness

##### A. Air Traffic Control

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

1.2.A.1 Some of the base ATCALs are officially part of the NAS.

1.2.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	165217	10225	154992	18555	0	428
Tower	2	88043	325	87718	N/A	N/A	N/A

1.2.A.4 The primary instrument runway is designated 13C

71315 operations were conducted this runway during calendar year 1993

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

None

1.2.A.6 The base experiences ATC delays.

1.2.A.6.a Details regarding ATC delays:

Average number of delays per month (over the last 2 years): 4

The total number of sorties per month: 43796

The average length of the delays: 8:56

1.2.A.6.b There is No common rationale for the delays.

##### B. Geographic Location

1.2.B.1 Nearest major primary airlift customer: FORT HOOD distance 200 NM

Nearest major primary airdrop customer: FORT HOOD distance 200 NM

1.2.B.2 Distance to forward deployment Air Bases:

Lajes AB: 3693 NM

# Vance AFB



## Military Value -- Weather

### Weather Loss Summary -- FY90-94\*

	<u>Vance</u>	<u>Reese</u>	<u>Columbus</u>	<u>Laughlin</u>
T-37	20.4	24.0	21.3	14.3
T-38	21.9	20.5	22.6	17.8

\*Source: AETC/LG Operational and Maintenance Data

- All inclusive weather losses
  - *Low ceilings; cross winds; icing; thunderstorms; density altitude*
- Accurate weather impact -- not a forecast
- REESE WORST IN T-37 / COLUMBUS IN T-38





**DEPARTMENT OF THE AIR FORCE**  
**AIR EDUCATION AND TRAINING COMMAND**

1 November 1994

HQ AETC/TMX (FOIA)  
244 F Street East Suite 1  
Randolph AFB TX 78150-4328

Colonel D. F. Craigie, USAF Retired  
7220 Shoup Road  
Colorado Springs, CO 80908

Dear Colonel Craigie

This is an interim response to your 14 July 1994 Freedom of Information Act (FOIA) request.

At attachment 1 you will find an index of releasable records, along with the records we found to be responsive to your request. These records are fully releasable under 5 U.S.C. 552. We also attached a copy of the 2 Sep 94 HQ AETC/XOS letter which provides you with additional information regarding items 10 through 15 on the index. Also, as mentioned to you in our 7 October 1994 letter, we are still awaiting the receipt of certain contractual records. Once we receive them, we will review them and make a determination on their release.

Since this is an interim response, we will assess any remaining charges once we provide you with a final response. Again, we appreciate your patience in this matter.

Sincerely



JOAN W. BLANKENBAKER, Colonel, USAF  
Director of Information Management

Attachments:

1. Index of Releasable Records w/Records
2. HQ AETC/XOS Ltr, 2 Sep 94

## UPT COMPARISON

MISSION CAPABILITY	VANCE	REESE	COLUMBUS	LAUGHLIN
<b>SORTIES</b> (Programmed in FY94)				
T-37	16,700	18,100	17,700	18,500
T-38	25,400	13,000	22,200	22,300
T-1	0	7,100	0	1,800
<b>PILOTS GRADUATED</b> (Programmed in FY94)				
	165	170	164	167
<b>WEATHER LOSSES</b> (Five year average)				
T-37	21.5	24.4	21.8	15.5
T-38	22.5	21.5	22.9	18.7
T-1	n/a	7.9	n/a	1.2
<b>TOTAL AIRSPACE</b> (Sq mi)				
	7907	7314	7337	7312
<b>CURRENT ALTERNATES</b> (Distance in nm)				
T-37	Tinker (62)	Lubbock (17)	Tuscaloosa (49)	Mathis (122)
T-38	Tinker (62)	Lubbock (17)	Birmingham (85)	Kelly (116)
T-1	n/a	Lubbock (17)	n/a	Mathis (122)

Acft: I-37

Operational & Maintenance Data Recap

Begin : Oct 88 End: Sep 89

	Prev FY Avg	COL	LAU	MAI	RAN	REE	SHE	VAN	WIL	ATC
Sorties Required	190497	27761	26467	6835	14865	26071	34721	27568	32443	195923
Sorties Scheduled	240815	36253	33475	6599	16748	36894	43176	37112	36412	246669
Programmed Attrition	49518	8492	7088	564	1883	18823	8455	9552	3969	58746
% of Scheduled	20.6	23.4	20.9	8.5	11.2	29.3	19.6	25.7	10.9	20.6
Sorties Launched	198404	27375	28465	5965	13751	27990	33115	28595	33575	198831
% of Required	104.2	98.6	107.5	98.8	92.5	107.4	95.4	103.8	103.5	101.5
% of Scheduled	82.7	75.5	85.0	98.4	82.1	75.9	76.7	77.1	92.2	80.6
Ops Additions	3351	190	391	59	53	294	884	769	338	2980
Maint Additions	388	111	93	18	39	148	186	33	105	657
% of Launched	1.8	1.1	1.7	1.2	0.7	1.6	3.0	2.0	1.3	1.0
Actual Attrition	45395	9171	5442	783	3189	9488	11187	9331	3338	51689
% of Scheduled	18.9	25.3	16.3	10.7	18.4	25.5	25.7	25.1	9.2	20.9
Wx Deletions	41525	8425	5241	573	2698	8724	10268	7912	2399	46232
%	17.3	23.2	15.7	8.7	16.1	23.6	23.8	21.3	6.6	18.7
Ops Deletions	3887	252	48	78	346	522	588	875	848	3533
%	1.3	0.7	0.1	1.1	2.1	1.4	1.3	2.4	2.3	1.4
Lgnd's	688	395	7	12	49	97	111	195	91	957
%	0.3	1.1	0.0	0.2	0.3	0.3	0.3	0.5	0.2	0.4
Maint Air Aborts	683	81	21	35	17	9	131	227	32	553
Air Abort Rate	0.3	0.3	0.1	0.6	0.1	0.0	0.4	0.8	0.1	0.3
Maint Ground Aborts	3851	357	443	94	221	281	583	536	484	2919
Spare Ground Aborts	262	38	36	1	13	22	49	36	28	215
Ground Abort Rate	1.6	1.4	1.7	1.6	1.7	1.1	1.6	2.8	1.5	1.6
Maint Deletions	9547	1816	1435	141	523	1138	1871	1284	1461	9581
% of Adj Schedule	4.8	6.5	5.0	2.3	3.0	4.8	5.6	4.1	4.3	4.8
Supply Deletions	274	4	19	6	25	45	87	8	3	189
% of Adj Schedule	0.1	0.0	0.1	0.1	0.2	0.2	0.3	0.0	0.0	0.1
Avg Poss. (w/o ACE Ac)	546.7	75.9	88.3	28.4	44.6	73.2	98.8	73.6	85.7	543.9
MC - Flyable	461.2	58.4	69.8	16.4	38.8	59.2	71.2	68.4	72.5	438.8
Cap / Day	271.8	36.1	37.2	9.9	21.1	37.3	45.3	41.2	48.6	268.5
Spares / Day	43.2	5.3	7.8	1.6	4.2	5.6	6.7	4.3	7.3	42.7
% MC, Sched	68.1	82.1	65.2	78.1	65.3	72.4	73.1	75.3	66.2	78.9
Deferred Discrepancy Data:										
Avg No. Aircraft	615	81	85	33	53	78	93	122	87	631
Avg Number AWM	0.86	3.88	0.81	1.18	0.18	1.41	1.27	1.81	0.36	1.18
Avg Number AUP	0.89	1.86	1.41	1.18	1.49	0.96	0.68	0.93	1.03	1.85
Avg Per Aircraft	1.74	4.14	2.22	2.19	1.59	2.37	1.95	1.95	1.39	2.22
Fleet Time Data:										
Avg No. Aircraft	612	88	84	32	52	77	93	122	89	630
Avg Fleet Time	253.6	225.5	271.3	241.4	252.3	261.2	268.8	251.4	276.9	256.5
Avg No. Insp. C/W	51	6	6	2	4	7	8	10	8	51

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12

# Vance AFB



## Official Planning Factors

	<u>Vance</u>	<u>Reese</u>	<u>Columbus</u>	<u>Laughlin</u>
T-37	23%	27%	26%	19%
T-38	26%	28%	25%	22%

Source: JCSG Certified BRAC95 Data

### ■ These factors are reality

- *Based on long term sortie losses by A/C*
- *On average, Reese T-37 instructors work 8% more than Laughlin T-37 instructors*
- *On average, Reese T-38 instructors work 6% more than Columbus T-38 instructors*

*Weather factors are real -- Reese instructors must work longer and harder for the same result*



CLOSE HOLD

**REESE**  
Mission Requirements

Jun	96	4	0.2	22.8
Jul	99	1	0.2	21.1
Aug	97	3	0.2	11.2
Sep	92	8	0.8	12.3
Oct	89	11	1.2	12.0
Nov	89	11	2.7	7.8
Dec	85	15	1.7	6.9

*19.0*

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

ANSWER:

T-37	T-38	T-1
27%	28%	28%

*22/29/95*

Ave: 21.6%

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

ANSWER: Weather conditions in the local area do not pose a chronic scheduling problem for the use of training areas.

REESE

CLOSE HOLD

**COLUMBUS**  
**Mission Requirements**

**CLOSE HOLD**

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

ANSWER:	Aircraft	Loss due to Wx
T-37		26.0%
T-38		25.0%
AT-38		Not enough data

*Handwritten:* 25.5%  
75.5%

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

- ANSWER: No. Weather conditions do not pose a problem.
- ANSWER: No. Alternate areas are not used.
- ANSWER: No. Relocation is never required due to weather.

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Mission Requirements

Airfield: LAUGHLIN AFB

Month	% of Hours VMC	% of Hours IMC	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	% of All Sorties Rescheduled/Cancelled Due to Weather
Jan.	86.5	13.5	6.8	22.6%
Feb.	87.8	12.2	6.1	25.3%
Mar.	91.7	8.3	2.9	17.6%
Apr.	94.8	5.2	1.3	20.0%
May	94.4	5.6	1.1	17.8%
June	97.7	2.3	0.4	16.3%
July	99.5	.5	0.1	14.2%
Aug.	99.6	.4	0.1	10.1%
Sept.	98.4	1.6	0.0	15.0%
Oct.	95.8	4.2	0.9	16.9%
Nov.	90.1	9.9	4.1	19.0%
Dec.	86.6	13.4	7.0	21.4%

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

119%  
18.01%

T-37	T-38	T-1
19%	22%	22%

2706 11/9/95

NOTE: T-1 weather attrition is assumed to be equal to the T-38 until data is available to determine T-1 weather attrition.

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

ANSWER: No data is currently collected to assess the scheduling impact in the training areas, however, since July of 1990 (tenure of current 47 OSS/DDO), no alternate areas have ever been sought, constructed, or used. The normal weather conditions at the most frequently used training areas do not pose a chronic problem for scheduling training sorties.

LAUGHLIN

CLOSE HQ

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# *Vance AFB*

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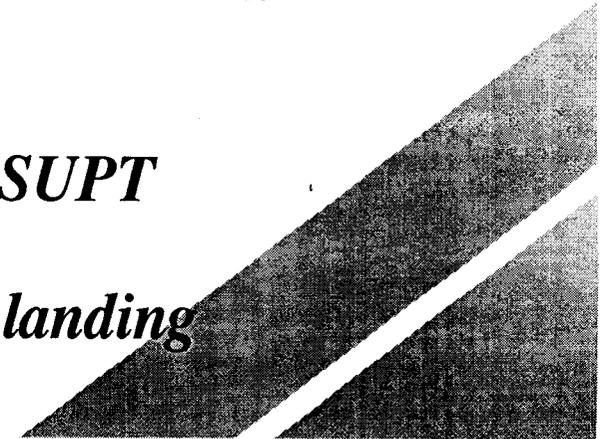


## *Encroachment*

<u><i>Vance</i></u>	<u><i>Reese</i></u>	<u><i>Columbus</i></u>	<u><i>Laughlin</i></u>
<i>6.9</i>	<i>8.6</i>	<i>8.9</i>	<i>10.0</i>

*Source: 1995 DoD Cross-Service Certified Data*

- **Only a small portion of APZ II has development within boundaries**
  - *APZ II is furthest away from field*
  - *No further development since City ordinance in effect*
  - *Complaints virtually zero*
- **Not a limiting factor**
  - *T-38 operations cut by two-thirds with SUPT implementation in Sept 95*
  - *Most aircraft well clear at take-off and landing*



**CATEGORY: UNDERGRADUATE PILOT TRAINING (UPT)**

**STAFF ANALYSIS-I**

**REVISE WEIGHTINGS OF MEASURES OF MERIT**

UPT-JCSG MEASURES OF MERIT	STAFF WEIGHT	REESE (C) (X) Closure	COLUMBUS (*) Closure	LAUGHLIN (*) Closure	RANDOLPH (*) Realignment	VANCE (*) (X) Closure
WEATHER	30	4.7	5.4	7.4	6.0	5.3
AIRSPACE	20	4.8	6.9	7.1	7.0	6.4
ENCROACHMENT	20	8.6	8.9	10.0	0.0	6.9
AIRFIELDS	15	8.2	8.9	7.7	6.0	9.2
MAINTENANCE FACILITIES	10	7.0	7.1	6.4	7.4	6.6
GROUND TRNG FACILITIES	5	7.9	7.4	7.3	8.6	7.8
<b>TOTAL:</b>	<b>100</b>	<b>6.4</b>	<b>7.2</b>	<b>7.8</b>	<b>5.3</b>	<b>6.7</b>
<b>RANK:</b>		<b>4</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>3</b>

<b>UNWEIGHTED</b>	<b>SCORE</b>	<b>6.87</b>	<b>7.43</b>	<b>7.65</b>	<b>6.72</b>	<b>7.03</b>
<b>AVERAGE</b>	<b>RANK</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>3</b>

(C) = DoD recommendation for closure

(X) = Joint Cross-Service Group option for closure

(\*) = Candidate for further consideration

**RF-209**

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# Vance AFB

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## Personnel Awards

- \* *Ms. Noreen Lentz --- Best USAF CHAMPUS Advisor, 1994*
- \* *TSGT Robert R. Lesage, Jr. --- Outstanding AETC QAE, 1994*
- \* *A1C John Redfield --- First Place, Features Category, AETC Media Awards, 1994*
- \* *Vance Cherokee Lodge -- Air Force Innkeeper Award, Small Base Category, 1994*
- \* *71 FTW --- Air Force Meritorious Achievement in Flight Safety, 1994*
- \* *MSGT Mark W. Bossi --- AETC First Sergeant of the Year, 1993*
- \* *A1C Troy T. Kinion --- AETC Readiness Airman of the Year, 1993*
- \* *Ms. Doris J. Forshee --- AETC Senior Transportation Civilian of the Year, 1993*
- \* *71 FTW --- AETC Facility Excellence Award, 1993*
- \* *71 Security Police --- Best in USAF, Small Unit Award, 1993*
- \* *Commissary --- Best Small Store in CONUS, 1993*

*Vance is a Top-Notch UPT base in every respect -- as a wing and as individuals!*



## APPENDIX H

## A C C O L A D E S

- 8th Flying Training Squadron - Air Force Outstanding Unit Award
- 71st Civil Engineering Squadron - AETC Nominee for the 1993 Colonel Bernt Balchen Award
- Vance AFB Cherokee Lodge - Air Force Innkeeper Award, Small Base Category, 1994
- Child Development Center - Accredited by the National Academy of Early Childhood Programs
- Capt Valentino Bagnani, III, 8FTS, AETC Nominee for 1994 National Image Award (for contributions in areas of civil/human rights, race relations, equal opportunity, human relations, affirmative actions, and public service programs)
- Capt James Peccia, 71FTW - First Place, U.S. National Military Cycling Championship
- Lt John Cartwright, 71LS - 22d Air Force Outstanding Junior Supply Officer of the Year, 1993
- MSGT Mark W Bossi, 71SUG - 19AF First Sergeant of the Year, 1993
- MSGT Mark W Bossi, 71SUG - AETC First Sergeant of the Year, 1993
- MSGT Gerald R Schaefer, 71FTW/SE - Motorcycle Safety Foundation Instructor Achievement Award, 1993
- TSgt Robert R Lesage, Jr, 71OG - AETC Quality Assurance Evaluator of the Year, 1994
- SSgt Robert K Johnson, 71SPS - AETC Combat Arms Training and Maintenance Specialist of the Year, 1993
- SSgt James F Koller, 71OSS/DOW - AETC representative to 1994 Wartime Forecasting Competition
- SSgt Kevin P Henderson, 71LS/TMO - ACC Transportation Professional of the Year, 1993
- A1C Troy T Kinion, 71MEDS - AETC Readiness Airman of the Year, 1993
- Ms Doris J Forshee, 71LS/TMO - AETC George F Ruestow Transportation Senior Civilian Employee of the Year, 1993
- Ms Lori Jordan, 71FTW/HO - AETC Excellence in Wing History, 1993

## APPENDIX H

## A C C O L A D E S

1 July - 31 December 1994

Vance AFB Family Housing Community Development Plan - AETC  
Nominee for 1995 USAF Design Awards Program

71 FTW - Air Force Meritorious Achievement in Flight Safety  
Award, 1993

71 FTW - USAF Flight Safety Plaque, FY 1993

8 FTS - AETC Unit Flying Safety (Sustained Performance) Award,  
4th Quarter, FY 1994 (for five consecutive years without a  
Class A or B aircraft mishap)

25 FTS - AETC Unit Flying Safety Award, 4th Quarter, FY 1994 (for  
12 consecutive months without a Class A or B aircraft mishap)

Public Affairs, The Airscoop - Third Place, Commercial Enterprise  
Paper less than 24 pages, AETC 1994 Media Awards

Capt James Hartle and Capt Christopher Simon, 25 FTW - T-38  
Instructor Pilots, AETC Top Flight '94

Capt John Dethlefs, 8 FTS - Honorable Mention, Three-Dimensional  
Fine Arts Category, AETC 1994 Artists and Craftsmen Contest

2Lt Steven M Friedman, Class 95-02 - Orville Wright Achievement  
Award, Oct-Dec 1994

TSgt Robert R Lesage, Jr, 710G/LGM - AETC QAE, 1994

Sgt James Schlect, 71 OSS - Second Place, Three-Dimensional Fine  
Arts Category, AETC 1994 Artists and Craftsmen Contest

A1C Timothy K Schwader, 71 OSS - AETC Nominee for USAF 1994 Out-  
standing Weather Airman

A1C John Redfield - First Place, Features Category, AETC 1994  
Media Awards

Ms Noreen Lentz, Best USAF CHAMPUS Advisor, 1994

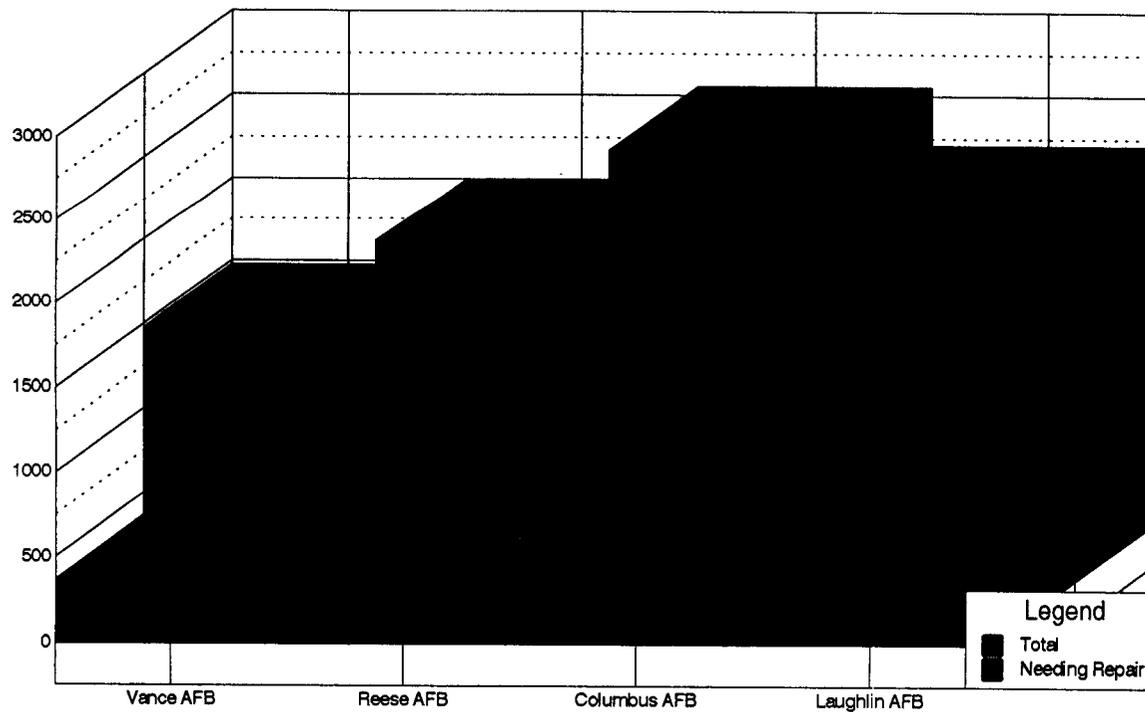
# Vance AFB

## Infrastructure



### Facilities

Thousands of sq. feet



Source: AETC/CE Data, Aug 94

SUMMARY INFORMATION

Infrastructure  
Roads

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1)</u>	<u>NR FLCTYS (CODE 1)</u>	<u>% CODE 1</u>
Vance	XTLF	Base	464,506	18	97%
	MBEB	Auxiliary	5,897	3	
TOTALS:			470,403	21	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1,2,3)</u>	<u>NR FLCTYS (CODE 1,2,3)</u>
Vance	XTLF	Base	478,863	19
	MBEB	Auxiliary	7,697	4
TOTALS:			486,560	23

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SUMMARY INFORMATION

Infrastructure  
Airfield Pavements

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<u>BASE</u>	<u>INST</u> <u>CODE</u>	<u>TYPE</u>	<u>SQ YARD</u> <u>(CODE 1)</u>	<u>NR FLCTYS</u> <u>(CODE 1)</u>	<u>% CODE 1</u>
Vance	XTLF	Base	785,011	7	77%
	MBEB	Auxiliary	196,183	4	
TOTALS:			981,194	11	

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<u>BASE</u>	<u>INST</u> <u>CODE</u>	<u>TYPE</u>	<u>SQ YARD</u> <u>(CODE 1,2,3)</u>	<u>NR FLCTYS</u> <u>(CODE 1,2,3)</u>
Vance	XTLF	Base	1,079,734	9
	MBEB	Auxiliary	196,183	4
TOTALS:			1,275,917	13

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SUMMARY INFORMATION

Facilities

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ FEET (CODE 1)</u>	<u>NR BLDGS (CODE 1)</u>	<u>% CODE 1</u>
Vance	XTLF	Base	1,111,503	323	75%
	MBEB	Auxiliary	1,842	3	
TOTALS:			1,113,345	326	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ FEET (CODE 1, 2, 3)</u>	<u>NR BLDGS (CODE 1, 2, 3)</u>
Vance	XTLF	Base	1,471,477	384
	MBEB	Auxiliary	5,512	4
TOTALS:			1,476,989	388

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SUMMARY INFORMATION

Facilities

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ FEET (CODE 1 )</u>	<u>NR BLDGS (CODE 1 )</u>	<u>\$ CODE 1</u>
Reese	UBNY	Base	1,454,128	665	73
	UBNS	Auxiliary	5,803	4	
TOTALS:			1,459,931	669	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ FEET (CODE 1,2,3)</u>	<u>NR BLDGS (CODE 1,2,3)</u>
Reese	UBNY	Base	1,987,864	755
	UBNS	Auxiliary	5,803	4
TOTALS:			1,993,667	759

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SUMMARY INFORMATION

Infrastructure  
Utilities

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>LF (CODE 1)</u>	<u>NR FLCTYS (CODE 1)</u>	<u>% CODE 1</u>
Reese	UBNY	Base	635,078	12	86%
	UBNS	Auxiliary	19,958	6	
TOTALS:			655,036	18	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>LF (CODE 1,2,3)</u>	<u>NR FLCTYS (CODE 1,2,3)</u>
Reese	UBNY	Base	743,786	16
	UBNS	Auxiliary	19,958	6
TOTALS:			763,744	22

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SUMMARY INFORMATION

Infrastructure  
Airfield Pavements

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1)</u>	<u>NR FLCTYS (CODE 1)</u>	<u>% CODE 1</u>
Reese	UBNY	Base	695,780	10	65%
	UBNS	Auxiliary	148,333	1	
TOTALS:			844,113	11	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1,2,3)</u>	<u>NR FLCTYS (CODE 1,2,3)</u>
Reese	UBNY	Base	1,053,664	13
	UBNS	Auxiliary	252,884	4
TOTALS:			1,306,548	17.

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SUMMARY INFORMATION

Infrastructure  
Roads

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1)</u>	<u>NR FLCTYS (CODE 1)</u>	<u>% CODE 1</u>
Reese	UBNY	Base	328,628	8	44t
	UBNS	Auxiliary	20,539	4	
<b>TOTALS:</b>			348,628	12	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1,2,3)</u>	<u>NR FLCTYS (CODE 1,2,3)</u>
Reese	UBNY	Base	780,796	11
	UBNS	Auxiliary	20,539	4
<b>TOTALS:</b>			801,335	15

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SUMMARY INFORMATION

Facilities

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ FEET (CODE 1)</u>	<u>NR BLDGS (CODE 1)</u>	<u>* CODE 1</u>
Columbus	EEPZ	Base	1,496,995	305	59%
	SHTQ	Auxiliary	36	1	
TOTALS:			1,497,031	306	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ FEET (CODE 1,2,3)</u>	<u>NR BLDGS (CODE 1,2,3)</u>
Columbus	EEPZ	Base	2,542,372	626
	SHTQ	Auxiliary	10,446	3
TOTALS:			2,552,818	629

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SUMMARY INFORMATION

Infrastructure  
Utilities

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>LF (CODE 1)</u>	<u>NR FLCTYS (CODE 1)</u>	<u>% CODE 1</u>
Columbus	EEPZ	Base	966,054	12	100%
	SHTQ	Auxiliary	215	1	
TOTALS:			966,269	13	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>LF (CODE 1,2,3)</u>	<u>NR FLCTYS (CODE 1,2,3)</u>
Columbus	EEPZ	Base	966,054	12
	SHTQ	Auxiliary	215	1
TOTALS:			966,269	13

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SUMMARY INFORMATION

Infrastructure  
Airfield Pavements

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1)</u>	<u>NR FLCTYS (CODE 1 )</u>	<u>% CODE 1</u>
Columbus	EEPZ	Base	1,408,697	8	100%
	SHTQ	Auxiliary	206,883	4	
TOTALS:			1,615,480	12	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1,2,3)</u>	<u>NR FLCTYS (CODE 1,2,3)</u>
Columbus	EEPZ	Base	1,408,597	8
	SHTQ	Auxiliary	206,883	4
TOTALS:			1,615,480	12

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SUMMARY INFORMATION

Infrastructure  
Roads

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1)</u>	<u>NR FLCTYS (CODE 1)</u>	<u>‡ CODE 1</u>
Columbus	EEPZ	Base	934,914	14	95‡
	SHTQ	Auxiliary	705	1	
TOTALS:			935,619	15	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1;2,3)</u>	<u>NR FLCTYS (CODE 1,2,3)</u>
Columbus	EEPZ	Base	965,755	18
	SHTQ	Auxiliary	15,014	3
TOTALS:			980,769	21

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SUMMARY INFORMATION

Infrastructure  
Roads

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1)</u>	<u>NR FLCTYS (CODE 1)</u>	<u>% CODE 1</u>
Laughlin	MXDP	Base	163,800	6	17%
	MXDS	Auxiliary	144	2	
TOTALS:			163,944	8	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1,2,3)</u>	<u>NR FLCTYS (CODE 1,2,3)</u>
Laughlin	MXDP	Base	943,298	11
	MXDS	Auxiliary	10,322	3
TOTALS:			953,620	14

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SUMMARY INFORMATION

Infrastructure  
Airfield Pavements

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<u>BASE</u>	<u>INST</u> <u>CODE</u>	<u>TYPE</u>	<u>SQ YARD</u> <u>(CODE 1)</u>	<u>NR FLCTYS</u> <u>(CODE 1)</u>	<u>CODE 1</u>
Laughlin	MXDP	Base	169,889	2	29%
	MXDS	Auxiliary	145,225	5	
TOTALS:			315,114	7	

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<u>BASE</u>	<u>INST</u> <u>CODE</u>	<u>TYPE</u>	<u>SQ YARD</u> <u>(CODE 1,2,3)</u>	<u>NR FLCTYS</u> <u>(CODE 1,2,3)</u>
Laughlin	MXDP	Base	<del>169,889</del> 934,176 8	5
	MXDS	Auxiliary	145,225 OK	
TOTALS:			1,079,401	13

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SUMMARY INFORMATION

Infrastructure  
Utilities

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>LF (CODE 1)</u>	<u>NR FLCTYS (CODE 1)</u>	<u>‡ CODE 1</u>
Laughlin	MXDP	Base	283,987	8	31‡
	MXDS	Auxiliary	10,710	5	
TOTALS:			294,697	13	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>LF (CODE 1,2,3)</u>	<u>NR FLCTYS (CODE 1,2,3)</u>
Laughlin	MXDP	Base	927,755	14
	MXDS	Auxiliary	10,710	5
TOTALS:			938,465	19

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SUMMARY INFORMATION

Facilities

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<u>BASE</u>	<u>INST</u> <u>CODE</u>	<u>TYPE</u>	<u>SQ FEET</u> <u>(CODE 1 )</u>	<u>NR BLDGS</u> <u>(CODE 1 )</u>	<u>% CODE 1</u>
Laughlin	MXDP	Base	644,592	110	29%
	MXDS	Auxiliary	3,246	5	
TOTALS:			647,838	115	

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<u>BASE</u>	<u>INST</u> <u>CODE</u>	<u>TYPE</u>	<u>SQ FEET</u> <u>(CODE 1,2,3)</u>	<u>NR BLDGS</u> <u>(CODE 1,2,3)</u>
Laughlin	MXDP	Base	2,202,262	525
	MXDS	Auxiliary	3,246	5
TOTALS:			2,205,508	530

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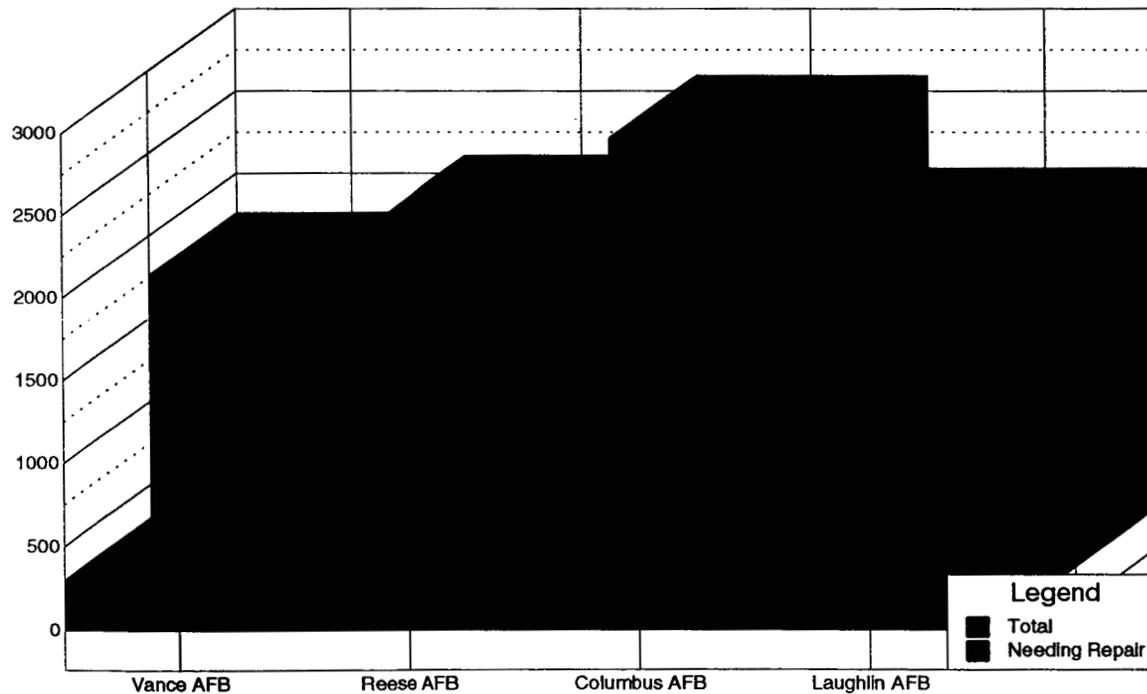
# Vance AFB

## Infrastructure



### Runways, ramps, roads

Thousands of sq. yards



Source: AETC/CE Data, Aug 94



SUMMARY INFORMATION

Infrastructure  
Roads

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1)</u>	<u>NR FLCTYS (CODE 1)</u>	<u>% CODE 1</u>
Vance	XTLF	Base	464,506	18	97%
	MBEB	Auxiliary	5,897	3	
<b>TOTALS:</b>			<b>470,403</b>	<b>21</b>	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1,2,3)</u>	<u>NR FLCTYS (CODE 1,2,3)</u>
Vance	XTLF	Base	478,863	19
	MBEB	Auxiliary	7,697	4
<b>TOTALS:</b>			<b>486,560</b>	<b>23</b>

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SUMMARY INFORMATION

Infrastructure  
Airfield Pavements

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1)</u>	<u>NR FLCTYS (CODE 1)</u>	<u>% CODE 1</u>
Vance	XTLF	Base	785,011	7	77%
	MBEB	Auxiliary	196,183	4	
TOTALS:			981,194	11	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1, 2, 3)</u>	<u>NR FLCTYS (CODE 1, 2, 3)</u>
Vance	XTLF	Base	1,079,734	9
	MBEB	Auxiliary	196,183	4
TOTALS:			1,275,917	13

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SUMMARY INFORMATION

Infrastructure  
Utilities

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>LF (CODE 1)</u>	<u>NR FLCTYS (CODE 1)</u>	<u>% CODE 1</u>
Vance	XTLF	Base	518,833	11	88%
	MBEB	Auxiliary	21,093	4	
TOTALS:			539,926	15	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>LF (CODE 1,2,3)</u>	<u>NR FLCTYS (CODE 1,2,3)</u>
Vance	XTLF	Base	589,689	13
	MBEB	Auxiliary	21,093	4
TOTALS:			610,782	17

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SUMMARY INFORMATION

Facilities

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ FEET (CODE 1)</u>	<u>NR BLDGS (CODE 1)</u>	<u>% CODE 1</u>
Vance	XTLF	Base	1,111,503	323	75%
	MBEB	Auxiliary	1,842	3	
TOTALS:			1,113,345	326	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ FEET (CODE 1, 2, 3)</u>	<u>NR BLDGS (CODE 1, 2, 3)</u>
Vance	XTLF	Base	1,471,477	384
	MBEB	Auxiliary	5,512	4
TOTALS:			1,476,989	388

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SUMMARY INFORMATION

Facilities

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ FEET (CODE 1)</u>	<u>NR BLDGS (CODE 1)</u>	<u>§ CODE 1</u>
Reese	UBNY	Base	1,454,128	665	73%
	UBNS	Auxiliary	5,803	4	
TOTALS:			1,459,931	669	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ FEET (CODE 1,2,3)</u>	<u>NR BLDGS (CODE 1,2,3)</u>
Reese	UBNY	Base	1,987,864	755
	UBNS	Auxiliary	5,803	4
TOTALS:			1,993,667	759

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SUMMARY INFORMATION

Infrastructure  
Utilities

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<u>BASE</u>	<u>INST</u> <u>CODE</u>	<u>TYPE</u>	<u>LF</u> <u>(CODE 1)</u>	<u>NR FLCTYS</u> <u>(CODE 1)</u>	<u>% CODE 1</u>
Reese	UBNY	Base	635,078	12	86%
	UBNS	Auxiliary	19,958	6	
TOTALS:			655,036	18	

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<u>BASE</u>	<u>INST</u> <u>CODE</u>	<u>TYPE</u>	<u>LF</u> <u>(CODE 1,2,3)</u>	<u>NR FLCTYS</u> <u>(CODE 1,2,3)</u>
Reese	UBNY	Base	743,786	16
	UBNS	Auxiliary	19,958	6
TOTALS:			763,744	22

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SUMMARY INFORMATION

Infrastructure  
Airfield Pavements

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1)</u>	<u>NR FLCTYS (CODE 1)</u>	<u>± CODE 1</u>
Reese	UBNY	Base	695,780	10	65±
	UBNS	Auxiliary	148,333	1	
TOTALS:			844,113	11	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1,2,3)</u>	<u>NR FLCTYS (CODE 1,2,3)</u>
Reese	UBNY	Base	1,053,664	13
	UBNS	Auxiliary	252,884	4
TOTALS:			1,306,548	17.

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SUMMARY INFORMATION

Infrastructure  
Roads

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<u>BASE</u>	<u>INST</u> <u>CODE</u>	<u>TYPE</u>	<u>SQ YARD</u> <u>(CODE 1)</u>	<u>NR FLCTYS</u> <u>(CODE 1)</u>	<u>% CODE 1</u>
Reese	UBNY	Base	328,628	8	44%
	UBNS	Auxiliary	20,539	4	
TOTALS:			348,628	12	

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<u>BASE</u>	<u>INST</u> <u>CODE</u>	<u>TYPE</u>	<u>SQ YARD</u> <u>(CODE 1,2,3)</u>	<u>NR FLCTYS</u> <u>(CODE 1,2,3)</u>
Reese	UBNY	Base	780,796	11
	UBNS	Auxiliary	20,539	4
TOTALS:			801,335	15

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SUMMARY INFORMATION

Facilities

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ FEET (CODE 1)</u>	<u>NR BLDGS (CODE 1)</u>	<u>% CODE 1</u>
Columbus	EEPZ	Base	1,496,995	305	59%
	SHTQ	Auxiliary	36	1	
TOTALS:			1,497,031	306	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ FEET (CODE 1,2,3)</u>	<u>NR BLDGS (CODE 1,2,3)</u>
Columbus	EEPZ	Base	2,542,372	626
	SHTQ	Auxiliary	10,446	3
TOTALS:			2,552,818	629

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SUMMARY INFORMATION

Infrastructure  
Utilities

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>LF (CODE 1)</u>	<u>NR FLCTYS (CODE 1)</u>	<u>% CODE 1</u>
Columbus	EEPZ	Base	966,054	12	100%
	SHTQ	Auxiliary	215	1	
TOTALS:			966,269	13	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>LF (CODE 1,2,3)</u>	<u>NR FLCTYS (CODE 1,2,3)</u>
Columbus	EEPZ	Base	966,054	12
	SHTQ	Auxiliary	215	1
TOTALS:			966,269	13

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SUMMARY INFORMATION

Infrastructure  
Airfield Pavements

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1)</u>	<u>NR FLCTYS (CODE 1 )</u>	<u>% CODE 1</u>
Columbus	EEPZ	Base	1,408,697	8	100%
	SHTQ	Auxiliary	206,883	4	
TOTALS:			1,615,480	12	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1,2,3)</u>	<u>NR FLCTYS (CODE 1,2,3)</u>
Columbus	EEPZ	Base	1,408,597	8
	SHTQ	Auxiliary	206,883	4
TOTALS:			1,615,480	12

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SUMMARY INFORMATION

Infrastructure  
Roads

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1)</u>	<u>NR FLCTYS (CODE 1)</u>	<u>% CODE 1</u>
Columbus	EEPZ	Base	934,914	14	95%
	SHTQ	Auxiliary	705	1	
TOTALS:			935,619	15	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1,2,3)</u>	<u>NR FLCTYS (CODE 1,2,3)</u>
Columbus	EEPZ	Base	965,755	18
	SHTQ	Auxiliary	15,014	3
TOTALS:			980,769	21

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SUMMARY INFORMATION

Infrastructure  
Roads

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1)</u>	<u>NR FLCTYS (CODE 1 )</u>	<u>% CODE 1</u>
Laughlin	MXDP	Base	163,800	6	17%
	MXDS	Auxiliary	144	2	
TOTALS:			163,944	8	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1,2,3)</u>	<u>NR FLCTYS (CODE 1,2,3)</u>
Laughlin	MXDP	Base	943,298	11
	MXDS	Auxiliary	10,322	3
TOTALS:			953,620	14

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SUMMARY INFORMATION

Infrastructure  
Airfield Pavements

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<u>BASE</u>	<u>INST</u> <u>CODE</u>	<u>TYPE</u>	<u>SQ YARD</u> <u>(CODE 1)</u>	<u>NR FLCTYS</u> <u>(CODE 1)</u>	<u>% CODE 1</u>
Laughlin	MXDP	Base	169,889	2	29%
	MXDS	Auxiliary	145,225	5	
TOTALS:			315,114	7	

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<u>BASE</u>	<u>INST</u> <u>CODE</u>	<u>TYPE</u>	<u>SQ YARD</u> <u>(CODE 1,2,3)</u>	<u>NR FLCTYS</u> <u>(CODE 1,2,3)</u>
Laughlin	MXDP	Base	<del>169,889</del> 934,176 8	
	MXDS	Auxiliary	145,225 OK	5
TOTALS:			1,079,401	13

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SUMMARY INFORMATION

Infrastructure  
Utilities

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>LF (CODE 1)</u>	<u>NR FLCTYS (CODE 1)</u>	<u>CODE 1</u>
Laughlin	MXDP	Base	283,987	8	31%
	MXDS	Auxiliary	10,710	5	
TOTALS:			294,697	13	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>LF (CODE 1,2,3)</u>	<u>NR FLCTYS (CODE 1,2,3)</u>
Laughlin	MXDP	Base	927,755	14
	MXDS	Auxiliary	10,710	5
TOTALS:			938,465	19

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SUMMARY INFORMATION

Facilities

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<u>BASE</u>	<u>INST</u> <u>CODE</u>	<u>TYPE</u>	<u>SQ FEET</u> <u>(CODE 1)</u>	<u>NR BLDGS</u> <u>(CODE 1)</u>	<u>% CODE 1</u>
Laughlin	MXDP	Base	644,592	110	29%
	MXDS	Auxiliary	3,246	5	
TOTALS:			647,838	115	

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<u>BASE</u>	<u>INST</u> <u>CODE</u>	<u>TYPE</u>	<u>SQ FEET</u> <u>(CODE 1,2,3)</u>	<u>NR BLDGS</u> <u>(CODE 1,2,3)</u>
Laughlin	MXDP	Base	2,202,262	525
	MXDS	Auxiliary	3,246	5
TOTALS:			2,205,508	530

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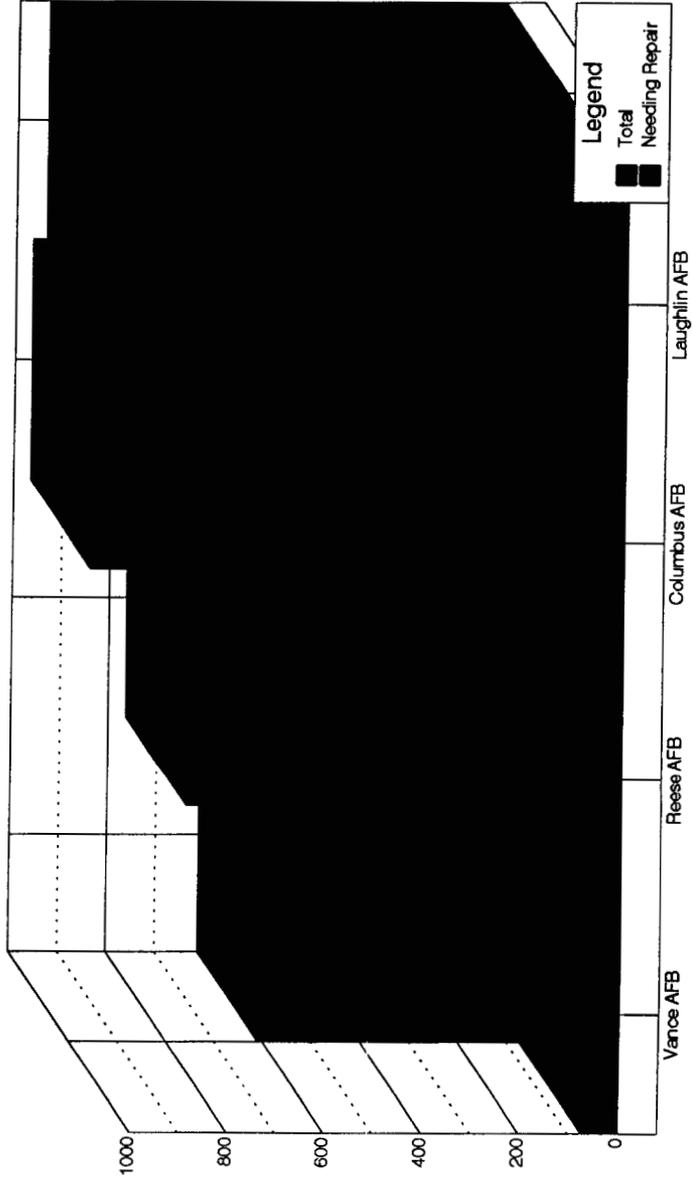
# Vance AFB

## Infrastructure



### Utilities

Thousands of linear feet



Source: AETC/CE Data, Aug 94

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SUMMARY INFORMATION

Facilities

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ FEET (CODE 1 )</u>	<u>NR BLDGS (CODE 1 )</u>	<u>% CODE 1</u>
Laughlin	MXDP	Base	644,592	110	29%
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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ FEET (CODE 1,2,3)</u>	<u>NR BLDGS (CODE 1,2,3)</u>
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	MXDS	Auxiliary	3,246	5
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SUMMARY INFORMATION

Infrastructure  
Utilities

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>LF (CODE 1)</u>	<u>NR FLCTYS (CODE 1)</u>	<u>CODE 1</u>
Laughlin	MXDP	Base	283,987	8	314
	MXDS	Auxiliary	10,710	5	
TOTALS:			294,697	13	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>LF (CODE 1,2,3)</u>	<u>NR FLCTYS (CODE 1,2,3)</u>
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	MXDS	Auxiliary	10,710	5
TOTALS:			938,465	19

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SUMMARY INFORMATION

Infrastructure  
Airfield Pavements

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<u>BASE</u>	<u>INST</u> <u>CODE</u>	<u>TYPE</u>	<u>SQ YARD</u> <u>(CODE 1)</u>	<u>NR FLCTYS</u> <u>(CODE 1)</u>	<u>‡ CODE 1</u>
Laughlin	MXDP	Base	169,889	2	29‡
	MXDS	Auxiliary	145,225	5	
TOTALS:			315,114	7	

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<u>BASE</u>	<u>INST</u> <u>CODE</u>	<u>TYPE</u>	<u>SQ YARD</u> <u>(CODE 1,2,3)</u>	<u>NR FLCTYS</u> <u>(CODE 1,2,3)</u>
Laughlin	MXDP	Base	<del>169,889</del> 934,176 8	
	MXDS	Auxiliary	145,225 OK	5
TOTALS:			1,079,401	13

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SUMMARY INFORMATION

Infrastructure  
Roads

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1)</u>	<u>NR FLCTYS (CODE 1)</u>	<u>% CODE 1</u>
Laughlin	MXDP	Base	163,800	6	17%
	MXDS	Auxiliary	144	2	
TOTALS:			163,944	8	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1,2,3)</u>	<u>NR FLCTYS (CODE 1,2,3)</u>
Laughlin	MXDP	Base	943,298	11
	MXDS	Auxiliary	10,322	3
TOTALS:			953,620	14

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SUMMARY INFORMATION

Infrastructure  
Roads

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1)</u>	<u>NR FLCTYS (CODE 1)</u>	<u>% CODE 1</u>
Columbus	EEPZ	Base	934,914	14	95+
	SHTQ	Auxiliary	705	1	
TOTALS:			935,619	15	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1, 2, 3)</u>	<u>NR FLCTYS (CODE 1, 2, 3)</u>
Columbus	EEPZ	Base	965,755	18
	SHTQ	Auxiliary	15,014	3
TOTALS:			980,769	21

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SUMMARY INFORMATION

Infrastructure  
Airfield Pavements

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<u>BASE</u>	<u>INST</u> <u>CODE</u>	<u>TYPE</u>	<u>SQ YARD</u> <u>(CODE 1)</u>	<u>NR FLCTYS</u> <u>(CODE 1 )</u>	<u>% CODE 1</u>
Columbus	EEPZ	Base	1,408,697	8	100%
	SHTQ	Auxiliary	206,883	4	
TOTALS:			1,615,480	12	

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<u>BASE</u>	<u>INST</u> <u>CODE</u>	<u>TYPE</u>	<u>SQ YARD</u> <u>(CODE 1,2,3)</u>	<u>NR FLCTYS</u> <u>(CODE 1,2,3)</u>
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SUMMARY INFORMATION

Infrastructure  
Utilities

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>LF (CODE 1)</u>	<u>NR FLCTYS (CODE 1)</u>	<u>% CODE 1</u>
Columbus	EEPZ	Base	966,054	12	100%
	SHTQ	Auxiliary	215	1	
TOTALS:			966,269	13	

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>LF (CODE 1,2,3)</u>	<u>NR FLCTYS (CODE 1,2,3)</u>
Columbus	EEPZ	Base	966,054	12
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SUMMARY INFORMATION

Facilities

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<u>BASE</u>	<u>INST</u> <u>CODE</u>	<u>TYPE</u>	<u>SQ FEET</u> <u>(CODE 1)</u>	<u>NR BLDGS</u> <u>(CODE 1)</u>	<u>% CODE 1</u>
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SUMMARY INFORMATION

Infrastructure  
Roads

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1)</u>	<u>NR FLCTYS (CODE 1)</u>	<u>% CODE 1</u>
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	UBNS	Auxiliary	20,539	4	
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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1,2,3)</u>	<u>NR FLCTYS (CODE 1,2,3)</u>
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SUMMARY INFORMATION

Infrastructure  
Airfield Pavements

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1)</u>	<u>NR FLCTYS (CODE 1)</u>	<u>% CODE 1</u>
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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1,2,3)</u>	<u>NR FLCTYS (CODE 1,2,3)</u>
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SUMMARY INFORMATION

Infrastructure  
Utilities

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>LF (CODE 1)</u>	<u>NR FLCTYS (CODE 1 )</u>	<u>% CODE 1</u>
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SUMMARY INFORMATION

Facilities

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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ FEET (CODE 1 )</u>	<u>NR BLDGS (CODE 1 )</u>	<u>‡ CODE 1</u>
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SUMMARY INFORMATION

Facilities

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<u>BASE</u>	<u>INST</u> <u>CODE</u>	<u>TYPE</u>	<u>SQ FEET</u> <u>(CODE 1 )</u>	<u>NR BLDGS</u> <u>(CODE 1 )</u>	<u>% CODE 1</u>
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	MBEB	Auxiliary	1,842	3	
TOTALS:			1,113,345	326	

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<u>BASE</u>	<u>INST</u> <u>CODE</u>	<u>TYPE</u>	<u>SQ FEET</u> <u>(CODE 1, 2, 3)</u>	<u>NR BLDGS</u> <u>(CODE 1, 2, 3)</u>
Vance	XTLF	Base	1,471,477	384
	MBEB	Auxiliary	5,512	4
TOTALS:			1,476,989	388

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SUMMARY INFORMATION

Infrastructure  
Airfield Pavements

\*\*\*\*\*  
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<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1)</u>	<u>NR FLCTYS (CODE 1)</u>	<u>% CODE 1</u>
Vance	XTLF	Base	785,011	7	77%
	MBEB	Auxiliary	196,183	4	
TOTALS:			981,194	11	

\*\*\*\*\*

<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1,2,3)</u>	<u>NR FLCTYS (CODE 1,2,3)</u>
Vance	XTLF	Base	1,079,734	9
	MBEB	Auxiliary	196,183	4
TOTALS:			1,275,917	13

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\*\*\*\*\*

SUMMARY INFORMATION

Infrastructure  
Roads

\*\*\*\*\*  
\*\*\*\*\*

<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1)</u>	<u>NR FLCTYS (CODE 1 )</u>	<u>% CODE 1</u>
Vance	XTLF	Base	464,506	18	97%
	MBEB	Auxiliary	5,897	3	
<b>TOTALS:</b>			<b>470,403</b>	<b>21</b>	

\*\*\*\*\*

<u>BASE</u>	<u>INST CODE</u>	<u>TYPE</u>	<u>SQ YARD (CODE 1,2,3)</u>	<u>NR FLCTYS (CODE 1,2,3)</u>
Vance	XTLF	Base	478,863	19
	MBEB	Auxiliary	7,697	4
<b>TOTALS:</b>			<b>486,560</b>	<b>23</b>

\*\*\*\*\*  
\*\*\*\*\*

# *Vance AFB*

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## *Military Value -- Contracting Out*



### ■ *Umbrella Contract*

- *Aircraft maintenance*
- *Base-wide services*
- *Lowest total costs of all UPT bases*
- *A success for over 30 years*





# Vance AFB



## Cost Savings

### Fixed/Variable Costs -- FY94\*

	<u>Vance</u>	<u>Reese</u>	<u>Columbus</u>	<u>Laughlin</u>
<i>Fixed</i>	\$69.8M	\$78.5M	\$74.8M	\$84.2M
<i>Variable</i>	\$232K	\$244K	\$238K	\$245K

\*Source: AF Certified data response to BRAC questions from 17 April cross-service hearing

- Vance was lowest in both fixed and variable costs
- Vance saved \$10.5M over Reese in FY94
- Vance is the most efficient USAF UPT base by \$12M per year!



3. General Blume/Mr. Nemfakos/General Shane, during your testimony, Commissioner Davis asked how much surge capacity exists in each service. Please respond to this question in terms of capacity to recover from temporary situations, such as a period of prolonged bad weather, and also in terms of capacity to accommodate an increase in the Pilot Training Rate in the event of a long-term increase in pilot requirements.

**ANSWER: Maj Gen Blume.** If Reese AFB closes as recommended by DoD, the Air Force will retain approximately 12 percent surge capacity to recover from temporary situations at the Specialized Undergraduate Pilot Training bases. In addition, bases will have the capability to respond to temporary requirements by lengthening the duty day, increasing sortie density, flying on the weekend, etc. Increases such as these are not sustainable over a sufficient period of time to generate net increases in production. For extended operations such as an increase in the pilot training rate, the Air Force will retain between 7 and 12 percent surge capacity.

**Mr. Nemfakos.** To ensure the DON has capacity to support future unforeseen increases in pilot/NFO training rates, as part of its configuration analysis the BSEC looked at scenarios where all the FY 2001 pilot and NFO training rates were increased by 10 and 20 percent. (This includes increases in the Air Force training scheduled for Naval air stations.) The results showed that even with the its closure recommendations, the DON could support a 20 percent increase in PTR requirements and still have some excess capacity.

In addition, the capacity analysis was based on a 237-day work year and accounted for down time due to bad weather. If need be, training capacity could be increased at each air station by increasing the operating schedule (e.g., pilots could train on weekends to make up for lost flying time during the week days).

4. General Blume/Mr. Nemfakos/General Shane, during your testimony, Commissioner Robles requested that each Service provide data summarizing the costs to train pilots. Please include in this information the fixed costs for Base Operating Support (BOS), Real Property Management Account (RPMA), Overhead and Personnel at each UPT base, and the variable costs which vary by the number of students and flight hours/sorties flown. These costs should reflect only the portion attributable to UPT for the installations that also host other tenant units.

**ANSWER: Maj Gen Blume.**

**COST ESTIMATE BASED ON FY94 DATA**

	Mission Fixed Costs (in \$M)	RPM Fixed Costs (in \$M)	BOS Fixed Costs (in \$M)	Medical* Fixed Costs (in \$M)	Total Fixed Costs (in \$M)	SUPT Variable Cost Per Graduate
Columbus	\$33.5	\$4.9	\$27.9	\$8.5	\$74.8	\$237,507
Laughlin	\$35.3	\$5.7	\$32.2	\$11.0	\$84.2	\$245,039
Reese	\$32.1	\$5.5	\$31.0	\$9.9	\$78.5	\$244,619

Vance            \$33.8            \$5.7            \$25.4            \$4.9            \$69.8            \$232,394

\* Although not specifically asked for, medical fixed costs are also provided. These costs are not included in any other of the fixed costs provided.

Definitions:

Mission Fixed Costs: Open-the-door costs to enter one student. Includes Instructors, school overhead, and maintenance.

RPM Fixed Costs: The upkeep on the facilities that is required whether or not you have students in training (e.g., utilities).

BOS Fixed Costs: Base operating support costs that are required to support the fixed personnel (e.g., transportation, supply, grounds maintenance, chaplains, comptroller).

Medical Fixed Costs: Open-the-door costs to enter one student (e.g., supplies, and equipment to support fixed population).

Variable Cost Per Graduate: The cost of sending one additional student through SUPT. It does not include any fixed costs.

Mr. Nemfakos. The Navy has issued a data call to collect these data. We will forward a response as soon as possible.

5. Mr. Finch, during your testimony, you stated that in order to achieve uniformity when making comparisons between the services, the UPT-Joint Cross-Service Group drafted rules used by the FAA to measure airfield operations capacity at each UPT base. Please provide the formula that the FAA uses and how these rules were applied by your group.

ANSWER: In collecting runway capacity data, the JCSG data call asked for the sustainable capacity of the air station's main field and each outlying field in terms of the number of flight operations per hour each runway complex can support. To ensure consistency in the responses, the question instructed the air stations to base their capacity calculations on the methodology in the FAA Advisory Circular 150/5060-5 entitled "Airport Capacity and Delay." This methodology accounts for the type and mix of aircraft, the runway and taxiway configurations, and reductions in operations due to weather and times the airfield is closed to flying operations for other reasons. The attached pages at TAB 5 excerpted from the Circular describe the procedure for determining the weighted hourly capacity for each runway.

6. General Blume, during your testimony, you stated you would provide answers to several questions relating to weather. Please respond to the following questions:

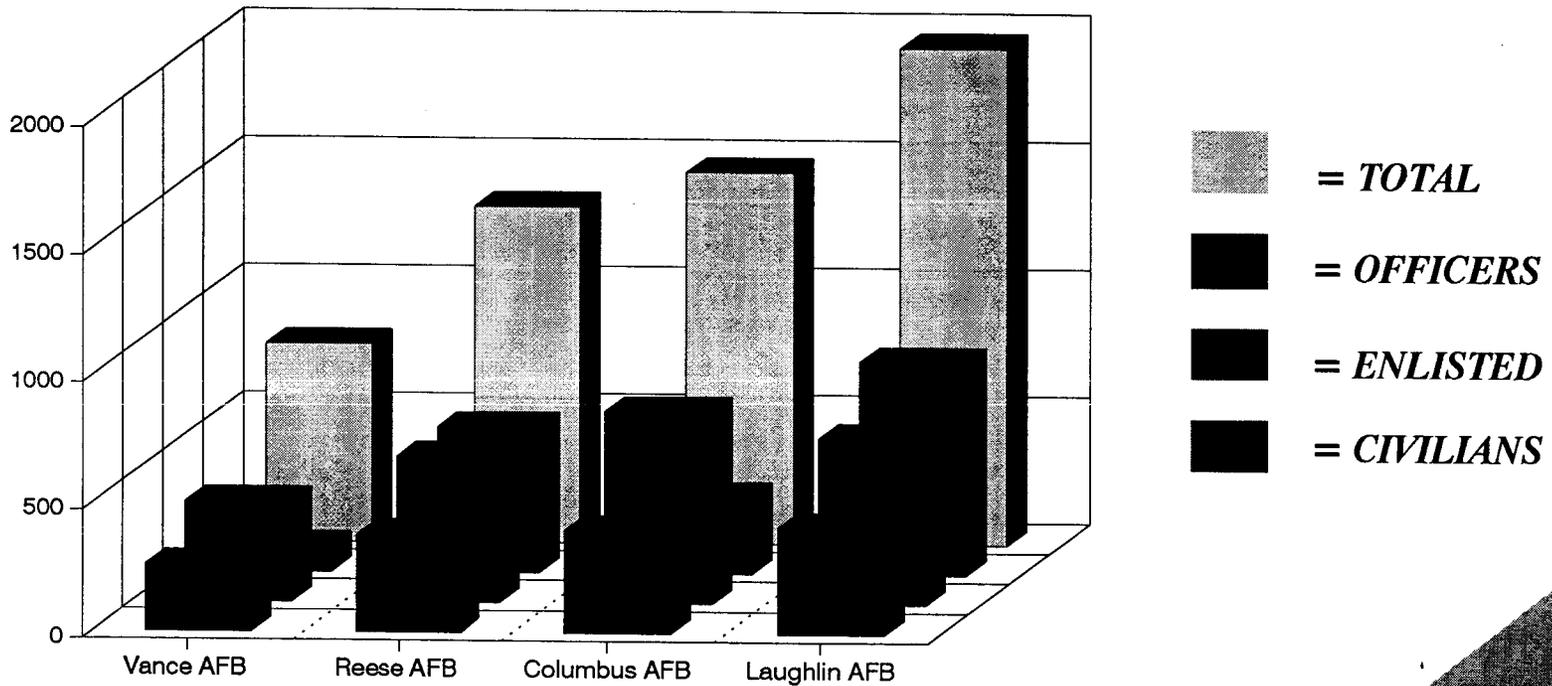
ANSWER: These questions pertain to Joint Cross-Service Group analysis and data and should therefore be directed to the Joint Cross-Service Group.

# Vance AFB

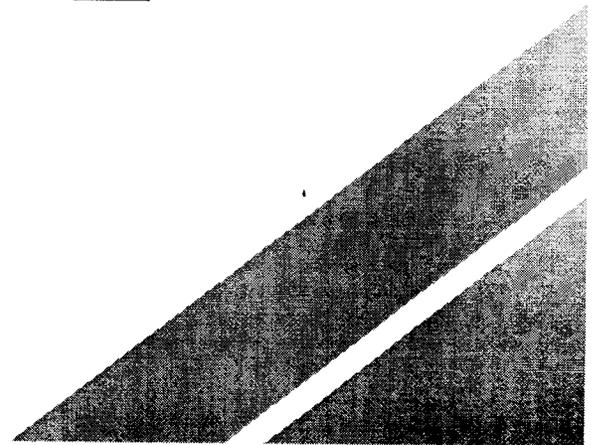


## Military Value

### Manpower



Source: AETC Information Digest, Jan 95





Randolph AFB TX 78150-5001

(Cont)

STAFF POSITION	GRADE	NAME	DSN
Commanding General	Col	D. Garcia	7-4511
Executive Officer	Capt	J. C. Doolary	7-4511
Ch, Civil Law Dir	Col	R. S. Swansonfield	7-4511
Military Affairs & Claims Dir	Col	R. M. Sander	7-4511
Dep Dir of Logistics	Col	R. H. Kerr	7-4509
Executive Officer	Capt	D. K. Homedes	7-4632
Ch, Contracting	Col	L. P. Wilson	7-2519
Ch, Maint Engineering	Col	C. R. Brown	7-2794
Ch, Supply	Col	M. R. Hamner	7-3158
Ch, Transportation	Col(AS)	D. J. Lani	7-3397
Ch, Logistics Plans	Col	V. V. Moody, Jr	7-2526
Dep Dir of Public Affairs	Col	Vacant	7-4804
Ch, Community Relations Div	Civ	D. Mitchell	7-5630
Ch, News Div	Lt Col	K. A. White	7-4400
Ch, Plans & Programs Div	Civ	D. F. Shewels	7-2206
Vice Commander	Col	D. W. Womack	7-5801
Executive Officer	Major	M. L. Karner	7-4811
Strategic Plans & Programs	Civ	R. J. Caste	7-4873
Ch, Recruiting Operations Div	Col	R. Merd	7-3105
Ch, Recruiting Support Services Div	Col	P. N. Karndor	7-4609
Dep Dir of Data-Computer Systems	Col	D. Ross	7-4379
Executive Officer	Capt	K. Overas	7-3906
Ch, Systems Management Div	Col	L. C. Linars	7-4814
Ch, Technical Services Div	Civ	H. A. Johnston	7-4164
Ch, Plans and Policy Div	Col	G. Galland	7-6202
Ch, Safety Operations Div	Lt Col	S. S. Leach	7-5105
Ch, Flight Safety Div	Lt Col	C. M. Bassman	7-5817
Ch, Ground/Explosives Safety Div	Civ	H. A. Dean	7-2022

VANCE AFB OK 73705

UNIT	KEY PERSONNEL	DSN
71 FLYING TRAINING WING/CC	COL J. N. SULLIVAN	946-7102
ACC	CAROL D. KNIGHT	946-7343

AUTHORIZED PERSONNEL			
OFFICER	RELATED	CIVILIAN	TOTAL
300	375	104	779

STUDENT DATA			
FY 94 ACTUAL GRADUATES	FY 94 ACTUAL GRADUATES	AVG DAILY LOAD	
204	153	152	

MISSION DATA			
TYPE AIRCRAFT	NUMBER AIRCRAFT	ACTUAL FLYING HOURS	ACTUAL SORTIES
T-37	116	21,426	16,739
T-38	74	28,706	24,788

RESOURCE SUMMARY	
FY 94 OPERATIONS & MAINTENANCE BUDGET (\$4.40 (MILLIONS))	\$12.0
LAND (ACRES)	4,314

CONGRESSIONAL REPRESENTATIVES	
HOUSE	FRANK LUCAS (R) (DISTRICT 6)
SENATE	JAMES INHORN (R) DON NICOLLES (R)

# AIR EDUCATION AND TRAINING COMMAND

## AIR UNIVERSITY MAXWELL AFB AL

AFTI, WRIGHT PATTERSON AFB OH\*  
42 ABW, MAXWELL AFB AL

## SECOND AIR FORCE, KEESLER AFB MS (TECHNICAL TRAINING)

17 TRW, GOODFELLOW AFB TX  
81 TRW, GOODFELLOW AFB TX  
37 TRW, LACKLAND AFB TX  
12 TRW, SHEPPARD AFB TX  
361 TRG, VANDENBERG AFB CA\*  
602 TRSS, EDWARDS AFB CA\*

## NINETEENTH AIR FORCE, RANDOLPH AFB TX (FLYING TRAINING)

97 AMW, ALTUS AFB OK  
14 FTW, COLUMBUS AFB MS  
336 TRG, FARMFIELD AFB WA\*  
58 SOW, KENTLAND AFB NM\*  
23 FTW, FORT RUCKELT AL\*  
47 FTW, LAUGHLIN AFB TX  
56 FTW, CLARK AFB AZ  
12 FTW, RANDOLPH AFB TX  
357 FTS, USAF ACADEMY CO\*  
3 FTS, HONDO TX\*  
619 TRSS, RANDOLPH AFB TX  
64 FTW, REESE AFB TX  
80 FTW, SHEPPARD AFB TX  
325 FW, TYNDALL AFB FL  
71 FTW, VANCE AFB OK  
114 FW, KINGSTON FLD OK\*  
162 FQ, TUCSON IAP AZ\*

## OTHER UNITS

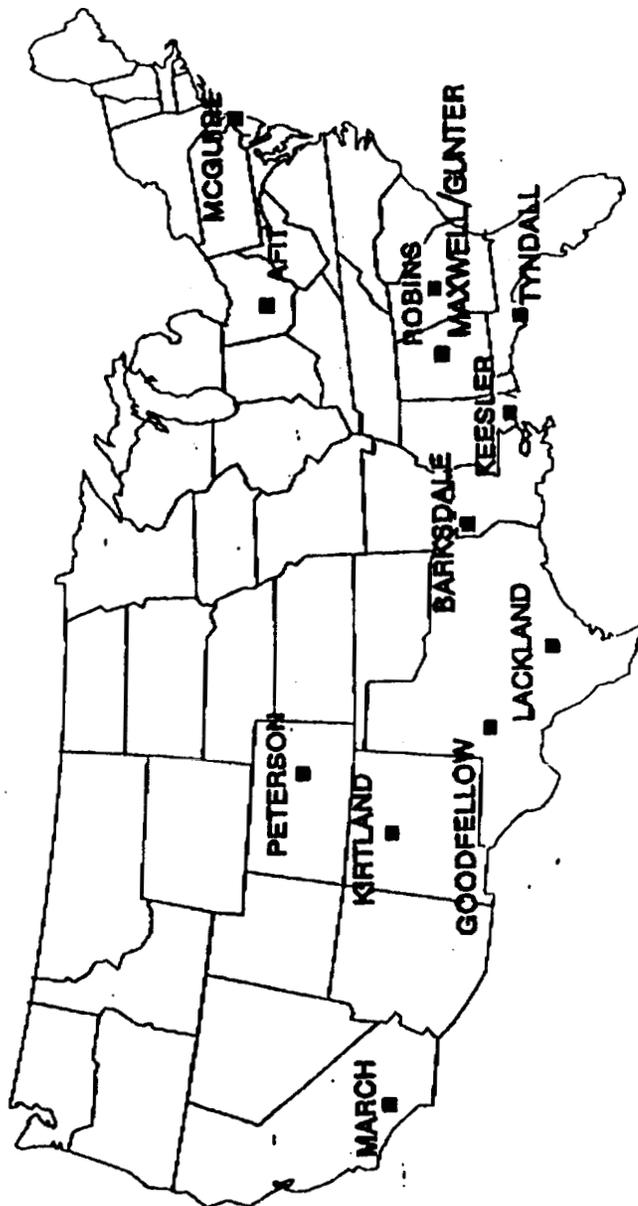
59 MEDICAL WING  
AIR FORCE SECURITY ASSISTANCE TRAINING SQUADRON  
HQ AF RECRUITING SERVICE  
LACKLAND AFB TX  
RANDOLPH AFB TX  
RANDOLPH AFB TX

\* Only the indicated unit belongs to AETC, not the beneficiary.

## REESE AFB TX 79489

UNIT	KEY PERSONNEL	DNR
64 FLYING TRAINING WING	COL R. A. BRADY	836-3409
APOC	MSGT D. E. PTOMEY	836-3416
AUTHORIZED PERSONNEL		
OFFICERS	ENLISTED	CIVILIAN
349	686	346
TOTAL		1,321
STUDENT DATA		
TRAINING AREA	FY 93 ACTUAL GRADUATES	FY 94 ACTUAL GRADUATES
UNDERGRADUATE PILOT TRNG	221	180
		AVO DAILY LOAD
		175
MISSION DATA		
TYPE AIRCRAFT	NUMBER AIRCRAFT	ACTUAL FLYING HOURS
T-1A	37	17,875
T-37	83	23,273
T-38	49	15,569
		ACTUAL SORTIES
		7,405
		18,183
		12,971
RESOURCE SUMMARY		
FY 94 OPERATIONS & MAINTENANCE BUDGET (OM&M) (MILLIONS)		\$67.7
LAND (ACRES)		3,953
CONGRESSIONAL REPRESENTATIVES		
HOUSE:	LARRY COMBEST (R) (DISTRICT 19)	
SENATE:	PHIL GRAMM (R)	
	KAY BAILEY HUTCHISON (R)	

# AU LOCATIONS



COLUMBUS AFB MS 39701				
UNIT	KEY PERSONNEL	DSN		
14 FLYING TRAINING WING/CC	COL G. R. TREXLER	742-7000		
	/CC	CMSGT K. B. GIBSON, JR.	742-7005	
AUTHORIZED PERSONNEL				
OFFICER	ENLISTED	CIVILIAN	TOTAL	
350	763	347	1,460	
STUDENT DATA				
TRAINING AREA	FY 93 ACTUAL GRADUATES	FY 94 ACTUAL GRADUATES	AVG DAILY LOAD	
UNDERGRADUATE PILOT TNG	197	153	153	
INTRO TO FTR FUNDAMENTALS	N/A	156	34	
TOTAL	197	309	309	
MISSION DATA				
TYPE AIRCRAFT	NUMBER AIRCRAFT	ACTUAL FLYING HOURS	ACTUAL SORTIES	
T-37	77	22,395	17,493	
T-38	66	26,512	22,131	
AT-38	28	6,245	6,600	
TOTAL	171	55,152	46,224	
RESOURCE SUMMARY				
FY 94 OPERATIONS & MAINTENANCE BUDGET (O&M) (\$MILLIONS)			\$79.6	
LAND (ACRES)			6,015	
CONGRESSIONAL REPRESENTATIVES				
HOUSE: G. V. (BOBBY) MONTGOMERY (D) (DISTRICT 3)				
SENATE: THAD COCHRAN (R)				
TRENT LOTT (R)				

<b>AETC REAL PROPERTY ASSETS</b>	
LAND (ACRES)	2,764,467
NUMBER OF FACILITIES	12,053
TOTAL SQUARE FEET (000)	71,835

\* The personnel figures shown in this digest are for AETC personnel only. They do not include any non AETC personnel that might be on an AETC base.

<b>PERMANENT PARTY PERSONNEL*</b>			
OFFICER	ASCD	9,440	34,793
ENLISTED	ASCD	33,818	14,182
CIVILIAN	ASCD	14,428	14,182

<b>OFFICER TRAINING SQUADRON</b> (ACTIVE DUTY TRAINING GOODAYS)			
	PY 93 ACTUAL	PY 94 ACTUAL	PY 94 ACTUAL
PILOT	10	0	10
NAVIGATOR	0	0	0
MISSIONERS	99	82	82
ENGINEER	44	51	51
SCI-TRCH	93	151	151
NON-TRCH	121	329	329
	ACCSSIONS	ACCSSIONS	ACCSSIONS

<b>LAUGHLIN AFB TX 78843</b>			
UNIT	KEY PERSONNEL	733-5110	733-6170
47 FLYING TRAINING WING/CC	COL T. A. BERRY		
	ACC	CMRGT B. KILTRA	
<b>AUTHORIZED PERSONNEL</b>	ENLISTED	CIVILIAN	TOTAL
364	714	873	1,951
<b>STUDENT DATA</b>			
TRAINING AREA	PY 93 ACTUAL	PY 94 ACTUAL	AVG DAILY LOAD
UNDERGRADUATE PILOTING	180	161	156
<b>MISSION DATA</b>			
TYPE AIRCRAFT	NUMBER	ACTUAL FLYING HOURS	ACTUAL SORTIES
F-1A	32	5,158	2,911
F-37	81	23,963	18,252
F-38	69	25,679	21,233
<b>RESOURCE SUMMARY</b>			
PY 94 OPERATIONS & MAINTENANCE BUDGET (000) (MILLIONS)	\$70.3		
LAND (ACRES)	5228		
<b>CONGRESSIONAL REPRESENTATIVES</b>			
SENATE	PHIL GRAMM (R)		
HOUSE	HENRY BONILLA (R) (DISTRICT 23)		
	KAY BARRY HUTCHISON (R)		

# Vance AFB

## USAF UPT Military Personnel



	<u>Vance</u>	<u>Reese</u>	<u>Columbus</u>	<u>Laughlin</u>
<i>Officers</i>	298	324	340	343
<i>Enlisted</i>	371	598	768	724

*Source: AETC Digest Input, 19 April 95*

- **Vance has 45 fewer officers than Laughlin; 397 fewer enlisted than Columbus**

*Vance is more cost effective by \$10.4M  
than reported to BRAC*



# VANCE AFB OK 73705

# HEADQUARTERS AIR EDUCATION AND TRAINING COMMAND Randolph AFB TX 78150-5001

(Cont)

STAFF POSITION	GRADE	NAME	DSN
<del>STATE JUDGE BAYWOOD</del>	<del>Col</del>	<del>L. E. Swenson</del>	<del>7-4511</del>
Command Paralegal Mgr	CMSPg	D. Garza	7-4511
Executive Officer	Capt	J. C. Doolory	7-4511
Ch, Civil Law Dir	Col	R. S. Summerfield	7-4511
Military Affairs & Claims Dir	Col	R. M. Scander	7-4511
<del>DIVISION OF LOGISTICS</del>	<del>Brig Gen</del>	<del>R. C. Haines</del>	<del>7-4509</del>
Dep Dir of Logistics	Col	R. H. Kerr	7-4509
Executive Officer	Cap	D. K. Hernandez	7-4452
Ch, Contracting	Col	L. P. Wilson	7-2519
Ch, Maint Engineering	Col	C. R. Stewart	7-2794
Ch, Supply	Col	M. S. Hammar	7-3158
Ch, Transportation	Col(S)	D. J. Lami	7-3397
Ch, Logistics Plans	Col	V. V. Monti, Jr	7-2526
<del>PUBLIC AFFAIRS DIV</del>	<del>Col</del>	<del>V. J. Dill</del>	<del>7-4824</del>
Dep Dir of Public Affairs		Vacant	7-4824
Ch, Community Relations Div	Chv	D. Mitchell	7-5630
Ch, News Div	Lt Col	K. A. White	7-4480
Ch, Plans & Programs Div	Chv	D. F. Sherrin	7-2208
<del>AVIATION MAINTENANCE COMMAND</del>	<del>Wing Cmdr</del>	<del>J. J. Anderson</del>	<del>7-4811</del>
Vice Commander	Col	D. W. Wozniak	7-5801
Executive Officer	Maj	M. L. Kastner	7-4811
Strategic Plans & Programs	Chv	R. J. Cawto	7-4873
Ch, Recruiting Operations Div	Col	R. Mead	7-3105
Ch, Recruiting Support Services Div	Col	P. N. Kuzubor	7-4609
<del>DIVISION OF INVESTIGATIONS, COMPUTER SYSTEMS</del>	<del>Col</del>	<del>A. W. Hines</del>	<del>7-4700</del>
Dep Dir of Data-Computer Systems	Col	D. Ross	7-4579
Executive Officer	Capt	K. Owens	7-3906
Ch, Systems Management Div	Col	L. C. Linera	7-4014
Ch Technical Services Div	Chv	H. A. Johnston	7-4168
Ch, Plans and Policy Div	Col	G. Galland	7-6202
<del>SAFETY DIV</del>	<del>Col</del>	<del>R. W. Kiser</del>	<del>7-5105</del>
Ch, Safety Operations Div	Lt Col	S. S. Lark	7-3628
Ch, Flight Safety Div	Lt Col	C. M. Baumann	7-5817
Ch, Ground/Explosives Safety Div	Chv	H. A. Dean	7-2022

UNIT	KEY PERSONNEL	DSN	
71 FLYING TRAINING WING/CC	COL J. N. SOLIDAN	940-7102	
	ACC CMSOT D. KNIGHT	940-7343	
AUTHORIZED PERSONNEL			
OFFICER	ENLISTED	CIVILIAN	TOTAL
380	375	101	779
STUDENT DATA			
FY 93 ACTUAL GRADUATES	FY 94 ACTUAL GRADUATES	AVG DAILY LOAD	
204	153	152	
MISSION DATA			
TYPE AIRCRAFT	NUMBER AIRCRAFT	ACTUAL FLYING HOURS	ACTUAL BORTHS
T-37	110	21,426	16,739
T-38	74	25,736	24,788
RESOURCE SUMMARY			
FY 94 OPERATIONS & MAINTENANCE BUDGET (O&M) (MILLIONS)			\$12.0
LAND (ACRES)			4,394
CONGRESSIONAL REPRESENTATIVES			
HOUSE:	FRANK LUCAS (R) (DISTRICT 6)		
SENATE:	JAMES INHOPE (R) DON NICKLES (R)		

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# AIR EDUCATION AND TRAINING COMMAND

## AIR UNIVERSITY MAXWELL AFB AL

AFTI, WRIGHT PATTERSON AFB OH\*  
42 ABW, MAXWELL AFB AL

## SECOND AIR FORCE, KEESLER AFB MS (TECHNICAL TRAINING)

17 TRW, GOODFELLOW AFB TX  
81 TRW, GOODFELLOW AFB TX  
37 TRW, LACKLAND AFB TX

82 TRW, SHEPPARD AFB TX  
381 TRG, VANDENBERG AFB CA\*  
602 TRSS, EDWARDS AFB CA\*

## NINETEENTH AIR FORCE, RANDOLPH AFB TX (FLYING TRAINING)

97 AMW, ALTUS AFB OK  
14 FTW, COLUMBUS AFB MS  
336 TRG, FAIRCHILD AFB WA\*  
58 SOW, KIRTLAND AFB NM\*  
23 FTW, FORT RUCKER AL\*  
47 FTW, LAUGHLIN AFB TX  
56 FW, LUKE AFB AZ  
12 FTW, RANDOLPH AFB TX

357 FTS, USAF ACADEMY CO\*  
3 FTS, HONDO TX\*  
619 TRSS, RANDOLPH AFB TX  
64 FTW, REESE AFB TX  
80 FTW, SHEPPARD AFB TX  
325 FW, TYNDALL AFB FL  
71 FTW, VANCE AFB OK  
114 FS, KINGSLEY FLD OR\*  
162 FG, TUCSON LAP AZ\*

## OTHER UNITS

59 MEDICAL WING  
AIR FORCE SECURITY ASSISTANCE TRAINING SQUADRON  
HQ AF RECRUITING SERVICE

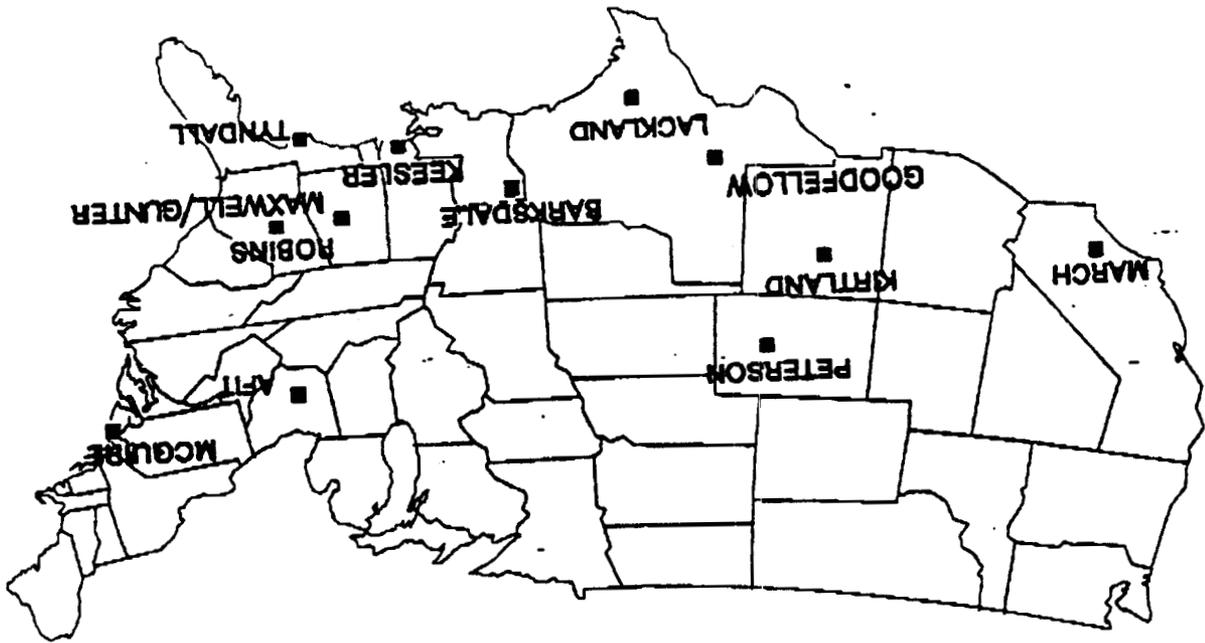
LACKLAND AFB TX  
RANDOLPH AFB TX  
RANDOLPH AFB TX

\* Only the indicated unit belongs to ABTC, not the base/Installation

## REESE AFB TX 79489

UNIT	KEY PERSONNEL	DEN	
64 FLYING TRAINING WING/CC	COL R. A. BRADY	838-3409	
ACCC	CMSGT D. B. PTOMEY	838-3416	
AUTHORIZED PERSONNEL			
OFFICER	ENLISTED	CIVILIAN	TOTAL
349	606	366	1,321
STUDENT DATA			
TRAINING AREA	FY 93 ACTUAL GRADUATES	FY 94 ACTUAL GRADUATES	AVG DAILY LOAD
UNDERGRADUATE PILOT TRNG	222	180	175
MISSION DATA			
TYPE AIRCRAFT	NUMBER AIRCRAFT	ACTUAL FLYING HOURS	ACTUAL SORTIES
T-1A	37	17,875	7,405
T-37	83	23,273	18,183
T-38	49	15,569	12,971
TOTAL	169	56,717	38,559
RESOURCE SUMMARY			
FY 94 OPERATIONS & MAINTENANCE BUDGET (O&M) (\$MILLIONS)			367.7
LAND (ACRES)			3,953
CONGRESSIONAL REPRESENTATIVES			
HOUSE:	LARRY COMBEST (R) (DISTRICT 19)		
SENATE:	PHIL GRAMM (R) KAY BAILEY HUTCHISON (R)		

# AU LOCATIONS



COLUMBUS AFB MS 39701									
UNIT		KEY PERSONNEL		DSN					
14 FLYING TRAINING WING/OC		COL G. R. TREXLER		742-7000					
/OCC		CMSGT K. B. GIBSON, JR.		742-7003					
AUTHORIZED PERSONNEL									
OFFICER	ENLISTED	CIVILIAN	TOTAL						
350	763	347	1,460						
STUDENT DATA									
TRAINING AREA		FY 93 ACTUAL GRADUATES	FY 94 ACTUAL GRADUATES	AVG DAILY LOAD					
UNDERGRADUATE PILOT TNG		197	153	153					
INTLO TO FTR FUNDAMENTALS		N/A	156	34					
MISSION DATA									
TYPE AIRCRAFT	NUMBER AIRCRAFT	ACTUAL FLYING HOURS	ACTUAL SORTIES						
T-37	77	72,395	17,493						
T-38	46	26,512	21,131						
AT-38	28	6,245	6,408						
RESOURCE SUMMARY									
FY 94 OPERATIONS & MAINTENANCE BUDGET (O&M) (\$MILLIONS)				\$79.6					
LAND (ACRES)				6,015					
CONGRESSIONAL REPRESENTATIVES									
HOUSE: G. V. (SONNY) MONTGOMERY (9) (DISTRICT 3)									
SENATE: THAD COCHRAN (R)									
TRENT LOTT (R)									

<b>AETC REAL PROPERTY ASSETS</b>		
LAND (ACRES)	2,764,467	
NUMBER OF FACILITIES	12,053	
TOTAL SQUARE FEET (000)	71,835	

The personnel figures shown in this digest are for AETC personnel only. They do not include any non AETC personnel that might be on an AETC base.

<b>PERMANENT PARTY PERSONNEL</b>		
	ASCD	OFFICER
	9,440	10,187
	34,793	33,818
	14,182	14,428
		CIVILIAN

<b>OFFICER TRAINING SQUADRON</b> (ACTIVE DUTY TRAINING QUOTA)		
	PY 93 ACTUAL	PY 94 ACTUAL
	ACCESSIONS	ACCESSIONS
PILOT	10	0
NAVIGATOR	0	0
MISSIONERS	99	82
ENGINEER	44	51
SCI-TECH	93	151
NON-TECH	121	329

<b>LAUGHLIN AFB TX 78843</b>			
UNIT	KEY PERSONNEL	ACC	
	COL T. A. BERRY	CAPT R. KILMA	
	733-5110	732-6170	
<b>AUTHORIZED PERSONNEL</b>			
OFFICER	ENLISTED	CIVILIAN	TOTAL
364	714	873	1,951
<b>STUDENT DATA</b>			
	PY 94	PY 93	
	ACTUAL	ACTUAL	
	GRADUATES	GRADUATES	
TRAINING AREA	AVG DAILY LOAD	180	156
		161	
<b>MISSION DATA</b>			
TYPE AIRCRAFT	NUMBER	ACTUAL FLYING HOURS	ACTUAL SORTIES
T-1A	32	5,158	2,911
T-37	81	23,363	18,252
T-38	68	25,479	21,233
<b>RESOURCE SUMMARY</b>			
PY 94 OPERATIONS & MAINTENANCE BUDGET (0.440 (\$MILLIONS))	578.3		
LAND (ACRES)	5,228		
<b>CONGRESSIONAL REPRESENTATIVES</b>			
HOUSE:	HENRY BONILLA (R) (DISTRICT 23)		
SENATE:	PHIL GRAYSON (D)		
	KAY BALEY HUTCHISON (R)		

This is as light as it will go

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# 1995 military pay and allowance charts

## The 1995 pay chart

This chart shows the monthly pay rates approved by Congress and signed by the President for 1995, effective January 1. The 2.6 percent raise applies to basic pay, Basic Allowance for Quarters and Basic Allowance for Subsistence.

GRADE	Years of service														
	< 2	2	3	4	6	8	10	12	14	16	18	20	22	24	26
<b>Commissioned officers</b>															
O-10	6978.30	7223.70	7223.70	7223.70	7223.70	7501.20	7501.20	7916.70	7916.70	8482.80	8482.80	9051.00	9051.00	9051.00	9614.70
O-9	6184.50	6346.50	6481.80	6481.80	6481.80	6646.50	6646.50	6923.10	6923.10	7501.20	7501.20	7916.70	7916.70	7916.70	8482.80
O-8	5601.60	5769.60	5906.40	5906.40	5906.40	6346.50	6346.50	6646.50	6646.50	6923.10	7223.70	7501.20	7686.00	7686.00	7686.00
O-7	4654.50	4971.00	4971.00	4971.00	5193.90	5193.90	5494.80	5494.80	5769.60	6346.50	6783.00	6783.00	6783.00	6783.00	6783.00
O-6	3449.70	3790.20	4038.60	4038.60	4038.60	4038.60	4038.60	4038.60	4176.00	4836.30	5082.90	5193.90	5494.80	5680.80	5959.50
O-5	2759.10	3239.70	3463.80	3463.80	3463.80	3463.80	3568.50	3760.80	4012.80	4313.10	4560.00	4698.60	4862.70	4862.70	4862.70
O-4	2325.60	2832.00	3021.00	3021.00	3077.10	3212.70	3432.00	3624.90	3790.20	3956.70	4065.60	4065.60	4065.60	4065.60	4065.60
O-3	2161.20	2416.50	2583.00	2583.00	2583.00	2583.00	2583.00	2583.00	2583.00	2583.00	2583.00	2583.00	2583.00	2583.00	2583.00
O-2	1884.60	2058.00	2472.90	2556.00	2556.00	2556.00	2556.00	2556.00	2556.00	2556.00	2556.00	2556.00	2556.00	2556.00	2556.00
O-1	1636.20	1703.10	2058.00	2058.00	2058.00	2058.00	2058.00	2058.00	2058.00	2058.00	2058.00	2058.00	2058.00	2058.00	2058.00

<b>Commissioned officers with over 4 years' active duty service as an enlisted member or warrant officer</b>															
O-3E	0.00	0.00	0.00	2858.10	2994.90	3102.30	3270.30	3432.00	3568.50	3568.50	3568.50	3568.50	3568.50	3568.50	3568.50
O-2E	0.00	0.00	0.00	2556.00	2608.80	2691.60	2832.00	2940.60	3021.00	3021.00	3021.00	3021.00	3021.00	3021.00	3021.00
O-1E	0.00	0.00	0.00	2058.00	2199.00	2280.00	2362.50	2444.40	2556.00	2556.00	2556.00	2556.00	2556.00	2556.00	2556.00

<b>Warrant officers</b>															
W-5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3757.80	3900.30	4013.10	4182.00
W-4	2202.00	2362.50	2362.50	2362.50	2362.50	2362.50	2362.50	2362.50	2362.50	2362.50	2362.50	2362.50	2362.50	2362.50	2362.50
W-3	2001.30	2170.80	2170.80	2170.80	2224.50	2347.40	2533.00	2691.60	2691.60	2772.00	2858.10	2969.70	3077.40	3077.40	3185.40
W-2	1752.90	1896.30	1896.30	1951.50	2058.00	2170.80	2253.30	2335.80	2416.50	2501.40	2583.30	2664.60	2772.00	2772.00	2772.00
W-1	1460.10	1674.30	1674.30	1814.10	1896.30	1977.60	2058.00	2143.20	2224.50	2307.30	2387.40	2472.90	2472.90	2472.90	2472.90

<b>Enlisted members</b>															
E-9	0.00	0.00	0.00	0.00	0.00	0.00	2556.00	2619.00	2678.40	2739.90	2801.40	2855.70	3005.40	3122.40	3297.90
E-8	0.00	0.00	0.00	0.00	0.00	2148.00	2208.00	2268.00	2326.80	2388.30	2442.90	2502.90	2649.90	2769.10	2945.10
E-7	1499.70	1619.10	1678.80	1737.90	1797.00	1854.00	1913.00	1973.40	2062.50	2121.00	2179.80	2208.30	2356.50	2478.80	2649.90
E-6	1290.30	1406.40	1464.90	1527.30	1584.60	1641.60	1701.90	1789.50	1845.60	1905.30	1934.10	1934.10	1934.10	1934.10	1934.10
E-5	1132.20	1232.40	1292.40	1348.50	1437.30	1495.80	1554.90	1612.20	1641.60	1641.60	1641.60	1641.60	1641.60	1641.60	1641.60
E-4	1056.00	1115.40	1181.10	1272.00	1322.40	1322.40	1322.40	1322.40	1322.40	1322.40	1322.40	1322.40	1322.40	1322.40	1322.40
E-3	995.10	1049.70	1091.40	1134.60	1134.60	1134.60	1134.60	1134.60	1134.60	1134.60	1134.60	1134.60	1134.60	1134.60	1134.60
E-2	957.60	957.60	957.60	957.60	957.60	957.60	957.60	957.60	957.60	957.60	957.60	957.60	957.60	957.60	957.60
E-1 >4*	854.40	854.40	854.40	854.40	854.40	854.40	854.40	854.40	854.40	854.40	854.40	854.40	854.40	854.40	854.40
E-1 <4*	790.20														

\* Months  
NOTE—BASIC PAY IS LIMITED TO: \$9016.80  
Source: Department of Defense compensation office

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# 1995 Social Security Withholding

## Years of service

GRADE	< 2	2	3	4	6	8	10	12	14	16	18	20	22	24	26
<b>Commissioned officers</b>															
O-10	533.84	552.61	552.61	552.61	552.61	573.84	573.84	605.63	605.63	648.93	648.93	692.40	692.40	692.40	735.52
O-9	473.11	485.51	495.38	495.38	495.38	508.18	508.18	529.52	529.52	573.84	573.84	605.63	605.63	605.63	648.93
O-8	428.52	441.37	451.24	451.24	451.24	465.51	465.51	487.16	487.16	529.52	529.52	573.84	573.84	573.84	605.63
O-7	356.07	380.28	380.28	380.28	397.33	397.33	420.35	420.35	441.37	485.51	518.90	518.90	518.90	518.90	558.90
O-6	263.90	289.95	308.95	308.95	308.95	308.95	308.95	308.95	319.46	369.98	388.84	397.33	420.35	434.58	455.90
O-5	211.07	247.84	264.98	264.98	264.98	264.98	272.99	287.70	306.98	329.95	348.84	359.44	372.00	372.00	372.00
O-4	177.91	216.65	231.11	231.11	235.40	245.77	262.55	277.30	289.95	302.69	311.02	311.02	311.02	311.02	311.02
O-3	165.33	184.86	197.62	218.64	229.11	237.43	250.18	262.55	269.00	269.00	269.00	269.00	269.00	269.00	269.00
O-2	144.17	157.44	189.18	195.53	199.57	199.57	199.57	199.57	199.57	199.57	199.57	199.57	199.57	199.57	199.57
O-1	125.17	130.29	157.44	157.44	157.44	157.44	157.44	157.44	157.44	157.44	157.44	157.44	157.44	157.44	157.44

## Commissioned officers with more than 4 years' active duty as an enlisted

O-3E	0.00	0.00	0.00	218.64	229.11	237.33	250.18	262.55	272.99	272.99	272.99	272.99	272.99	272.99	272.99
O-2E	0.00	0.00	0.00	195.53	199.57	205.91	216.65	224.96	231.11	231.11	231.11	231.11	231.11	231.11	231.11
O-1E	0.00	0.00	0.00	157.44	168.22	174.42	180.73	187.00	195.53	195.53	195.53	195.53	195.53	195.53	195.53

## Warrant officers

W-5	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	287.17	298.37	307.00	319.92
W-4	68.45	80.73	80.73	84.86	89.26	201.78	210.24	224.96	235.40	243.88	250.18	259.28	266.51	275.22	287.70	
W-3	63.10	66.07	66.07	68.22	70.17	182.64	193.26	199.57	205.91	212.08	218.64	227.88	235.40	243.88	243.88	
W-2	134.10	145.07	145.07	149.29	157.44	166.07	172.38	178.69	184.86	191.36	197.62	203.84	212.06	212.06	212.06	
W-1	111.70	128.08	128.08	138.78	145.07	151.29	157.44	163.95	170.17	176.51	182.64	189.18	189.18	189.18	189.18	

## Enlisted members

E-9	0.00	0.00	0.00	0.00	0.00	0.00	195.97	200.35	204.00	207.80	211.81	216.04	220.51	225.36	252.29
E-8	0.00	0.00	0.00	0.00	0.00	0.00	64.32	69.05	73.50	78.00	82.68	87.57	92.77	98.27	122.00
E-7	114.73	123.28	128.33	132.95	137.47	141.85	146.40	150.97	155.78	160.84	166.14	171.68	177.47	183.51	202.72
E-6	98.71	107.59	112.06	116.84	121.22	125.58	130.20	136.90	141.19	145.76	147.96	147.96	147.96	147.96	147.96
E-5	86.61	94.28	98.87	103.16	109.95	114.43	118.95	123.33	125.58	125.58	125.58	125.58	125.58	125.58	125.58
E-4	80.78	85.33	90.35	97.31	101.16	101.16	101.16	101.16	101.16	101.16	101.16	101.16	101.16	101.16	101.16
E-3	76.13	80.30	83.89	86.80	86.80	86.80	86.80	86.80	86.80	86.80	86.80	86.80	86.80	86.80	86.80
E-2	73.26	73.26	73.26	73.26	73.26	73.26	73.26	73.26	73.26	73.26	73.26	73.26	73.26	73.26	73.26
E-1	55.56	55.56	55.56	55.56	55.56	55.56	55.56	55.56	55.56	55.56	55.56	55.56	55.56	55.56	55.56

Source: Army Times Research Department.

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# 1995 Involuntary separation pay chart

Most members involuntarily separated from active duty are eligible for separation pay. The chart below shows payment levels for 1995. These figures are the payments for members who have exactly the number of years of service listed. Actual payments are based on both full and partial years of service.

## Years of service

GRADE	6	7	8	9	10	11	12	13	14	15	16	17	18
<b>Commissioned officers</b>													
O-5	24,939	29,096	33,252	37,409	42,822	47,104	54,156	58,668	67,415	72,230	82,812	87,987	98,496
O-4	22,155	25,848	30,842	34,697	41,184	45,302	52,199	56,548	63,675	68,224	75,969	80,717	87,817
O-3	21,563	25,157	29,782	33,505	39,244	43,168	49,421	53,539	59,074	63,293	67,513	71,733	75,952
O-2	18,783	21,914	25,044	28,175	31,306	34,436	37,567	40,697	43,828	46,958	50,089	53,220	56,350
<b>Officers with more than 4 years' active duty as enlisted or warrant officer</b>													
O-3E	21,563	25,157	29,782	33,505	39,244	43,168	49,421	53,539	59,951	64,233	68,515	72,797	77,080
O-2E	18,783	21,914	25,839	29,069	33,984	37,382	42,345	45,873	50,753	54,378	58,003	61,628	65,254
O-1E	15,833	18,472	21,888	24,624	28,350	31,185	35,199	38,133	42,941	46,008	49,075	52,142	55,210
<b>Warrant officers</b>													
W-4	18,189	21,221	25,321	28,486	32,980	36,278	42,345	45,873	51,695	55,388	61,154	64,976	70,638
W-3	16,016	18,686	22,919	25,784	30,316	33,347	37,567	40,697	45,219	48,449	53,222	56,549	61,735
W-2	14,818	17,287	20,840	23,445	27,040	29,744	33,636	36,438	40,597	43,497	48,027	51,029	55,799
W-1	13,653	15,929	18,985	21,358	24,696	27,166	30,862	33,434	37,372	40,041	44,300	47,069	51,568
<b>Enlisted members</b>													
E-9	0.00	0.00	0.00	0.00	30,740	33,814	37,714	40,856	44,997	48,211	52,606	55,894	60,510
E-8	0.00	0.00	20,621	23,198	26,518	29,169	32,659	35,381	39,090	41,882	45,855	48,721	52,767
E-7	12,938	15,095	17,801	20,026	22,964	25,261	28,417	30,785	34,850	37,125	40,723	43,268	47,084
E-6	11,409	13,311	15,759	17,729	20,423	22,465	25,769	27,916	31,008	33,221	36,582	38,868	41,777
E-5	10,349	12,073	14,360	16,155	18,659	20,525	23,216	25,150	27,579	29,549	31,519	33,489	35,459
E-4	9,521	11,108	12,695	14,282	15,869	17,456	19,043	20,629	22,216	23,803	25,390	26,977	28,564
E-3	8,169	9,531	10,892	12,254	13,615	14,977	16,338	17,700	19,061	20,423	21,784	23,146	24,507

Source: Department of Defense Office of Compensation

ATPCO

## 1995 Monthly non-disability retirement pay

Members who retire in 1995 will receive retired pay based on their 1995 basic pay. Rates shown below are for full years of service. Actual retired pay is based on years and months of service.

### Years of service

#### REGULAR RETIREMENT

GRADE	20	21	22	23	24	25	26	27	28	29	30
<b>Commissioned officers</b>											
O-10	4,508	4,733	4,959	5,184	5,410	5,635	5,860	6,086	6,311	6,537	6,762
O-9	3,958	4,156	4,354	4,552	4,750	4,947	5,143	5,339	5,535	5,731	5,927
O-8	3,750	3,938	4,127	4,315	4,503	4,691	4,879	5,067	5,255	5,443	5,631
O-7	3,311	3,561	3,730	3,900	4,069	4,239	4,408	4,578	4,748	4,917	5,087
O-6	2,538	2,726	2,914	3,102	3,290	3,478	3,666	3,854	4,042	4,230	4,418
O-5	2,349	2,466	2,674	2,796	2,917	3,039	3,160	3,282	3,403	3,525	3,647
O-4	2,032	2,134	2,236	2,337	2,439	2,541	2,642	2,744	2,845	2,947	3,049
O-3	1,758	1,846	1,935	2,021	2,109	2,197	2,285	2,373	2,461	2,549	2,637
O-2	1,304	1,369	1,434	1,500	1,565	1,630	1,695	1,760	1,826	1,891	1,956
O-1	1,029	1,080	1,131	1,183	1,234	1,286	1,337	1,389	1,440	1,492	1,543

#### Commissioned officers with more than 4 years' active duty as enlisted member or warrant officer

O-3E	1,784	1,873	1,962	2,051	2,141	2,230	2,319	2,408	2,497	2,587	2,676
O-2E	1,510	1,586	1,661	1,737	1,812	1,888	1,963	2,039	2,114	2,190	2,265
O-1E	1,278	1,341	1,405	1,469	1,533	1,597	1,661	1,725	1,789	1,853	1,917

#### Warrant officer

W-5	1,878	1,972	2,145	2,242	2,407	2,508	2,718	2,822	2,927	3,031	3,136
W-4	1,687	1,772	1,918	2,006	2,158	2,248	2,444	2,538	2,632	2,726	2,820
W-3	1,484	1,559	1,692	1,769	1,846	1,923	2,070	2,149	2,229	2,309	2,388
W-2	1,332	1,398	1,524	1,593	1,663	1,732	1,801	1,871	1,940	2,009	2,079
W-1	1,236	1,298	1,360	1,421	1,483	1,545	1,607	1,669	1,731	1,792	1,854

#### Enlisted members

E-9	1,277	1,409	1,652	1,723	1,873	1,951	2,123	2,226	2,308	2,390	2,473
E-8	1,251	1,314	1,457	1,523	1,680	1,740	1,914	1,987	2,061	2,135	2,209
E-7	1,041	1,159	1,298	1,354	1,483	1,545	1,722	1,788	1,854	1,921	1,987
E-6	967	1,015	1,063	1,112	1,160	1,208	1,257	1,305	1,353	1,402	1,450
E-5	820	861	902	943	984	1,026	1,067	1,108	1,149	1,190	1,231
E-4	661	694	727	760	793	826	859	892	925	958	991
E-3	577	597	621	658	690	719	757	785	822	850	887
E-2	471	502	528	550	574	599	622	646	670	694	718
E-1	377	408	440	461	482	504	525	546	568	590	611

Source: Department of Defense Actuary.

## 1995 early retirement pay

### Years of service

GRADE	15	16	17	18	19
<b>Commissioned officers</b>					
O-10	2,820	3,257	3,497	3,740	3,989
O-9	2,466	2,880	3,092	3,308	3,527
O-8	2,367	2,658	2,854	3,185	3,396
O-7	2,055	2,437	2,616	2,991	3,189
O-6	1,487	1,857	1,993	2,241	2,390
O-5	1,429	1,656	1,776	2,010	2,144
O-4	1,350	1,519	1,631	1,792	1,911
O-3	1,252	1,350	1,449	1,550	1,653
O-2	929	1,001	1,075	1,150	1,226
O-1	733	790	848	907	967

#### Commissioned officers with more than 4 years' active duty as an enlisted

O-3E	1,271	1,370	1,471	1,573	1,678
O-2E	1,076	1,160	1,245	1,332	1,420
O-1E	910	981	1,053	1,127	1,201

### Years of service

GRADE	15	16	17	18	19
<b>Warrant officer</b>					
W-5	1,338	1,443	1,549	1,657	1,767
W-4	1,096	1,223	1,313	1,442	1,537
W-3	958	1,064	1,142	1,260	1,344
W-2	860	960	1,031	1,139	1,214
W-1	792	886	951	1,052	1,122

#### Enlisted members

E-9	954	1,052	1,129	1,235	1,317
E-8	828	917	984	1,077	1,148
E-7	734	814	874	961	1,025
E-6	657	731	785	852	909
E-5	584	630	676	723	771
E-4	471	507	545	583	621
E-3	404	435	467	500	533
E-2	341	367	394	422	450
E-1	304	328	352	376	401

Source: Department of Defense office of compensation.



# Vance AFB



## Total Cost Savings

	<u>Vance</u>	<u>Reese</u>	<u>Columbus</u>	<u>Laughlin</u>
Fixed Costs	Base Line	8.7M	5.0M	14.4M
Delta/Var X				
153 Grads		<u>1.7M</u>	<u>0.9M</u>	<u>2.0M</u>
Manpower Savings		10.4M	5.9M	16.4M
		5.7M	10.3M	9.1M
Total Savings per Year		16.1M	16.2M	25.5M

Dramatic Total Cost Savings at Vance!



## VANCE AFB OK 73705

UNIT	KEY PERSONNEL	DSN	
71 FLYING TRAINING WING/CC	COL J. N. SOLIGAN	940-7102	
	ACC CMSGT D. KNIGHT	940-7143	
AUTHORIZED PERSONNEL			
OFFICER	ENLISTED	CIVILIAN	TOTAL
300	375	101	779
STUDENT DATA			
FY 93 ACTUAL GRADUATES	FY 94 ACTUAL GRADUATES	AVG DAILY LOAD	
204	153	152	
MISSION DATA			
TY78 AIRCRAFT	NUMBER AIRCRAFT	ACTUAL FLYING HOURS	ACTUAL FORTIES
T-37	160	21,426	16,739
T-38	74	29,736	24,788
RESOURCE SUMMARY			
FY 94 OPERATIONS & MAINTENANCE BUDGET (O&M) (\$MILLIONS)			\$82.0
LAND (ACRES)			4,394
CONGRESSIONAL REPRESENTATIVES			
HOUSE: FRANK LUCAS (R) (DISTRICT 6)			
SENATE: JAMES INHOPE (R)			
DON NICKLES (R)			

## HEADQUARTERS AIR EDUCATION AND TRAINING COMMAND

Randolph AFB TX 78150-5001

(Con't)

STAFF POSITION	GRADE	NAME	DSN
<del>STATE JUDGE ADVOCATE</del>	<del>Col</del>	<del>L. E. Perry</del>	<del>7-4511</del>
Command Paralegal Mgr	CMSgt	D. Garza	7-4511
Executive Officer	Capt	J. C. Dockery	7-4511
Ch, Civil Law Dir	Col	R. S. Summerfield	7-4511
Military Affairs & Claims Dir	Col	R. M. Sander	7-4511
<del>DIRECTOR OF PERSONNEL</del>	<del>Col</del>	<del>R. C. Haines</del>	<del>7-4511</del>
Dep Dir of Logistics	Col	R. H. Karr	7-4569
Executive Officer	Capt	D. K. Hernandez	7-4452
Ch, Contracting	Col	L. P. Wilson	7-2519
Ch, Maint Engineering	Col	C. K. Stewart	7-2794
Ch, Supply	Col	M. S. Hammer	7-5158
Ch, Transportation	Col(S)	D. J. Lani	7-3397
Ch, Logistics Plans	Col	V. V. Monti, Jr	7-2526
<del>PUBLIC AFFAIRS</del>	<del>Col</del>	<del>D. Mitchell</del>	<del>7-4511</del>
Dep Dir of Public Affairs		Vacant	7-4824
Ch, Community Relations Div	Civ	D. Mitchell	7-5630
Ch, News Div	Lt Col	K. A. White	7-4400
Ch, Plans & Programs Div	Civ	D. F. Shamba	7-2208
<del>ADJUTANT GENERAL COMMANDER</del>	<del>Col</del>	<del>W. H. Anderson</del>	<del>7-4511</del>
Vice Commander	Col	D. W. Wozniak	7-5801
Executive Officer	Maj	M. L. Kastner	7-4811
Strategic Plans & Programs	Civ	R. J. Canha	7-4873
Ch, Recruiting Operations Div	Col	R. Mead	7-3105
Ch, Recruiting Support Services Div	Col	P. N. Karsler	7-4609
<del>DIRECTOR OF COMMUNICATIONS &amp; COMPUTER SYSTEMS</del>	<del>Col</del>	<del>A. W. Hill Jr</del>	<del>7-4708</del>
Dep Dir of Com-Computer Systems	Col	D. Ross	7-4579
Executive Officer	Capt	K. Owens	7-3906
Ch, Systems Management Div	Col	L. C. Linarca	7-4014
Ch, Technical Services Div	Civ	H. A. Johnston	7-4164
Ch, Plans and Policy Div	Col	G. Gollandt	7-6202
<del>SAFETY</del>	<del>Col</del>	<del>R. W. Tilton</del>	<del>7-5105</del>
Ch, Safety Operations Div	Lt Col	S. S. Lach	7-3628
Ch, Flight Safety Div	Lt Col	C. M. Baumann	7-5817
Ch, Ground/Explosives Safety Div	Civ	H. A. Dean	7-2022

# AIR EDUCATION AND TRAINING COMMAND

## AIR UNIVERSITY MAXWELL AFB AL

AFTT, WRIGHT PATTERSON AFB OH\*  
42 ABW, MAXWELL AFB AL

## SECOND AIR FORCE, KEESLER AFB MS (TECHNICAL TRAINING)

17 TRW, GOODFELLOW AFB TX  
81 TRW, GOODFELLOW AFB TX  
37 TRW, LACKLAND AFB TX  
62 TRW, SHEPARD AFB TX  
361 TRG, VANDENBERG AFB CA\*  
602 TRSS, EDWARDS AFB CA\*

## NINETEENTH AIR FORCE, RANDOLPH AFB TX (FLYING TRAINING)

97 AMW, ALTUS AFB OK  
14 FTW, COLUMBUS AFB MS  
334 TRG, FARCHILD AFB WA\*  
58 SOW, KENTLAND AFB NM\*  
23 FTW, FORT RUCKER AL\*  
47 FTW, LAUGHLIN AFB TX  
56 PW, LIXIE AFB AZ  
12 FTW, RANDOLPH AFB TX  
537 FTS, USAF ACADEMY CO\*  
3 FTS, HONDO TX\*  
619 TRSS, RANDOLPH AFB TX  
64 FTW, REESE AFB TX  
80 FTW, SHEPARD AFB TX  
325 PW, TYNDALL AFB FL  
71 FTW, VANCE AFB OK  
114 PW, KINGSBY FLD OK\*  
163 FG, TUCSON IAF AZ\*

## OTHER UNITS

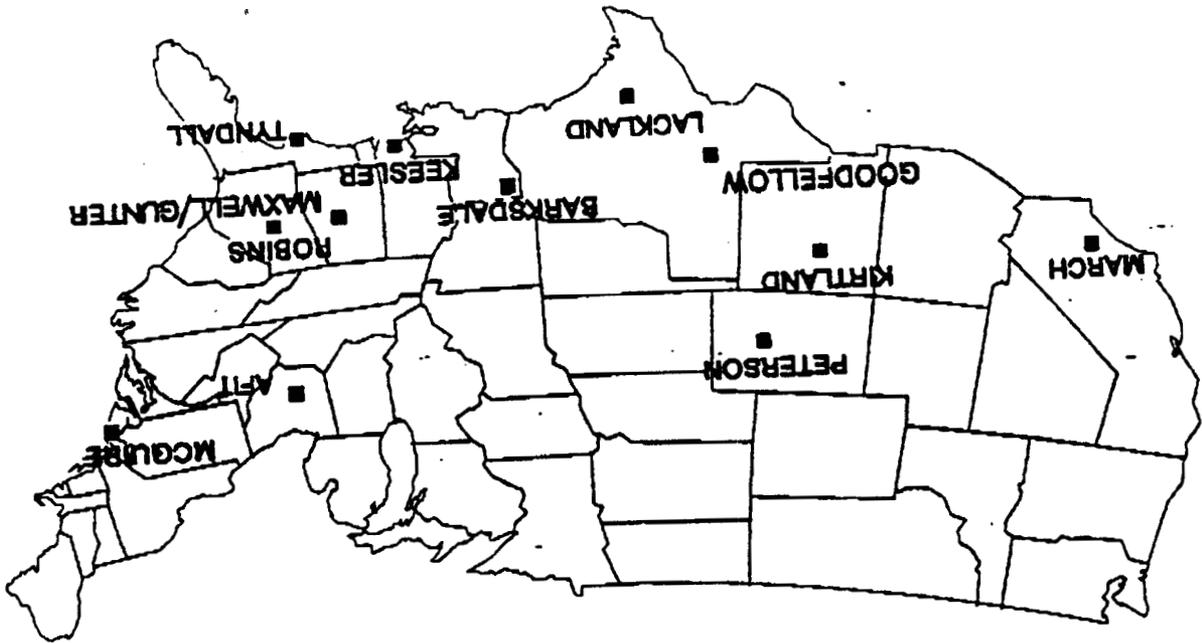
59 MEDICAL WING  
AIR FORCE SECURITY ASSISTANCE TRAINING SQUADRON  
HQ AF RECRUITING SERVICE  
LACKLAND AFB TX  
RANDOLPH AFB TX  
RANDOLPH AFB TX

\* Only the indicated unit belongs to ABTC, not the base/organization

## REESE AFB TX 79489

UNIT	KEY PERSONNEL	DEN				
64 FLYING TRAINING WING	COL R. A. BRADY	819-3409				
	ADOC	CHASOTD. E. PTOMEY				
AUTHORIZED PERSONNEL						
OFFICERS	RELATED	CIVILIAN	TOTAL			
349	696	346	1,321			
STUDENT DATA						
TRAINING AREA	FY 93 ACTUAL GRADUATES	FY 94 ACTUAL GRADUATES	AVG DAILY LOAD			
UNDERGRADUATE PILOTING	222	180	175			
MISSION DATA						
TYPE AIRCRAFT	NUMBER AIRCRAFT	ACTUAL FLYING HOURS	ACTUAL SORTIES			
T-1A	37	17,875	7,406			
T-37	83	23,273	18,183			
T-38	49	15,569	12,971			
RESOURCE SUMMARY						
FY 94 OPERATIONS & MAINTENANCE BUDGET (OM&M) (MILLIONS)			\$67.7			
LAND (ACRES)			3,953			
CONGRESSIONAL REPRESENTATIVES						
HOUSE	LARRY COMBEST (R) (DISTRICT 19)					
SENATE	PHIL GRAMM (R)					
	KAY BAILEY HUTCHISON (D)					

COLUMBUS AFB MS 39701									
UNIT		KEY PERSONNEL			DSN				
14 FLYING TRAINING WING/CC		COL G. R. TREKLER			742-7000				
ACC		CAPT K. B. GIBSON, JR.			742-7005				
AUTHORIZED PERSONNEL									
OFFICER	ENLISTED	CIVILIAN	TOTAL						
350	763	347	1,460						
STUDENT DATA									
TRAINING AREA		FY 93 ACTUAL GRADUATES	FY 94 ACTUAL GRADUATES	AVG DAILY LOAD					
UNDERGRADUATE PILOT TNG		197	153	153					
INTRO TO FTR FUNDAMENTALS		N/A	156	34					
MISSION DATA									
TYPES AIRCRAFT	NUMBER AIRCRAFT	ACTUAL FLYING HOURS	ACTUAL SORTIES						
T-37	71	22,395	17,493						
T-38	66	26,312	22,131						
AT-38	28	6,245	6,600						
RESOURCE SUMMARY									
FY 94 OPERATIONS & MAINTENANCE BUDGET (0414) (\$MILLIONS)			\$79.6						
LAND (ACRES)			6,915						
CONGRESSIONAL REPRESENTATIVES									
HOUSE: G. V. (SONNY) MONTGOMERY (D) (DISTRICT 3)									
SENATE: THAD COCHRAN (R)									
TRENT LOTT (R)									



**AU LOCATIONS**

<b>AETC REAL PROPERTY ASSETS</b>		
LAND (ACRES)	2,764,467	
NUMBER OF FACILITIES	12,053	
TOTAL SQUARE FEET (000)	71,835	

\* The personnel figures shown in this report are for AETC personnel only. They do not include any non AETC personnel that might be on an AETC base.

<b>PERMANENT PARTY PERSONNEL*</b>		
	ASCD	9,440
OFFICER	10,187	34,790
ENLISTED	33,018	14,182
CIVILIAN	14,428	
TOTAL		57,668

<b>OFFICER TRAINING SQUADRON</b> (ACTIVE DUTY TRAINING QUOTAS)		
	PY 93 ACTUAL	PY 94 ACTUAL
PILOT	10	10
NAVIGATOR	0	0
MISSION MANAGERS	99	82
ENGINEER	44	51
SCI-TECH	93	151
NON-TECH	121	329
TOTAL		622

<b>LAUGHLIN AFB TX 78843</b>			
UNIT	KEY PERSONNEL	BEN	
47 FLYING TRAINING WINGCC	COL T. A. PERRE	733-5110	
	ACC	732-5170	
	CAPT H. KILPATRICK		
<b>AUTHORIZED PERSONNEL</b>	CIVILIAN	873	TOTAL 1,931
364	ENLISTED	714	
<b>STUDENT DATA</b>	PY 94	ACTUAL GRADUATES	161
TRAINING AREA	PY 93	ACTUAL GRADUATES	180
UNDERGRADUATE PILOT TRNG	AVG DAILY LOAD		156
<b>MISSION DATA</b>	ACTUAL FLYING HOURS	ACTUAL SORTIES	
TYPE	NUMBER	ACTUAL FLYING HOURS	ACTUAL SORTIES
1-1A	32	5,158	2,041
1-37	81	23,363	18,292
1-38	68	25,479	21,233
<b>RESOURCE SUMMARY</b>			
PY 94 OPERATIONS & MAINTENANCE BUDGET (000) (\$MILLIONS)	570.3		
LAND (ACRES)	5,228		
<b>CONGRESSIONAL REPRESENTATIVES</b>			
SENATOR	PHIL GRASSLEY (R)		
HOUSE	HENRY BONILLA (R) (DISTRICT 23)		
	KAY BARRY HUTCHISON (R)		

# Vance AFB

## Military Value -- Pilot Training



### BCEG Ratings

Randolph = 39  
Columbus = 36  
Vance = 32  
Laughlin = 32  
Reese = 14

### JCSG-UPT Ratings

Columbus = 6.74  
Vance = 6.67  
Randolph = 6.53  
Laughlin = 6.50  
Reese = 6.22\*

### BRAC Staff Ratings

Laughlin = 7.8  
Columbus = 7.2  
Vance = 6.7  
Reese = 6.4  
Randolph = 5.3

\* USAF change from 6.14 -- 17 Apr 95 DBCRC Hearing





DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS UNITED STATES AIR FORCE



18 APR 1995

**MEMORANDUM FOR BASE CLOSURE COMMISSION (Mr. Francis A. Cirillo, Jr.)**

**FROM: HQ USAF/RT**

**SUBJECT: Request for Information (DBCRC No. 950417-16, AF/RT Tasker 421)**

In response to your letter of April 15, 1995, the attached information is provided. These are copies of the worksheets used to tally the votes of the Base Closure Executive Group members by installation in each subcategory of bases. As you can see, these are worksheets. There is an inconsistent use of the "tier" numbers, with 1 being used as the top in some cases, and 3 referring to the top in others. Nevertheless, I believe the information is clear when compared to the Air Force analysis.

I trust this responds to your need. Lt Col Bryan Echols, 697-6560, is my point of contact. If you have any questions on the use of the worksheets, please contact him.

JAY D. BLUME, Jr.  
Special Assistant to the Chief of Staff  
for Realignment and Transition

# VOTE TOTALS BY BASE

Base	Score	Tier
Columbus AFB, Mississippi	36	3
Laughlin AFB, Texas	32	3
Randolph AFB, Texas	39	3
Reese AFB, Texas	14	1
Vance AFB, Oklahoma	32	3

TIER 1 ON THIS CHART IS THE LOWEST TIER  
IE. THE BASE RECOMMENDED FOR CLOSURE

# UNDERGRADUATE FLYING TRAINING

## I.4 FLYING TRAINING MISSION

Base Name	<i>Primary</i>	<i>Airlift Tanker</i>	<i>Maritime E2/C2</i>	<i>Bomber Fighter</i>	<i>Primary/Int Nav/NFO</i>	<i>WSO Strike</i>	<i>Panel Navigator</i>	<i>Flight Screen</i>	<i>Average Score</i>	<i>Overall</i>
	I.4.A	I.4.B	I.4.C	I.4.D	I.4.E	I.4.F	I.4.G	I.4.H		. IA
Columbus AFB	6.8	6.3	6.7	6.4	6.9	6.6	7.6	6.6	6.74	Green
Laughlin AFB	7.0	5.8	6.5	5.5	7.1		6.8	6.8	6.50	Yellow +
Randolph AFB	6.7	6.5	6.4	6.8	7.1	6.1	6.9	5.7	6.53	Green -
Reese AFB	6.0	5.9	5.9	5.6	6.2		7.2	6.2	6.14	Red
Vance AFB	6.8	6.7	6.7	5.5	6.8		7.5	6.6	6.67	Green

### BASES RANK ORDERED

COLUMBUS	6.74
VANCE	6.67
RANDOLPH	6.53
LAUGHLIN	6.50
REESE	6.14

**CATEGORY: UNDERGRADUATE PILOT TRAINING (UPT)**  
**STAFF ANALYSIS-I**  
**REVISE WEIGHTINGS OF MEASURES OF MERIT**

UPT-JCSG MEASURES OF MERIT	STAFF WEIGHT	REESE (C) (X) Closure	COLUMBUS (*) Closure	LAUGHLIN (*) Closure	RANDOLPH (*) Realignment	VANCE (*) (X) Closure
WEATHER	30	4.7	5.4	7.4	6.0	5.3
AIRSPACE	20	4.8	6.9	7.1	7.0	6.4
ENCROACHMENT	20	8.6	8.9	10.0	0.0	6.9
AIRFIELDS	15	8.2	8.9	7.7	6.0	9.2
MAINTENANCE FACILITIES	10	7.0	7.1	6.4	7.4	6.6
GROUND TRNG FACILITIES	5	7.9	7.4	7.3	8.6	7.8
TOTAL:	100	6.4	7.2	7.8	5.3	6.7
RANK:		4	2	1	5	3

UNWEIGHTED AVERAGE	SCORE RANK	6.87 4	7.43 2	7.65 1	6.72 5	7.03 3
-----------------------	---------------	-----------	-----------	-----------	-----------	-----------

(C) = DoD recommendation for closure

(X) = Joint Cross-Service Group option for closure

(\*) = Candidate for further consideration

RF-209

# *Vance AFB*

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## *Recommendations*

- Uphold USAF, DoD, and BRAC recommendations to close Reese
- Emphasize the factors that "cannot be bought"
  - *Airspace*
  - *Encroachment*
  - *Weather {actual losses + scheduling factors}*
- Weigh the cost savings at Vance
  
- Conclusion:

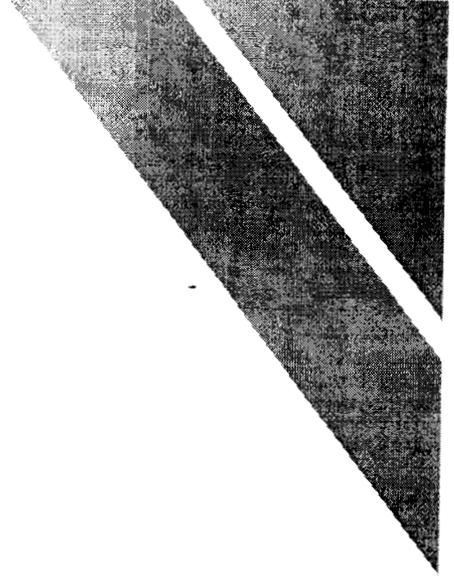
*Closure of Reese AFB is best for the Air Force*

# *Vance AFB*

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## *Bottomline*

- Premier UPT base
- Highest quality pilot training
- Lowest cost per student





# ANNEX C FINAL SELECTION CRITERIA

## **Military Value**

(given priority consideration)

1. The current and future mission requirements and the impact on operational readiness of 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 ability 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.





Col Crusher Craigie:

Military Value - \* Airspace configuration best in UPT

Air Traffic Delays

\* Weather

\* Encroachment minor problem

Quality of Workforce (Commissary, Billets, Security Police)

Infrastructure - Umbrella Contract

Winning Base Housing

\* Costs - Lowest UPT last 9 years

TRAIN HARD  
SERVE WELL  
RETURN SOON

Mayor Mike Cooper:

Community Support - Education (Elem Sch, Tu, Art)

Schol: 75/25 (AF/End) - Member  
0/50 - Spouse

- Recreation

- Utility Support (Water, Sewer, Fiber Optics)

Expansion by over  $\frac{1}{3}$  with no additional MILCON

- Medical: St Mary's Med Ctr

- Emrg Rm after hours if is

- OB/GYN - well baby

Economic Impact

- Housing Program

→ Rental Home Pool

- Base Expansion

Quality of Life

- Municipal Parcel (NW corner) available for new housing

- Family environment

- Support to military



### Congressman Lucas:

12,000 of 40K turned-out at base-visit  
Popular choice of students/1Ps  
Cost criteria - Vance best  
Best training efficiency (15% better)  
Work Force

### Gen Boles:

AF down-sizing. Pilots:

27,000 1986

18,000 Today

Since 70s - closed 5 OJT bases  
realigned 1

Can close one, not two

C, U, L best training capacity

No Substantial Deviation to change AF recommendation





**Itinerary  
for  
Defense Base Closure  
and Realignment Commission  
Visit**



Wednesday, 7 Jun 95

- 1130 Arrive Hairston Gate, enroute to the Enid Room in Base Operations  
Congressman Lucas Escort: Lt Col Minich  
Staffers & guests
- 1200 Arrive at Vance AFB Base Operations, call sign N311DB  
Gov Frank Keating Escort: Lt Col Love
- 1230 Arrive at Vance AFB Base Operations via C-21, call sign Boxer 21  
~~Senator James Inhofe~~ Escort: Lt Col Cooke  
~~Senator Don Nickles~~ Col Saxman  
Maj Cynthia Synder ~~Col Jim Stevens, SAF/LLP~~  
Met by: Col Jim Soligan, 71 FTW/CC  
Dress: Short Sleeve - No tie
- 1245 Arrive at Vance AFB Base Operations via C-21, call sign Ranger 02  
BRAC Commissioners  
Lt Gen Billy J. Boles, AETC/CV  
Lt Col Len Jarman, HQ USAF/XOOT  
~~Maj Chuck Cliatt, AETC/CVE~~  
Escort: Col Branch  
Met by: Col Jim Soligan, 71 FTW/CC
- 1310 Surrey #1 (Attendees at Attach 4)  
Depart Base Operations for West Gate  
Driven by: Northrop - Grumman  
Escorted by: Col Soligan  
Surrey #2 (Attendees at Attach 3)  
Depart for Officers' Club
- 1315 Depart West Gate - Review public demonstration of support enroute
- 1320 Arrive Hairston Gate
- 1325 Arrive Officers' Club (Attendees at Attach 1)  
Lunch: "Chuckwagon" Barbecue Potato Salad Ice Cream  
Brisket Coleslaw  
Ribs Baked Beans  
Chicken Rolls  
Dress: Short Sleeve, No tie, Duty Uniform, or Civ Informal

1410 Depart O'Club for Base Auditorium via surreys  
 Driven by: Northrop- Grumman  
 Escorted by: Col Soligan

1415 Arrive Base Auditorium  
 Community Briefing (**Attendees at Attach 5**)  
 Welcome: Gov Keating  
 Presentation: Mr Craigie  
 Community: Mayor Cooper  
 Remarks: ~~Senator Inhofe~~  
 Closing: ~~Senator Nickles~~

1510 Surrey #1 Depart for Mission Briefing, Bldg 500 (**Attendees at Attach 6**)  
 Driven by: Mr Bobby McCall, Northrop Grumman  
 Escorted by: Col Soligan  
 Surrey #2 Depart for Base Operations  
 Gov Keating & Guests  
 Senator Inhofe & Mr Johnson  
 Senator Nickles & Mr Moffitt  
 Col Stevens  
 Escorted by: Col Saxman/ Lt Col Cooke  
 Driven by: Mr James Schafer, Northrop Grumman

1515 Arrive Wing Headquarters

1525 Wing Mission Briefing  
 Introduction: Lt Gen Boles  
 Briefing: Col Soligan

1555 Questions and Answers

1610 Surrey #1 Depart on Base Tour                      **Surrey #2 Depart for Base Ops**  
 Bldg 714 -    Billeting, Cherokee Suite  
 Met by:    Ms Bobbie Harris

Bldgs 179/171, 8 FTS-  
 Met by: Lt Col Rick Piolet, 8 FTS/DO

Hangar 141-  
 Met by: Mr Brian Killam, Northrop- Grumman  
 Director of Maintenance

Vehicle Maintenance Complex-  
 Met by: Mr John Felt, Northrop- Grumman  
 Transportation Superintendent

Housing Area Wholehouse Upgrade, Bass Drive  
 Met by: Mr Bob Taylor, Northrop- Grumman  
 Director Civil Engineering

Base Tour Cont.

Bldg 541, 32 FTS-

Met by: Lt Col Webster, 32 FTS/CC

1735 Depart Bldg 541 via surrey

1740 Arrive Base Operations  
Press Conference in Enid Room (**Attendees at Attach 7**)  
Escorted by: Col Soligan

1745 Press Conf.

1800 Depart for Columbus AFB via C-21

*Enid & Vance*



*Partners in the Sky*



# *Vance AFB*

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## *Background*

### ■ **Mission**

- *Premier USAF Undergraduate Pilot Training (UPT) Base*
- *Primary -- T-37 "Tweet"*  
*Advanced -- T-38 "Talon"*  
*-- T-1 "Jayhawk"*

### ■ **FY94**

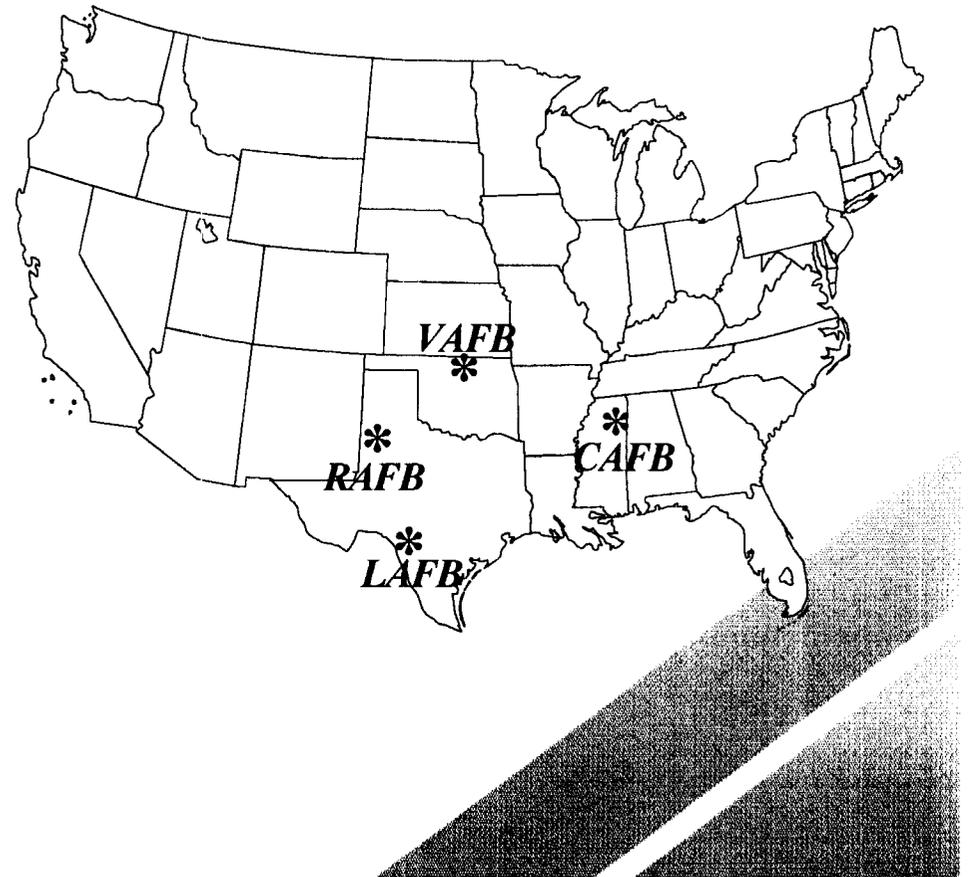
- *Over 40,000 accident-free sorties*
- *153 pilot graduates proudly serving the nation*

# *Vance AFB*



## *Other USAF UPT Competitors*

- **Columbus AFB**
  - *Columbus, MS*
  
- **Laughlin AFB**
  - *Del Rio, TX*
  
- **Reese AFB**
  - *Lubbock, TX*



# *Vance AFB*

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## *Military Value -- Pilot Conditions*

- **Pilot training occurs in a very confined cockpit**
- **Training sorties are short -- 1.3 hours per student**
- **"Cannot be bought" factors -- keys to better pilots**



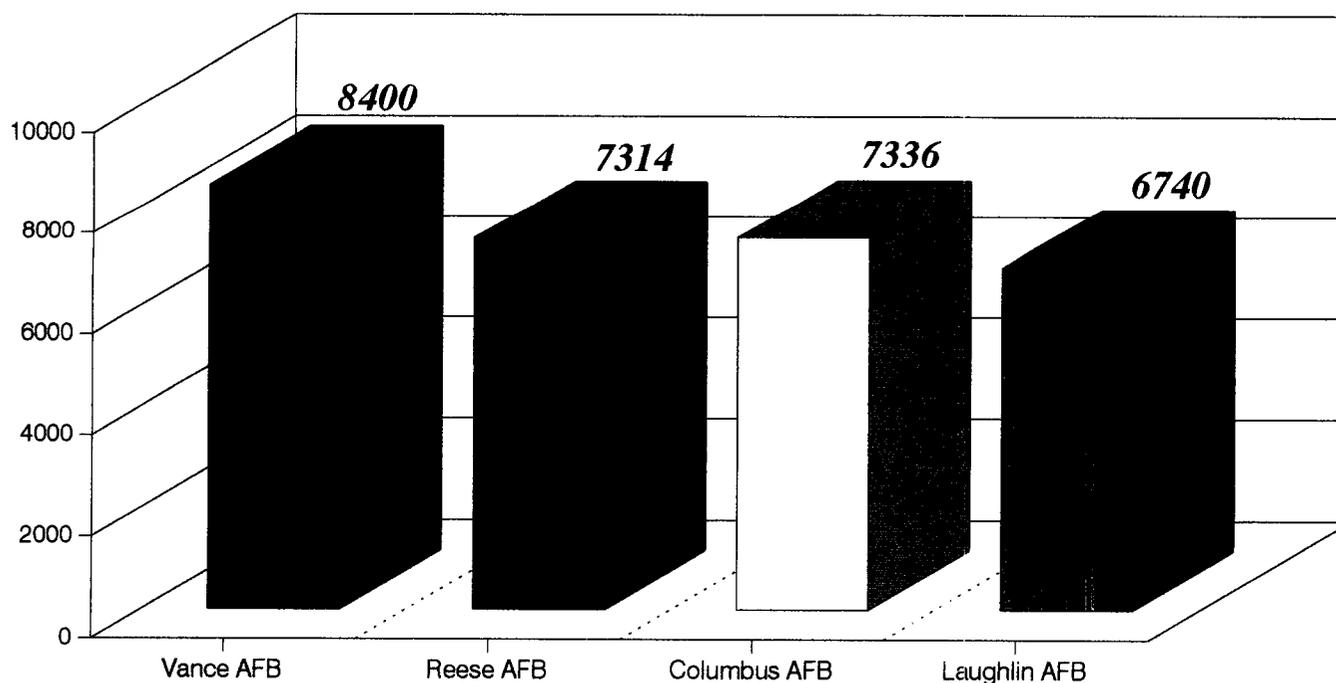
# Vance AFB



## Military Value

### Mission Capability

Total Airspace (in sq. miles)



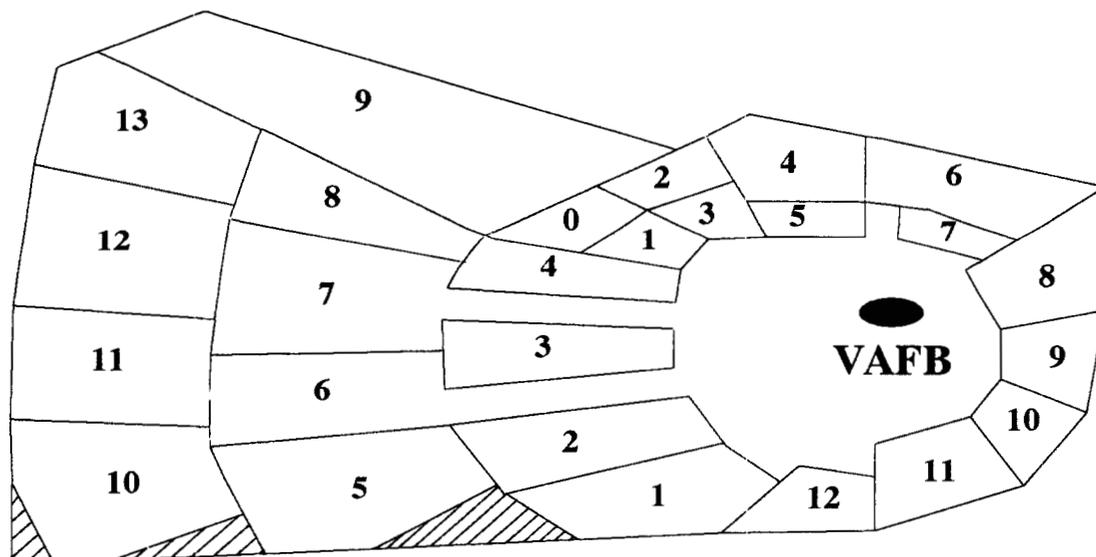
Source: USAF Certified BRAC95 Questionnaire

# Vance AFB



## Military Value -- Airspace

- *8400 sq. miles of unencumbered airspace*



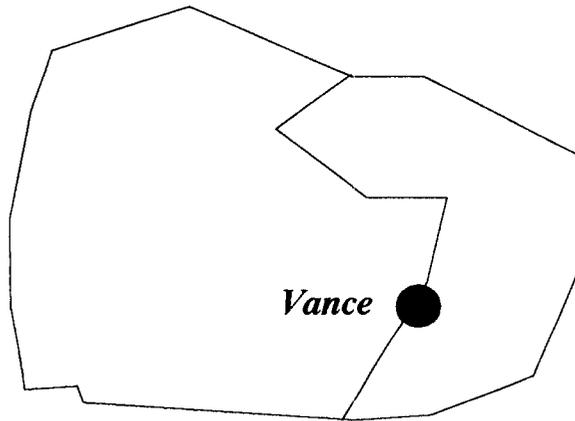
- *Most accessible airspace of any UPT base*
- *Encroachment nonexistent*

# Vance AFB

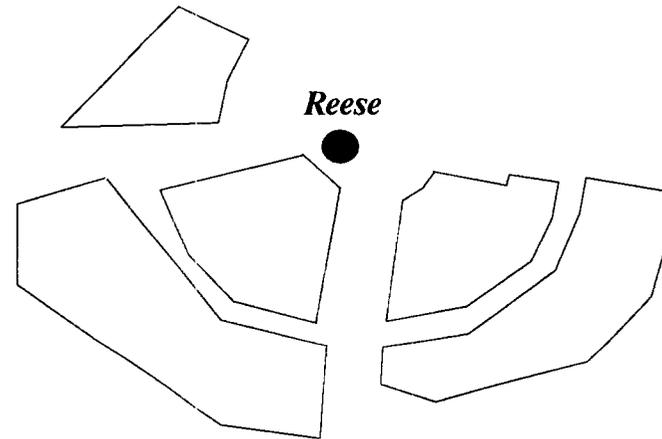
## Airspace Footprints



VAFB  
8400

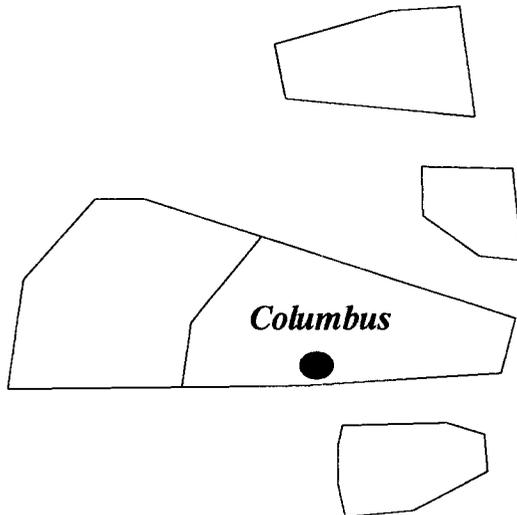


Reese

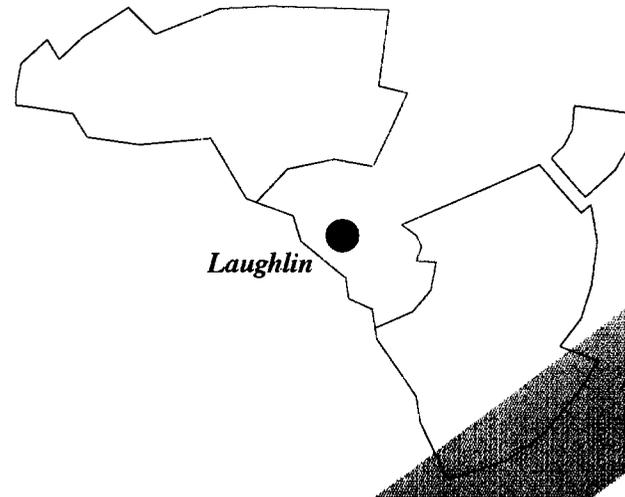


RAFB  
7314

CAFB  
7336



Laughlin



LAFB  
6740

# Vance AFB



**Close Area Access = Quality Training**

	<b><i>T-37 (closest 16) <u>Average Distance*</u></i></b>	<b><i>T-38 (closest 8) <u>Average Distance*</u></i></b>
<b><i>Vance</i></b>	<b><i>15</i></b>	<b><i>31</i></b>
<b><i>Reese</i></b>	<b><i>23</i></b>	<b><i>45<sup>1</sup></i></b>
<b><i>Columbus</i></b>	<b><i>18</i></b>	<b><i>27</i></b>
<b><i>Laughlin</i></b>	<b><i>24</i></b>	<b><i>36</i></b>

*Source: Base Inflight Guides*

<sup>1</sup> *Reese has only 7 T-38  
Contact Areas*

- ***Vance has 7.2% more T-37 training than Laughlin***
- ***Vance has 7.5% more T-38 training than Reese***

***\* Nautical Miles***

# *Vance AFB*



## *Military Value -- Lack of Congestion*

### ■ Airports within 50NM

	<u>Uncontrolled</u>	<u>Controlled</u>
■ <i>Vance</i>	<i>14</i>	<i>2</i>
■ <i>Reese</i>	<i>31</i>	<i>1</i>
■ <i>Columbus</i>	<i>20</i>	<i>0</i>
■ <i>Laughlin</i>	<i>29</i>	<i>1</i>

# *Vance AFB*

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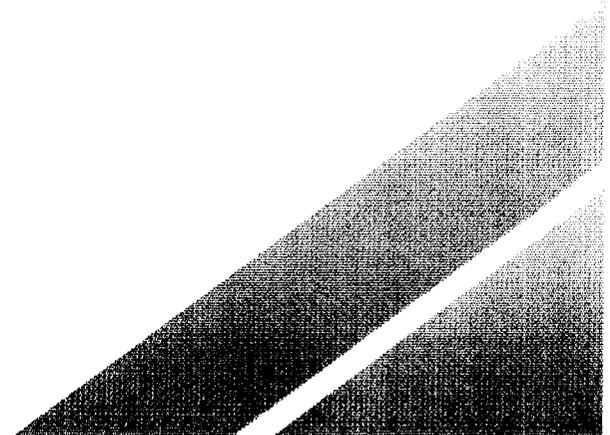


## *Military Value -- Low Level Routes*

- **Access to low level routes**
  - *More routes = better training variety*
  
- **Low level routes within 100NM**
  - *Vance = 24*
  - *Columbus = 17*
  - *Reese = 7\**
  - *Laughlin = 4*

*\* May have been understated*

*Source: USAF Certified BRAC95 Questionnaires*



# *Vance AFB*

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## *Military Value -- Strange Fields*

	<u><i>Inside 100NM</i></u>	<u><i>150NM</i></u>
■ <i>Vance</i>	8	12
■ <i>Columbus</i>	7	11
■ <i>Reese</i>	4	6
■ <i>Laughlin</i>	0	4

- **Additional training opportunities away from home field**
- **Divert options with bad weather**

*Source: Base Inflight Guides*

# Vance AFB



## Military Value -- Weather

### Weather Loss Summary -- FY90-94\*

	<u>Vance</u>	<u>Reese</u>	<u>Columbus</u>	<u>Laughlin</u>
T-37	20.4	24.0	21.3	14.3
T-38	21.9	20.5	22.6	17.8

*\*Source: AETC/LG Operational and Maintenance Data*

- All inclusive weather losses
  - *Low ceilings; cross winds; icing; thunderstorms; density altitude*
- Accurate weather impact -- not a forecast
- REESE WORST IN T-37 / COLUMBUS IN T-38

# Vance AFB



## Official Planning Factors

	<u>Vance</u>	<u>Reese</u>	<u>Columbus</u>	<u>Laughlin</u>
T-37	23%	27%	26%	19%
T-38	26%	28%	25%	22%

Source: JCSG Certified BRAC95 Data

### ■ These factors are reality

- *Based on long term sortie losses by A/C*
- *On average, Reese T-37 instructors work 8% more than Laughlin T-37 instructors*
- *On average, Reese T-38 instructors work 6% more than Columbus T-38 instructors*

*Weather factors are real -- Reese instructors must work longer and harder for the same result*

# Vance AFB



## Encroachment

<u>Vance</u>	<u>Reese</u>	<u>Columbus</u>	<u>Laughlin</u>
6.9	8.6	8.9	10.0

*Source: 1995 DoD Cross-Service Certified Data*

- **Only a small portion of APZ II has development within boundaries**
  - *APZ II is furthest away from field*
  - *No further development since City ordinance in effect*
  - *Complaints virtually zero*
- **Not a limiting factor**
  - *T-38 operations cut by two-thirds with SUPT implementation in Sept 95*
  - *Most aircraft well clear at take-off and landing*

# Vance AFB

## USAF UPT Infrastructure



	<u>Vance</u>	<u>Reese</u>	<u>Columbus</u>	<u>Laughlin</u>
<u>Facilities</u>				
Sq. Ft. (K)	1,477	1,994	2,553	2,206
Code 1	75%	73%	59%	29%
<u>Runways, Roads</u>				
<u>Ramps</u>				
Sq. Yd. (K)	1,762	2,108	2,596	2,033
Code 1	83%	57%	98%	23%
<u>Utilities</u>				
Ft. (K)	611	764	966	938
Code 1	88%	86%	100%	31%

Source: AETC/CE Printouts, Aug 94

# *Vance AFB*

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## *Military Value -- Contracting Out*

### ■ *Umbrella Contract*

- *Aircraft maintenance*
- *Base-wide services*
- *Lowest total costs of all UPT bases*
- *A success for over 30 years*



# Vance AFB



## Cost Savings

### *Fixed/Variable Costs -- FY94\**

	<u>Vance</u>	<u>Reese</u>	<u>Columbus</u>	<u>Laughlin</u>
<i>Fixed</i>	\$69.8M	\$78.5M	\$74.8M	\$84.2M
<i>Variable</i>	\$232K	\$244K	\$238K	\$245K

*\*Source: AF Certified data response to BRAC questions from 17 April cross-service hearing*

- **Vance was lowest in both fixed and variable costs**
- **Vance saved \$10.5M over Reese in FY94**
- **Vance is the most efficient USAF UPT base by \$12M per year!**

# *Vance AFB*

---

## *USAF UPT Military Personnel*



	<u><i>Vance</i></u>	<u><i>Reese</i></u>	<u><i>Columbus</i></u>	<u><i>Laughlin</i></u>
<i>Officers</i>	298	324	340	343
<i>Enlisted</i>	371	598	768	724

*Source: AETC Digest Input, 19 April 95*

- **Vance has 45 fewer officers than Laughlin; 397 fewer enlisted than Columbus**

*Vance is more cost effective by \$10.4M  
than reported to BRAC*

# *Vance AFB*

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## *Military Value -- Pilot Training*

### *BCEG Ratings*

*Randolph* = 39  
*Columbus* = 36  
*Vance* = 32  
*Laughlin* = 32  
*Reese* = 14

### *JCSG-UPT Ratings*

*Columbus* = 6.74  
*Vance* = 6.67  
*Randolph* = 6.53  
*Laughlin* = 6.50  
*Reese* = 6.22\*

### *BRAC Staff Ratings*

*Laughlin* = 7.8  
*Columbus* = 7.2  
*Vance* = 6.7  
*Reese* = 6.4  
*Randolph* = 5.3

\* USAF change from 6.14 -- 17 Apr 95 DBCRC Hearing

# *Vance AFB*

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## *Recommendations*

- Uphold USAF, DoD, and BRAC recommendations to close Reese
- Emphasize the factors that "cannot be bought"
  - *Airspace*
  - *Encroachment*
  - *Weather {actual losses + scheduling factors}*
- Weigh the cost savings at Vance
  
- Conclusion:

*Closure of Reese AFB is the right choice*



*Enid & Vance*



*Partners in the Sky*

# *Vance AFB*

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## *Community Support -- Education*

- **Enid encourages education as a key for growth**
- **Military children are integral parts of Enid's school system**
  - *Eisenhower Elementary is walking distance from Vance*
- **Extremely low student - teacher ratios**
  - *Elementary = 13:1*
  - *Middle School = 14:1*
  - *High School = 14:1*
- **Low drop out rate of 6%**

# *Vance AFB*

---



## *Community Support -- Education*

### ■ 1993 ACT Scores

- *Enid* = 21.8
- *National Average* = 20.7

### ■ Undergraduate and Graduate Programs

- *Phillips University*
- *Higher Education Center [Consortium of Oklahoma Universities]*
- *Vance Scholarship Program*

*Enid provides superior educational opportunities  
for both the City and for Vance!*

# *Vance AFB*

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## *Quality of Life -- Scholarship Program*

- **USAF encourages continuing education**
  - *Provides tuition assistance of 75% to active duty*
  - *No assistance for spouses or dependents*
  
- **City of Enid Scholarship Program**
  - *Covers last 25% tuition assistance for active duty*
  - *50% for spouses and dependents*
  - *Up to 6 hours per semester*
  
- **Scholarship program unmatched  
anywhere in the Air Force!**

# *Vance AFB*

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## *Community Support -- Recreation*

- Museums
- 5 large, public recreation lakes
- Professional golf courses
- World class hunting [quail, water fowl, small/large game]
- 19 parks for community events

*Enid provides innumerable activities designed to entertain, challenge, educate, and promote total quality of life for all residents!*

# *Vance AFB*

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## *Utility Support*

- **Modernized water well system in Enid**
  - *Capacity and quality*
  
- **Vance attached to Enid sewer system**
  - *Vance has pretreatment for industrial sewage*
  
- **Vance has fiber optics in place**
  - *Unlimited digital growth potential*

# Vance AFB



## Utility Expansion

### UTILITY EXPANSION

*without*

### ADDITIONAL CONSTRUCTION

	<u>Vance</u>	<u>Reese</u>	<u>Columbus</u>	<u>Laughlin</u>
<i>Water</i>	87%	78%	36%	18%*
<i>Sewer</i>	86%	79%	17%*	55%
<i>Gas</i>	67%	21%	n/a	70%
<i>Electric</i>	31%*	18%*	47%	44%

\* Limiting utility at each base

Source: 1995 USAF Certified Data

■ Vance can expand rated capacity by  
31% with no additional MILCON

# *Vance AFB*

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## *Community Support --Health Care Partnership*

- **Prior to 1992, Emergency Room services provided through CHAMPUS**
  - *Expensive*
  
- **Unique medical contract between Vance and St. Mary's Hospital**
  - *After-hours emergency room services*
  - *ER services rendered at \$15 per visit*
  - *\$53K saved in first 6 months of FY95*

*Saves Vance money and increases quality of service for Vance personnel!*

A decorative graphic in the bottom right corner consisting of a large, dark, textured triangle pointing upwards and to the right, with a lighter, textured triangle pointing downwards and to the right, creating a diagonal split effect.

# Vance AFB



## Economic Impact

<i>Total Economic Impact</i>			
<u>Vance</u>	<u>Reese</u>	<u>Columbus</u>	<u>Laughlin</u>
9.4%	2.0%	5.4%	20.9%

Source: USAF Certified Data

- **Vance provides 13.4% of all wages in Enid\***
  - *Estimated 15.2% of residents will leave Enid\**
- **Vance provides highest salaries in county\***
  - *\$19,617 = Garfield county average\**
  - *\$32,024 = Vance average salary\**

\*Source: Univ. of Oklahoma, Center for Economics and Mgmt. Research, Feb 95

- **Closing Vance would devastate regional economy**

# *Vance AFB*

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## *Quality of Life -- Housing Program*

- **Pool of rental homes immediately available to incoming Vance personnel**
  - *10 houses, with expansion in groups of 10 as needed*
  - *City of Enid contracts directly with the landlords to ensure highest housing standards and availability*
  - *Rent costs are affordable for all personnel*
  
- **First housing program in the UPT category**
  
- **Another example of family first in Enid!**

# *Vance AFB*

---



## *Community Support -- Base Expansion*

- **City of Enid recognized need for expansion**
  - *Established Vance Development Authority*
  
- **Acquired 2 parcels of land for expansion purposes**
  - *158 acres north of west gate [general expansion]*
  - *12.5 acres adjacent to housing [City or USAF provided]*
  - *Other properties as needed by Vance*
  
- **Land officially offered to USAF in 1994**

*City of Enid responded with action, not words,  
to help Vance with expansion!*

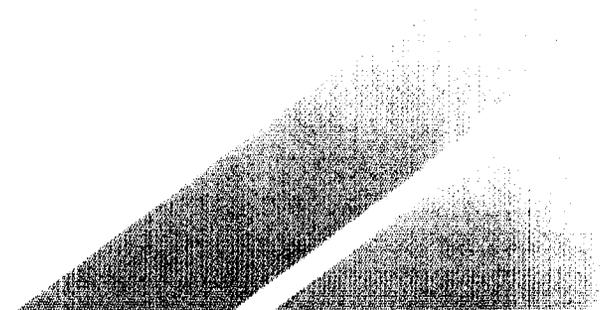
# *Vance AFB*

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## *Quality of Life*



- "Big City" ≠ "Quality of Life"
  
- Enid emphasizes FAMILY
  - *Church and family activities*
  - *Safe parks for community events*
  - *World Class recreational facilities for all ages*





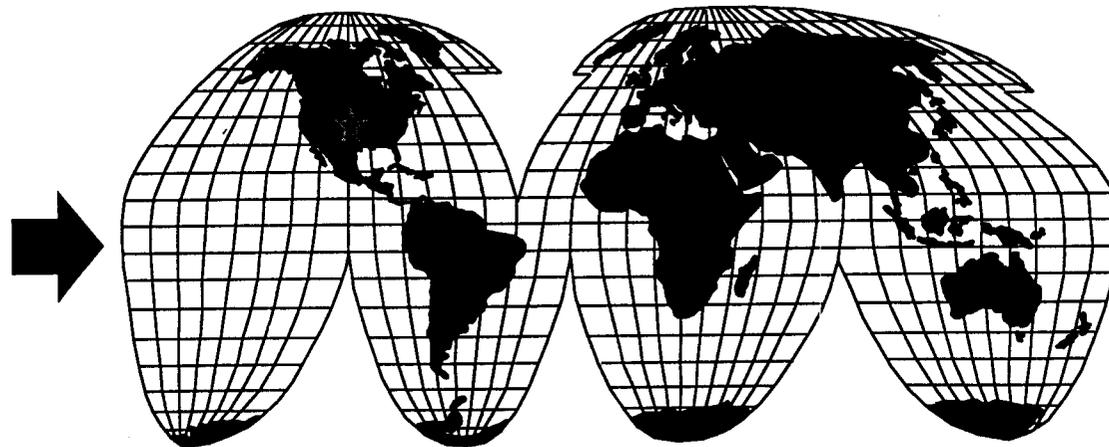
**Special Presentation to  
Base Closure and  
Realignment Commission**



# The Mission

**To Produce Military Pilots, Build Air Force Leaders, and Meet DoD Taskings in Support of National Defense Objectives**

- **Students**
- **Permanent Party**



**Air Force Professionals  
With a  
Worldwide  
Commitment**



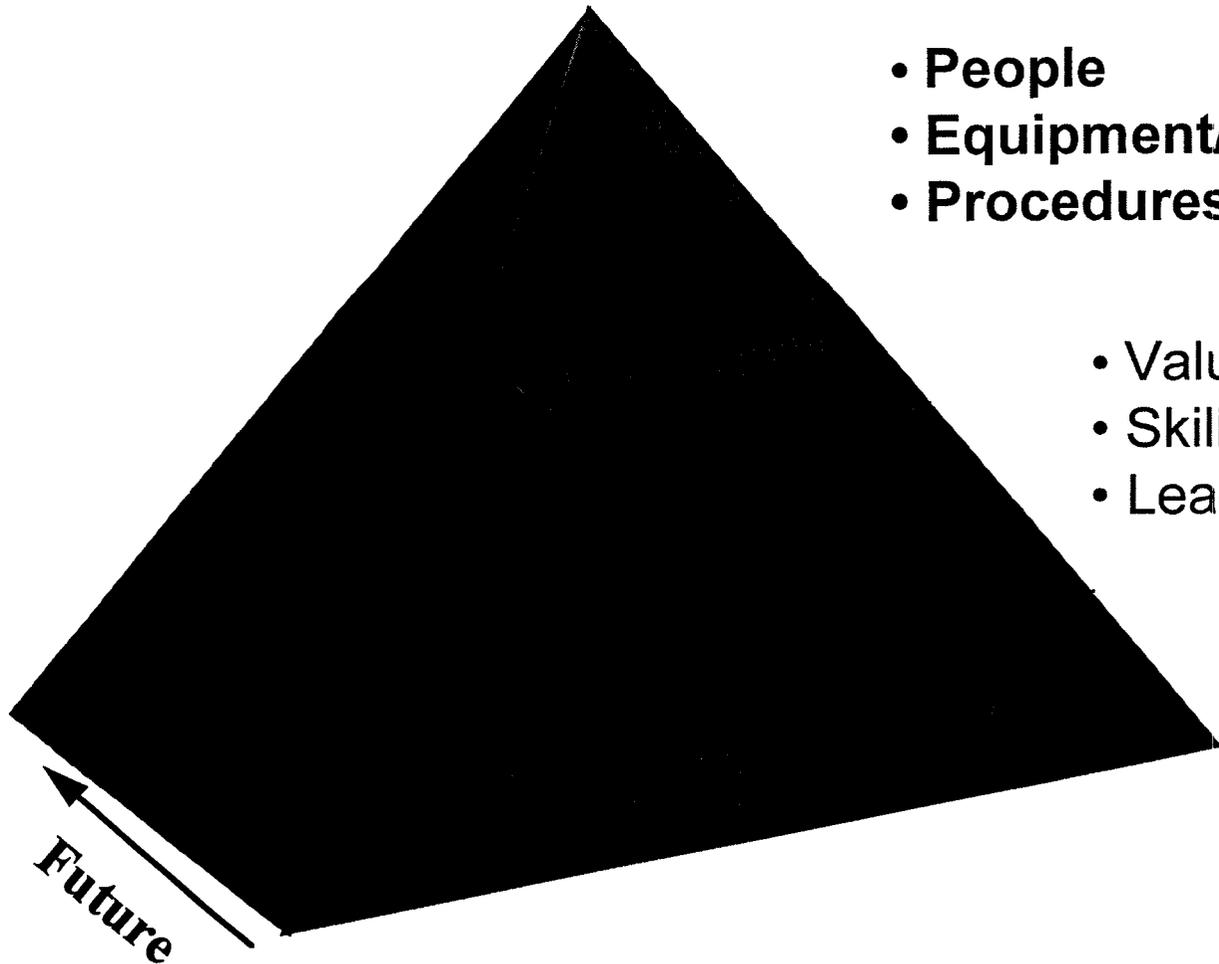
# Base History



- **1941 - Army Air Corps leased the land for \$1 per year**
- **1943 - Officially named Enid Army Air Field**
- **1948 - Deed to base land presented to government**
- **1949 - Renamed Vance Air Force Base**
- **1952 - Transitioned to Primary Jet Training**
- **1956 - Constructed first permanent buildings**
- **1960 - Selected as test base for contract support**
- **1972 - Northrop Worldwide Aircraft Services Inc. began contract support**
- **1994 - T-1A Jayhawk arrived for SUPT**



# Performing Today... Building for the Future



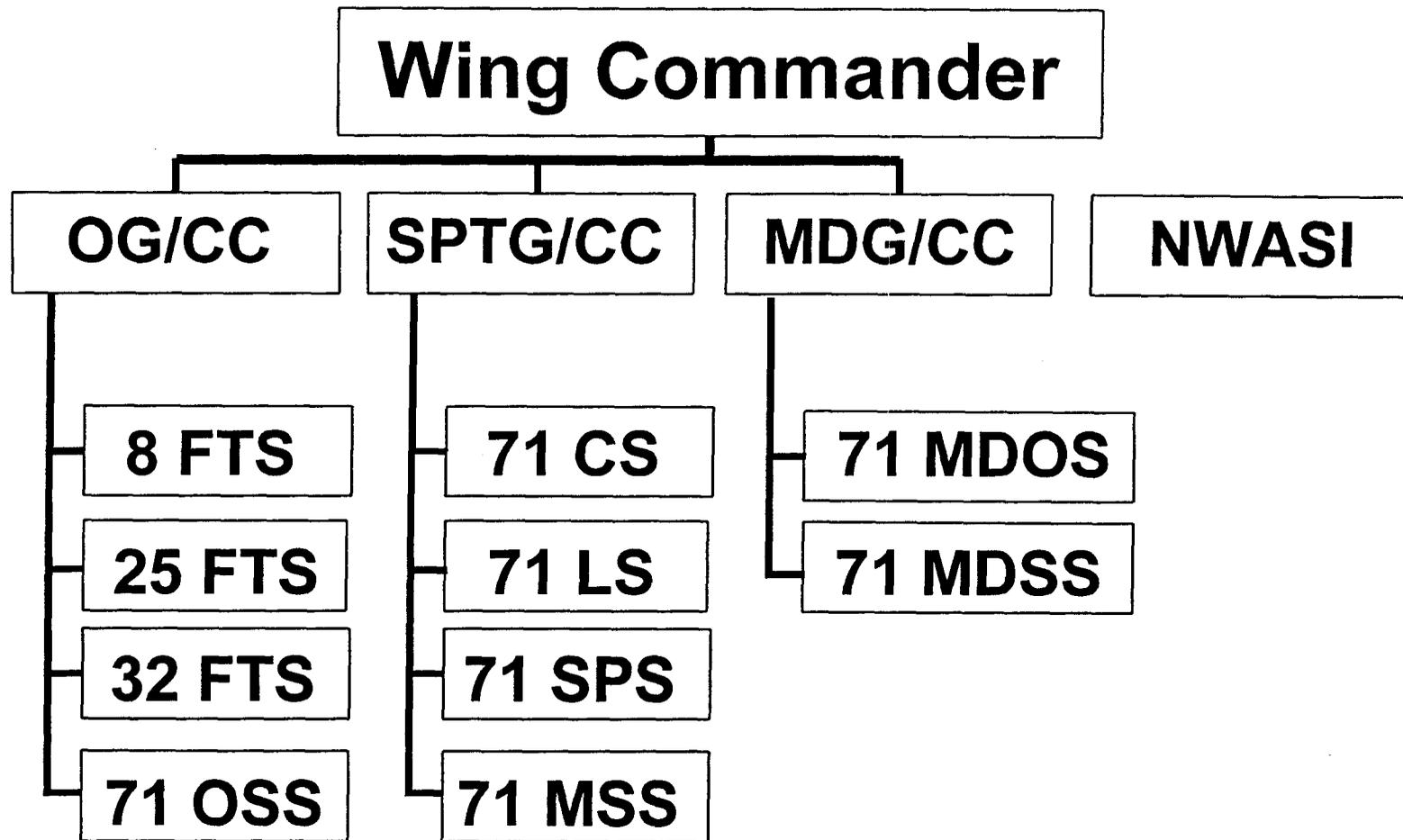
- People
- Equipment/Facilities
- Procedures/Policies

- Values
- Skills
- Leadership Opportunities

- Services/Facilities
- Personal Growth Opportunities
- Support Structure/Fraternity



# Wing Organization





# Vance Assets

- **Aircraft**

- T-37 109
- T-38 66
- T-1 17

- **Personnel**

- 800 Military
- 100 Civilian
- 1200 Contractor





# Division of Duties



## AIR FORCE RESPONSIBILITIES

- Flying Operations
- Mission Support
- Medical Care
- Base Security
- Financial Management
- Chapel
- Radio/Radar Maintenance (Mx)
- Transportation/Traffic Mgmt
- Weather

## CONTRACTOR SERVICES

### **NORTHROP-GRUMMAN**

- T-1/T-37/T-38 Aircraft Mx
- Civil Engineering
- Supply & Procurement
- Transportation & Fuels
- Admin & Technical Services
- Airfield Management
- Billeting & MWR Services
- Fire Fighting
- Contract Simulator Instructors

### **QUINTRON**

- T-37/T-38 Sim Mx

### **McDONNELL DOUGLAS**

- T-1 Sim & Academic Instructors
- COOMBS Warehouse



# UPT vs SUPT



## GENERALIZED UPT

**PRIMARY**

T-37: 80.9 hrs

**ADVANCED**

T-38: 108.8 hrs

## SPECIALIZED UPT

**PRIMARY**

T-37: 89.0 hrs

**BOMBER/FIGHTER TRACK**

T-38: 119.2 hrs

**AIRLIFT/TANKER TRACK**

T-1: 119.0 hrs



# SUPT / T-1A Jayhawk

- **First Aircraft Dec 94**
- **First Class (96-04) to Start T-1 Sept 95**
- **Contract Operation**
  - **McDonnell-Douglas**
  - **Northrop-Grumman**
- **Facilities**

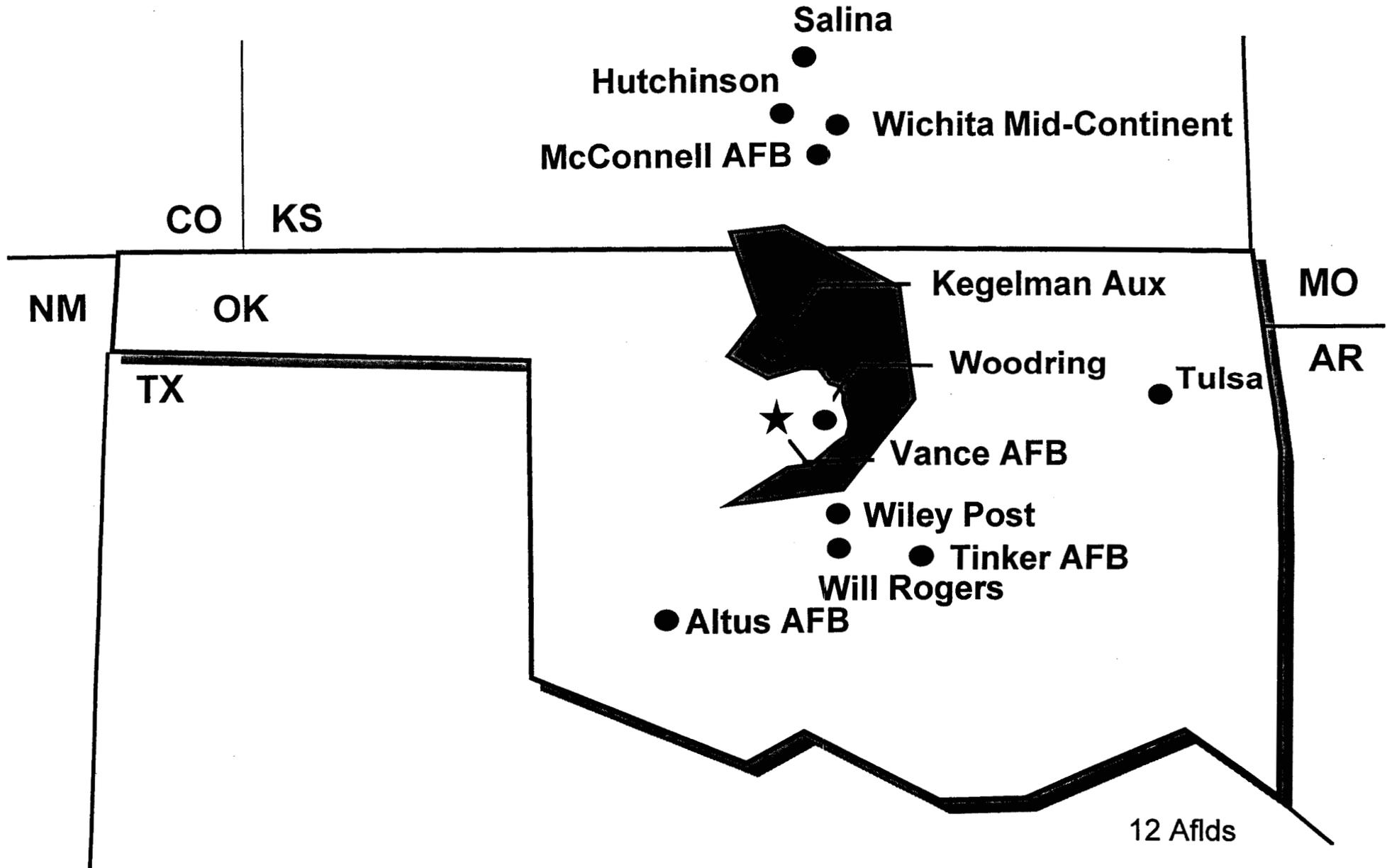


# Pilot Production

<b>AETC</b>	<b><u>FY 94</u></b>	<b><u>FY 95</u></b>	<b><u>FY 96</u></b>	<b><u>FY 97</u></b>	<b><u>FY98</u></b>	<b><u>FY 99</u></b>
<b>USAF</b>	<b>640</b>	<b>642</b>	<b>650</b>	<b>750</b>	<b>1110</b>	<b>1145</b>
<b>ENJJPT</b>	<b><u>189</u></b>	<b><u>204</u></b>	<b><u>220</u></b>	<b><u>250</u></b>	<b><u>250</u></b>	<b><u>250</u></b>
<b>Total</b>	<b>829</b>	<b>846</b>	<b>870</b>	<b>1000</b>	<b>1360</b>	<b>1395</b>
 <b>VANCE</b>						
<b>USAF</b>	<b>128</b>	<b>122</b>	<b>161</b>	<b>188</b>	<b>278</b>	<b>287</b>
<b>Allied</b>	<b><u>24</u></b>	<b><u>15</u></b>	<b><u>13</u></b>	<b><u>12</u></b>	<b><u>12</u></b>	<b><u>12</u></b>
<b>Total</b>	<b>152</b>	<b>137</b>	<b>174</b>	<b>200</b>	<b>290</b>	<b>299</b>

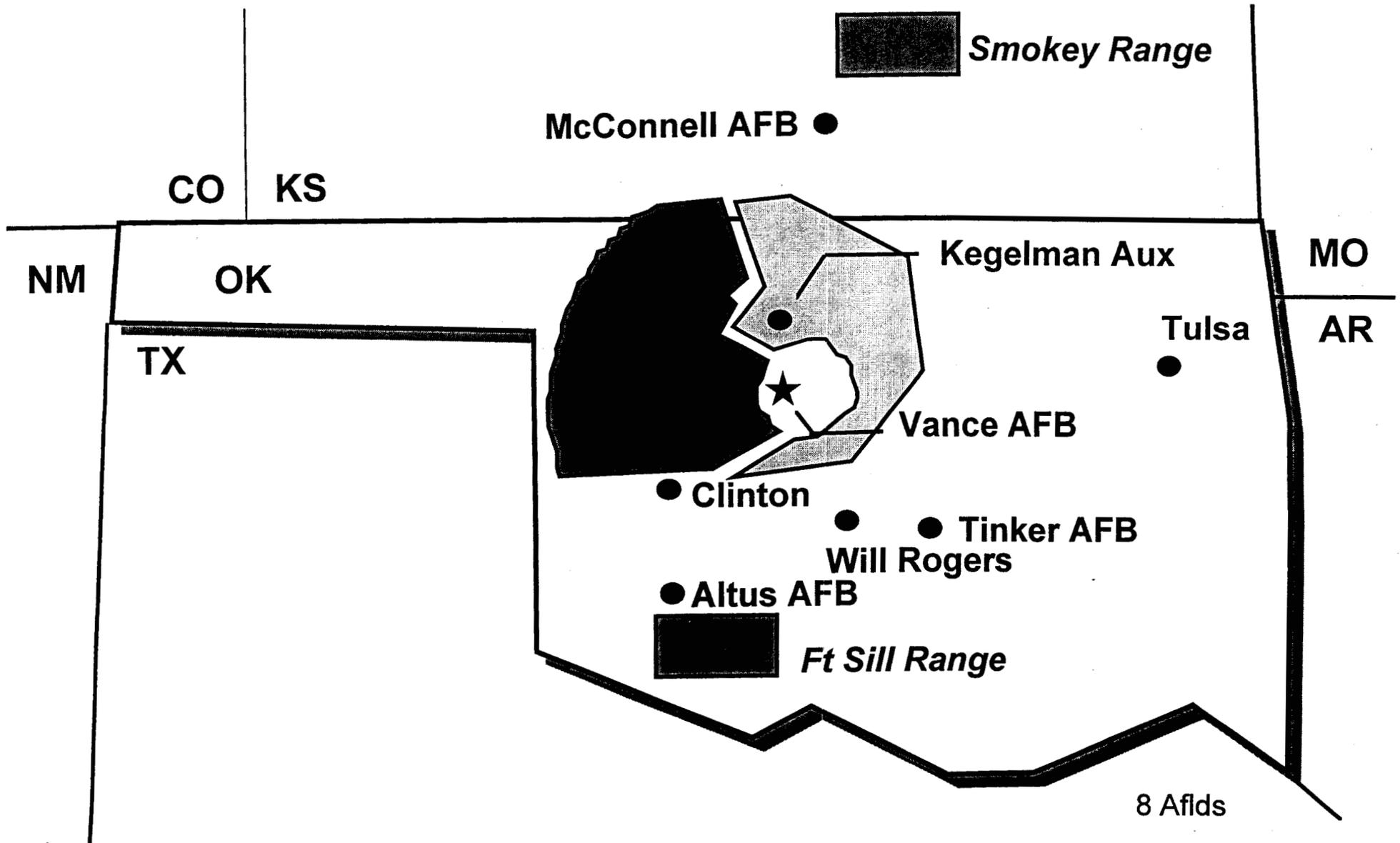


# T-37 Airspace



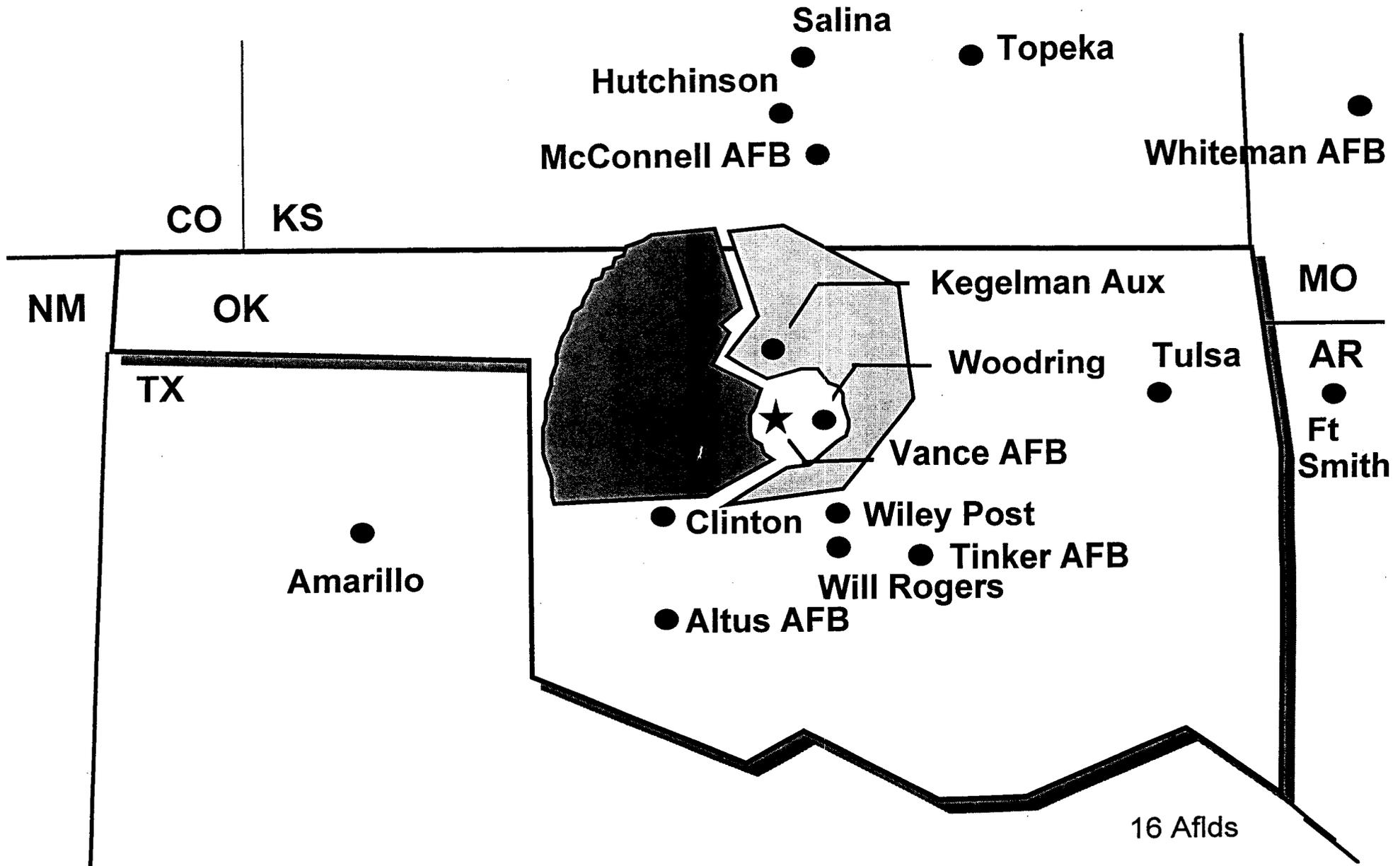


# T-38 Airspace





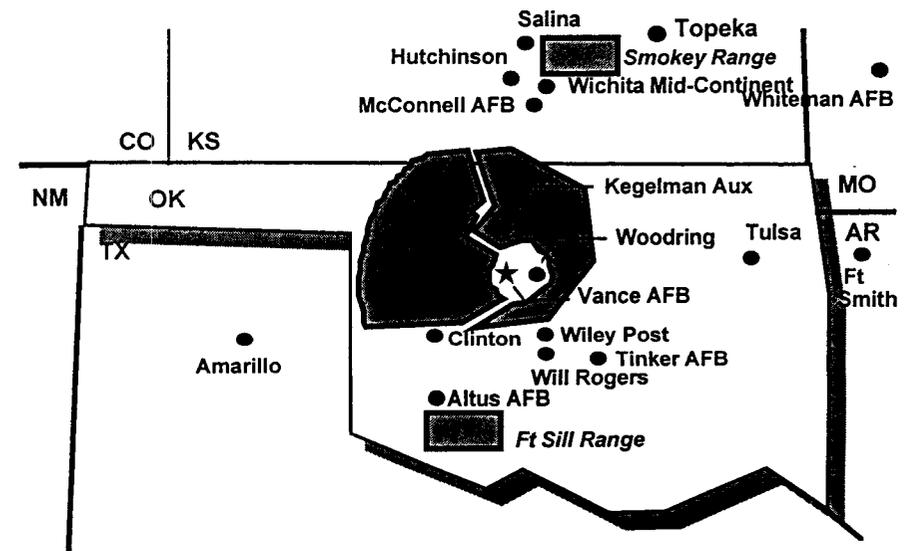
# T-1A Airspace





# Vance Airspace

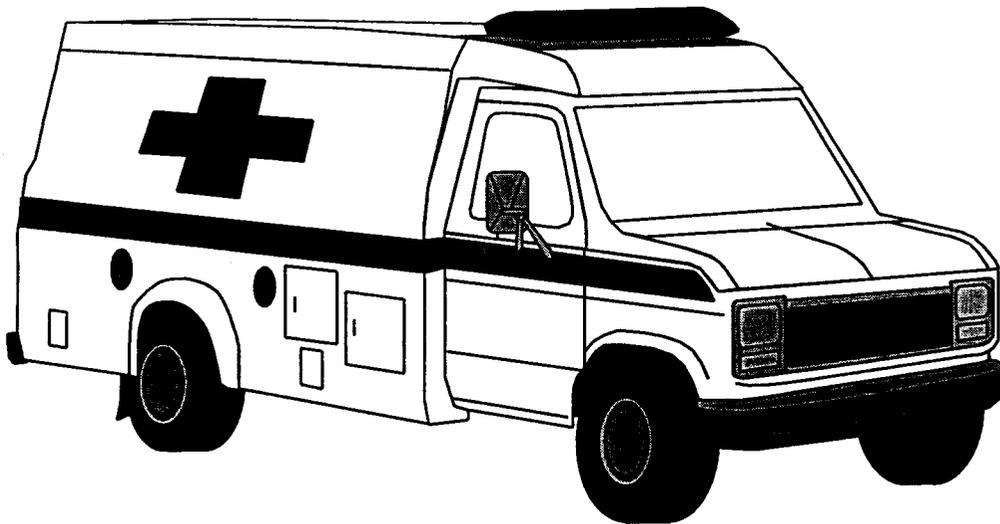
- Seamless Airspace
- Military Controllers
- Encroachment Free
- Numerous Divert Options
- Flexible Training Options





# Medical Support

- Physician Support
- Emergency Room Agreement





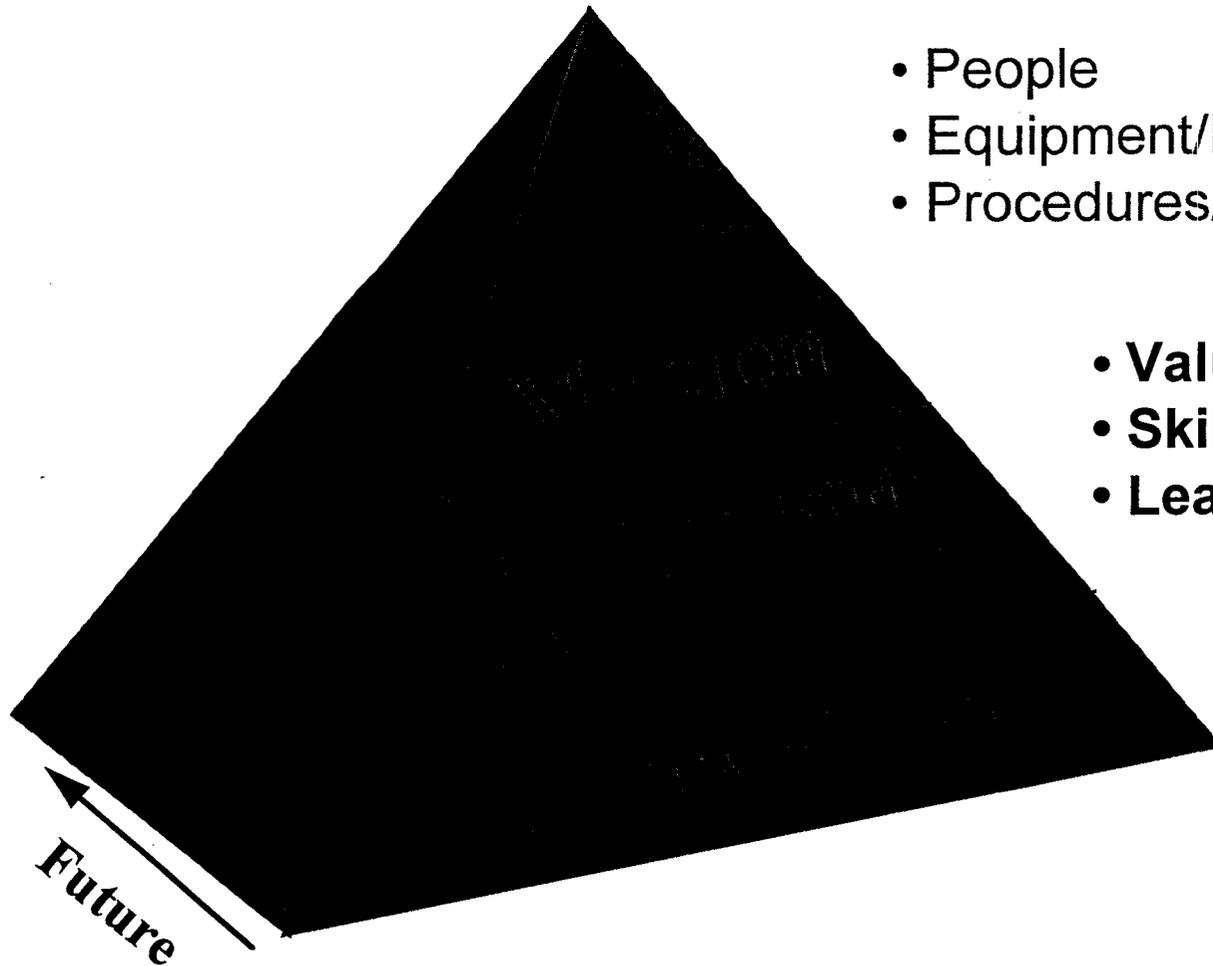
# Facilities Upgrade



<b>MILCON</b>			<b>Est. Compl.</b>
<b>FY 92</b>	<b>Squadron Ops Facility</b>	<b>.62</b>	<b>Jul 95</b>
	<b>Vehicle Maintenance Complex</b>	<b>4.57</b>	<b>Sep 95</b>
<b>FY 93</b>	<b>Upgrade Airfield Pavements (Ph III)</b>	<b>2.35</b>	<b>Feb 95</b>
<b>FY 94</b>	<b>T-1A Beddown</b>	<b>2.92</b>	<b>Sep 95</b>
	<b>Upgrade Airfield Lighting</b>	<b>2.48</b>	<b>Mar 96</b>
	<b>Upgrade Airfield Pavements (Ph IV)</b>	<b>3.92</b>	<b>Mar 96</b>
<b>FY 95</b>	<b>Upgrade Sanitary Sewer System</b>	<b>.80</b>	<b>Sep 96</b>
	<b>Upgrade Storm Drainage System</b>	<b>1.86</b>	<b>Sep 96</b>
	<b>Replace Energy Mgt Control System</b>	<b>1.20</b>	<b>100% Design</b>
	<b>Upgrade Airfield Pavements (Ph V)</b>	<b>5.50</b>	<b>100% Design</b>
	<b>Fire Training Facility</b>	<b>1.70</b>	<b>95% Design</b>
	<b>Alter Enlisted Dormitories</b>	<b><u>2.36</u></b>	<b>100% Design</b>
	<b>Subtotal</b>	<b>30.28</b>	
	<b>O &amp; M Construction FY92-95</b>	<b>27.01</b>	
	<b>Other Construction FY92-95</b>	<b><u>5.39</u></b>	
	<b>TOTAL</b>	<b>62.68M</b>	



# Performing Today... Building for the Future



- People
- Equipment/Facilities
- Procedures/Policies

- **Values**
- **Skills**
- **Leadership Opportunities**

- Services/Facilities
- Personal Growth Opportunities
- Support Structure/Fraternity



# Professional Development



## Ongoing:

- Wing CC/Group CC/Flt CC/IP/Student/Enlisted Meetings
- Distinguished Speaker/Professional Development Programs
- Continuing Education
- SATCOM Downlink For Education
- OPR / EPR Writing Seminars
- Spouses Attending CC Conferences

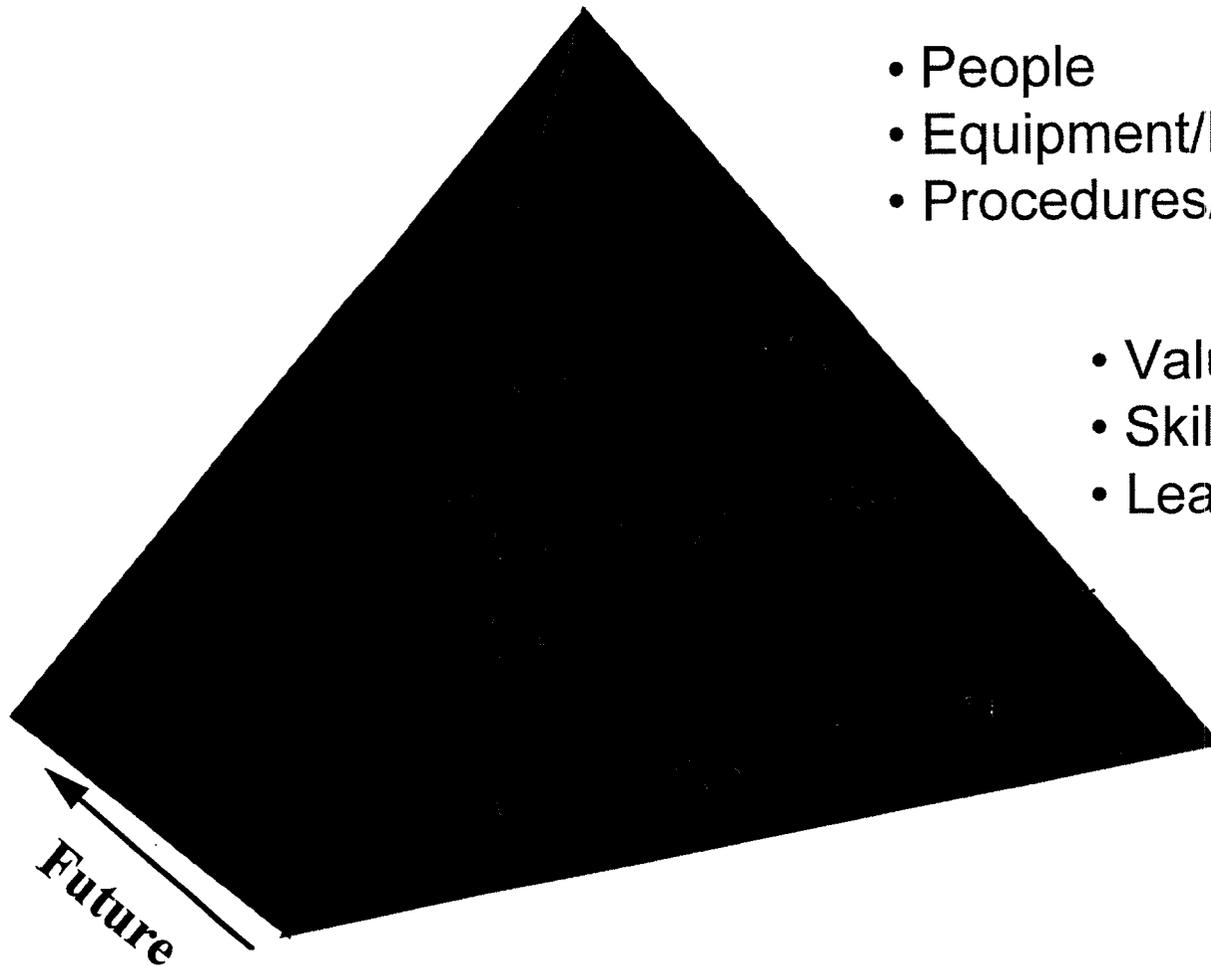
## Opportunities:

- Computerized PFE Study Programs
- Financial Management Classes
- Seminars Dealing With Challenges For AF Families (Desert Storm)





# Performing Today... Building for the Future



- People
- Equipment/Facilities
- Procedures/Policies

- Values
- Skills
- Leadership Opportunities

- **Services/Facilities**
- **Personal Growth Opportunity**
- **Support Structure/ Fraternity**



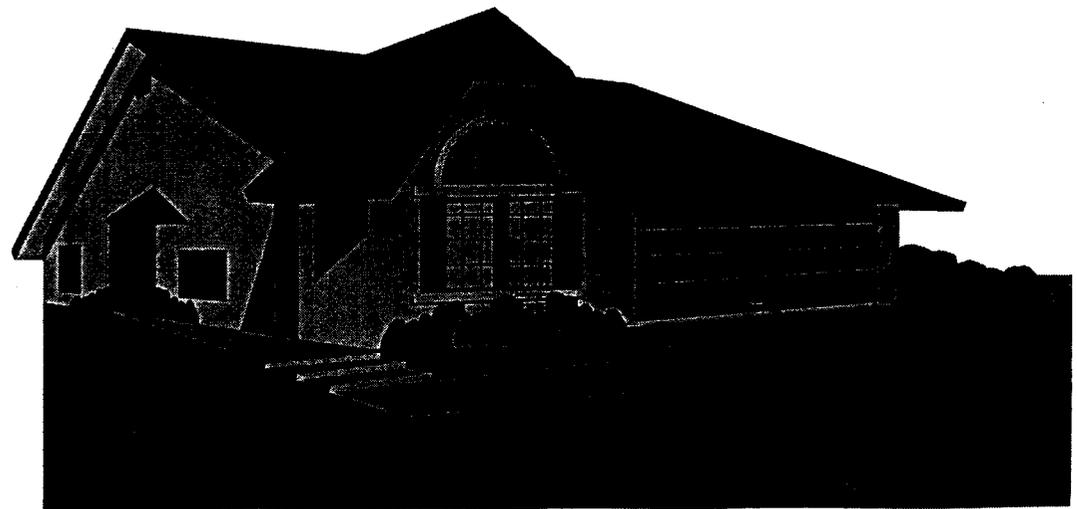
# Quality of Life

## Ongoing:

- Tuition Assistance & Grant
- Education Fair
- Leave/Payment Policy For Child Development Center
- Female OB/GYN, New Pediatrician
- MFH Treeway, Fences, Sidewalks, Playground and Roller Courts
- Revised Smoking Policy: Bowling Alley/Officer's Club
- Job Fair and Transition Assistance (TAP, FAPA)
- BAS, Dorms, UOPH
- MFH Upgrades
- Revised Leave Policy

## Opportunities:

- Spouse Welcome Briefs
- Spouse Mission Orientation





# Community Relations

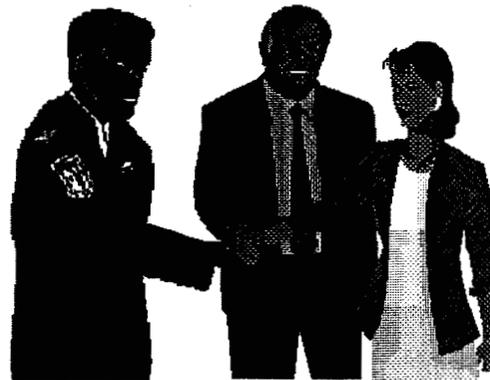
“A Two-Way Street”

**Receive**

*Heartland of America*

**Contribute**

- **Sense of “Family Belonging”**
- **Safe, Quality School System**
- **Low Crime Rate & Traditional Moral Values**
- **Robust Higher Education, Employment, & Volunteer Opportunities**





# Community Relations

“A Two-Way Street”

**Receive**      *Heartland of America*      **Contribute**

- Sense of “Family Belonging”
- Safe, Quality School System
- Low Crime Rate & Traditional Moral Values
- Robust Higher Education, Employment, & Volunteer Opportunities

- Highly Skilled, Educated, Responsible Workforce
- Support for Community Activities
- Special Base Events
- Significant Economic Impact

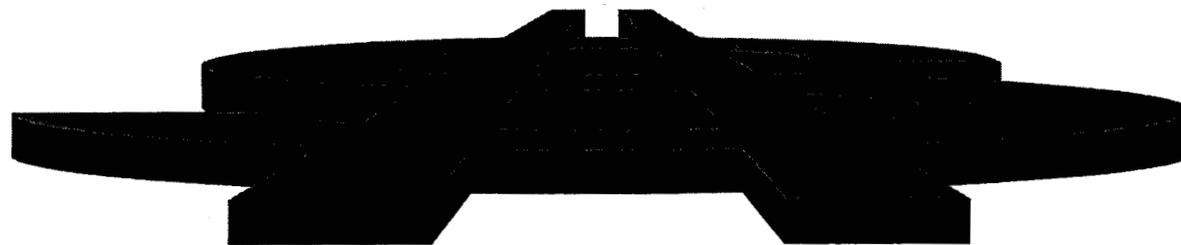




# 1994 Economic Impact



- **Payroll**
  - **Military & Government Employees** \$ 31.3M
  - **Contract Civilians & Private Business** \$ 43.4M
- **Construction Program** \$ 16.9M
- **Service Contracts** \$ 3.1M
- **Health Care (Champus)** \$ 2.2M
- **Other Services and Education** \$ 1.7M

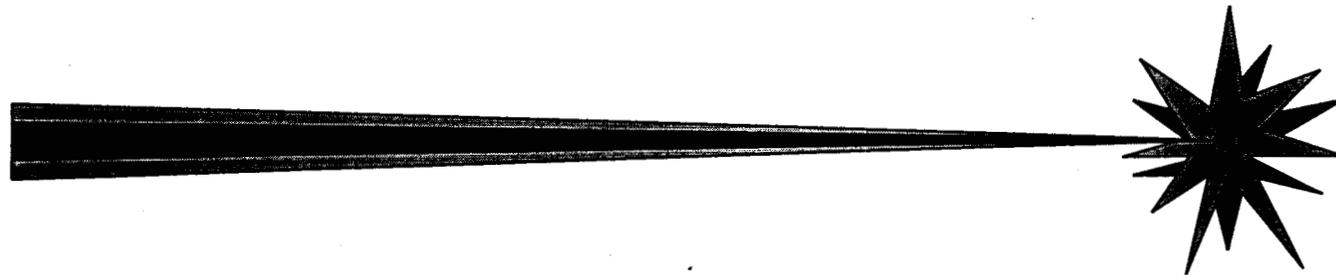


<b>Primary / Secondary Jobs</b>	<b>2145 / 946</b>
<b>Total Dollar Amount</b>	<b>\$99M</b>
<b>Total Economic Impact</b>	<b>\$165M</b>



# Vance "Vision"

Vance Professionals Building  
the Premier Flying Training Wing. . .



The Model for Air and Space Leaders

