

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Bolling AFB - AFDW

#### Section I

#### 1. Force Structure

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

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	AAFES	-	-	114	114
I.1.A.2	Bolling Federal Credit Union	-	-	26	26
I.1.A.3	Defense Commissary Agency	-	-	61	61
I.1.A.4	Defense Finance and Accounting Service	1	39	156	196
I.1.A.5	Defense Intelligence Agency	-	-	-	0
I.1.A.6	Defense Publishing Services	-	-	1	1
I.1.A.7	Naval District of Washington Fire Dept	-	-	60	60
<b>TOTAL:</b>					<b>458</b>

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

- I.1.B.1 **Supported Unit:** 7 Communications Group      GSU      **GSU - Geographically Separated Unit**  
**Location:** Arlington, VA      **REM - Remote Unit**  
**Support provided:** Manpower, Civ Personnel, Mil Personnel, FM, Legal, Supply, Police Services, Housing, Education, PDO, Social Actions, Suggestions, Transportation, Engineering
- I.1.B.2 **Supported Unit:** AF Base Conversion Agency      GSU      **GSU - Geographically Separated Unit**  
**Location:** Rosslyn, VA      **REM - Remote Unit**  
**Support provided:** Manpower, Civ Personnel, Mil Personnel, FM, Legal, Supply, EEO, Plans, Housing, Education, Social Actions, Suggestions, Transportation, Engineering
- I.1.B.3 **Supported Unit:** AF Civilian Management Cent      GSU      **GSU - Geographically Separated Unit**  
**Location:** Randolph AFB, TX      **REM - Remote Unit**  
**Support provided:** Manpower, Civ Personnel, Mil personnel, FM, Legal
- I.1.B.4 **Supported Unit:** AF Combat Operations Staff      GSU      **GSU - Geographically Separated Unit**  
**Location:** Arlington, VA      **REM - Remote Unit**  
**Support provided:** Manpower, Civ personnel, Mil Personnel, FM, Legal, Supply, Police Services, Housing, Education, PDO, Social Actions, Suggestions, Transportation, Engineering

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- I.1.B.5 Supported Unit:** AF Cost Analysis Agency      GSU      **GSU - Geographically Separated Unit**  
**Location:** Arlington, VA      **REM - Remote Unit**  
**Support provided:** Manpower, Civ Personnel, Mil Personnel, FM, Legal, Supply, Transportation, Police Services, PDO, Educations, AFO, Housing, Suggestions, Plans, Mobility, Engineering, Media Systems, Graphics, AV, Communications, Transportation
- I.1.B.6 Supported Unit:** AF Doctrine Center      GSU      **GSU - Geographically Separated Unit**  
**Location:** Langley AFB, VA      **REM - Remote Unit**  
**Support provided:** Manpower, Civ Personnel, Mil Personnel, FM, Legal
- I.1.B.7 Supported Unit:** AF Flight Standards Agency      GSU      **GSU - Geographically Separated Unit**  
**Location:** Andrews AFB, MD      **REM - Remote Unit**  
**Support provided:** Manpower, Civ Personnel, Mil Personnel, FM, Plans, Legal, Transportation
- I.1.B.8 Supported Unit:** AF Frequency Mgt Agency      GSU      **GSU - Geographically Separated Unit**  
**Location:** Rosslyn, VA      **REM - Remote Unit**  
**Support provided:** Manpower, Civ Personnel, Mil Personnel, FM, AFO, Chaplain, Social Actions, Public Affairs, IG, Plans, DP, Services, Safely, Police Services, PDO, AV, Education, Housing, Supply, Legal, Contracting, Budget, Transportation, Engineering
- I.1.B.9 Supported Unit:** AF Historical Research Agenc      GSU      **GSU - Geographically Separated Unit**  
**Location:** Maxwell AFB, AL      **REM - Remote Unit**  
**Support provided:** Manpower, Civ Personnel, Mil Personnel, FM, Legal
- I.1.B.10 Supported Unit:** AF Logistics Management Ag      GSU      **GSU - Geographically Separated Unit**  
**Location:** Gunter AFB, AL      **REM - Remote Unit**  
**Support provided:** Manpower, Civ Personnel, Mil Personnel, FM, Legal
- I.1.B.11 Supported Unit:** AF Medical Support Agency      GSU      **GSU - Geographically Separated Unit**  
**Location:** Brooks AFB, TX      **REM - Remote Unit**  
**Support provided:** Manpower, Civ Personnel, Mil Personnel, FM, Legal
- I.1.B.12 Supported Unit:** AF Personnel Operations Age      GSU      **GSU - Geographically Separated Unit**  
**Location:** Arlington, VA      **REM - Remote Unit**  
**Support provided:** Manpower, Civ Personnel, Mil Personnel, FM, Legal, Police rServices, Housing, Education, PDO, Social Actins Suggestions, Transportation, Supply, Engineering
- I.1.B.13 Supported Unit:** AF Program Executive Office      GSU      **GSU - Geographically Separated Unit**  
**Location:** Arlington, VA      **REM - Remote Unit**  
**Support provided:** Manpower, Civ Personnel, Mil Personnel, Fm, Legal, Police Services, PDO, Housing, Education, Social Actions, Suggestions, Transportation, Engineering
- I.1.B.14 Supported Unit:** AF Security Police Agency      GSU      **GSU - Geographically Separated Unit**  
**Location:** Kirtland AFB, NM      **REM - Remote Unit**  
**Support provided:** Manpower, Civ Personnel, Mil Personnel, FM, Legal

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- I.1.B.15 Supported Unit:** AF Studies and Analysis Agen      GSU      **GSU - Geographically Separated Unit**  
**Location:** Arlington, VA      **REM - Remote Unit**  
**Support provided:** Manpower, Civ Personnel, Mil Personnel, FM, Legal, Policer Services, Housing, Education, Social Actins, Suggestions, Transportation, Engineering
- I.1.B.16 Supported Unit:** Defense Logistics Agency      GSU      **GSU - Geographically Separated Unit**  
**Location:** Worldwide      **REM - Remote Unit**  
**Support provided:** Social Actions, Plans, Services, Police Services, PDO, Education, AFO, Housing, Legal, Supply, Suggestions
- I.1.B.17 Supported Unit:** Det 29, SA-ALC      GSU      **GSU - Geographically Separated Unit**  
**Location:** Cameron Station, VA      **REM - Remote Unit**  
**Support provided:** Civ Personnel, Mil Personnel, Finance, Contracting, Communications, Legal, Pass & ID, Medical, PDO, EEO, Audio Visual
- I.1.B.18 Supported Unit:** Joint Services SERE Agency      GSU      **GSU - Geographically Separated Unit**  
**Location:** Ft Belvoir, VA      **REM - Remote Unit**  
**Support provided:** Manpower, Civ Personnel, Mil Personnel, FM legal

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**2. Operational Effectiveness****A. Air Traffic Control**

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

- I.2.A.1 None of the base ATCALs are officially part of the NAS.
- I.2.A.2 Base has No ATC facilities.
- I.2.A.4 The base does not have a runway.

**B. Geographic Location**

- |         |   |                        |          |       |
|---------|---|------------------------|----------|-------|
| I.2.B.1 | Nearest major primary airlift customer:   | LETTERKENNY ARMY DEPOT | distance | 74 NM |
|         | Nearest major primary airdrop customer:   | FORT MEADE             | distance | 18 NM |
| I.2.B.2 | Distance to forward deployment Air Bases: |                        |          |       |
|         | Lajes AB:                                 | 2334 NM                |          |       |
|         | Rota AB:                                  | 3355 NM                |          |       |
|         | Hickam AFB:                               | 4283 NM                |          |       |
|         | RAF Mildenhall:                           | 3311 NM                |          |       |

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	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway $\geq$ 3,000ft	ANDREWS AFB	7
I.2.B.4	Military airfield, runway $\geq$ 8,000ft	ANDREWS AFB	7
I.2.B.5	Military airfield, runway $\geq$ 10,000ft	PATUXENT RIVER NAS	44
I.2.B.6	Military or civilian airfield, runway $\geq$ 3,000ft		
I.2.B.7	Military or civilian airfield, runway $\geq$ 8,000ft		
I.2.B.8	Military or civilian airfield, runway $\geq$ 10,000ft		
I.2.B.9	Civilian airfield, runway $\geq$ 8,000ft for capable of conducting short term operations		
I.2.B.10	Civilian airfield, runway $\geq$ 10,000ft for capable of conducting short term operations		

I.2.B.11 Name and distance to an emergency landing airfield compatible with aircraft flown at the base.

No Aircraft at Base

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

I.2.C.1 Supersonic Air Combat Training (ACBT) MOAs and warning/restricted areas, with a minimum size of 4,200 sq NM, within 300 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-108 A,B	126 NM	W-386 A,B,C,D,E	151 NM	W-107 A,D,E,F	180 NM
W-72 A,B	228 NM	W-122 A,B,C,F,G,H,I,J	239 NM	W-72B	250 NM
W-122 D	260 NM	W-122 E	260 NM		

I.2.C.2 MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft, within 200 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-108 A,B	126 NM	W-386 A,B,C,D,E	151 NM	W-107A	171 NM
W-386B	175 NM	W-107 A,D,E,F	180 NM	W-72A	184 NM

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-108 A,B	126 NM	W-386 A,B,C,D,E	151 NM	W-107A	171 NM
W-386B	175 NM	W-107 A,D,E,F	180 NM	W-72A	184 NM
W-387 A,B	201 NM	W-387A	201 NM	W-72 A,B	228 NM
W-122 A,B,C,F,G,H,I,J	239 NM	W-72B	250 NM	W-122 D	260 NM

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W-122 E	260 NM	W-122F	293 NM	W-122C	296 NM
W-105 A,B,D,E,G	304 NM	W-155 A,B,D,E,G	304 NM	W-122 A,B,C,D,E,F,G,H,I	305 NM
W-105A	306 NM	W-122I	316 NM	W-105E	322 NM
W-122G	330 NM	W-177A	346 NM	W-161A,B/W-177A,B	359 NM
W-122J	369 NM	W-132 A,B	410 NM	W-132A,B/W-134/W-157A	449 NM
W-157B	458 NM	W-157A	474 NM	W-157C	481 NM
W-102 LOW	489 NM	W-158B	558 NM	W-158A	564 NM

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
INDIANTOWN GAP	96 NM	WARREN GROVE	134 NM	NAVY DARE COUNTY	195 NM
USAF DARE COUNTY	197 NM	CHERRY POINT BT-11	234 NM	FT DRUM	331 NM
POINSETT	345 NM	JEFFERSON PROVING G	392 NM	ATTERBURY	422 NM
GRAYLING	494 NM	TOWNSEND	494 NM	GRAND BAY	560 NM
PINECASTLE	628 NM	EGLIN C62	669 NM	HARDWOOD	670 NM
EGLIN C52	676 NM	AVON PARK BRAVO/FO	702 NM	AVON PARK CHARLIE/E	706 NM
CANNON	720 NM	SHELBY EAST	747 NM	SHELBY WEST	752 NM

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

WARREN GROVE	134 NM
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## I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

OCEANA TACTS	192 NM
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## I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

BLOODSWORTH ISL	59 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	10	29	58	87
SR	16	17	22	53	72	100
VR	9	18	22	54	101	133
<b>Total Routes:</b>	<b>28</b>	<b>44</b>	<b>54</b>	<b>136</b>	<b>231</b>	<b>320</b>

## Identify Routes:

SR-820	21 NM	SR-821	21 NM	SR-835	21 NM	VR-1711	27 NM	VR-1712	27 NM	VR-1713	27 NM
VR-1709	43 NM	VR-1759	57 NM	VR-708	62 NM	SR-802	67 NM	SR-803	67 NM	SR-804	67 NM
SR-808	67 NM	SR-807	67 NM	SR-806	67 NM	VR-704	73 NM	VR-705	73 NM	SR-800	76 NM

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SR-801 76 NM	SR-805 76 NM	IR-720 82 NM	SR-844 83 NM	SR-845 83 NM	SR-846 83 NM
VR-1757 84 NM	SR-867 88 NM	IR-719 94 NM	IR-716 97 NM		
IR-714 102 NM	VR-1754 102 NM	IR-760 102 NM	VR-1758 107 NM	VR-1753 110 NM	VR-1755 110 NM
IR-761 117 NM	VR-1751 117 NM	IR-762 122 NM	VR-1756 122 NM	VR-1722 126 NM	IR-715 130 NM
IR-718 130 NM	SR-847 131 NM	VR-1061 132 NM	VR-073 147 NM		
VR-707 153 NM	VR-096 155 NM	VR-1752 155 NM	IR-721 170 NM	VR-1721 179 NM	SR-817 189 NM
SR-818 190 NM	SR-815 198 NM	SR-822 198 NM	SR-816 198 NM		
IR-062 208 NM	SR-874 208 NM	SR-871 208 NM	SR-872 208 NM	SR-873 208 NM	VR-085 210 NM
VR-086 210 NM	VR-1057 220 NM	SR-823 223 NM	IR-723 224 NM	IR-726 226 NM	VR-1726 226 NM
VR-1058 230 NM	VR-093 233 NM	IR-743 234 NM	VR-1743 234 NM	IR-608 238 NM	VR-1043 239 NM
VR-1046 245 NM	IR-022 250 NM	IR-082 270 NM	SR-738 270 NM	SR-737 271 NM	VR-1631 274 NM
SR-825 275 NM	VR-1632 276 NM	VR-1633 276 NM	IR-012 277 NM	SR-707 281 NM	SR-713 281 NM
SR-708 281 NM	SR-733 281 NM	SR-714 281 NM	SR-711 281 NM	SR-710 281 NM	SR-901 282 NM
SR-732 284 NM	SR-734 284 NM	SR-735 284 NM	VR-1060 285 NM	VR-087 290 NM	IR-081 296 NM
SR-709 298 NM	SR-712 298 NM	SR-715 298 NM	SR-900 299 NM	IR-035 302 NM	VR-725 302 NM
VR-1069 302 NM	VR-724 302 NM	VR-1074 303 NM	VR-1040 304 NM	SR-904 314 NM	SR-905 319 NM
VR-088 323 NM	IR-074 328 NM	IR-079 342 NM	IR-080 342 NM	VR-1801 346 NM	VR-1617 353 NM
VR-1638 353 NM	VR-1013 354 NM	VR-095 355 NM	VR-097 355 NM	SR-701 366 NM	SR-703 366 NM
VR-1059 367 NM	VR-1624 369 NM	VR-1625 369 NM	SR-702 370 NM	IR-036 371 NM	IR-090 371 NM
IR-075 372 NM	VR-058 372 NM	SR-902 374 NM	SR-105 376 NM	SR-166 384 NM	IR-801 388 NM
VR-1668 392 NM	IR-083 393 NM	VR-1055 395 NM	IR-002 400 NM		
VR-1800 403 NM	IR-042 406 NM	VR-1068 406 NM	SR-102 415 NM	VR-840 418 NM	VR-841 418 NM
VR-842 418 NM	VR-1041 421 NM	VR-1667 422 NM	VR-1640 426 NM	VR-1049 432 NM	IR-843 437 NM
IR-843A 437 NM	VR-1641 442 NM	VR-1642 442 NM	VR-1627 447 NM	VR-1628 447 NM	IR-018 451 NM
VR-664 453 NM	IR-023 454 NM	VR-1626 460 NM	IR-610 463 NM	SR-782 464 NM	VR-1003 464 NM
VR-1052 467 NM	IR-618 472 NM	SR-037 472 NM	SR-040 472 NM	VR-619 472 NM	SR-036 472 NM
SR-035 472 NM	SR-781 477 NM	VR-1011 478 NM	VR-092 482 NM	IR-089 483 NM	VR-1645 491 NM
VR-1644 494 NM	VR-1647 494 NM	VR-1679 497 NM	VR-1001 505 NM	VR-634 515 NM	SR-059 518 NM
SR-061 518 NM	SR-062 518 NM	SR-060 518 NM	SR-225 521 NM	IR-800 527 NM	VR-1004 527 NM
IR-800A 527 NM	IR-804 527 NM	VR-094 529 NM	IR-016 532 NM	IR-850 534 NM	IR-851 534 NM
IR-852 534 NM	VR-1002 537 NM	IR-069 542 NM	IR-077 549 NM	SR-038 553 NM	VR-1066 553 NM
VR-1636 558 NM	IR-066 560 NM	VR-1051 560 NM	VR-1050 560 NM	IR-067 560 NM	IR-033 561 NM
SR-039 562 NM	VR-1009 566 NM	VR-1639 566 NM	VR-615 570 NM	VR-1006 571 NM	VR-1007 571 NM
IR-614 572 NM	VR-1635 572 NM	SR-774 573 NM	VR-1054 574 NM	VR-1056 578 NM	VR-1008 579 NM
IR-017 580 NM	VR-1017 580 NM	IR-019 583 NM	IR-157 584 NM	IR-174 584 NM	SR-069 585 NM
SR-072 585 NM	VR-1005 585 NM	SR-071 585 NM	SR-070 585 NM	IR-041 586 NM	IR-063 586 NM

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VR-1067 586 NM	IR-800B 588 NM	IR-078 592 NM	VR-1065 592 NM	VR-1010 600 NM	
SR-771 602 NM	IR-015 605 NM	IR-609 606 NM	SR-773 606 NM	VR-1070 607 NM	IR-805 614 NM
VR-1039 619 NM	IR-802 626 NM	VR-1014 626 NM	IR-803 626 NM	VR-1016 627 NM	VR-060 635 NM
IR-592 641 NM	SR-075 654 NM	IR-091 656 NM	IR-032 659 NM	SR-137 659 NM	VR-1031 663 NM
VR-1082 665 NM	VR-1084 665 NM	VR-1085 665 NM	VR-1030 667 NM	SR-785 669 NM	VR-1648 675 NM
IR-057 676 NM	SR-103 676 NM	SR-101 676 NM	IR-059 676 NM	SR-104 676 NM	SR-106 676 NM
IR-030 684 NM	IR-031 684 NM	SR-776 685 NM	VR-1666 685 NM	SR-073 686 NM	SR-074 686 NM
VR-1033 687 NM	IR-021 692 NM	SR-238 696 NM	IR-044 699 NM	VR-1097 702 NM	IR-047 704 NM
IR-048 707 NM	VR-1650 709 NM	IR-068 714 NM	IR-046 716 NM	VR-1020 716 NM	IR-055 719 NM
IR-020 725 NM	IR-527 730 NM	IR-049 732 NM	VR-1098 732 NM	IR-051 732 NM	IR-050 732 NM
VR-1629 734 NM	IR-037 739 NM	SR-031 742 NM	VR-1083 743 NM	IR-038 750 NM	VR-1089 752 NM
IR-040 754 NM	VR-1021 754 NM	VR-1023 754 NM	VR-1024 754 NM	IR-070 754 NM	VR-1032 755 NM
SR-029 756 NM	VR-607 757 NM	VR-1072 759 NM	SR-218 763 NM	SR-220 763 NM	SR-221 763 NM
SR-226 763 NM	SR-229 763 NM	SR-231 763 NM	SR-237 763 NM	SR-232 763 NM	SR-230 763 NM
SR-227 763 NM	SR-222 763 NM	SR-219 763 NM	VR-1022 773 NM	IR-120 789 NM	VR-1102 789 NM
VR-1616 790 NM	SR-727 792 NM	VR-1087 794 NM	VR-1088 794 NM	VR-604 798 NM	

**1.2.C.9** IR-430 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 1062 NM from the base.

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

200 NM	300 NM	500 NM
3	11	33

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

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-218H	166 NM	AR-218L	169 NM	AR-612	180 NM		
AR-636	212 NM	AR-217	249 NM	AR-206H	251 NM	AR-206L	251 NM
AR-328	264 NM	AR-207SW SOUTHWE	267 NM	AR-455 WEST	290 NM	AR-609	298 NM
AR-600	315 NM	AR-777	328 NM	AR-203 SOUTHWEST	347 NM	AR-633A	347 NM
AR-315 WEST	353 NM	AR-631	358 NM	AR-216 SOUTHWEST	360 NM	AR-202S SOUTH	372 NM
AR-601	374 NM	AR-207NE NORTHEA	386 NM	Racoon MOA	386 NM	AR-455 EAST	386 NM
AR-633B	394 NM	AR-204 NORTHEAST	408 NM	AR-212 NORTHEAST	408 NM	AR-632A	434 NM
AR-315 EAST	438 NM	AR-202AN ALTERNA	444 NM	AR-608	460 NM	AR-616B	468 NM
AR-632B	469 NM	AR-216 NORTHEAST	481 NM				

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

500 NM	700 NM
3592	4904

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-218	166 NM	359	AR-206H	251 NM	50	AR-206L	251 NM	20	AR-455	290 NM	372
AR-203	347 NM	223	AR-216	360 NM	64	Racoon	386 NM	1829	AR-204	408 NM	319
AR-212	408 NM	356			0			0			0
AR-205	539 NM	43	AR-111	553 NM	303	AR-016	602 NM	157	AR-109	627 NM	213

I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 386NM from the base."

I.2.C.10d Percentage of tanker demand in region: 0.2

Percentage of tankers based in region: 0.3

Tanker saturation within the region has been classified as tanker Rich

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
AEGIS	54 NM	✓		✓	0	1
ANDREWS	7 NM				0	1
BLACKSTONE	116 NM	✓		✓	0	1
CANAL	239 NM	✓		✓	0	0
CASWELL BEACH (WATER)	305 NM	✓			0	0
CHERRY	236 NM	✓		✓	0	0
CHUTE (CIR)	324 NM	✓		✓	0	1
CORINTH	245 NM	✓			0	0
COTENTIN	245 NM	✓		✓	0	0
DARLINGTON	298 NM	✓		✓	0	0
DAVIS #1	262 NM	✓		✓	0	0
DAVIS #2	261 NM	✓		✓	0	0
DAVIS (CIR)	261 NM				0	0
DEEP CREEK	244 NM				0	0
DOVE - FT PICKETT	113 NM	✓		✓	0	1
EAST FORK	240 NM	✓			0	0
FARNEL BAY WATR	252 NM				0	0
FERRUZZI	240 NM	✓			0	0
FLYING DUTCHMAN	247 NM	✓			0	0

UNCLASSIFIED

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FORSYTHE	234 NM	✓	✓	0	0
FRAMHART	156 NM	✓	✓	0	0
GELA	245 NM	✓	✓	0	0
HARD	244 NM	✓		0	0
HAT TRICK	258 NM	✓		0	1
HOLLAND	247 NM	✓	✓	0	0
JERSEY DEVIL	142 NM	✓	✓	0	5
LAURNBERG MAXTN	269 NM	✓	✓	0	0
LUZON	258 NM	✓	✓	0	1
LUZON REVERSE	258 NM	✓		0	1
MCLEAN	97 NM	✓	✓	0	0
MOUNTAIN	328 NM	✓	✓	1	0
MYITKYINA TREE	239 NM	✓		0	0
NELSON - BEAUFORT	239 NM	✓	✓	0	0
NETHERLANDS	247 NM	✓	✓	0	0
NETHERLANDS ORI	247 NM	✓	✓	0	0
NEUSE RIVER (WATER)	234 NM	✓		1	1
NIJMEGEN	251 NM	✓	✓	0	0
NORMANDY	245 NM	✓	✓	0	0
OLIVE	231 NM	✓	✓	0	0
OPEN GROUNDS	239 NM	✓		0	0
PANTHER	324 NM	✓	✓	1	0
PUDGY	142 NM	✓	✓	0	5
SALERNO	245 NM	✓	✓	0	0
SEAL WATER	124 NM	✓		0	0
SICILY	245 NM	✓	✓	0	0
SICILY DEMO	245 NM	✓	✓	0	0
STONE BAY WATER	256 NM			0	0
SWAN CREEK	54 NM	✓	✓	0	0
TATER EAST	187 NM	✓	✓	0	0
TURNER	327 NM	✓	✓	0	2
VOLTURNO	245 NM	✓	✓	0	0
WEST FORK	240 NM	✓		0	0
WOODLAWN BEACH	251 NM			0	1
ZIMMER	324 NM	✓	✓	1	0
ZIPGUN-WATER	125 NM	✓		0	0

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UNCLASSIFIED

I.10

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I.2.C.11.a

**Drop Zone**

**Servicing Instruement and Slow Routes (IRs and SRs)**

AEGIS	SR-800								
ANDREWS	SR-820								
BLACKSTONE	SR-867								
CHUTE (CIR)	SR-801								
DOVE - FT PICKETT	SR-867								
HAT TRICK	SR-105								
JERSEY DEVIL	SR-801	SR-805	SR-844	SR-845	SR-846				
LUZON	SR-105								
LUZON REVERSE	SR-105								
MOUNTAIN	IR-801								
NEUSE RIVER (WATER)	IR-062	SR-105							
PANTHER	IR-801								
PUDGY	SR-801	SR-805	SR-844	SR-845	SR-846				
TURNER	SR-904	SR-905							
WOODLAWN BEACH	SR-825								
ZIMMER	IR-801								

I.2.C.12

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

ALL AMERICAN ENG.

45 NM

I.2.C.13

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
AEGIS	54 NM	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	0	0
ANDREWS	7 NM				0	0

I.2.C.14

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

FORT BRAGG

242 NM

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Bolling AFB - AFDW**

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**D. Ranges**

**Ranges (Controlled/managed by the base)**

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

**Ranges (Used by the base)**

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

**I.2.D.19**

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

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

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

**I.2.D.20**

**I.2.D.21**

**I.2.D.22**

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**E. Airspace Used by Base**

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

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

**Commercial Aviation Impact**

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

**I.2.E.13** There are No airfields within a 50 mile radius of the base.

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

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**1995 AIR FORCE BASE QUESTIONNAIRE**
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**G. Composite / Integrated Force Training**

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

QUANTICO MCB

25 NM from the base.

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

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

Andrews AFB, MD

14 mi from the base.

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

Andrews AFB, MD

14 mi from the base.

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

**H. Missile Bases (AF Space Command)**

Applies to missile bases only. Responses are classified.

**I. Technical Training (Air Education and Training Command)**

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

**J. Weather Data (AF Environmental Technical Applications Center)**

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

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.3	98.9	89.8	85.2	82.0

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

**I.2.J.2.a** Is at or below 15 knots 93.8 percent of the time

**I.2.J.2.b** Is at or below 25 knots 98.5 percent of the time

**I.2.J.3** 20 Days have freezing participation (mean per year).

UNCLASSIFIED

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**1995 AIR FORCE BASE QUESTIONNAIRE**

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## 1995 AIR FORCE BASE QUESTIONNAIRE

### Bolling AFB - AFDW

#### Section II

#### 1. Installation Capacity & Condition

##### A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Anacostia	BCE Complex	8		8
II.1.A.2	Bolling AFB	Main Base	607	516	72
II.1.A.3	Navy Dist of Wash	Transportation Compl	10	10	
<b>TOTALS:</b>			625	526	80

##### B. Facilities

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

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	0	0		0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	16,806	100.0	0.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	6,422	100.0	0.0	0.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	0	0		0.0	0.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	71,313	65.0	0.0	35.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	0	0		0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	0	0		0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	0	0		0.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	0	0		0.0	0.0	0

## 1995 AIR FORCE BASE QUESTIONNAIRE

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II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	0	0		0.0	0.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	0	0		0.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	0
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	N/A
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	23,134	15.0	85.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	0	0		0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	0		0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	0	0		0.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	0	0		0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	0	0		0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	70,332	0.0	0.0	0.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	0	0		0.0	0.0	0
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	0		0.0	0.0	0
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	0		0.0	0.0	N/A

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II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	26,656	0.0	0.0	0.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	0	0		0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	80,505	28,750	100.0	0.0	0.0	0
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	0	0		0.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	0	0		0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	15,535	44.0	56.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	14,802	100.0	0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	1,348,668	90.0	2.0	8.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	150	0.0	100.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	1,466	1,573	0.0	100.0	0.0	107
II.1.B.1.cc	722	Dining Hall	SF	N/A	32,695	0.0	0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	19,855	19,855	100.0	0.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	99	100.0	0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	60,403	94.0	6.0	0.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	436,520	100.0	0.0	0.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	0	0		0.0	0.0	0

## Notes for specific Cat Codes:

II.1.B.1.g.	214	Adjusted to reflect pending change in condition code - bldg 362 - 19591 SF Condition Code 2
II.1.B.1.v.iii	442-758	Adjusted required capacity SF from PCN SF022-001. Current Capacity SF PCN SF022-035, Real Property Requirements vs Assets`
II.1.B.1.w	510	Bldg 17 (8,777 SF or 56%) is currently being renovated - will be Condition Code 1 when finished. Total SF include Bldgs 2035 & 2037 - current Category Code is 550-145 Occupational Health Clinic will change to 510-125 Medical Command & Administration
II.1.B.1.aa	610	610xxx Administrative Space has been adjusted where practical to reflect changes in use not yet reflected in the Real Property Records
II.1.B.1.bb.i	721-312	Requirements document shows 0 SF required for Category Code 721-312, Unaccompanied Enlisted Dorm - reported actual SF for this Category Code as the requirement

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II.1.B.1.cc.i | 722-351 Requirements document shows 0 SF required for Category Code 722-351 Airman Dining Hall - reported actual SF for this Category Code as the requirement

II.1.B.1.ff | 740 | 1200 SF is in Condition Code 2 or 0.00274%

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

	Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111	Aircraft Pavement-Runway(s)	SY	0			
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	0			
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	0			
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	381,493	100.0	0.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	51,961	100.0	0.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	82,962	100.0	0.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	146,737	100.0	0.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	0			
II.1.B.1.j	851	Roads	SY	437,248	100.0	0.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	326,490	100.0	0.0	0.0

## C. Family Housing (Facility Category Code 711)

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

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

1395

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

0

II.1.C.1.c Current deficit (-) or surplus units in validated Market Analysis:

-2068

(includes E-1 - E3 requirements)

II.1.C.1.ci A Market Analysis was used to answer the questions in Section II.1.C.

II.1.C.1.d FY95/4 projected net housing deficit (-) or surplus of units:

-2068

(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)

## II.1.C.2 Condition

II.1.C.2.a Number of adequate units meeting current whole-house standards of accommodation and state of repair:

518

(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed

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after FY88)

II.1.C.2.a Number of adequate units requiring whole-house renovation or replacement:

(Units meeting whole-house standards are those that were programmed/ renovated after FY88).

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

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

II.1.C.3.a 23.0 percent of officer families live on base.

II.1.C.3.b 46.0 percent of enlisted families live on base.

II.1.C.3.a 39.0 percent of all military families live on base.

## 1995 AIR FORCE BASE QUESTIONNAIRE

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#### 3. Utility Systems

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

	Capacity	Unit of Measure	Percent Usage
II.3.A.1 Water:	1.2 MG/D	MG/D - million gallons per day	60 %
II.3.A.2 Sewage:	1.2 MG/D		60 %
II.3.A.3 Electrical distribution:	20.0 MW	MW - million watts	63 %
II.3.A.4 Natural Gas:	2.40 MCF/D	MCF/D - million cubic feet per day	70 %
II.3.A.5 High temperature water/steam generation/distribution:	75.0 MBTUH	MBTUH - million British thermal units per hour	70 %

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

All systems are underground and are less than 20 years old. The base has a central chilled water plan with 1500 ton capacity, 90% current usage.

#### 4. Aircraft Maintenance Hangar Facilities

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

#### 5. Unique Facilities

II.5.A Unique (one-of-a-kind) Air Force facilities which must be replaced if the base is closed:

A.1 Name or type of facility	A.2 Total square footage	A.3 Category code	A.4 Present use
Defense Intelligence Agency	847,500 SF	610-811	Second largest administrative building in DoD. 95 % of the building is secure at the Sensitive Compartmented Information (SCI) level.
Helipad	1,111 SF	116-633	Landing of VIP helicopters
USAF Band Facility	46,230 SF	171-158	Practice and administration of HQ AF Band personnel
USAF HG Ceremonial Lawn	4,000 SF	none	Parades, retirement ceremonies, change of command ceremonies

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Bolling AFB - AFDW**

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**Section III**

**1. Contingency and Deployment Requirements**

Full mobilization, 24 hour capability assumed.

**III.1.A.1** No C-141s or equivalent aircraft can be loaded or unloaded.

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

**III.1.A.2** No C-141s or equivalent aircraft can be refueled.

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

**III.1.B** The base can not land, taxi, park, and refuel any widebody aircraft (C-5, KC-10, or 747).

**III.1.C** The base does Not have an operational fuel hydrant system.

**III.1.D** The base bulk storage facility is Not serviced by a pipeline.

**III.1.D.3**

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

**III.1.D.4** Other receipt modes available:

There are No offload headers.

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Tank trucks can Not be offloaded.

Tank cars can Not be offloaded.

III.1.D.5 No refueling unit fillstands are available.

III.1.D.6 Current dispensing capabilities as defined in AFR 144-1      sustained: 0  
    maximum: 0

III.1.D.7 The base is Not directly supported by an intermediate Defense Fuels Supply Point.

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

III.1.E.1 Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:  
 Square footage available (including physical capacity limit):

	Cat 1.1	Cat 1.2
0	0	0
0	0	0
0	0	0

III.1.E.2 Normal installation mission storage requirement:

III.1.F The base does not have a dedicated hot cargo pad.

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

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

Active ground force installations within 150 NM:

ABERDEEN PROVING GROUND	54 NM
FORT A.P. HILL	38 NM

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FORT DIX	122 NM
FORT EUSTIS	105 NM
FORT INDIANTOWN GAP	97 NM
FORT LEE	97 NM
FORT PICKETT	116 NM

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

## Railheads within 150 NM:

Aberdeen	56 NM
Alexandria - Newington	10 NM
Baltimore	32 NM
Blackstone	116 NM
Chambersburg - Culbertson	74 NM
Fredericksburg - Guinea	47 NM
Harrisburg - New Cumberland	83 NM
Havre De Grace	60 NM
Little Creek - NAB	122 NM
Mechanicsburg	82 NM
Newport News - Lee Hall	102 NM
Norfolk - Sewells Point	118 NM
Petersburg	99 NM
Philadelphia	109 NM
Portsmouth	126 NM
Quantico	24 NM
Richmond - Bellbluff	81 NM
Williamsburg - NWS	96 NM
Williamsburg - Pennimam	96 NM
Woodzell - Bowie	15 NM

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

## Deep water ports within 150 NM:

Baltimore	39 NM
Norfolk	127 NM

## III.1.H The base does Not have a dedicated passenger terminal.

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

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Bolling AFB - AFDW**

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

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

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

It is one of a very few facilities that conducts an Advanced Education in General Dentistry program to provide residency training to newly

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

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

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

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

**III.1.N.1**      **Base facilities have a total covered storage capacity of 2,738 sq ft.**

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	2,738 sq ft
Mobility storage:	0 sq ft
War Readiness Support Kits (WRSK) storage:	0 sq ft

**III.1.O**      **196 light military vehicles are on base.**

**III.1.P**      **72 heavy military and special vehicles are on base.**

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**Section IV**

**1. Base Budget**

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

IV.1.A	xxx56	Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	744.50 \$sK	0.00 \$sK	744.50 \$sK			
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	747.10 \$sK	0.00 \$sK		747.10 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	1,116.50 \$sK	0.00 \$sK			1,116.50 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	1,247.00 \$sK	0.00 \$sK				1,247.00 \$sK
		<b>xxx56 TOTALS:</b>			744.50 \$sK	747.10 \$sK	1,116.50 \$sK	1,247.00 \$sK
IV.1.B	xxx76	Real Property Maintenance A			<b>FY 91 Total</b>	<b>FY 92 Total</b>	<b>FY 93 Total</b>	<b>FY 94 Total</b>
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	15,142.00 \$sK	2,531.00 \$sK	17,673.00 \$sK			
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	14,455.40 \$sK	2,616.10 \$sK		17,071.50 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	9,387.70 \$sK	1,103.60 \$sK			10,491.30 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	9,969.00 \$sK	1,079.00 \$sK				11,048.00 \$sK
		<b>xxx76 TOTALS:</b>			17,673.00 \$sK	17,071.50 \$sK	10,491.30 \$sK	11,048.00 \$sK
IV.1.D	xxx90	Audio Visual			<b>FY 91 Total</b>	<b>FY 92 Total</b>	<b>FY 93 Total</b>	<b>FY 94 Total</b>
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	86.50 \$sK	0.00 \$sK	86.50 \$sK			
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	1,234.80 \$sK	0.00 \$sK		1,234.80 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	1,123.80 \$sK	0.00 \$sK			1,123.80 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	1,103.00 \$sK	0.00 \$sK				1,103.00 \$sK
		<b>xxx90 TOTALS:</b>			86.50 \$sK	1,234.80 \$sK	1,123.80 \$sK	1,103.00 \$sK
IV.1.E	xxx95	Communications			<b>FY 91 Total</b>	<b>FY 92 Total</b>	<b>FY 93 Total</b>	<b>FY 94 Total</b>
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				

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		3400	1,940.50 \$sK	266.70 \$sK	2,207.20 \$sK			
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	2,152.70 \$sK	50.80 \$sK		2,203.50 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	2,474.50 \$sK	136.60 \$sK			2,611.10 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	3,011.00 \$sK	100.00 \$sK				3,111.00 \$sK
		<b>xxx95 TOTALS:</b>			2,207.20 \$sK	2,203.50 \$sK	2,611.10 \$sK	3,111.00 \$sK
<b>IV.1.F</b>	<b>xxx96</b>	<b>Base Operating Support</b>			<b>FY 91 Total</b>	<b>FY 92 Total</b>	<b>FY 93 Total</b>	<b>FY 94 Total</b>
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	8,287.80 \$sK	2.80 \$sK	8,290.60 \$sK			
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	9,630.30 \$sK	3.10 \$sK		9,633.40 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	15,398.10 \$sK	1,758.00 \$sK			17,156.10 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	13,698.00 \$sK	1,556.00 \$sK				15,254.00 \$sK
		<b>xxx96 TOTALS:</b>			8,290.60 \$sK	9,633.40 \$sK	17,156.10 \$sK	15,254.00 \$sK
<b>IV.1.G</b>	<b>MFH</b>	<b>Military Family Housing</b>			<b>FY 91 Total</b>	<b>FY 92 Total</b>	<b>FY 93 Total</b>	<b>FY 94 Total</b>
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	9,326.10 \$sK	18.90 \$sK	9,345.00 \$sK			
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	8,378.70 \$sK	17.20 \$sK		8,395.90 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	9,579.90 \$sK	39.80 \$sK			9,619.70 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	7,627.00 \$sK	8.00 \$sK				7,635.00 \$sK
		<b>MFH TOTALS:</b>			9,345.00 \$sK	8,395.90 \$sK	9,619.70 \$sK	7,635.00 \$sK

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**Section IV/V Level Playingfield COBRA Data**

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**Section VI Economic Impact**

**Economic Area Statistics:**

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

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**Projected economic impact:**

**Direct Job Loss:**

**Indirect Job Loss:** \_\_\_\_\_

**Closure Impact:**

**Other BRAC Losses:** \_\_\_\_\_

**Cumulative Impact:**

## 1995 AIR FORCE BASE QUESTIONNAIRE

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#### Section VII

#### 1. Community Infrastructure

Describe the off-base housing situation.

- VII.1.A.1 Off-base housing is NOT affordable
- VII.1.A.2 Units are available for families
- VII.1.A.2 Units are available for single members.
- VII.1.A.3 8.1 Percent of off-base housing was rated as unsuitable in the latest VHA survey
- VII.1.A.4 Median monthly cost of off-base housing based on latest VHA survey: \$1029

Describe the transportation systems.

- VII.1.B.1 The base is served by **REGULARLY SCHEDULED**, public transportation. The following services are available:  
Metrorail, Metrobus
- VII.1.B.2 Distance to the nearest municipal airport with scheduled, commercial air traffic: 6 miles
- VII.1.B.2 Airport name: Washington National Airport
- VII.1.B.3 Number of commercial air carriers available at the airport: 11
- VII.1.B.4 Average round trip commuting time to work: 76 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time		
			Hrs.	Min.	Min.
VII.1.C.1 Swimming pool	Anacostia Park	2		12	Min.
VII.1.C.2 Movie theater	Rivertown AMC Theater	4		18	Min.
VII.1.C.3 Public golf course	Langston Golph Course	4		18	Min.
VII.1.C.4 Bowling lane	Alexandria Bolling Center	7		20	Min.
VII.1.C.5 Boating	Belle Haven Marina	6		20	Min.
VII.1.C.6 Fishing	Potomac River	1		02	Min.
VII.1.C.7 Zoo	National Zoo	12		35	Min.
VII.1.C.8 Aquarium	Washington Aquarium	8		25	Min.
VII.1.C.9 Family theme park	Adventure World	18		35	Min.
VII.1.C.10 Professional sports	NFL Washington Redskins	4		15	Min.
VII.1.C.11 Collegiate sports	George Washington University	8		25	Min.

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VII.1.C.12	Camping facilities	COSCA State Park	12		Hrs.	30	Min.
VII.1.C.13	Beaches (lake or ocean)	Ocean City, MD	150	3	Hrs.		Min.
VII.1.C.14	Outdoor winter sports	Whitetail Ski Area	98	2	Hrs.		Min.

VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):  
 Pentagon City Fashion Mall 20 min (9 Miles)

VII.1.E Nearest Metropolitan center (population in excess of 100,000):  
 Washington DC 15 min (5 Miles)

## Local area crime rate:

VII.1.F.1 Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.) 775

VII.1.F.2 Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.) 4813

## 2. Education

VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 22 to 1

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

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

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

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

VII.2.D 65.0 percent of high school students go on to either a two- or four-year college

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

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

Anne Arundel Community College, Capitol College, Norther Virginia Community College

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

Bowie State University, Capitol College, George Mason University, Georgetown, Howard University

VII.2.E.3 Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:

American University, Catholic University, George Mason University, George Washington University, Georgetown,

## 3. Spousal Employment

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- VII.3.A 86.0 percent of spouses are able to find employment (within 3 months) in the local community.
- VII.3.B 78.0 percent of spouses find employment commensurate with job skills, work experience, and education.
- VII.3.C 4.5 percent unemployment in the local area (Department of Labor Statistics)
- VII.3.D 2.5 percentage rate of job growth in the local area (Department of Labor Stastics)

**4. Local Medical Care**

- VII.4.A Current ratio of active, non-federal physicians in the community: 3.5 physicians/1000 people
- VII.4.B Current ratio of hospital beds in the community: 12.4 beds/1000 people

## 1995 AIR FORCE BASE QUESTIONNAIRE

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#### Section VIII

##### 1. Air Quality - Clean Air Act

VIII.1.A Air Quality Management District for the base: National Capital Interstate Air Quality Control Region, DC Portion

VIII.1.B The base is located within a maintenance or non-attainment area for specific pollutants.

VIII.1.B.1 No pollutants in maintenance

VIII.1.B.2 Non-attainment area regulated pollutant(s) and severity:

Carbon Monoxide	Moderate
Ozone	Serious

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

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

VIII.1.D On- or off-base activities have been restricted or delayed due to air quality considerations.

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

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

(i.e. carpooling or emissions credit transfer)

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

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

E.1.a No state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

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

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

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

VIII.E.2 Infrastructure Maintenance / Public Works

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

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

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

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

**VIII.E.3 Open Burn/Open Detonation**

E.3.a The state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training

E.3.b No state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.

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

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

**VIII.E.4 Fire Training**

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

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

**VIII.E.5 Signal Flares**

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

**VIII.E.6 Emergency Generators**

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

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

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

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

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

**VIII.E.7 Short-term Activities**

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

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

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

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

**VIII.E.8 Monitoring**

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

**VIII.E.9 BACT/LAER**

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

**2. Water - Potable**

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

The Washington suburban sanitary commission provides water to the population

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

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

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

### **3. Water - Ground Water**

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

**VIII.3.A.1** Nature of contamination. POL and solvents

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

**VIII.3.B** The base is actively involved in groundwater remediation activities.

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

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

### **4. Water - Surface Water**

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

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

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

**VIII.4.B** Special permits are required as follows:

Corps of Engineers, DC Water Quality and National Park Service Permits can be required.

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

**VIII.4.C** There is known contamination to the base or local community surface water

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**VIII.4.C.1** Nature of the contamination: unknown

**VIII.4.C.2** The contaminated surface water is Not a potable water source.

**5. Wastewater**

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

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

**6. Discharge Points / Impoundments**

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

NPDES permit covering Airman's Pool and Officer's Club Pool

**VIII.6.B**

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

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

**7. HAZARDOUS MATERIALS - Asbestos**

**VIII.7.A** 40.0 percent of facilities have been surveyed for asbestos.

**VIII.7.A.1** 20.0 percent of the facilities surveyed are identified as having asbestos.

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



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

VIII.10.D The presence of these resources does Not constrain current or future construction activities or operations.

**11. Biological - Floodplains**

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

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

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

**12. Cultural**

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

VIII.12.A.1 Sites:	Significant status:
Native American Site	12,000 year old site
Pre-1865 site	Exploration of local area by Capt John Smith of the Jamestown Colony

VIII.12.B 9 percent of the buildings on base are over 50 years old.

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

VIII.12.C.1 Some properties have been determined to be or may be eligible for the NRHP.

VIII.12.C.2 Buildings or structures have been surveyed for Cold War or other historical significance.

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

VIII.12.D.1 100 percent of the base has been surveyed.

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

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

VIII.12.D.4 Native Americans or others use/identified sacred areas or burial sites on or near base:

Ossuary Pits

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

Agreements include Programmatic Agreements and Memorandum of Agreements.

Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

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

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

VIII.13.A.1 6 IRP sites have been identified

VIII.13.A.2 No IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 2005

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

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

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

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

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

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

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

VIII.13.F The IRP currently restricts construction (siting) activities/operations on-base.

#### 14. Compliance / IRP Costs (\$000)

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	\$100.000 K				
IRP	\$2,700.000 K	\$2,840.000 K	\$1,340.000 K	\$4,110.000 K	\$2,090.000 K
Natural Resources	\$0.000 K				
Permits	\$10.000 K				

#### 15. Other Issues

VIII.15.A Description of other activities which may constrain or enhance base operations:

LOCAL: Coastal Zone Mangement Zone

#### 16. Air Quality - Clean Air Act



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<b>Military Aircraft Associated with the Base</b>	G.1.b	0	G.1.e	0	G.2.b	0	G.2.e	0
<b>Stationary Source</b>	G.1.c	2	G.1.f	12	G.2.c	0	G.2.f	3

**Amount of reduced annual emissions of VOCs and NOx resulting from permanent reductions in base activity levels, process changes, or any other measures implemented at the base since 1 Jan 1990**

	VOCs		NOx	
<b>Mobile Source Including Aircraft</b>	G.3.a	0	G.3.c	0
<b>Stationary Source</b>	G.3.b	0	G.3.d	0

**Amount of increased annual emissions of VOCs and NOx resulting from increased activity levels, facility expansion, process changes, or other means implemented at the base since 1 Jan 1990**

<b>Mobile Source Including Aircraft</b>	G.4.a	0	G.4.c	0
<b>Stationary Source</b>	G.4.b	0	G.4.d	0

Computed allowable growth		VOCs		NOx
<b>Mobile Source Including Aircraft</b>	G.5.a	-90.91%	G.5.c	#Div/0!
<b>Stationary Source</b>	G.5.b	-100.00%	G.5.d	-75.00%
<b>TOTAL</b>	G.5.e	-91.18%	G.5.f	-41.67%

**VIII.16.H** The EPA-designated severity of nonattainment for Carbon monoxide is MODERATE

**VIII.16.I** The AQCA's Carbon monoxide plan contains No quantitative measures for military aircraft.  
*Measures include quantitative limits, projections, restrictions, or emissions budgets.*

**VIII.16.J** The AQCA does not have VMT forecasts or they can not be obtained.

# Document Separator

**DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION  
1700 NORTH MOORE STREET, SUITE 1425  
ARLINGTON, VIRGINIA 22209  
(703) 696-0504**

**MEMORANDUM OF MEETING**

**DATE:** March 17, 1995

**TIME:** 10:30 a.m.

**MEETING WITH:** Edward Martin, M.D., OASD(HA)

**SUBJECT:** Medical Joint Cross Service Group Results

**PARTICIPANTS:**

*Name/Title/Phone Number:*

**LTC Ed Ponatoski, OASD(HA), JCSG Action Officer  
LTC Rich Jones, OASD(HA), JCSG Action Officer**

*Commission Representatives:*

**Ed Brown, Army Team Leader  
Bob Cook, Interagency Issues Team Leader  
David Lewis, Army Team  
Craig Hall, Air Force Team  
Dave Epstein, Navy Team**

**MEETING PURPOSE:**

The two OASD(HA) staff were the principal action officers on the Medical Joint Cross Service Group. They provided a briefing on the JCSG process, charts from which are attached.

**(h:\lewis\doc\mmjcsgl.doc)**

**David Lewis/Army Team/3/24/95**

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**DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION**  
**1700 NORTH MOORE STREET, SUITE 1425**  
**ARLINGTON, VIRGINIA 22209**  
**(703) 696-0504**

X Tom Lead  
But Dave & Craig  
& I should be  
there  
cc to all  
S

**MEMORANDUM OF MEETING**

**DATE:** March 27, 1995

**TIME:** 4 p.m.

**MEETING WITH:** Reps from San Antonio, Texas

**SUBJECT:** Brooks AFB

**PARTICIPANTS:**

*Name/Title/Phone Number:*

**Paul Roberson, Mayor's BRAC '95 Task Force**  
**Marc EHUDIN, Office of Rep. Frank Tejeda (D-TX)**  
**Ed Perez, State of Texas Office of Federal-State Relations**  
**Jon Pleban, Consultant**

*Commission Staff:*

**David Lyles, Staff Director**  
**Charles Smith, Executive Director/Special Assistant**  
**Madelyn Creedon, General Counsel**  
**Cece Carman, Director of Congressional and Intergovernmental Affairs**  
**Chip Walgren, Manager, State and Local Liaison**  
**Jim Schufreider; Manager, House Liaison**  
**Ben Borden, Director, Review & Analysis**  
**Frank Cirillo, Air Force Team Leader**  
**Craig Hall, Air Force GAO Analyst**  
**Jim Owsley, Cross Service Team Leader**  
**Bob Cook, Interagency Issues Team Leader**  
**Les Farrington, Cross Service GAO Analyst**

**MEETING PURPOSE:**

**(mm-brks.doc)**



DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION  
1700 NORTH MOORE STREET SUITE 1428  
ARLINGTON, VA 22209  
703-696-0804

MEETING REQUEST

Now that the Defense Base Closure and Realignment Commission has been provided with the recommended list of closures and realignments by the Secretary of Defense, the Commission is analyzing the data used by the Secretary in making his decisions. In order to ensure that your meeting with Commission members and/or staff is as productive as possible in the limited time available, please respond to the following items and return to your Commission contact by fax as soon as possible. Also, prior to the meeting, please provide the Commission with the data and other facts you intend to use in presenting your case to the meeting participants. This will allow the Commission member and/or staff to be prepared to address the specific points you plan to make and answer your questions as fully as possible during the meeting.

- **ISSUES TO BE DISCUSSED:** BROOKS AFB, AND POSSIBLY THE AIR FORCE DEPOT SITUATION

- **COMMUNITY SPOKESPERSON:** PAUL ROBERSON  
MAYOR'S BRAC '95 TASK FORCE

• **PROPOSED AGENDA:**

TO PRESENT & DISCUSS COBRA DATA AND RESULTS WHICH SHOW MORE COST EFFECTIVE OPTIONS THAN COMPLETE CLOSURE OF BROOKS - OPTIONS WHICH THE AIR FORCE DID NOT CONSIDER.

• **OTHER ITEMS**

OTHER ATTENDEES: MARC EHUDIN - REP. TEJEDA  
JON PLEBANI - ARTER & HADDEN  
ED PEREZ - TEXAS OFFICE OF STATE - FEDERAL RELATIONS

Please return by fax to (703) 696-0550:

Attention:

- Cecé Carman, Director of Intergovernmental Affairs \_\_\_\_\_
- Chip Walgren, Manager, State and Local Liaison \_\_\_\_\_
- Jim Schufreider, Manager, House Liaison
- Sylvia Davis-Thompson, Manager, Re-use issues \_\_\_\_\_

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DEPARTMENT OF THE ARMY  
OFFICE OF THE ASSISTANT SECRETARY  
INSTALLATIONS LOGISTICS AND ENVIRONMENT  
110 ARMY PENTAGON  
WASHINGTON DC 20310-0110



February 15, 1995

F. B. Brooks

MEMORANDUM FOR PRINCIPAL DEPUTY ASSISTANT SECRETARY OF  
THE AIR FORCE (INSTALLATIONS)

SUBJECT: Transfer of Land and Buildings to Department  
of the Army - Brooks Air Force Base, Texas

The U.S. Army Reserve (USAR) Command has an interest in a portion of the subject property should it become excess to the Air Force requirements. It would satisfy facilities requirements for USAR units in the San Antonio area.

Transfer of Air Force property would allow the Army Reserve to eliminate a costly lease, reduce the need for new programmed construction, and provide facilities necessary to enhance unit readiness at a significant savings to the Department of Defense. The Army Reserve would be able to cancel a lease with an annual cost savings of \$218,655 and an FY 99 MILCON project with an estimated cost savings of \$11,400,000.

The attached site plan of Brooks AFB has been annotated to indicate the land and buildings to be considered for transfer, including thirteen permanent buildings of 211,300 square feet and approximately 57 acres. These buildings satisfy Army Reserve space requirements of approximately 200,000 square feet.



If transfer of the property is supported, we will direct preparation and execution of the Form DD 1354 to effect the conveyance.

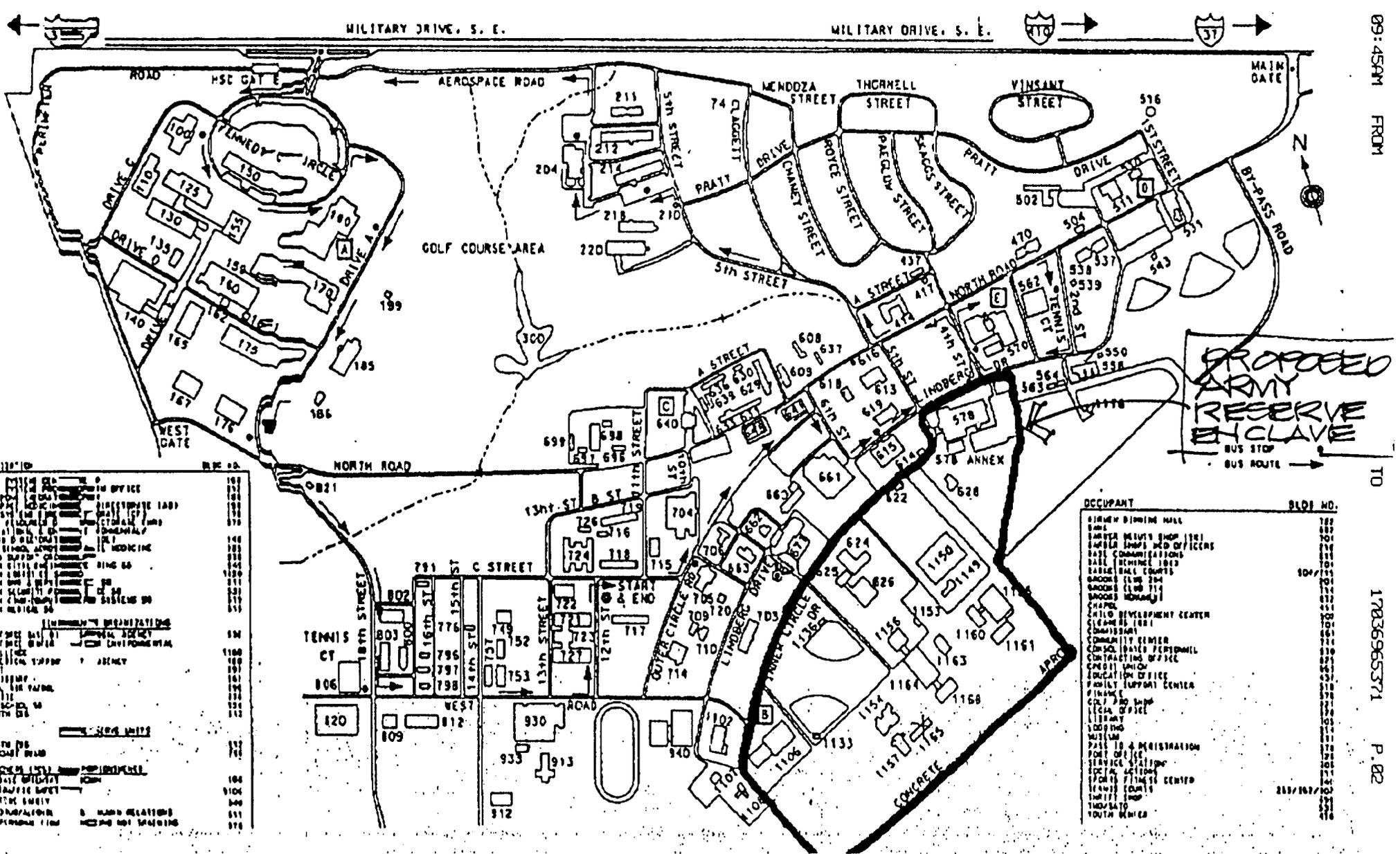
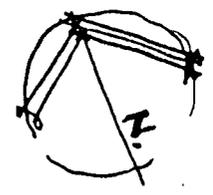
  
Paul W. Johnson  
Deputy Assistant Secretary of the Army  
(Installations and Housing)  
OASA(I,L&E)

Attachment

CF: Assistant Secretary of Defense for  
Economic Security, ATTN: ASD(ES)  
Director of the Army Staff,  
ATTN: DAS-TAB (Col Jones)  
Chief, Army Reserve,  
ATTN: DAAR-EN (Mr. Porter)  
Commander, Army Reserve Command  
ATTN: AFRC-DCS-EN (LTC Ard),  
AFRC-COE (Mr. Smith)

PARTIAL SITE PLAN, BROOKS AFB  
 SAN ANTONIO, TX  
 NOT TO SCALE

02-14-1995 09:45AM FROM



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TO

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SUBJECT: Transfer of Land and Buildings to Department  
of the Army - Brooks Air Force Base, Texas

The following language is recommended in the Air  
Force/DoD submittal to the Base Realignment and Closure  
Committee for BRAC 95;

“The Air Force shall transfer the land and  
buildings to be vacated at Brooks AFB, San  
Antonio, Texas, to the Army for an Army Reserve  
Enclave.”

See the attached memorandum from the Deputy Assistant  
Secretary of the Army (I&H) with related site plan for  
justification.

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**1995 AIR FORCE BASE QUESTIONNAIRE****Brooks AFB - AFMC**

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	<b>Support provided:</b> ALL BOS		
I.1.B.2	<b>Supported Unit:</b> AFMOA	GSU	<b>GSU - Geographically Separated Unit</b>
	<b>Location:</b> Brooks AFB, TX		<b>REM - Remote Unit</b>
	<b>Support provided:</b> ALL BOS		
I.1.B.3	<b>Supported Unit:</b> AFMSA	GSU	<b>GSU - Geographically Separated Unit</b>
	<b>Location:</b> Brooks AFB, TX		<b>REM - Remote Unit</b>
	<b>Support provided:</b> ALL BOS		

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Brooks AFB - AFMC**

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**2. Operational Effectiveness****A. Air Traffic Control**

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

- I.2.A.1**      **None of the base ATCALs are officially part of the NAS.**
- I.2.A.2**      **Base has No ATC facilities.**
- I.2.A.4**      **The base does not have a runway.**

**B. Geographic Location**

- |                |  |           |                 |        |
|----------------|--|-----------|-----------------|--------|
| <b>I.2.B.1</b> | <b>Nearest major primary airlift customer:</b>   | FORT HOOD | <b>distance</b> | 127 NM |
|                | <b>Nearest major primary airdrop customer:</b>   | FORT HOOD | <b>distance</b> | 127 NM |
| <b>I.2.B.2</b> | <b>Distance to forward deployment Air Bases:</b> |           |                 |        |
|                | <b>Lajes AB:</b>                                 | 3579 NM   |                 |        |
|                | <b>Rota AB:</b>                                  | 4646 NM   |                 |        |
|                | <b>Hickam AFB:</b>                               | 3254 NM   |                 |        |
|                | <b>RAF Mildenhall:</b>                           | 4591 NM   |                 |        |

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Brooks AFB - AFMC

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway $\geq$ 3,000ft	MATINDALE	7
I.2.B.4	Military airfield, runway $\geq$ 8,000ft	KELLY AFB	8
I.2.B.5	Military airfield, runway $\geq$ 10,000ft	KELLY AFB	8
I.2.B.6	Military or civilian airfield, runway $\geq$ 3,000ft		
I.2.B.7	Military or civilian airfield, runway $\geq$ 8,000ft		
I.2.B.8	Military or civilian airfield, runway $\geq$ 10,000ft		
I.2.B.9	Civilian airfield, runway $\geq$ 8,000ft for capable of conducting short term operations		
I.2.B.10	Civilian airfield, runway $\geq$ 10,000ft for capable of conducting short term operations		
I.2.B.11	Name and distance to an emergency landing airfield compatible with aircraft flown at the base.		

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

I.2.C.1 Supersonic Air Combat Training (ACBT) MOAs and warning/restricted areas, with a minimum size of 4,200 sq NM, within 300 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-228 A,B,C,D	183 NM	W-602	243 NM		

I.2.C.2 MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft, within 200 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-228D	181 NM	W-228 A,B,C,D	183 NM	W-228C	195 NM

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-228D	181 NM	W-228 A,B,C,D	183 NM	W-228C	195 NM
W-602	243 NM	W-92	430 NM	R-5107B	475 NM
W-155 A,B	576 NM	W-155B	576 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
McMULLEN	70 NM	CLAIBORNE	310 NM	FALCON	319 NM
MELROSE	405 NM	RAZORBACK	418 NM	OSCURA	464 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Brooks AFB - AFMC

SHELBY WEST	497 NM	SHELBY EAST	502 NM	SMOKEY HILL	563 NM
CANNON	587 NM	AIRBURST	633 NM	EGLIN C52	633 NM
EGLIN C62	639 NM	GOLDWATER RANGE 3	762 NM	GOLDWATER RANGE 2	770 NM
GOLDWATER RANGE 1	772 NM	GOLDWATER RANGE 4	782 NM	GRAND BAY	799 NM

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

CLAIBORNE	310 NM
-----------	--------

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

GULFPORT MDS	522 NM
--------------	--------

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

CLAIBORNE	310 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	5	10	14	34	71	110
SR	4	5	6	31	59	85
VR	10	14	16	48	83	131
<b>Total Routes:</b>	<b>19</b>	<b>29</b>	<b>36</b>	<b>113</b>	<b>213</b>	<b>326</b>

**Identify Routes:**

VR-1105 20 NM	VR-1152 20 NM	VR-156 20 NM	IR-148 34 NM	SR-293 42 NM	VR-1122 43 NM
IR-149 48 NM	VR-168 52 NM	VR-1120 59 NM	IR-147 66 NM	VR-1106 67 NM	IR-123 70 NM
VR-1121 70 NM	SR-286 71 NM	VR-1123 71 NM	VR-143 76 NM	IR-142 91 NM	SR-290 97 NM
SR-292 97 NM					
VR-101 104 NM	IR-136 114 NM	IR-135 119 NM	VR-151 123 NM	SR-261 128 NM	IR-124 129 NM
VR-186 129 NM	IR-166 135 NM	IR-169 135 NM	VR-1124 136 NM		
IR-170 154 NM	VR-1117 169 NM	SR-270 175 NM	IR-167 177 NM	IR-127 186 NM	VR-187 186 NM
IR-180 193 NM					
VR-1110 201 NM	IR-139 203 NM	VR-118 203 NM	SR-233 213 NM	SR-234 213 NM	SR-236 213 NM
SR-242 213 NM	SR-244 213 NM	SR-249 213 NM	SR-245 213 NM	SR-273 213 NM	SR-267 213 NM
SR-258 213 NM	SR-255 213 NM	SR-251 213 NM	SR-250 213 NM	SR-243 213 NM	SR-240 213 NM
VR-188 215 NM	SR-280 223 NM	SR-228 227 NM	IR-103 239 NM	IR-105 239 NM	IR-128 242 NM
VR-1143 244 NM	VR-106 246 NM	VR-104 248 NM	VR-162 248 NM	VR-158 252 NM	VR-1139 253 NM
VR-1145 257 NM	VR-196 258 NM	VR-1138 260 NM	VR-163 261 NM	VR-159 271 NM	VR-1142 273 NM
VR-1144 273 NM	VR-1146 276 NM	VR-1108 278 NM	VR-1116 278 NM	VR-1109 278 NM	IR-154 283 NM
IR-155 287 NM	IR-129 293 NM	IR-130 317 NM	SR-208 317 NM	SR-217 318 NM	IR-160 334 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Brooks AFB - AFMC

VR-189	334 NM	IR-161	334 NM	IR-122	337 NM	VR-1196	344 NM	IR-164	347 NM	VR-1104	347 NM
SR-205	348 NM	VR-1140	352 NM	SR-296	353 NM	SR-216	357 NM	IR-117	358 NM	VR-1113	358 NM
VR-1137	358 NM	VR-1128	358 NM	SR-206	363 NM	VR-1141	365 NM	SR-294	366 NM	SR-295	366 NM
IR-121	377 NM	VR-1103	377 NM	IR-144	386 NM	IR-165	386 NM	IR-173	386 NM	IR-178	386 NM
IR-172	386 NM	IR-116	387 NM	VR-152	388 NM	VR-114	391 NM	VR-100	399 NM		
IR-171	410 NM	IR-182	410 NM	IR-134	411 NM	IR-102	412 NM	IR-141	412 NM	IR-131	412 NM
IR-145	413 NM	IR-146	413 NM	SR-224	415 NM	SR-223	416 NM	VR-125	417 NM	IR-133	429 NM
IR-181	430 NM	IR-183	430 NM	IR-175	435 NM	VR-1182	437 NM	IR-107	438 NM	IR-113	441 NM
IR-132	441 NM	IR-115	442 NM	VR-1032	451 NM	IR-070	452 NM	IR-185	452 NM	VR-119	454 NM
IR-150	455 NM	VR-1072	458 NM	VR-138	458 NM	VR-1130	459 NM	SR-239	460 NM	IR-120	464 NM
VR-1102	464 NM	VR-1174	464 NM	SR-030	466 NM	VR-179	472 NM	SR-218	474 NM	SR-226	474 NM
SR-229	474 NM	SR-227	474 NM	SR-237	474 NM	SR-232	474 NM	SR-231	474 NM	SR-230	474 NM
SR-222	474 NM	SR-219	474 NM	SR-220	474 NM	SR-221	474 NM	IR-111	482 NM	VR-1546	483 NM
IR-503	486 NM	VR-1107	489 NM	IR-068	490 NM	VR-535	490 NM	VR-534	490 NM	SR-213	492 NM
VR-532	495 NM	VR-108	499 NM	SR-031	506 NM	IR-177	510 NM	VR-1195	510 NM	VR-1022	511 NM
VR-533	511 NM	SR-214	513 NM	VR-1083	514 NM	SR-029	515 NM	SR-238	515 NM	IR-044	516 NM
IR-110	524 NM	SR-073	525 NM	SR-074	525 NM	IR-040	530 NM	VR-1021	530 NM	VR-1024	530 NM
VR-1023	530 NM	VR-1033	531 NM	IR-037	532 NM	IR-038	534 NM	SR-137	547 NM	VR-531	547 NM
IR-091	549 NM	VR-1020	550 NM	VR-1031	553 NM	SR-075	554 NM	IR-502	556 NM	IR-504	556 NM
VR-544	561 NM	VR-536	562 NM	SR-210	564 NM	VR-1030	564 NM	SR-211	564 NM	VR-552	567 NM
VR-1574	571 NM	IR-409	572 NM	VR-176	572 NM	SR-212	577 NM	VR-1016	577 NM	VR-1014	584 NM
IR-112	596 NM	IR-109	598 NM	IR-414	598 NM	IR-021	599 NM				
VR-1525	603 NM	VR-060	610 NM	IR-078	616 NM	IR-126	616 NM	IR-057	617 NM	IR-059	617 NM
SR-103	617 NM	SR-106	617 NM	SR-104	617 NM	SR-101	617 NM	IR-506	619 NM	VR-1522	619 NM
VR-1082	621 NM	VR-1085	621 NM	VR-1084	621 NM	IR-524	628 NM	IR-592	630 NM	IR-030	635 NM
IR-031	635 NM	VR-1523	639 NM	SR-618	645 NM	SR-619	645 NM	VR-545	647 NM	IR-507	648 NM
VR-259	648 NM	VR-263	648 NM	VR-268	648 NM	VR-269	648 NM	VR-267	648 NM	VR-260	648 NM
VR-1233	648 NM	IR-157	650 NM	IR-174	650 NM	VR-511	650 NM	VR-1054	650 NM	IR-066	651 NM
VR-1070	651 NM	VR-1051	651 NM	IR-067	651 NM	VR-1050	651 NM	IR-505	652 NM	VR-512	653 NM
SR-616	654 NM	SR-617	654 NM	IR-041	655 NM	VR-1067	655 NM	IR-063	655 NM	SR-070	658 NM
SR-071	658 NM	SR-072	658 NM	SR-069	659 NM	IR-077	667 NM	VR-1056	669 NM	VR-413	669 NM
VR-412	669 NM	IR-069	671 NM	VR-541	677 NM	IR-415	678 NM	IR-017	684 NM	VR-1017	684 NM
IR-527	685 NM	SR-039	697 NM	IR-517	699 NM	VR-1515	699 NM	VR-1520	699 NM	SR-225	702 NM
SR-059	705 NM	VR-1005	705 NM	SR-060	705 NM	SR-061	705 NM	SR-062	705 NM	SR-038	707 NM
IR-518	723 NM	VR-092	725 NM	IR-089	729 NM	VR-540	729 NM	IR-514	732 NM	VR-1052	746 NM
VR-510	747 NM	VR-223	750 NM	VR-615	751 NM	IR-032	754 NM	SR-035	755 NM	SR-036	755 NM

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SR-040	755 NM	SR-037	755 NM	IR-015	756 NM	IR-320	758 NM	VR-239	758 NM	VR-245	758 NM
IR-416	765 NM	VR-1065	765 NM	VR-1219	768 NM	VR-242	768 NM	VR-1220	768 NM	VR-244	769 NM
VR-246	769 NM	IR-276	772 NM	SR-540	774 NM	SR-542	774 NM	VR-231	774 NM	SR-541	774 NM
IR-500	782 NM	IR-501	782 NM	IR-614	783 NM	VR-1635	783 NM	IR-254	789 NM	IR-016	793 NM
VR-1521	794 NM	IR-046	795 NM	VR-1679	797 NM	IR-508	798 NM	IR-509	798 NM		

**I.2.C.9** IR-429 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 860 NM from the base.

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

200 NM	300 NM	500 NM
6	10	31

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

Refueling Route	Distance						
AR-614	52 NM	AR-167 NORTH	81 NM	AR-167 SOUTH	81 NM	AR-104 WEST	157 NM
AR-113 WEST	161 NM	AR-102A EAST	199 NM				
AR-104 EAST	203 NM	AR-113 EAST	212 NM	AR-114	212 NM	AR-650	282 NM
AR-013 WEST	320 NM	AR-313 NORTH	338 NM	AR-108 EAST	367 NM	AR-013 EAST	370 NM
AR-112 EAST	371 NM	AR-313 SOUTH	385 NM	AR-615	394 NM	AR-101 NORTH	397 NM
AR-302 EAST	419 NM	AR-602	429 NM	AR-644 NORTH	431 NM	AR-103	433 NM
AR-108 WEST	435 NM	AR-302 WEST	435 NM	AR-112 WEST	443 NM	AR-312	444 NM
AR-644 SOUTH	449 NM	AR-101 SOUTH	478 NM	AR-314 WEST	481 NM	AR-646	485 NM
AR-330 EAST	497 NM						

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

500 NM	700 NM
2473	4274

Track	Distance	Events									
AR-104	157 NM	123	AR-113	161 NM	27	AR-102	199 NM	10	AR-114	212 NM	566
AR-013	320 NM	329	AR-108	367 NM	140	AR-112	371 NM	360	AR-101	397 NM	217
AR-302	419 NM	445	AR-314	481 NM	256			0			0
AR-309	516 NM	138	AR-116	517 NM	541	AR-110	567 NM	596	AR-111	611 NM	303

**I.2.C.10c** The nearest concentrated receiver area (AR track with at least 500 events) is 212NM from the base."

**I.2.C.10d** Percentage of tanker demand in region: 0.2

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Percentage of tankers based in region: 0.2

Tanker saturation within the region has been classified as tanker Balanced

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
ANTELOPE - FT HOOD	116 NM	Ev✓		Ev✓	1	2
ARDMORE(CIR)	307 NM	Ev✓		Ev✓	0	0
BRUSHY	303 NM	Ev✓		Ev✓	0	0
DEVIL	139 NM	Ev✓		Ev✓	0	0
DEVILS RIVER	134 NM	Ev✓			0	0
EAGLE MOUNTAIN	224 NM	Ev✓		Ev✓	0	1
FT HOOD	116 NM			Ev✓	1	2
FT SILL CIRCULA	319 NM	Ev✓		Ev✓	2	3
GERONIMO NORTH	303 NM			Ev✓	0	0
GERONIMO SOUTH	303 NM			Ev✓	0	0
HALL	24 NM	Ev✓		Ev✓	0	0
KAREN EAST	254 NM			Ev✓	0	0
KAREN WEST	254 NM			Ev✓	0	0
MARRION IMC N	199 NM	Ev✓		Ev✓	0	14
MARRION IMC S	199 NM	Ev✓		Ev✓	0	13
MINERAL WELLS	213 NM			Ev✓	0	2
MINERAL WLS CAT	213 NM			Ev✓	0	2
MINERAL WLS CIR	213 NM			Ev✓	0	2
MINERAL WLS SKE	213 NM			Ev✓	0	2
RAPIDO	128 NM	Ev✓		Ev✓	0	2
ROXANNE	172 NM	Ev✓			0	0
SHARON	305 NM	Ev✓		Ev✓	0	0
SHEILA	305 NM			Ev✓	0	0
SOUTH POLK	291 NM	Ev✓		Ev✓	0	0

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

ANTELOPE - FT HOOD	IR-139	SR-258	SR-261						
EAGLE MOUNTAIN	SR-228								
FT HOOD	IR-139	SR-258	SR-261						
FT SILL CIRCULA	IR-103	IR-105	SR-294	SR-295	SR-296				
MARRION IMC N	SR-036	SR-040	SR-233	SR-234	SR-236	SR-240	SR-242	SR-243	SR-244

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	SR-245	SR-249	SR-250	SR-251	SR-255				
MARRION IMC S	SR-073	SR-233	SR-234	SR-236	SR-240	SR-242	SR-243	SR-244	SR-245
	SR-249	SR-250	SR-251	SR-255					
MINERAL WELLS	SR-228	SR-270							
MINERAL WLS CAT	SR-228	SR-270							
MINERAL WLS CIR	SR-228	SR-270							
MINERAL WLS SKE	SR-228	SR-270							
RAPIDO	SR-258	SR-261							

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

BULLIS 25 NM

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
HALL	24 NM	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	0	0

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

FORT HOOD 109 NM

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**D. Ranges**

**Ranges (Controlled/managed by the base)**

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

**Ranges (Used by the base)**

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

**I.2.D.19**

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

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

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

**I.2.D.20**

**I.2.D.21**

**I.2.D.22**

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**E. Airspace Used by Base**

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

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

**Commercial Aviation Impact**

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

**I.2.E.13** There are No airfields within a 50 mile radius of the base.

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

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#### G. Composite / Integrated Force Training

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

FORT SAM HOUSTON  
30 NM from the base.

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

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

NAS Corpus Christi  
155 mi from the base.

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

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

#### H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

#### I. Technical Training (Air Education and Training Command)

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

#### J. Weather Data (AF Environmental Technical Applications Center)

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

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.2	98.5	84.2	73.6	73.0

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

**I.2.J.2.a** Is at or below 15 knots 98.6 percent of the time

**I.2.J.2.b** Is at or below 25 knots 99.9 percent of the time

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

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## 1995 AIR FORCE BASE QUESTIONNAIRE

### Brooks AFB - AFMC

#### Section II

#### 1. Installation Capacity & Condition

##### A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Brooks - Housing	Housing Area	39	39	65
II.1.A.2	Brooks - Leased	Leased	200		
II.1.A.3	Brooks - Main	Main Base	1,271	884	322
	<b>TOTALS:</b>		1,510	923	387

##### B. Facilities

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

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	0	0		0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	23,246	38.0	23.0	39.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	55,113	75.0	3.0	22.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	0	0		0.0	0.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	158,503	41.0	56.0	3.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	0	0		0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	37,000	34,942	100.0	0.0	0.0	2,058
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	0	0		0.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	0	0		0.0	0.0	0

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II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	0	0		0.0	0.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	0	0		0.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	17,000	100.0	0.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	11,200	17,000	100.0	0.0	0.0	5,800
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	0	0		0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	0		0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	0	0		0.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	0	0		0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	0	0		0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	66,988	79.0	0.0	21.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	395,351	65.0	33.0	2.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	0	0		0.0	0.0	0
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	3,150	100.0	0.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	0		0.0	0.0	0

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II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	3,150	3,150	100.0	0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	73,677	84.0	3.0	13.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	68,877	9,603	98.0	2.0	0.0	59,284
II.1.B.1.v.ii	442-258	LOX Storage	GA	68,887	440	100.0	0.0		68,447
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	68,887	45,507	84.0	0.0	16.0	8,760
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	0	0		0.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	0	0		0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	30,252	73.0	27.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	133,746	51.0	49.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	371,220	27.0	53.0	10.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	331	67.0	33.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	320	202	50.0	50.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	7,941	100.0	0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	7,941	7,941	100.0	0.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	162	100.0	0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	27,684	72.0	6.0	22.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	225,987	68.0	28.0	4.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	0	0		0.0	0.0	0

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

Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111 Aircraft Pavement-Runway(s)	SY	0			
II.1.B.1.b	112 Airfield Pavements-Taxiways	SY	0			
II.1.B.1.c	113 Airfield Pavement-Apron(s)	SY	192,040	100.0	0.0	0.0
II.1.B.1.d	116-662 Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812 Elec Power-Trans & Distr Lines	LF	464,900	44.0	56.0	0.0

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II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	710	100.0	0.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	69,966	100.0	0.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	140,503	100.0	0.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	136,009	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	929,001	100.0	0.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	228,390	100.0	0.0	0.0

## C. Family Housing (Facility Category Code 711)

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

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

170

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

0

II.1.C.1.c Current deficit (-) or surplus units in validated Market Analysis:

-72

(includes E-1 - E3 requirements)

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

II.1.C.1.d FY95/4 projected net housing deficit (-) or surplus of units:

-41

(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)

## II.1.C.2 Condition

II.1.C.2.a Number of adequate units meeting current whole-house standards of accommodation and state of repair:

10

(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)

II.1.C.2.a Number of adequate units requiring whole-house renovation or replacement:

160

(Units meeting whole-house standards are those that were programmed/ renovated after FY88).

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

0

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

II.1.C.3.a 16.0 percent of officer families live on base.

II.1.C.3.b 21.0 percent of enlisted families live on base.

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**II.1.C.3.a** 19.0 percent of all military families live on base.

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#### 3. Utility Systems

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

Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1 Water:	1.2 MG/D	MG/D - million gallons per day	80 %
II.3.A.2 Sewage:	0.6 MG/D		55 %
II.3.A.3 Electrical distribution:	20.4 MW	MW - million watts	60 %
II.3.A.4 Natural Gas:	30.24 MCF/D	MCF/D - million cubic feet per day	3 %
II.3.A.5 High temperature water/steam generation/distribution:	66.8 MBTUH	MBTUH - million British thermal units per hour	14 %

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

Randolph AFB manages the utility contracts for Brooks AFB, as well as other bases in San Antonio. Brooks AFB pays the wages for one civil servant at RAFB to manage/monitor/pay bills for utilities. Please see additional comments for more specifics.

#### 4. Aircraft Maintenance Hangar Facilities

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

#### 5. Unique Facilities

II.5.A Unique (one-of-a-kind) Air Force facilities which must be replaced if the base is closed:

A.1 Name or type of facility	A.2 Total square footage	A.3 Category code	A.4 Present use
Environmental	48,896 SF	310925	Aircrew Evaluation Facility, Cockpit & Equipment Integration Lab, Flight Instrument development lab, Visual Orientation lab, Small Animal Centrifuge, Armstrong Lab Centrifuge
Science Lab and Alt. Environ	672 SF	310925	Onboard Oxygen Generating Lab
Science Lab/Altitude Environ.	53,615 SF	310925	Altitude and Environmental Simulation Chambers
Science Lab/Human Engineering	4,000 SF	310922	Secure Lab, Radio Frequency radiation
Science Lab/Medical	9,260 SF	310924	Sustained Performance Measurement Habitat
Science Lab/Radiation	6,873 SF	310924	Secure Lab, Radiofrequency Radiation
Science lab/Human Engineering	9,377 SF	310922	Secure lab, Radio Frequency radiation
Science lab/radiation	3,540 SF	310924	Secure lab, radio frequency radiation
Science lab/radiation A	2,954 SF	310924	Secure lab, radio frequency radiation
Science lab/radiation B	345 SF	310924	Secure Lab, Radio frequency radiation

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Brooks AFB - AFMC**

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## 1995 AIR FORCE BASE QUESTIONNAIRE

### Brooks AFB - AFMC

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#### Section III

##### 1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 No C-141s or equivalent aircraft can be loaded or unloaded.

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

III.1.A.2 No C-141s or equivalent aircraft can be refueled.

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

III.1.B The base can not land, taxi, park, and refuel any widebody aircraft (C-5, KC-10, or 747).

III.1.C The base does Not have an operational fuel hydrant system.

III.1.D The base bulk storage facility is Not serviced by a pipeline.

III.1.D.3

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

III.1.D.4 Other receipt modes available:



## 1995 AIR FORCE BASE QUESTIONNAIRE

### Brooks AFB - AFMC

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

**Railheads within 150 NM:**

Belton - Killeen	115 NM
Camp Stanley	24 NM
Flour Bluff	105 NM
San Antonio	144 NM

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

**III.1.H The base does Not have a dedicated passenger terminal.**

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

**III.1.J The base medical treatment facility routinely receives referral patients.**

**III.1.J.1**

**Facilities Receiving Referrals:**

Armstrong Laboratory- see Add's Comments for specific areas.

**Types of Patients Referred:**

See Add'l Comments for specific referral areas.

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

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

Base medical facilities include the Armstrong Laboratory, the USAF School of Aerospace Medicine and the 648th Medical Squadron, - se

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

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

Armstrong Laboratory has four projects planned, the USAF School of Aerospace Medicine has one project planned and the 648th Medical

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

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

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**1995 AIR FORCE BASE QUESTIONNAIRE****Brooks AFB - AFMC**

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**III.1.M.2** No major MCP has been completed since 1989.

**III.1.N** Base facilities have a total excess storage capacity of 9,620 sq ft.

**III.1.N.1** Base facilities have a total covered storage capacity of 66,127 sq ft.

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	35,507 sq ft
Mobility storage:	8,000 sq ft
War Readiness Support Kits (WRSK) storage:	2,000 sq ft

**III.1.O** 19 light military vehicles are on base.

**III.1.P** 35 heavy military and special vehicles are on base.

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Brooks AFB - AFMC

#### Section IV

#### 1. Base Budget

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

IV.1.A	xxx56	Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	12,634.00 \$sK	0.00 \$sK	12,634.00 \$sK			
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	6,168.00 \$sK	0.00 \$sK		6,168.00 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	6,704.00 \$sK	0.00 \$sK			6,704.00 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	6,835.00 \$sK	0.00 \$sK				6,835.00 \$sK
		<b>xxx56 TOTALS:</b>			12,634.00 \$sK	6,168.00 \$sK	6,704.00 \$sK	6,835.00 \$sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	1,228.00 \$sK	697.00 \$sK			1,925.00 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	2,863.00 \$sK	695.00 \$sK				3,558.00 \$sK
		<b>xxx78 TOTALS:</b>					1,925.00 \$sK	3,558.00 \$sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	250.00 \$sK	2.00 \$sK	252.00 \$sK			
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	240.00 \$sK	34.00 \$sK		274.00 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	188.00 \$sK	0.00 \$sK			188.00 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	181.00 \$sK	0.00 \$sK				181.00 \$sK
		<b>xxx95 TOTALS:</b>			252.00 \$sK	274.00 \$sK	188.00 \$sK	181.00 \$sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	5,518.00 \$sK	0.00 \$sK	5,518.00 \$sK			
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	4,819.00 \$sK	0.00 \$sK		4,819.00 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Brooks AFB - AFMC

		3400	8,358.00 \$sK	564.00 \$sK			8,922.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	7,396.00 \$sK	717.00 \$sK				8,113.00 \$sK
		xxx96 TOTALS:			5,518.00 \$sK	4,819.00 \$sK	8,922.00 \$sK	8,113.00 \$sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	990.00 \$sK	8.00 \$sK	998.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	1,263.00 \$sK	1.00 \$sK		1,264.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	966.00 \$sK	9.00 \$sK			975.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	1,072.00 \$sK	14.00 \$sK				1,086.00 \$sK
		MFH TOTALS:			998.00 \$sK	1,264.00 \$sK	975.00 \$sK	1,086.00 \$sK

## 2. Relocation Costs

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

Total relocation costs: \$ 10,486.98 K

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Brooks AFB - AFMC**

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**Section IV/V Level Playingfield COBRA Data**

**One time closure costs: 246\$sM**

**Twenty year Net Present Value (78)\$sM**

**Steady state savings 28\$sM per year**

**Manpower savings associated with closure 438**

**Return on Investment (years): 10**

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## 1995 AIR FORCE BASE QUESTIONNAIRE

### Brooks AFB - AFMC

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#### Section VI Economic Impact

##### Economic Area Statistics:

San Antonio, TX MSA

Total population: 1,377,000 (FY 92)

Total employment: 730,857 (FY 93)

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

5.6% / 6.2% / 6.7%

Average annual job growth: 13,745

Average annual per capita income: \$17,284

Average annual increase in per capita income: \$4.6%

##### Projected economic impact:

Direct Job Loss: 3,654

Indirect Job Loss: 4,182

Closure Impact: 7,836 ( 1.1% of employment total)

Other BRAC Losses: (59)

Cumulative Impact: 7,777 ( 1.1% of employment total)

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Brooks AFB - AFMC

#### Section VII

#### 1. Community Infrastructure

Describe the off-base housing situation.

- VII.1.A.1 Off-base housing is affordable
- VII.1.A.2 Units are available for families
- VII.1.A.2 Units are available for single members.
- VII.1.A.3 10.2 Percent of off-base housing was rated as unsuitable in the latest VHA survey
- VII.1.A.4 Median monthly cost of off-base housing based on latest VHA survey: \$714

Describe the transportation systems.

- VII.1.B.1 The base is served by **REGULARLY SCHEDULED**, public transportation. The following services are available:  
VIA Metropolitan Transit System
- VII.1.B.2 Distance to the nearest municipal airport with scheduled, commercial air traffic: 15 miles
- VII.1.B.2 Airport name: San Antonio International Airport
- VII.1.B.3 Number of commercial air carriers available at the airport: 20
- VII.1.B.4 Average round trip commuting time to work: 59 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time		
VII.1.C.1 Swimming pool	Southside Lions	6	Hrs.	10	Min.
VII.1.C.2 Movie theater	Cinemark 9	3	Hrs.	07	Min.
VII.1.C.3 Public golf course	Riverside	4	Hrs.	06	Min.
VII.1.C.4 Bowling lane	Ponderosa	2	Hrs.	03	Min.
VII.1.C.5 Boating	Braunig Lake	15	Hrs.	20	Min.
VII.1.C.6 Fishing	Braunig Lake	15	Hrs.	20	Min.
VII.1.C.7 Zoo	San Antonio Zoological Gardens and Aquarium	12	Hrs.	20	Min.
VII.1.C.8 Aquarium	Sea World of Texas	20	Hrs.	30	Min.
VII.1.C.9 Family theme park	Fiesta Texas	20	Hrs.	30	Min.
VII.1.C.10 Professional sports	Alamodome	6	Hrs.	10	Min.
VII.1.C.11 Collegiate sports	Trinity University	7	Hrs.	15	Min.

## 1995 AIR FORCE BASE QUESTIONNAIRE

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VII.1.C.12	Camping facilities	Four Seasons RV Park	5		Hrs.	07	Min.
VII.1.C.13	Beaches (lake or ocean)	Calvaveras Lake	25		0 Hrs.	30	Min.
VII.1.C.14	Outdoor winter sports	Ski Apachi	690		12 Hrs.	30	Min.

- VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):  
 McCreless Mall 10 min (5 Miles)
- VII.1.E Nearest Metropolitan center (population in excess of 100,000):  
 Downtown San Antonio 10 min (6 Miles)

## Local area crime rate:

- VII.1.F.1 Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.) 653
- VII.1.F.2 Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.) 8835

## 2. Education

- VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 22 to 1
- VII.2.B Local high schools offer a four-year English program.
- VII.2.B Local high schools offer a four-year Math program.
- VII.2.B Local high schools offer four-year Foreign Language programs.
- VII.2.C Local high schools offer an Honors program.
- VII.2.D 65.0 percent of high school students go on to either a two- or four-year college
- VII.2.E There are opportunities for off-base education within 25 miles of the base.
- VII.2.E.1 Opportunities for off-base VOCATIONAL/TECHNICAL TRAINING provided by the following institutions:  
 St. Phillip's College
- VII.2.E.2 Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:  
 2yr: San Antonio College, St. Phillip's College, Palo Alto College 4yr: Univ. of Texas - San Antonio, St. Mary's Univ., Our Lady of the Lake Univ., Incarnate Word College, Trinity Univ.
- VII.2.E.3 Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:  
 Univ. of Texas - San Antonio, St. Mary's Univ., Our Lady of the Lake Univ., Incarnate Word College, Trinity Univ.

## 3. Spousal Employment

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Brooks AFB - AFMC**

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- VII.3.A 69.0 percent of spouses are able to find employment (within 3 months) in the local community.
- VII.3.B 82.0 percent of spouses find employment commensurate with job skills, work experience, and education.
- VII.3.C 5.6 percent unemployment in the local area (Department of Labor Statistics)
- VII.3.D 8.0 percentage rate of job growth in the local area (Department of Labor Stastics)

**4. Local Medical Care**

- VII.4.A Current ratio of active, non-federal physicians in the community: 2.0 physicians/1000 people
- VII.4.B Current ratio of hospital beds in the community: 4.0 beds/1000 people

**1995 AIR FORCE BASE QUESTIONNAIRE****Brooks AFB - AFMC****Section VIII****1. Air Quality - Clean Air Act**

**VIII.1.A** Air Quality Management District for the base: Texas Natural Resources Conservation Commission, Region 13

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

**VIII.1.C** There are NO critical air quality regions within 100 kilometers of the base  
(Critical air quality regions are non-attainment areas, national parks, etc.)

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

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

**VIII.1.D.1** The base has NOT been required to impliment emissions reduction through special actions  
(i.e. carpooling or emissions credit transfer)

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

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

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

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

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

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

**VIII.E.2 Infrastructure Maintenance / Public Works**

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

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

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

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

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### Brooks AFB - AFMC

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**VIII.E.3 Open Burn/Open Detonation**

- E.3.a** The state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training
- E.3.b** The state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.
- E.3.c** No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.
- E.3.d** No state or local air quality regulatory agency Requires periodic emission testing.

**VIII.E.4 Fire Training**

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

**VIII.E.5 Signal Flares**

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

**VIII.E.6 Emergency Generators**

- E.6.a** The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.
- E.6.b** No state or local air quality regulatory agency Limits the hours of emergency operation of generators.
- E.6.c** The state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergency generators.
- E.6.d** The state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.
- E.6.d** No state or local air quality regulatory agency Requires emission offsets.

**VIII.E.7 Short-term Activities**

- E.7.a** The state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).
- E.7.b** No state or local air quality regulatory agency Limits the operation for short-term activities.
- E.7.c** No state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.
- E.7.d** No state or local air quality regulatory agency Prohibits any short-term activities.

**VIII.E.8 Monitoring**

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

**VIII.E.9 BACT/LAER**

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

**2. Water - Potable**

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

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### Brooks AFB - AFMC

Edwards Underground Aquifer

**VIII.2.B** There are constraints to the base water supply. Type constraints include:

Quantity constraints

Seasonal Shortages

**VIII.2.C** The base potable water supply constrains operations as follows:

Aquifer frequently in overdraft, voluntary restrictions. Pending ESA lawsuit could impact fut Ops.

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

#### 3. Water - Ground Water

**VIII.3.A** Base or local community groundwater is Not known to be contaminated.

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

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

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

#### 4. Water - Surface Water

**VIII.4.A** The following perennial bodies of water are located on base.

VIII.4.A.1	Location	Surface area size
	Family Camp Area Pond	1.20 Acres
	Golf Course Pond	1.70 Acres

**VIII.4.A.2** These bodies receive water runoff or treated wastewater discharge from the base.

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

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

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

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

**5. Wastewater**

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

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

**6. Discharge Points / Impoundments**

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

TX0001431 on file with USEPA, Region VI, Dallas, Texas, with one outfall - allows Brooks to discharge to a facility w/in San Antonio city limits. Outfall 001 allows discharge from boiler/cooling tower blowdowns, sump pumps, and non-process stormwater.

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

San Antonio Treatment Works

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

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

**7. HAZARDOUS MATERIALS - Asbestos**

**VIII.7.A** 95.0 percent of facilities have been surveyed for asbestos.

**VIII.7.A.1** 90.0 percent of the facilities surveyed are identified as having asbestos.

**VIII.7.A.2** 42 facilities are considered regulated areas or have restricted use due to friable asbestos.

## 1995 AIR FORCE BASE QUESTIONNAIRE

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#### 8. Biological - Habitat

- VIII.8.A** There are No ecological or wildlife management areas ON the base. There are No ecological or wildlife management areas ADJACENT TO the base.
- VIII.8.A.1** Natural areas on or adjacent to the base are not recognized as important ecological sites.
- VIII.8.B** No critical/sensitive habitats have been identified on base .
- VIII.8.C** The base does not have a cooperative agreement for conducting a hunting and fishing program.  
Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.

#### 9. Biological - Threatened and Endangered Species

- VIII.9.A** There are No Threatened or endangered species identified on the base.
- VIII.9.B** There are No Special Concern species identified on the base.

#### 10. Biological - Wetlands

- VIII.10.A** Wetlands, estuaries, or other special aquatic features present on the base:
- VIII.10.A.1** Identification and type of wetland: Approximate acreage:
- |                    |   |
|--------------------|---|
| wetlands - 4 sites | 2 |
|--------------------|---|
- VIII.10.A.2** The base is Not involved in jointly-managed programs for protection of these resources.
- VIII.10.B** The base has been surveyed for wetlands in accordance with established federally approved guidelines.
- VIII.10.B.1** Survey was completed in Dec 93
- VIII.10.B.2** 100 percent of the base was included in the survey.
- VIII.10.B.3** Method used to survey the base (e.g., Corps of Engineers Delineation Manual, U.S. Fish and Wildlife Service National Wetlands Inventory):  
Contract with EA Engineering, Science and Technology - used Corps of Engineers Delineation Manual
- VIII.10.C** Part of the base is located in a 100-year floodplain.

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

The areas are limited to recreational activities. No mission critical facilities can be placed in the 100-yr flood plain.

#### 11. Biological - Floodplains

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

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

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

#### 12. Cultural

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

**VIII.12.A.1** Sites:

Significant status:

Bldg 1102	Eligible for the National Register; under review to determine if it's the only WWI facility remaining of its structural design
Bldg 1176	Eligible for the National Register; under review to determine if it's the only WWI facility remaining of its structural design
Bldg 538	Eligible for the National Register; under review to determine if it's the only WWI facility remaining of its structural design
Bldg 671 - Hangar 9	Historic Landmark; oldest hangar in the USAF, dating to WWI; home of the Edward H. White Memorial Museum

**VIII.12.B** 4 percent of the buildings on base are over 50 years old.

**VIII.12.C** Historic Landmark/Districts, or properties listed in the National Register of Historic Places (NRHP) located on base:

Hangar 9 (Bldg 671) - NRHP and a National Landmark

**VIII.12.C.1** Some properties have been determined to be or may be eligible for the NRHP.

**VIII.12.C.2** Buildings or structures have been surveyed for Cold War or other historical significance.

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

**VIII.12.D.1** 100 percent of the base has been surveyed.

**VIII.12.D.2** No archeological sites have been found.

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

**VIII.12.D.4** Native Americans or others use/identified sacred areas or burial sites on or near base:

Sidney J. Brooks Memorial Park on Brooks AFB - burial site for the remains of Brooks AFB namesake

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Brooks AFB - AFMC**

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**VIII.12.E The base has an agreement with a historic preservation agency.**

**Agreements include Programmatic Agreements and Memorandum of Agreements.**

**Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.**

**VIII.12.E.1 Description:** Bldg 1102 MOA with SHPC and ACHP stipulates the conditions to be met prior to demolition of Bldg 1102. A MOA is in signature phase with SHPC and ACHP to finalize the Brooks AFB Historic Preservation Plan.

**Signatories:** Col Robert M. Hudson - 648 ABG/CC, Steven Gramm - SHPO, Robert Bush - ACHP

**Date signed:** Dec 93

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Brooks AFB - AFMC

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

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

VIII.13.A.1 11 IRP sites have been identified

VIII.13.A.2 No IRP sites extend off base.

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

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

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

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

VIII.13.D There reported or known uncontrolled or unregulated occurrences of specific contaminate types and sources.

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

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

SWMU - Solid Waste Management Units

RCRA - Resource Conservation and Recovery Act

VIII.13.F The IRP currently restricts construction (siting) activities/operations on-base.

#### 14. Compliance / IRP Costs (\$000)

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	\$596.000 K	\$1,851.000 K	\$608.000 K	\$3,008.000 K	\$508.000 K
IRP	\$0.000 K	\$115.000 K	\$115.000 K	\$115.000 K	\$115.000 K
Natural Resources	\$204.000 K	\$278.000 K	\$291.000 K	\$306.000 K	\$321.000 K
Other(s) Specify: Waste water compliance	\$498.000 K	\$76.000 K	\$76.000 K	\$76.000 K	\$76.000 K
Permits	\$20.000 K	\$27.000 K	\$27.000 K	\$27.000 K	\$27.000 K

#### 15. Other Issues

VIII.15.A Description of other activities which may constrain or enhance base operations:

LOCAL: There are four areas constrained by local, state, and/or federal activities. See additional comments for specifics.

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Brooks AFB - AFMC**

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**16. Air Quality - Clean Air Act**

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

Bexar County portion of Region 13 of the Texas Natural Resources Conservation Commission

**VIII.16.B Air quality regulatory agency responsible for the AQCA:.** Texas Natural Resources Conservation Commission

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

Mr. James Menke

(210) 490-3096

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

**VIII.16.C.1** In Attainment for Ozone

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

**VIII.16.C.3** In Non-Classifiable for Particulate matter (PM-10)

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

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

**VIII.16.C.6** In Attainment for Lead

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

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

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

**VIII.16.D.3** Ozone % of NAAQS can not be computed

**VIII.16.D.4** Carbon monoxide % of NAAQS can not be computed

Air Quality Survey complete, No additional data required.

# Document Separator

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Buckley ANGB - NGB

#### Section I

#### 1. Force Structure

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

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	147th CBT, Spt Hosp ARNG	-	75	-	75
I.1.A.2	169th Fld Art Btl	-	14	-	14
I.1.A.3	1989 Comm Fl	-	15	-	15
I.1.A.4	202nd Sec Police Sq (Classified)	-	-	-	0
I.1.A.5	2162 Comm Sq (Classified)	-	-	-	0
I.1.A.6	21st Space Wing (Classified)	-	-	-	0
I.1.A.7	3415 Com Sq (Classified)	-	-	-	0
I.1.A.8	375th Aero Med/Det 3	-	5	-	5
I.1.A.9	5th SP/Forces	-	98	-	98
I.1.A.10	ADF (Classified)	-	-	-	0
I.1.A.11	AFOSI	-	-	-	0
I.1.A.12	AFTAC/DET 45 (Classified)	-	-	-	0
I.1.A.13	Barber Shop	-	-	1	1
I.1.A.14	Barton Aviation Srv	-	-	9	9
I.1.A.15	Boeing A/C Corp	-	-	5	5
I.1.A.16	Buckley Fed Credit Union	-	-	6	6
I.1.A.17	Colorado Army Nat'l Guard	-	410	-	410
I.1.A.18	Naval Readiness Center	-	1147	-	1147
I.1.A.19	Naval Reserve Center-Denver	-	603	-	603
I.1.A.20	Redeye Trading Post	-	-	1	1
I.1.A.21	Space Div/Det 3/3rd Space Wing (Classifi	-	-	-	0
I.1.A.22	USMC MAC SQ 23	-	1148	-	1148
I.1.A.23	USMC, BTN C 5/14	-	190	-	190
I.1.A.24	USP & FQ	-	49	2	51
<b>TOTAL:</b>					<b>3778</b>

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

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**1995 AIR FORCE BASE QUESTIONNAIRE****Buckley ANGB - NGB**

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<b>I.1.B.1 Supported Unit:</b> 138 Air Control Squadron	GSU	<b>GSU - Geographically Separated Unit</b>
<b>Location:</b> Greely, CO		<b>REM - Remote Unit</b>
<b>Support provided:</b> CBPO,FM, LGC, LGS,IM		
<b>I.1.B.2 Supported Unit:</b> 140FW/Det 1	GSU	<b>GSU - Geographically Separated Unit</b>
<b>Location:</b> Ft. Carson, CO		<b>REM - Remote Unit</b>
<b>Support provided:</b> CBPO,FM,LGC,LGS,IM		

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Buckley ANGB - NGB

#### 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	1	348930	0	34893	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 032

6199 operations were conducted this runway during calander year 1993

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

No known or anticipated airspace problems would prevent mission accomplishment. the City of Aurora, our host community, continues to work closely with Buckley to insure coexistence between our needs and those of other in the community. Similarly, we ha

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: 6467

The average length of the delays: 0:09

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

Most delays are from Denver Center for Traffic Control

##### B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: FORT CARSON distance 62 NM

Nearest major primary airdrop customer: FORT CARSON distance 62 NM

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

Lajes AB: 3609 NM

Rota AB: 4644 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Buckley ANGB - NGB

Hickam AFB: 2929 NM

RAF Mildenhall: 4403 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway $\geq$ 3,000ft	USAF ACADEMY AIRSTRIP	45
I.2.B.4	Military airfield, runway $\geq$ 8,000ft	COLORADO SPRINGS MUNI	54
I.2.B.5	Military airfield, runway $\geq$ 10,000ft	COLORADO SPRINGS MUNI	54
I.2.B.6	Military or civilian airfield, runway $\geq$ 3,000ft	Aurora Airpark	5
I.2.B.7	Military or civilian airfield, runway $\geq$ 8,000ft	Centennial Airport	9
I.2.B.8	Military or civilian airfield, runway $\geq$ 10,000ft	Denver International Airport	11
I.2.B.9	Civilian airfield, runway $\geq$ 8,000ft for capable of conducting short term operations	Centennial Airport	9
I.2.B.10	Civilian airfield, runway $\geq$ 10,000ft for capable of conducting short term operations	Denver Int Airport	11

I.2.B.11 Name and distance to an emergency landing airfield compatible with aircraft flown at the base.

Centennial Airport

9 NM

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

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

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

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
O'NEILL	320 NM	POWDER RIVER A	348 NM	R-5107B	401 NM
UTTR	403 NM	DESERT	489 NM	HAYS	518 NM
WILLISTON	540 NM	OWYHEE/ PARADISE	548 NM	AUSTIN/GABBS CN	565 NM
AUSTIN/GABBS N/C	565 NM	Austin1/GABBS N&C	565 NM	AUSTIN 1	566 NM
TIGER NORTH	594 NM				

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Buckley ANGB - NGB

**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
AIRBURST	76 NM	SMOKEY HILL	327 NM	MELROSE	328 NM
HAG/UTTR	373 NM	EAGLE/UTTR	389 NM	OSCURA	394 NM
KITTYCAT/UTTR	395 NM	FALCON	419 NM	SAYLOR CREEK	521 NM
NELLIS R63	541 NM	NELLIS R65	545 NM	GOLDWATER RANGE 3	568 NM
RAZORBACK	574 NM	GOLDWATER RANGE 2	577 NM	GOLDWATER RANGE 4	579 NM
GOLDWATER RANGE 1	586 NM	CANNON	600 NM	FALLON B-17	626 NM
EL CENTRO	636 NM	FALLON B-19	646 NM	CHINA LAKE	656 NM
HARDWOOD	708 NM	McMULLEN	752 NM	CLAIBORNE	762 NM

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

| SMOKEY HILL | 327 NM |

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

| UTTR/ACMI | 415 NM |

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

| AIRBURST | 76 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	4	5	48	112	152
SR	3	3	3	11	46	87
VR	2	2	2	37	99	151
<b>Total Routes:</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>96</b>	<b>257</b>	<b>390</b>

**Identify Routes:**

IR-415 27 NM	VR-412 36 NM	VR-413 36 NM	IR-416 70 NM	SR-540 86 NM	SR-541 86 NM
SR-542 86 NM	IR-414 99 NM				
IR-409 133 NM					
IR-177 194 NM					
VR-108 206 NM	IR-126 215 NM	IR-500 215 NM	IR-501 215 NM	IR-320 216 NM	IR-514 219 NM
IR-110 227 NM	VR-1174 233 NM	VR-1574 241 NM	IR-109 246 NM	IR-507 249 NM	IR-429 253 NM
IR-476 253 NM	IR-476A 253 NM	IR-473 253 NM	IR-499 253 NM	IR-503 258 NM	VR-536 259 NM
IR-150 262 NM	VR-1523 266 NM	IR-107 269 NM	SR-212 270 NM	VR-1195 282 NM	SR-214 284 NM
IR-112 286 NM	IR-113 287 NM	IR-111 296 NM	VR-1522 296 NM	IR-506 296 NM	IR-524 300 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Buckley ANGB - NGB

IR-613	303 NM	SR-213	305 NM	VR-125	306 NM	IR-518	309 NM	IR-172	313 NM	IR-173	313 NM
VR-114	317 NM	VR-1107	318 NM	VR-552	318 NM	VR-176	324 NM	VR-544	327 NM	VR-545	332 NM
VR-100	336 NM	IR-276	339 NM	IR-185	345 NM	IR-498	346 NM	SR-216	346 NM	IR-175	349 NM
IR-505	349 NM	VR-532	349 NM	SR-206	351 NM	VR-1521	351 NM	IR-517	353 NM	VR-1520	353 NM
VR-1515	353 NM	IR-181	355 NM	VR-531	355 NM	IR-183	355 NM	IR-418	358 NM	IR-420	358 NM
VR-1141	363 NM	VR-540	366 NM	VR-512	369 NM	IR-508	370 NM	IR-509	370 NM	IR-171	371 NM
IR-182	371 NM	IR-400	373 NM	VR-1422	375 NM	VR-1423	375 NM	VR-138	377 NM	IR-145	380 NM
IR-146	380 NM	SR-205	381 NM	IR-133	385 NM	VR-510	385 NM	VR-119	387 NM	VR-534	388 NM
VR-535	388 NM	VR-1140	392 NM	VR-1446	392 NM	VR-533	393 NM	SR-217	394 NM	VR-1445	394 NM
SR-208	395 NM	VR-511	396 NM								
IR-425	403 NM	SR-294	407 NM	SR-295	407 NM	IR-155	410 NM	VR-541	411 NM	IR-154	415 NM
VR-1116	419 NM	IR-134	423 NM	IR-116	428 NM	IR-310	430 NM	VR-152	430 NM	IR-490	430 NM
IR-492	430 NM	IR-430	430 NM	IR-115	434 NM	IR-102	435 NM	IR-649	435 NM	IR-644	435 NM
IR-141	435 NM	IR-131	435 NM	SR-296	436 NM	IR-132	439 NM	SR-210	439 NM	SR-619	439 NM
SR-618	439 NM	SR-211	439 NM	IR-481	439 NM	IR-480	439 NM	IR-484	440 NM	IR-235	444 NM
IR-266	446 NM	VR-1406	447 NM	VR-1142	448 NM	VR-1144	448 NM	IR-117	449 NM	VR-1137	449 NM
VR-1128	449 NM	VR-1113	449 NM	IR-479A	449 NM	IR-478	449 NM	IR-478A	449 NM	IR-479	449 NM
VR-159	453 NM	IR-485	460 NM	IR-431	461 NM	IR-482	461 NM	IR-128	462 NM	VR-1138	463 NM
IR-250	467 NM	IR-290	467 NM	IR-293	467 NM	IR-290A	467 NM	SR-616	470 NM	SR-617	470 NM
VR-163	471 NM	SR-280	474 NM	VR-1146	475 NM	IR-281	479 NM	VR-158	481 NM	VR-1139	482 NM
VR-1143	482 NM	VR-1145	482 NM	VR-162	482 NM	SR-233	483 NM	SR-234	483 NM	SR-240	483 NM
SR-243	483 NM	SR-242	483 NM	SR-273	483 NM	SR-267	483 NM	SR-258	483 NM	SR-255	483 NM
SR-251	483 NM	SR-250	483 NM	SR-249	483 NM	SR-245	483 NM	SR-244	483 NM	SR-236	483 NM
IR-285	485 NM	IR-502	492 NM	IR-504	492 NM	VR-1525	496 NM	IR-103	501 NM	IR-105	501 NM
VR-239	502 NM	VR-245	502 NM	VR-104	505 NM	VR-1219	506 NM	VR-242	506 NM	VR-1220	506 NM
VR-1253	507 NM	VR-246	507 NM	VR-244	507 NM	IR-144	508 NM	IR-178	508 NM	IR-165	508 NM
IR-254	511 NM	VR-1130	511 NM	VR-118	511 NM	VR-1233	516 NM	VR-260	516 NM	IR-280	517 NM
IR-282	517 NM	VR-259	518 NM	VR-267	518 NM	VR-263	518 NM	VR-268	518 NM	VR-269	518 NM
IR-139	519 NM	IR-302	520 NM	VR-1304	520 NM	VR-1546	520 NM	IR-180	522 NM	IR-130	526 NM
VR-1300	528 NM	VR-231	531 NM	VR-1110	533 NM	IR-234	537 NM	IR-238	537 NM	IR-122	538 NM
IR-678	545 NM	VR-223	546 NM	VR-299	546 NM	IR-279	547 NM	VR-1259	552 NM	VR-209	552 NM
IR-129	554 NM	IR-527	556 NM	VR-1260	556 NM	IR-286	557 NM	IR-301	558 NM	VR-196	558 NM
VR-1182	559 NM	VR-1225	566 NM	SR-223	567 NM	SR-224	567 NM	IR-124	569 NM	VR-186	569 NM
VR-296	569 NM	VR-289	569 NM	VR-189	572 NM	IR-237	574 NM	VR-1616	576 NM	SR-728	579 NM
SR-729	579 NM	SR-730	580 NM	SR-731	580 NM	SR-270	581 NM	IR-164	583 NM	IR-925	583 NM
VR-1104	583 NM	IR-275	583 NM	SR-397	592 NM	VR-1267	593 NM	VR-1301	594 NM	SR-228	596 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Buckley ANGB - NGB

VR-101	596 NM	SR-239	596 NM	VR-1252	600 NM	VR-319	600 NM	VR-316	600 NM		
VR-1124	601 NM	IR-206	602 NM	SR-261	604 NM	IR-252	608 NM	IR-307	608 NM	IR-120	610 NM
VR-1102	610 NM	VR-1117	610 NM	IR-255	612 NM	IR-214	616 NM	VR-188	617 NM	SR-727	618 NM
IR-170	620 NM	IR-216	621 NM	IR-169	623 NM	VR-1108	625 NM	VR-1109	625 NM	VR-1205	626 NM
VR-1267	626 NM	VR-143	626 NM	VR-1268	626 NM	VR-1266	626 NM	IR-264	630 NM	IR-123	631 NM
IR-304	631 NM	VR-1264	631 NM	VR-1302	634 NM	SR-286	637 NM	IR-303	641 NM	VR-208	641 NM
IR-218	645 NM	SR-218	647 NM	SR-229	647 NM	SR-231	647 NM	SR-230	647 NM	SR-237	647 NM
SR-232	647 NM	SR-227	647 NM	SR-220	647 NM	SR-221	647 NM	SR-226	647 NM	SR-222	647 NM
SR-219	647 NM	IR-212	648 NM	VR-1353	648 NM	IR-213	648 NM	IR-217	648 NM	VR-1255	659 NM
IR-149	661 NM	SR-293	661 NM	IR-605	662 NM	VR-1122	665 NM	VR-1214	665 NM	VR-1215	665 NM
VR-1211	665 NM	IR-121	668 NM	VR-1103	668 NM	IR-142	670 NM	VR-201	674 NM	VR-288	675 NM
SR-776	680 NM	IR-592	681 NM	IR-127	682 NM	VR-187	682 NM	VR-1650	682 NM	SR-292	682 NM
SR-290	682 NM	VR-1217	683 NM	VR-1218	683 NM	VR-1120	691 NM	SR-785	696 NM	VR-1105	704 NM
VR-1152	704 NM	VR-156	704 NM	SR-390	706 NM	SR-311	707 NM	IR-606	709 NM	SR-773	709 NM
VR-607	713 NM	IR-614	714 NM	VR-1635	714 NM	VR-106	717 NM	VR-1293	718 NM	VR-615	718 NM
SR-381	719 NM	IR-342	727 NM	VR-1352	727 NM	VR-1206	727 NM	IR-148	729 NM	IR-340	730 NM
IR-300	731 NM	SR-771	733 NM	SR-774	734 NM	SR-238	739 NM	SR-073	745 NM	SR-074	745 NM
SR-473	746 NM	SR-477	746 NM	SR-478	746 NM	VR-1354	748 NM	VR-168	748 NM	VR-1106	750 NM
VR-1123	753 NM	VR-1121	755 NM	IR-157	758 NM	IR-174	758 NM	VR-1265	759 NM	IR-147	760 NM
VR-1254	761 NM	IR-203	762 NM	SR-470	764 NM	SR-471	764 NM	SR-300	765 NM	SR-475	765 NM
VR-1355	765 NM	SR-359	770 NM	SR-472	770 NM	SR-474	771 NM	IR-160	773 NM	IR-161	773 NM
SR-075	775 NM	VR-604	778 NM	VR-1629	779 NM	SR-476	781 NM	IR-068	783 NM	IR-211	785 NM
VR-1679	792 NM	VR-151	795 NM	IR-070	799 NM	VR-1032	799 NM	VR-1196	799 NM	IR-341	800 NM
IR-343	800 NM										

**I.2.C.9** IR-429 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 253 NM from the base.

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

200 NM	300 NM	500 NM
7	23	64

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

Refueling Route	Distance						
AR-622	87 NM	AR-643	159 NM	AR-011 WEST	167 NM	AR-014 WEST	167 NM
AR-011 EAST	168 NM	AR-014 EAST	168 NM	AR-314 EAST	194 NM		

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Buckley ANGB - NGB

AR-623	204 NM	AR-017 NORTH	207 NM	AR-314 WEST	221 NM	AR-017 SOUTH	227 NM
AR-201 WEST	227 NM	AR-019 NORTH	235 NM	AR-024 NORTH	235 NM	AR-309 EAST	242 NM
AR-3L	245 NM	AR-116 EAST	249 NM	AR-461	249 NM	AR-201 EAST	249 NM
AR-019 SOUTH	254 NM	AR-024 SOUTH	254 NM	AR-312	255 NM	AR-3H WEST	274 NM
AR-653	301 NM	AR-002 WEST	307 NM	AR-330 EAST	314 NM	AR-115	320 NM
AR-013 EAST	328 NM	AR-310 WEST	328 NM	AR-310 EAST	328 NM	AR-602	335 NM
AR-674	335 NM	AR-116 WEST	342 NM	AR-3H EAST	357 NM	AR-644 SOUTH	362 NM
AR-012H WEST	369 NM	AR-012L WEST	369 NM	AR-013 WEST	386 NM	AR-012H EAST	388 NM
AR-012L EAST	388 NM	AR-658	399 NM	AR-309 WEST	400 NM	AR-644 NORTH	401 NM
AR-106H EAST	402 NM	AR-106L EAST	402 NM	AR-106H WEST	411 NM	AR-106L WEST	411 NM
AR-105 EAST	414 NM	AR-105 WEST	414 NM	AR-642E EAST	415 NM	AR-642W WEST	433 NM
AR-624	436 NM	AR-330 WEST	437 NM	AR-001 EAST	447 NM	AR-635	448 NM
AR-010 NORTHWEST	464 NM	AR-641B	471 NM	AR-318 EAST	476 NM	AR-613	476 NM
AR-453	477 NM	AR-610	478 NM	AR-641A	483 NM	AR-648A	483 NM
AR-112 EAST	490 NM						

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

500 NM	700 NM
4721	6658

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-011	167 NM	87	AR-014	167 NM	635	AR-314	194 NM	256	AR-017	207 NM	186
AR-201	227 NM	490	AR-024	235 NM	149	AR-309	242 NM	138	AR-116	249 NM	541
AR-002	307 NM	9	AR-013	328 NM	329	AR-012H	369 NM	141	AR-012L	369 NM	107
AR-106	402 NM	483	AR-105	414 NM	285	AR-010	464 NM	525	AR-112	490 NM	360
AR-113	507 NM	27	AR-114	507 NM	566	AR-104	518 NM	123	AR-102	549 NM	10
AR-110	564 NM	596	AR-016	582 NM	157	AR-004B	612 NM	86	AR-004A	644 NM	372

## I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 167NM from the base."

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

Percentage of tankers based in region: 19.0

Tanker saturation within the region has been classified as tanker Balanced

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR

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A SHAU	338 NM	✓	✓	✓	8	0
ANTELOPE - PINON	140 NM	✓	✓	✓	0	0
APOLLO (CIR)	133 NM	✓	✓	✓	0	0
ARROYO	137 NM	✓	✓	✓	0	0
BAILEY	328 NM	✓	✓	✓	0	0
BURRIS (N)	326 NM	✓	✓		0	2
CHOLA	142 NM	✓	✓	✓	0	0
DOUGHBOY 2	76 NM	✓	✓	✓	0	0
GEMINI	133 NM	✓	✓	✓	0	0
GRANDMA	136 NM	✓	✓	✓	0	0
GRANDMA (CIR)	136 NM	✓	✓	✓	0	0
GRANDPA	136 NM	✓	✓	✓	0	0
HOGBACK	142 NM	✓	✓	✓	0	0
HUGE	264 NM		✓		0	0
IRON MOUNTAIN EAST	94 NM	✓	✓	✓	0	0
MELROSE	329 NM		✓		5	0
NIGHTHAWK	277 NM		✓		0	0
PINE	140 NM	✓	✓	✓	0	0
PINON	140 NM	✓	✓	✓	0	0
PINON (CIR)	140 NM	✓	✓	✓	0	0
PREY	134 NM	✓	✓	✓	0	0
PRONGHORN	140 NM	✓	✓	✓	0	0
RAPTOR	134 NM	✓	✓	✓	0	0
RIO PUERCO (A)	314 NM		✓		0	0
RIO PUERCO (CIR)	314 NM	✓	✓		0	0

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

A SHAU	IR-235	IR-290	IR-290A	IR-293	IR-310	IR-418	IR-420	IR-425	
BURRIS (N)	SR-211	SR-214							
MELROSE	IR-107	IR-109	IR-111	IR-113	IR-180				

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

RED DEVIL 71 NM

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
DOUGHBOY 2	76 NM	✓	✓	✓	0	0

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

FORT CARSON

62 NM

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#### D. Ranges

##### Ranges (Controlled/managed by the base)

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

Air Burst Range

##### Information relative to each range:

##### RANGE: Air Burst Range

I.2.D.2 Type of any associated airspace: R2601, Freemont MOA, IR409

I.2.D.3 Distance from the base to the range: 75 NM

I.2.D.4 Overall size of the range: 3,110 Acres

I.2.D.4.a Size of the impact area(s): 845 Acres

I.2.D.4.b Size of the restricted area in which the range lies: 118 Sq Mi

I.2.D.4.c Altitude ceiling of this restricted area: 22,500 ft

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

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

2mi radius to 5000AGL, no fly area for avoidance of Peregrine Falcon Nesting Area approx 14NM out.

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

120FS
150FS
27FW
490SS

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

Monday, Friday and Saturday from 0930-1530; Tuesday, Wednesday and Friday from 0930-2100.

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

I.2.D.8.a Hours scheduled: 726 hrs

I.2.D.8.b Hours used: 458 hrs

I.2.D.8.c Percent utilized: 63.1

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

Weather, aircraft conversions (by two major users), Army needs took priority in several cases, EA in process caused range to be closed to 2 users for 6 months. Airspace issues have kept 1 user from using range, lack of laser certification Pave Tacl.

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

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Limited to inert munitions up to 2000lbs. No live munitions are permitted on Airburst proper, however they can be dropped elsewhere on R2601.

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

**I.2.D.10 The range has a special weapons delivery capability as follows:**

Laser Guided bombs are permitted. Currently range is certified for PAVE SPIKE and Army lasers.

**I.2.D.10.a Associated restrictions:**

**I.2.D.11 The range has an electronic warfare capability as follows:**

Sentry Dawg threat emitter. DAWG Master radar, Smokey Sam Sims, AAA Visual Cueing Systems and flares

**I.2.D.11.a Associated restrictions:**

**I.2.D.12 List of Noise Sensitive Areas (NSAs) associated with the range:**

**I.2.D.12.a Ranch, 4NM East/South/**

**Does not affect or threaten quality of training. )**

**I.2.D.12.a Town of penrose, CO**

**Does not affect or threaten quality of training. )**

**I.2.D.13**

**Encroachment Problem:** Town of Penrose is growing fast.

**I.2.D.13.a Encroachment does Not threaten or affect quality of training.**

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

**I.2.D.15 There are No MOUs, MOAs or LOAs associated with the range**

**I.2.D.16 It is Not possible to expand either hours or volume to increase the range utilization.**

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

**Ranges (Used by the base)**

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- 1.2.D.18**    **The base uses other ranges on a regular basis**
- 1.2.D.19**    **The mission or training is adversely impacted by training area airspace encroachment or other conflicts.**  
**The mission/training is Not impacted by training area airspace encroachment.**
- The mission/training is not impacted by training area airspace noise abatement procedures.**
- The mission/training is not impacted by training area traffic procedures.**
- Nature and extent of the conflicts:**
- 1.2.D.20**    **MOAs/bombing ranges/other training areas have No scheduling restrictions/limitations.**
- 1.2.D.21**    **MOAs/bombing ranges/other training areas have No projected scheduling restrictions/limitations.**
- 1.2.D.22**    **No significant changes/restrictions/limitations effecting the scheduling of low level routes in progress.**

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

AR-622	Air Refueling Track / Anc
AR-643	Air Refueling Track / Anc
Cougar	MOA
Freemont	MOA
IR-409	MTA
IR-414	MTA
IR-415	MTA
IR-416	MTA
Kit Carson	MOA
La Veta	MOA
R2601	Restricted Area
VR-412	MTA
VR-413	MTA

**Details for airspace scheduled or managed by the base:**

**Airspace: AR-622**

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

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

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

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

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**I.2.E.5.a**

**I.2.E.5.b Primary Rationale:**

**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:**

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

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

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

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

All of the airspace that Buckley schedules is within 150 NM of the base. All MOAs and MTRs are scheduled for 2 hours in the AM and 2 hours in the PM. There is alot of time these areas are not in use.

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

**Airspace: AR-643**

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

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

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

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

**I.2.E.5.a**

**I.2.E.5.b**      **Primary Rationale:**

**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:**

**I.2.E.7.b**      **Hours used:**

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

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

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

All of the airspace that Buckley schedules is within 150 NM of the base. All MOAs and MTRs are scheduled for 2 hours in the AM and 2 hours in the PM. There is alot of time these areas are not in use.

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

**Airspace: Cougar**

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

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

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

**I.2.E.5** There are planned expansions (including new airspace) to the base's special use airspace.

**I.2.E.5.a**

Modification to existing airspace and acquisition of new airspace. Community reaction is mixed depending on geographical location.

**I.2.E.5.b** **Primary Rationale:** Transition from A-7D to F-16C aircraft and the new Denver International Airport

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

Subsonic only  
Use 0700-2200

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

0700-2200 locals Tuesday through Saturday.

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

**I.2.E.7.a** **Hours scheduled:** 253 hrs

**I.2.E.7.b** **Hours used:** 211 hrs

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

Maintenance or weather problems have caused the difference.

**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:**

All of the airspace that Buckley schedules is within 150 NM of the base. All MOAs and MTRs are scheduled for 2 hours in the am and two hours in the PM. There is a lot of time these areas are not in use.

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

**Airspace: Freemont**

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

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- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.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.5.a**  
Modification to existing airspace and acquisition of new airspace. Community reaction is mixed depending on geographical location.
- I.2.E.5.b** Primary Rationale: Transition from A-7D to F-16C aircraft and the new Denver International Airport.
- I.2.E.6** Restrictions currently acting on this airspace:  
0700 - 2200 HRS USE ONLY  
SUBSONIC ONLY
- I.2.E.7** Published availability of the airspace:  
0700 - 2200 locals Tuesday through Saturday.  
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 1,633 hrs
- I.2.E.7.b** Hours used: 496 hrs
- I.2.E.7.c** Reasons for non-use:  
Weather and Maintenance problems caused the difference.
- 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:  
All of the airspace that Buckley schedules is within 150 NM of the base. All MOAs and MTRs are scheduled for 2 hours in the AM and 2 hours in the PM. There is alot of time these areas are not in use.
- I.2.E.11** 100.00 percent of the airspace is usable.  
Airspace: IR-409
- I.2.E.2** An environmental analysis has Not been conducted for this airspace.

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

**I.2.E.3.a Avoid ranch and town**

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

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

**I.2.E.5 There are planned expansions (including new airspace) to the base's special use airspace.**

**I.2.E.5.a**

Modification to existing airspace and acquisition of new airspace. Community reaction is mixed depending on geographical location.

**I.2.E.5.b Primary Rationale:** Transition for A-7D to F-16C aircraft and the new Denver International Airport.

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

0700-2200 HRS ONLY

SUBSONIC ONLY

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

0800-1600 locals Tuesday through Saturday

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

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

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

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

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

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

All of the airspace that Buckley schedules is within 150 NM of the base. All MOAs and MTRs are scheduled for 2 hours in the AM and 2 hours in the PM. There is alot of time these areas are not in use.

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- I.2.E.11** 100.00 percent of the airspace is usable.  
**Airspace: IR-414**
- I.2.E.2** An environmental analysis has Not been conducted for this airspace.
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.5.a**  
Modification to existing airspace and acquisition of new airspace. Community reaction is mixed depending on geographical location.
- I.2.E.5.b** **Primary Rationale:** Transition for A-7D to F-16C aircraft and the new Denver International Airport.
- I.2.E.6** **Restrictions currently acting on this airspace:**  
0700-2200 HOURS ONLY  
SUBSONIC ONLY
- I.2.E.7** **Published availability of the airspace:**  
0800-1600 locals Tuesday through Saturday.  
**Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a** **Hours scheduled:**
- I.2.E.7.b** **Hours used:**
- I.2.E.8** Utilization of the airspace can Not be increased.
- I.2.E.9** It is Not possible to expand either hours or volume to increase the airspace utilization.

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- I.2.E.10 Description of the volume or area of the Airspace:**  
All of the airspace that Buckley schedules is within 150 NM of the base. All MOAs and MTRs are scheduled for 2 hours in the AM and 2 hours in the PM. There is a lot of time these areas are not in use.
- I.2.E.11 100.00 percent of the airspace is usable.**  
**Airspace: IR-415**
- I.2.E.2 An environmental analysis has Not been conducted for this airspace.**
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- I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:**
- I.2.E.3.a Landing strip**  
**I.2.E.3.b No affect on or threat to the quality of training or the mission.**
- I.2.E.3.a Town, Fowler, 1000 AGL**  
**I.2.E.3.b No affect on or threat to the quality of training or the mission.**
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5 There are planned expansions (including new airspace) to the base's special use airspace.**  
**I.2.E.5.a**  
Modification to existing airspace and acquisition of new airspace. Community reaction is mixed depending on geographical location.
- I.2.E.5.b Primary Rationale:** Transition for A-7D to F-16C aircraft and the Denver International Airport.
- I.2.E.6 Restrictions currently acting on this airspace:**  
0700-2200 HOURS ONLY  
SUBSONIC ONLY
- I.2.E.7 Published availability of the airspace:**

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0800-1600 locals Tuesday through Saturday

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

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

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

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

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

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

All of the airspace that Buckley schedules is within 150 NM of the base. All MOAs and MTRs are scheduled for 2 hours in the AM and 2 hours in the PM. There is alot of time these areas are not in use.

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

**Airspace: IR-416**

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

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

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

**I.2.E.5 There are planned expansions (including new airspace) to the base's special use airspace.**

**I.2.E.5.a**

Modification to existing airspace and acquisition of new airspace. Community reaction is mixed depending on geographical location.

**I.2.E.5.b Primary Rationale:** Transition for A-7D to F-16C aircraft and the new Denver International Airspace.

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

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0700-2200 HOURS ONLY  
SUBSONIC ONLY

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

0800-1600 locals Tuesday through Saturday.

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

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

**I.2.E.7.b**      **Hours used:**

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

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

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

All of the airspace that Buckley schedules is within 150 NM of the base. All MOAs and MTRs are scheduled for 2 hours in the AM and 2 hours in the PM. There is a lot of time these areas are not in use.

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

**Airspace: Kit Carson**

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

**I.2.E.3**      **List of Noise Sensitive Areas (NSAs) 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.5.a**

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Modification to existing airspace and acquisition of new airspace. Community reaction is mixed depending on geographical location.

**I.2.E.5.b Primary Rationale:** Transition for A-7D to F-16C aircraft and the new Denver International Airport.

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

0700-2200 HRS ONLY

SUBSONIC ONLY

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

0700-2200 Locals Tuesday through Saturday.

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

**I.2.E.7.a Hours scheduled:** 372 hrs

**I.2.E.7.b Hours used:** 276 hrs

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

Weather and Maintenance problems caused the difference.

**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:**

All of the airspace that buckley schedules is within 150 NM of the base. All MOAs and MTRs are scheduled for 2 hours in the AM and 2 hours in the PM. There is alot of time these areas are not in use.

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

**Airspace: La Veta**

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

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

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

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**I.2.E.5**      **There are planned expansions (including new airspace) to the base's special use airspace.**

**I.2.E.5.a**

Modification to existing airspace and acquisition of new airspace. Community reaction is mixed depending on geographical location.

**I.2.E.5.b**      **Primary Rationale:**      Transition for A-7D to F-16C aircraft and the new Denver International Airport.

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

0700-2200 HRS ONLY

SUBSONIC ONLY

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

0700-2200 Locals Tuesday through Saturday.

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

**I.2.E.7.a**      **Hours scheduled:**      76 hrs

**I.2.E.7.b**      **Hours used:**              62 hrs

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

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

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

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

All of the airspace that Buckley schedules is within 150 NM of the base. All MOAs and MTRs are scheduled for 2 hours in the AM and 2 hours in the PM. There is alot of time these areas are not in use.

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

**Airspace: R2601**

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

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- I.2.E.3**      **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4**      **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5**      **There are planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.5.a**  
                 Modification to existing airspace and acquisition of new airspace. Community reaction is mixed depending on geographical location.
- I.2.E.5.b**      **Primary Rationale:**      Transition for A-7D to F-16C aircraft and the new Denver International Airport.
- I.2.E.6**      **Restrictions currently acting on this airspace:**  
                 0700-2200 HOURS ONLY  
                 SUBSONIC ONLY
- I.2.E.7**      **Published availability of the airspace:**  
                 0700-2200 locals Tuesday through Saturday  
**Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a**      **Hours scheduled:**
- I.2.E.7.b**      **Hours used:**
- I.2.E.8**      **Utilization of the airspace can be increased.**
- I.2.E.9**      **It is possible to expand hours and volume to increase the airspace utilization.**
- I.2.E.10**      **Description of the volume or area of the Airspace:**  
                 All of the airspace that Buckley schedules is within 150 NM of the base. All MOAs and MTRs are scheduled for 2 hours in the AM and 2 hours in the PM. There is alot of time these areas are not in use.
- I.2.E.11**      **100.00 percent of the airspace is usable.**  
**Airspace: VR-412**
- I.2.E.2**      **An environmental analysis has Not been conducted for this airspace.**

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

**I.2.E.3.a** TOWNS

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

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

**I.2.E.5** There are planned expansions (including new airspace) to the base's special use airspace.

**I.2.E.5.a**

Modification to existing airspace and acquisition of new airspace. Community reaction is mixed depending on geographical location.

**I.2.E.5.b** Primary Rationale: Transition for A-7D to F-16C aircraft and the new Denver Internation Airport.

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

0700-2200 HRS ONLY  
SUBSONIC ONLY

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

0800-1600 locals Tuesday through Saturday.

Range scheduling statistics (yearly average from 1990 to 93.

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

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

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

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

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

All of the airspace that Buckley schedules is within 150 NM of the base. All MOAs and MTRs are scheduled for 2 hours in the AM and 2 hours in the PM. There is alot of time these areas are not in use.

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

**Airspace: VR-413**

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

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

**I.2.E.3.a** Avoid Towns listed

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

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

**I.2.E.5** There are planned expansions (including new airspace) to the base's special use airspace.

**I.2.E.5.a**

Modification to existing airspace and acquisition of new airspace. Community reaction is mixed depending on geographical location.

**I.2.E.5.b** Primary Rationale: Transition for A-7D to F-16C aircraft and the new Denver International Airport.

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

0700-2200 HOURS ONLY

SUBSONIC ONLY

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

0800-1600 locals Tuesday through Saturday.

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

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

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

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

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

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- I.2.E.10**      **Description of the volume or area of the Airspace:**  
                  Modification to existing airspace and acquisition of new airspace. Community reaction is mixed depending on geographical location.
- 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**      **There are No airfields within a 50 mile radius of the base.**
- I.2.E.14**      **Civilian/commercial operators or other airspace users do Not pose scheduling, operational, or environmental constrains or limits.**

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#### F. Potential for Growth in Training Airspace (Area)

- I.2.F.1      Expansion of training airspace is Not possible.
- I.2.F.2      Current access will remain the same.
- I.2.F.3      No reductions in training airspace are expected.
- I.2.F.4      Current special use airspace and training areas meet all training requirements.
- I.2.F.4.a     Deployed, off-station training is not required to meet training requirements.

#### H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

#### I. Technical Training (Air Education and Training Command)

- I.2.1      No technical training mission.

#### J. Weather Data (AF Environmental Technical Applications Center)

- I.2.J.1      Percentage of time the weather is at or above (ceiling / visibility)
- |                   |                   |                    |                    |                    |
|-------------------|-------------------|--------------------|--------------------|--------------------|
| a. 200 ft / ½ mi: | b. 300 ft / 1 mi: | c. 1500 ft / 3 mi: | d. 3000 ft / 3 mi: | e. 3000 ft / 5 mi: |
| 99.2              | 98.1              | 93.0               | 90.8               | 90.4               |
- I.2.J.2      Crosswind component to the primary runway:
- I.2.J.2.a     Is at or below 15 knots 97.2 percent of the time
- I.2.J.2.b     Is at or below 25 knots 99.7 percent of the time
- I.2.J.3      54 Days have freezing participation (mean per year).

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#### Section II

#### 1. Installation Capacity & Condition

##### A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Home AFB and Greeley	Main Base and GSU	3,250	2,291	402
		<b>TOTALS:</b>	3,250	2,291	402

##### B. Facilities

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

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	0	0		0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	512,914	98.0	1.0	1.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	14,700	100.0	0.0	0.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	17,000	14,700	100.0	0.0	0.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	304,480	99.0	0.0	1.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	0	0		0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	0	0		0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	112,374	90.0	10.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	74,716	74,716	100.0	0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	14,357	14,357	100.0	0.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	0	0		0.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	6,000	4,768	100.0	0.0	0.0	0

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II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	12,000	11,800	100.0	0.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	8,000	5,500		100.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	10,700	5,500	0.0	100.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	47,975	59.0	33.0	8.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	32,205	0		0.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	0	0		0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	11,200	13,602	0.0	100.0	0.0	2,402
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	12,100	14,166	0.0	0.0	100.0	2,066
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	26,789	57.0	43.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	12,700	22,684	54.0	46.0	0.0	9,984
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	4,000	1,080	0.0	100.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	6,240	10,320	0.0	100.0	0.0	4,080
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	3,100	1,406	0.0	100.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	0	0		0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	25,664	100.0	0.0	0.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	0	10,000	100.0	0.0	0.0	10,000
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0

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II.1.B.1.t.iii	422-264	Igloo Magazine	SF	3,600	0		0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	808	100.0	0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	71,659	48.0	51.0	1.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	2,000	3,540	100.0	0.0	0.0	1,540
II.1.B.1.v.ii	442-258	LOX Storage	GA	210	500	100.0	0.0	0.0	290
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	56,000	67,235	48.0	51.0	1.0	11,235
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	0	0		0.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	0	0		0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	28,203	100.0	0.0	0.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	N/A	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	N/A	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	0		0.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	0	0		0.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	22,892	100.0	0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	14,900	22,892	100.0	0.0	0.0	7,992
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	0		0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	34,029	78.0	21.0	1.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	4,062	100.0	0.0	0.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	N/A	4,778	100.0	0.0	0.0	4,778

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

Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111 Aircraft Pavement-Runway(s)	SY	183,333	100.0	0.0	0.0
II.1.B.1.b	112 Airfield Pavements-Taxiways	SY	288,783	100.0	0.0	0.0
II.1.B.1.c	113 Airfield Pavement-Apron(s)	SY	151,448	100.0	0.0	0.0
II.1.B.1.d	116-662 Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812 Elec Power-Trans & Distr Lines	LF	140,100	30.0	36.0	34.0
II.1.B.1.f	822 Heat-Trans & Distr Lines	LF	6,434	100.0	0.0	0.0

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II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	87,847	90.0	10.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	97,337	100.0	0.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	235	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	225,552	26.0	64.0	10.0
II.1.B.1.k	852	Veh/Equip Parking	SY	157,284	90.0	10.0	0.0

## C. Family Housing (Facility Category Code 711)

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

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

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

II.1.C.1.c Current deficit (-) or surplus units in validated Market Analysis:

(includes E-1 - E3 requirements)

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

II.1.C.1.d FY95/4 projected net housing deficit (-) or surplus of units:

(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)

## II.1.C.2 Condition

II.1.C.2.a Number of adequate units meeting current whole-house standards of accommodation and state of repair:

(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)

II.1.C.2.a Number of adequate units requiring whole-house renovation or replacement:

(Units meeting whole-house standards are those that were programmed/ renovated after FY88).

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

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

II.1.C.3.a 0.0 percent of officer families live on base.

II.1.C.3.b 0.0 percent of enlisted families live on base.

II.1.C.3.a 0.0 percent of all military families live on base.

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#### 2. Airfield Characteristics

##### II.2 Runway Table:

Primary Designation		Dimensions: Length      Width		Cross Runway	Aircraft Arresting Systems (II.2.1) Number    Types	
014	Secondary	11000 ft	150 ft	No		
032	Primary	11000 ft	150 ft	No	2	BAK-12

II.2.A There are 2 active runways.

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

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

II.2.C Dimensions of the primary runway (032).

II.2.C.1 Length: 11,000 ft

II.2.C.2 Width: 150 ft

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

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

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

Procedures in AFM 88-24 were used to perform calculations for this section.

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

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

Pavement:	Aircraft:	(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Aprons	B-1B			
Taxiway	B-1B			TO UPGRADE APRON/TW

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Runway	B-1B			SY;330,000;8" ASPHALT OVERLAY
Aprons	B-52			
Taxiway	B-52			
Runway	B-52			

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

**II.2.G.1 The total usable apron space for aircraft parking is 21,528 Sq Yds.**

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

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
	BASE OPS	800 ft	256 ft	Transient Aircraft
EAST SIDE RAMP	500 ft	100 ft	Transient Aircraft	TRANSIENT
F-16	13,000 ft	75 ft	Primary Aircraft	F-16 PARKING
T-43	200 ft	100 ft	Neither	T-43 PARKING

**II.2.G.2 Permanently assigned aircraft currently require 13,055 Sq Yds of parking space.**

**II.2.G.3 2,500 Sq Yds of parking space is available for parking additional non-transient aircraft.**

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

AIRFIELD DRAINAGENEEDS OVERHAUL. T/W NEED EXPANSION.

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

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

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

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#### 3. Utility Systems

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

Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1 Water:	0.586 MG/D	MG/D - million gallons per day	26 %
II.3.A.2 Sewage:	1.036 MG/D		3 %
II.3.A.3 Electrical distribution:	19.0 MW	MW - million watts	55 %
II.3.A.4 Natural Gas:	0.984 MCF/D	MCF/D - million cubic feet per day	11 %
II.3.A.5 High temperature water/steam generation/distribution:	75,363.0 MBTUH	MBTUH - million British thermal units per hour	80 %

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

Refer to Page 24 of Questionair for details

#### 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: 800 Hanger

Current Use: FUEL CELL

II.4.A.2 Size (SF): 5,000 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-15

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	60 ft	20 ft	
II.4.A.6 Largest unobstructed space inside the facility:	80 ft	20 ft	60 ft

II.4.A.1 Facility number: 801 Hanger

Current Use: F-16 MAINTENANCE AND PHASE DOCK

II.4.A.2 Size (SF): 36,000 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: T-43

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	180 ft	35 ft	
II.4.A.6 Largest unobstructed space inside the facility:	240 ft	35 ft	150 ft

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II.4.A.1 Facility number: 909 Hanger  
Current Use: T-43 MAINTENANCE

II.4.A.2 Size (SF): 25,500 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: T-43

DIMENSIONS:		Width	Height	Length
II.4.A.5 Door Opening:		140 ft	35 ft	
II.4.A.6 Largest unobstructed space inside the facility:		150 ft	35 ft	140 ft

II.4.A.1 Facility number: 1500 Hanger  
Current Use: ARMY AVIATION HILO MAINTENANCE

II.4.A.2 Size (SF): 38,716 SF

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

DIMENSIONS:		Width	Height	Length
II.4.A.5 Door Opening:		100 ft	27 ft	
II.4.A.6 Largest unobstructed space inside the facility:		60 ft	27 ft	100 ft

## 5. Unique Facilities

II.5.A Unique (one-of-a-kind) Air Force facilities which must be replaced if the base is closed:

A.1 Name or type of facility	A.2 Total square footage	A.3 Category code	A.4 Present use
Air Comm Relay Center	610,000 SF	131-134	Air Communications Relay Center
Satellite Comm Ground Term #2	7,850 SF	131-132	As indicated
Satellite Comm Ground Term #3	7,800 SF	131-132	As indicated
Satellite Comm Ground Term #4	7,800 SF	131-132	As indicated
Satellite Comm Ground Terminal	7,850 SF	131-132	As indicated

## 6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures

## Local/Regional Land Encroachment

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

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.A.1	14	CZ	0	206	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	32	CZ	0	206	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.2	14	APZ 1	0	345	0.0	Gen Compat	0.0	5.0	10.0	10.0	5.0	70.0

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II.6.A.3	32	APZ 1	0	345	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	14	APZ 2	500	482	0.0	Gen Compat	10.0	5.0	5.0	0.0	25.0	55.0
	32	APZ 2	0	486	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	<b>DNL Noise Contour</b>	<b>Est Pop</b>	<b>Acres</b>	<b>Percent Incompatible Land Use</b>	<b>Percent Incompatible Land Use</b>	<b>PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES</b>						
						<b>RES</b>	<b>COM</b>	<b>IND</b>	<b>PUB/SEMI</b>	<b>REC</b>	<b>OPEN/AG/LOW DEN</b>	
II.6.A.4	65-70	2,500	2,192	10	Incompat	10.0	0.0	0.0	0.0	0.0	90.0	
II.6.A.5	70-75	600	1,230	8	Incompat	8.0	0.0	0.0	0.0	0.0	92.0	
II.6.A.6	75-80	0	631	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0	
II.6.A.7	80+	0	817	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0	

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

II.6.B.1	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	<b>PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES</b>					
							<b>RES</b>	<b>COM</b>	<b>IND</b>	<b>PUB/SEMI</b>	<b>REC</b>	<b>OPEN/AG/LOW DEN</b>
	14	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	32	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.2	14	APZ 1	0	345	0	Gen Compat	0.0	5.0	10.0	10.0	5.0	70.0
	32	APZ 1	0	345	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.3	14	APZ 2	500	482	0	Gen Compat	10.0	5.0	5.0	0.0	25.0	55.0
	32	APZ 2	0	486	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	<b>DNL Noise Contour</b>	<b>Est Pop</b>	<b>Acres</b>	<b>Percent Incompatible Land Use</b>	<b>Percent Incompatible Land Use</b>	<b>PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES</b>						
						<b>RES</b>	<b>COM</b>	<b>IND</b>	<b>PUB/SEMI</b>	<b>REC</b>	<b>OPEN/AG/LOW DEN</b>	
II.6.B.4	65-70	2,500	2,192	10	Incompat	10.0	0.0	0.0	0.0	0.0	90.0	
II.6.B.5	70-75	600	1,230	8	Incompat	8.0	0.0	0.0	0.0	0.0	92.0	
II.6.B.6	75-80	0	631	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0	
II.6.B.7	80+	0	817	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0	

II.6.C The most recent, publicly released AICUZ study is dated May 85

II.6.D Current AICUZ study's flying activities subsection does not reflect all currently assigned aircraft  
 Subsection does Not reflect the number of daily flying operations conducted by all assigned aircraft  
 Current AICUZ study's flight track figure/map reflects current flight tracks.

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

1985 AICUZ data based on A-7 aircraft that have been replaced with F-16 aircraft.

II.6.E The AICUZ study was last updated on Jun 91

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

II.6.E.1 AICUZ completed - to be released following completion of on-going EA.

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

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

Government name:	Types of controls in place	Types of encroachment limited:
CITY OF AURORA,CO	Zoning - City of Aurora, CO Planning Department uses 60 Ldn as criteria for residential zoning.	

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

No significant development currently exists in any AICUZ zone.

No significant development is projected for any AICUZ zone.

Long range (20 year) development trends in the 7 AICUZ zones:

II.6.H Population figures and projections:

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Aurora, Co	49000	74000	158588	222103	290000

II.6.H.2 Metropolitan area encompassing the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
see aurora	49000	74000	158588	222103	290000

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
see aurora	49000	74000	158588	222103	290000

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

II.6.J All existing on base facilities are sited in accordance with AICUZ recommendations.

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

**Air Space Encroachment**

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

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- II.6.K.1**     **6.0 noise complaints per month (average) are received from off base residents.**
- II.6.L**     **The base has implemented noise abatement procedures as follows:**
- II.6.L.1**   **Modified flight tracks and profiles which form the basis of an EA currently being accomplished. Noise contours have been reduced with new aircraft.**

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#### Section III

##### 1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

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

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

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

III.1.A.1.b Current MHE: Pallet Dollies=8, 463L 10K F/L=2, 15K F/L=1, 6K F/L=2, 4K F/L= 4, 2K F/L=1.

III.1.A.2 5 C-141 equivalent aircraft can be refueled at one time.

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

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

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

III.1.C The base does Not have an operational fuel hydrant system.

III.1.D The base bulk storage facility is Not serviced by a pipeline.

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- III.1.D.3** Excess storage capacity over normal requirements is 1,320 BBLs of JP4.  
Based on normal requirements in the Fuel Logistics Area Summary (FLAS) or Inventory Management Plan (IMP). Storage for others is excluded.
- III.1.D.4** Other receipt modes available: Trucks  
Number of offload headers: 2  
63 tank trucks can be simultaneously offloaded  
Tank cars can Not be offloaded.
- III.1.D.5** 2 refueling unit fillstands are available.
- III.1.D.5.a** 94 refuelers can be filled simultaneously.
- III.1.D.6** Current dispensing capabilities as defined in AFR 144-1      sustained: 12523  
   maximum: 12523
- III.1.D.7** The base is directly supported by an intermediate Defense Fuels Supply Point (DFSP).
- III.1.D.7.a** Supporting DFSP: Buckley is now its own Defense Fuels Supply Point due to Decentralization.
- | III.1.E   | Cat 1.1 | Cat 1.2 |
|---|---------|---------|
| <b>III.1.E.1</b> Cat 1.1 and 1.2 munitions storage requirements and capacity. |         |         |
| Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:                          | 56600   | 0       |
| Square footage available (including physical capacity limit):                 | 4536    | 0       |
| <b>III.1.E.2</b> Normal installation mission storage requirement:             | 26500   | 650     |
- Physical Limits for Cat 1.1 Munitions:  
NEW BLDG 915 IS UNLIMITED
- III.1.F** The base has a dedicated hot cargo pad.
- III.1.F.1** Access to the hot cargo pad is not limited.
- III.1.F.2** The size of the hot cargo pad is 15,000 sq feet.
- III.1.F.3** The sited explosive capacity of the hot cargo pad is 25,000
- III.1.F.4** The hot pad access is taxi-on/taxi-off.
- III.1.F.5** The taxiway servicing the hot pad is 150 ft wide and has a pavement classification number (PCN) of 99.
- III.1.F.6** Aircraft using pad over the last 5 years:

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C-5, C-14, C-130, & various Navy/Marine A/C, and USAF fighters

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

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

Active ground force installations within 150 NM:

FORT CARSON	62 NM
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**III.1.G.2 The base is proximate to a railhead.**

Railheads within 150 NM:

Avondale	90 NM
Cheyenne - Warren AFB	85 NM
Colorado Springs - Kelker	55 NM
Denver - Ladora	16 NM

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

**III.1.H The base does Not have a dedicated passenger terminal.**

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

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

**III.1.K Military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.**

**III.1.K.1 Anticipated impact of the closure or realignment on**

Workload: NONE

Facility: NONE

Manpower: NONE

Operations &  
Maintenance Funding: NONE

**III.1.K.2 No facility modifications are needed to absorb the additional workload.**

**III.1.L The base medical facility performs No unique missions.**

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

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

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

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

**III.1.N.1** Base facilities have a total covered storage capacity of 74,525 sq ft.

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	17,340 sq ft
Mobility storage:	2,800 sq ft
War Readiness Support Kits (WRSK) storage:	0 sq ft

**III.1.O** 157 light military vehicles are on base.

**III.1.P** 119 heavy military and special vehicles are on base.

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## Section IV

## 1. Base Budget

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

IV.1.B xxx76		Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-91	Appropriation	Direct	Reimbursable					
	3840	1,439.40 \$sK	0.00 \$sK	1,439.40 \$sK				
FY-92	Appropriation	Direct	Reimbursable					
	3840	1,258.10 \$sK	0.00 \$sK		1,258.10 \$sK			
FY-93	Appropriation	Direct	Reimbursable					
	3840	2,518.40 \$sK	0.00 \$sK			2,518.40 \$sK		
FY-94	Appropriation	Direct	Reimbursable					
	3840	12.00 \$sK	0.00 \$sK					12.00 \$sK
xxx76 TOTALS:				1,439.40 \$sK	1,258.10 \$sK	2,518.40 \$sK		12.00 \$sK
IV.1.D xxx90		Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-91	Appropriation	Direct	Reimbursable					
	3840	15.70 \$sK	0.00 \$sK	15.70 \$sK				
FY-92	Appropriation	Direct	Reimbursable					
	3840	12.60 \$sK	0.00 \$sK		12.60 \$sK			
FY-93	Appropriation	Direct	Reimbursable					
	3840	5.80 \$sK	0.00 \$sK			5.80 \$sK		
FY-94	Appropriation	Direct	Reimbursable					
	3840	2.80 \$sK	0.00 \$sK					2.80 \$sK
xxx90 TOTALS:				15.70 \$sK	12.60 \$sK	5.80 \$sK		2.80 \$sK
IV.1.E xxx95		Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-91	Appropriation	Direct	Reimbursable					
	3840	432.20 \$sK	96.30 \$sK	528.50 \$sK				
FY-92	Appropriation	Direct	Reimbursable					
	3840	258.40 \$sK	90.00 \$sK		348.40 \$sK			
FY-93	Appropriation	Direct	Reimbursable					
	3840	276.40 \$sK	70.10 \$sK			346.50 \$sK		
FY-94	Appropriation	Direct	Reimbursable					
	3840	107.90 \$sK	8.30 \$sK					116.20 \$sK
xxx95 TOTALS:				528.50 \$sK	348.40 \$sK	346.50 \$sK		116.20 \$sK
IV.1.G MFH		Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-91	Appropriation	Direct	Reimbursable					

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FY-92	3400	0.00 \$sK	0.00 \$sK	0.00 \$sK			
	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
FY-93	3400	0.00 \$sK	0.00 \$sK		0.00 \$sK		
	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
FY-94	3400	0.00 \$sK	0.00 \$sK			0.00 \$sK	
	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
	3400	0.00 \$sK	0.00 \$sK				0.00 \$sK
<b>MFH TOTALS:</b>				0.00 \$sK	0.00 \$sK	0.00 \$sK	0.00 \$sK

**2. Relocation Costs**

IV.2 All Large, unusual items integral to the unit mission, can be moved as regular freight.

**Total relocation costs: \$ 0.00 K**

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**Section IV/V Level Playingfield COBRA Data**

**One time closure costs: 76\$sM**

**Twenty year Net Present Value (99)\$sM**

**Steady state savings 12\$sM per year**

**Manpower savings associated with closure 253**

**Return on Investment (years): 7**

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**Section VI Economic Impact****Economic Area Statistics:****Denver, CO PMSA****Total population: 1,712,000 (FY 92)****Total employment: 1,133,380 (FY 93)****Unemployment Rates (FY93/3 Year Average/10 Year Average)****4.7% / 5.0% / 5.5%****Average annual job growth: 7,236****Average annual per capita income: \$22,930****Average annual increase in per capita income: \$4.5%****Projected economic impact:**

<b>Direct Job Loss:</b>	<b>2,501</b>	
<b>Indirect Job Loss:</b>	<b>1,485</b>	
<b>Closure Impact:</b>	<b>3,986</b>	<b>( 0.4% of employment total)</b>
<b>Other BRAC Losses:</b>	<b>4,209</b>	
<b>Cumulative Impact:</b>	<b>8,195</b>	<b>( 0.7% of employment total)</b>

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**Section VII**

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#### Section VIII

##### 1. Air Quality - Clean Air Act

VIII.1.A Air Quality Management District for the base: State of Colorado Air Pollution Control District

VIII.1.B The base is located within a maintenance or non-attainment area for specific pollutants.

VIII.1.B.1 Maintenance area regulated pollutant(s):

Carbon monoxide
Ozone
PM-10
TSP

VIII.1.B.2 Non-attainment area regulated pollutant(s) and severity:

Carbon Monoxide	Moderate
Ozone	Marginal
PM-10	Moderate
TSP	Moderate

VIII.1.C There are NO critical air quality regions within 100 kilometers of the base

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

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

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

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

(i.e. carpooling or emissions credit transfer)

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

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

E.1.a No state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

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

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

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

**VIII.E.2 Infrastructure Maintenance / Public Works**

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

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

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

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

**VIII.E.3 Open Burn/Open Detonation**

**E.3.a** The state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training

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

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

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

**VIII.E.4 Fire Training**

**E.4.a** The state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.

**E.4.b** The state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

**VIII.E.5 Signal Flares**

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

**VIII.E.6 Emergency Generators**

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

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

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

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

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

**VIII.E.7 Short-term Activities**

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

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

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

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

**VIII.E.8 Monitoring**

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

**VIII.E.9 BACT/LAER**

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

**2. Water - Potable**

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

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

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

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

**3. Water - Ground Water**

**VIII.3.A** Base or local community groundwater is **Not known to be contaminated.**

**VIII.3.B** The base is actively involved in groundwater remediation activities.

**VIII.3.C** 3 water wells exist at the base.

**VIII.3.D** 2 wells have been abandoned for the following reasons:

Transition to City of Aurora water supply

**4. Water - Surface Water**

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

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

**VIII.4.A.3** The base is located within a specified drainage basin.

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

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

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

**5. Wastewater**

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

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

**6. Discharge Points / Impoundments**

**VIII.6.A** There any No National Pollutant Elimination System permits in effect.

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

Buckley does not treat waste water, this is done by City of Aurora through our industrial permit number 113.

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

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

**7. HAZARDOUS MATERIALS - Asbestos**

**VIII.7.A** 25.0 percent of facilities have been surveyed for asbestos.

**VIII.7.A.1** 0.0 percent of the facilities surveyed are identified as having asbestos.

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



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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Buckley ANGB - NGB**

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USFWS

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

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

SEE HARD COPY NOTES

**11. Biological - Floodplains**

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

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

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

**12. Cultural**

**VIII.12.A No historic,prehistoric, archaeological sites or other cultural resources are located on the base.**

**VIII.12.B 45 percent of the buildings on base are over 50 years old.**

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

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

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

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

**VIII.12.D.1 100 percent of the base has been surveyed.**

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

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

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

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

**Agreements include Programmatic Agreements and Memorandum of Agreements.**

**Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.**

UNCLASSIFIED

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
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## 1995 AIR FORCE BASE QUESTIONNAIRE

### Buckley ANGB - NGB

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

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

VIII.13.A.1 9 IRP sites have been identified

VIII.13.A.2 No IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 1999

VIII.13.B The installation is a National Priority List (NPL) site or has been proposed as an NPL site.

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

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

VIII.13.D There reported or known uncontrolled or unregulated occurrences of specific contaminate types and sources.

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

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

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

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

#### 14. Compliance / IRP Costs (\$000)

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Air Emission Inv	\$25.000 K	\$15.000 K	\$15.000 K	\$15.000 K	\$15.000 K
asbestos Removal	\$140.000 K	\$100.000 K	\$100.000 K	\$100.000 K	\$100.000 K
Clean Oil/Water:	\$5.000 K				
ECAMP Audit	\$30.000 K		\$25.000 K		\$30.000 K
Hazardous Waste Disposal/Remediation	\$45.000 K				
HVLP Guns/PPP	\$3.800 K	\$25.000 K	\$25.000 K	\$25.000 K	\$25.000 K
IRP	\$350.000 K	\$50.000 K	\$50.000 K	\$50.000 K	\$50.000 K
JP-4 Tank Test	\$2.000 K	\$2.300 K	\$2.500 K	\$2.800 K	\$3.100 K
Natural Resources					
Oil/Water Sep	\$192.000 K				
Permits	\$3.000 K				
Sanitary Shower	\$3.500 K	\$4.000 K	\$4.500 K	\$4.500 K	\$4.500 K

**1995 AIR FORCE BASE QUESTIONNAIRE**  
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Spill Equipment	\$5.000 K	\$5.000 K	\$5.000 K	\$5.000 K	\$5.000 K
UST Replace	\$950.000 K				
UST Testing	\$9.900 K	\$9.900 K	\$8.500 K	\$8.000 K	\$8.000 K
Water Test/Anal	\$35.000 K	\$35.000 K	\$35.000 K	\$35.000 K	\$35.000 K

**15. Other Issues**

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

**16. Air Quality - Clean Air Act**

**VIII.16.A** Air Quality Control Area (AQCA) geographic region in which the base is located:  
 Denver Metro Air Quality Control Area

**VIII.16.B** Air quality regulatory agency responsible for the AQCA: Colorado Dept of Health Air pollution Control Div

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

MR JOE PALUMBA 303-692-3100

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

**VIII.16.C.1** In Transitional for Ozone **VIII.16.C.2** In Non-Attainment for Carbon Monoxide

**VIII.16.C.3** In Non-Attainment for Particulate matter (PM-10) **VIII.16.C.4** In Attainment for Sulfur Dioxide

**VIII.16.C.5** In Attainment for Nitrogen Dioxide (Not NOx) **VIII.16.C.6** In Attainment for Lead

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

**VIII.16.D.1** Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located: 0.10 ppm

**VIII.16.D.2** Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located: 10.8 ppm

**VIII.16.D.3** Ozone Design value is 83.3% of NAAQS

**VIII.16.D.4** Carbon monoxide Design value is 120.0% of NAAQS

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Buckley ANGB - NGB**

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**VIII.16.E.2** Denever Metro Air Quality Control Area

**VIII.16.E.3**

**VIII.16.E.4** The base is Not in a rural transport area

**VIII.16.E.5** The EPA has Not proposed that the AQCA severity of nonattainment for OZONE be redesignated

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Buckley ANGB - NGB

#### Section IX

#### ARC Installations and Bases with ARC Units

**IX.1 Regularly used ground training facilities are off base.**

**IX.1.A The following facilities are over 1 hour travel time from the base:**

IX.1.B Facilities:	Estimated travel time.
IX.1.B.1 Alpena, MI	min
IX.1.B.2 Gulfport, MS	min
IX.1.B.3 Volk Field, WI	min

**IX.2 Flying units supporting Aeromed/Arial ports do Not accomplish training locally.**

**IX.2.A Non-local training requires over 1 hour of travel time from the base:**

IX.2.B Training:	Estimated travel time.
IX.2.B.1 Not Applicable to Buckley ANGB; no aeromed activities	min

**IX.3 Dormitory space not available at installation or not applicable.**

**IX.3.A 9.3 percent of the reservists/guardsmen require billeting during drill weekends.**

**IX.3.B 100.0 percent drill billeting requirements are met with commercial billeting establishments.**

**IX.4 Adequate dining facilities are available.**

**IX.5 A physical fitness center is Not available..**

**IX.6 A consolidated club is available.**

**The consolidated club is inadequate for the following reasons:**

There is a small social facility which is operated by a contractor to prepare and sell lunch meals Tuesday through Friday. This club also provides space for unit social events. It is small and old and is scheduled for demolition.

**IX.7 Ninety percent of the unit's population**

**Is within 30 min travel time from the base.**

**Lives within 35 miles of the base.**

**IX.8 29.0 Percent of the recruiting areas's population is in the recruitable range.**

**IX.9 2,020,513 is the total population of the recruiting area.**

**IX.10 76.0 percent of the recruitable population has completed high school.**

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**1995 AIR FORCE BASE QUESTIONNAIRE**
**Buckley ANGB - NGB**


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IX.11 79.0 percent of the of the authorized personnel have been assigned over the last 5 years.

IX.12 There are a total of 5 other reserve components in the local recruiting area:

AFRES, ARMY RESERVE, ARNG, NAVY RESERVE, MARINE RESERVE

IX.13 Data concerning reserve component population is not available.

IX.14 89.5 percent is the average AFRES/ANG personnel retention rate.

*Retention rate uses data from the last 2 fiscal years. One time events which may have caused abnormalities include unit moves and/or weapons system conversions.*

IX.15 Unit reservist/guardsman participated in 13.9 (ave) title 10 and/or title 32 active duty days beyond Annual Tours and Drill periods for FY92-3, and FY94 (est)

IX.16 Other government aviation units are collocated on the airfield. Base operating support is provided as follows:

IX.16.A	<b>POL:</b>	Host Unit	<i>Definitions:</i>	
IX.16.B	<b>Security:</b>	Host Unit	<i>Host Unit</i>	<i>At least 75% provided by the installation host</i>
IX.16.C	<b>Base Supply:</b>	Tenant Unit	<i>Tenant Unit</i>	<i>At least 75% provided by collocated tenant unit</i>
IX.16.D	<b>Tower/ATC:</b>	Host Unit	<i>Separate</i>	<i>At least 75% provided internally by each collocated unit</i>
IX.16.E	<b>Base CE:</b>	Host Unit	<i>Joint facilities</i>	<i>More than 25% provided in a shared arrangement between collocated DOD units</i>
			<i>Civil</i>	<i>All support provided through contract or civilian airport authority</i>

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Cannon AFB - ACC

#### Section I

#### 1. Force Structure

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

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	27 MG (Vet)	1	1	1	3
I.1.A.2	AAFES	-	-	170	170
I.1.A.3	Amarillo (3V)	-	2	-	2
I.1.A.4	Corps of Eng	-	-	10	10
I.1.A.5	DECA	-	4	45	49
I.1.A.6	DFAS	-	6	17	23
I.1.A.7	DRMO	-	-	9	9
I.1.A.8	Education Center	-	-	6	6
I.1.A.9	Post Office	-	-	3	3
I.1.A.10	Red Cross	-	-	5	5
I.1.A.11	Sunwest Bank	-	-	7	7
<b>TOTAL:</b>					<b>287</b>

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

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Cannon AFB - ACC

#### 2. Operational Effectiveness

##### A. Air Traffic Control

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

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

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

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
RAPCON	2	52681	12926	38755	7414	4832	1168
Tower	2	42196	1090	41106	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 22  
 35823 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): 0

The total number of sorties per month: 13758

The average length of the delays: 0:03

I.2.A.6.b There is No common rationale for the delays.

##### B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: FORT BLISS distance 216 NM  
 Nearest major primary airdrop customer: FORT BLISS distance 216 NM

I.2.B.2 Distance to foward deployment Air Bases:  
 Lajes AB: 3680 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Cannon AFB - ACC

Rota AB: 4737 NM  
 Hickam AFB: 2983 NM  
 RAF Mildenhall: 4580 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	REESE AFB	79
I.2.B.4	Military airfield, runway >= 8,000ft	REESE AFB	79
I.2.B.5	Military airfield, runway >= 10,000ft	REESE AFB	79
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Clovis NM	13
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Reese AFB	81
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Reese AFB	81
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Roswell Industrial Air	88
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Roswell Industrial Air	88
I.2.B.11	Other runways on base can be used for emergency landings.		

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

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

I.2.C.2 MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft, within 200 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
R-5107 B,C	160 NM	R-5107B	176 NM		

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
R-5107B	176 NM	O'NEILL	511 NM	W-228D	571 NM
W-228 A,B,C,D	575 NM	W-228C	587 NM	DESERT	588 NM
UTTR	597 NM				

## 1995 AIR FORCE BASE QUESTIONNAIRE

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## 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
MELROSE	24 NM	OSCURA	161 NM	FALCON	229 NM
AIRBURST	255 NM	SMOKEY HILL	369 NM	McMULLEN	439 NM
RAZORBACK	458 NM	GOLDWATER RANGE 3	480 NM	GOLDWATER RANGE 2	490 NM
GOLDWATER RANGE 1	496 NM	GOLDWATER RANGE 4	498 NM	CLAIBORNE	553 NM
HAG/UTTR	569 NM	CANNON	573 NM	KITTYCAT/UTTR	600 NM
EL CENTRO	601 NM	NELLIS R63	610 NM	EAGLE/UTTR	612 NM
NELLIS R65	618 NM	CHINA LAKE	714 NM	SHELBY WEST	746 NM
SHELBY EAST	750 NM	SAYLOR CREEK	762 NM	FALLON B-17	774 NM
FALLON B-19	791 NM				

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

MELROSE	24 NM
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## I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

LUKE ACMI	457 NM
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## I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

MELROSE	24 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	14	19	56	96	147
SR	0	3	23	34	59	78
VR	3	8	9	64	109	150
<b>Total Routes:</b>	<b>6</b>	<b>25</b>	<b>51</b>	<b>154</b>	<b>264</b>	<b>375</b>

## Identify Routes:

VR-125 25 NM	VR-114 26 NM	VR-100 27 NM	IR-113 49 NM	IR-107 60 NM	IR-150 66 NM
IR-111 105 NM	VR-1174 108 NM	IR-155 118 NM	IR-154 120 NM	IR-172 120 NM	IR-173 120 NM
VR-108 121 NM	IR-133 122 NM	SR-213 123 NM	VR-1107 127 NM	VR-1116 131 NM	IR-110 132 NM
VR-1195 132 NM	IR-177 134 NM	IR-116 135 NM	SR-214 135 NM	SR-216 140 NM	IR-134 146 NM
IR-128 150 NM					
IR-102 159 NM	IR-131 159 NM	IR-141 159 NM	SR-206 171 NM	SR-280 176 NM	SR-208 179 NM
IR-115 180 NM	SR-217 180 NM	IR-132 182 NM	SR-233 195 NM	SR-273 195 NM	SR-267 195 NM
SR-258 195 NM	SR-255 195 NM	SR-251 195 NM	SR-250 195 NM	SR-249 195 NM	SR-240 195 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Cannon AFB - ACC

SR-242 195 NM	SR-243 195 NM	SR-245 195 NM	SR-244 195 NM	SR-236 195 NM	SR-234 195 NM
VR-1141 198 NM	SR-212 199 NM				
IR-180 203 NM	SR-205 205 NM	IR-130 211 NM	IR-109 214 NM	VR-176 215 NM	IR-144 218 NM
IR-178 218 NM	IR-165 218 NM	VR-1142 219 NM	VR-1144 219 NM	IR-112 224 NM	VR-159 225 NM
IR-126 227 NM	VR-1140 227 NM	VR-1138 229 NM	IR-122 230 NM	IR-409 231 NM	IR-503 232 NM
VR-196 233 NM	IR-414 234 NM	VR-1143 243 NM	VR-163 244 NM	VR-162 248 NM	VR-118 250 NM
VR-158 251 NM	VR-1139 253 NM	VR-1145 257 NM	IR-124 263 NM	VR-186 263 NM	IR-139 264 NM
SR-294 264 NM	VR-1146 264 NM	SR-295 264 NM	IR-171 267 NM	IR-182 267 NM	IR-103 269 NM
IR-175 269 NM	IR-105 269 NM	IR-181 271 NM	IR-183 271 NM	SR-210 273 NM	SR-211 273 NM
IR-145 280 NM	IR-146 280 NM	IR-185 282 NM	VR-104 282 NM	VR-1110 284 NM	VR-1117 284 NM
SR-296 286 NM	VR-412 294 NM	VR-413 294 NM	IR-170 295 NM	IR-169 300 NM	VR-1108 304 NM
VR-1109 304 NM	IR-117 305 NM	VR-1113 305 NM	VR-1128 305 NM	VR-101 305 NM	VR-1137 305 NM
VR-152 310 NM	IR-415 316 NM	VR-1574 316 NM	VR-138 319 NM	VR-536 320 NM	VR-119 324 NM
VR-532 328 NM	SR-270 330 NM	SR-261 332 NM	VR-1124 332 NM	VR-143 332 NM	IR-123 336 NM
SR-286 346 NM	IR-149 350 NM	VR-534 356 NM	VR-535 356 NM	SR-293 364 NM	IR-320 367 NM
VR-552 367 NM	IR-129 368 NM	VR-544 368 NM	VR-1122 369 NM	SR-228 373 NM	VR-531 376 NM
VR-1233 377 NM	VR-533 377 NM	VR-260 377 NM	VR-259 378 NM	VR-263 378 NM	VR-268 378 NM
VR-269 378 NM	VR-267 378 NM	VR-188 389 NM	IR-142 391 NM	IR-507 391 NM	VR-1523 393 NM
IR-506 395 NM	VR-1522 395 NM	IR-416 396 NM	VR-156 396 NM	VR-1105 396 NM	VR-1152 396 NM
IR-276 400 NM					
VR-1120 403 NM	SR-290 405 NM	SR-292 405 NM	IR-524 406 NM	VR-189 409 NM	SR-540 412 NM
SR-541 412 NM	SR-542 412 NM	IR-148 422 NM	IR-164 425 NM	VR-1104 425 NM	VR-1130 432 NM
VR-1106 437 NM	IR-127 438 NM	VR-187 438 NM	VR-1123 439 NM	VR-545 439 NM	VR-1121 442 NM
VR-168 442 NM	IR-514 443 NM	VR-239 446 NM	VR-245 446 NM	IR-147 451 NM	SR-224 451 NM
SR-223 451 NM	IR-505 453 NM	VR-1219 455 NM	VR-1546 455 NM	VR-242 455 NM	VR-246 455 NM
VR-244 455 NM	VR-1220 455 NM	VR-1182 457 NM	VR-223 461 NM	VR-512 466 NM	VR-231 470 NM
IR-254 472 NM	IR-250 473 NM	IR-500 476 NM	IR-501 476 NM	IR-400 479 NM	IR-502 480 NM
IR-504 480 NM	VR-511 480 NM	IR-518 481 NM	IR-517 489 NM	VR-1515 489 NM	VR-1520 489 NM
VR-106 492 NM	IR-135 498 NM	SR-239 498 NM	SR-618 503 NM	SR-619 503 NM	IR-136 506 NM
VR-151 506 NM	VR-541 508 NM	IR-121 511 NM	VR-1103 511 NM	IR-120 512 NM	VR-1102 512 NM
VR-1525 513 NM	VR-540 516 NM	IR-166 523 NM	SR-616 529 NM	SR-617 529 NM	VR-510 538 NM
IR-429 543 NM	IR-476A 543 NM	IR-499 543 NM	IR-476 543 NM	IR-473 543 NM	SR-218 544 NM
SR-221 544 NM	SR-220 544 NM	SR-219 544 NM	SR-222 544 NM	SR-227 544 NM	SR-230 544 NM
SR-229 544 NM	SR-237 544 NM	SR-232 544 NM	SR-231 544 NM	SR-226 544 NM	VR-1406 545 NM
VR-299 545 NM	IR-266 548 NM	VR-1267 551 NM	VR-1521 551 NM	IR-508 563 NM	IR-509 563 NM
IR-167 564 NM	VR-1225 568 NM	IR-160 571 NM	IR-161 571 NM	IR-425 571 NM	VR-1266 573 NM

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VR-1267 573 NM	VR-1268 573 NM	SR-397 575 NM	IR-310 577 NM	VR-1253 581 NM	VR-296 581 NM
VR-289 581 NM	IR-613 582 NM	IR-255 587 NM	IR-420 587 NM	IR-418 587 NM	VR-1196 595 NM
IR-285 596 NM	IR-214 597 NM				
IR-527 601 NM	VR-1445 604 NM	VR-1446 608 NM	VR-1422 611 NM	VR-1423 611 NM	IR-252 612 NM
IR-216 614 NM	IR-218 621 NM	IR-286 625 NM	VR-1211 628 NM	IR-235 629 NM	SR-238 630 NM
VR-288 631 NM	IR-498 633 NM	SR-073 639 NM	SR-074 639 NM	VR-1032 641 NM	IR-070 642 NM
IR-068 648 NM	IR-592 650 NM	IR-212 651 NM	IR-213 651 NM	IR-217 651 NM	IR-234 656 NM
IR-238 656 NM	IR-290 665 NM	IR-293 665 NM	IR-290A 665 NM	VR-1259 668 NM	VR-209 668 NM
VR-1260 672 NM	SR-075 673 NM	VR-1072 677 NM	VR-1214 677 NM	VR-1215 677 NM	IR-281 679 NM
IR-279 683 NM	IR-237 687 NM	VR-1252 692 NM	VR-1217 693 NM	VR-1218 693 NM	IR-430 698 NM
IR-492 698 NM	IR-490 698 NM	IR-280 709 NM	IR-282 709 NM	IR-157 710 NM	IR-174 710 NM
IR-206 712 NM	IR-091 716 NM	VR-1016 716 NM	IR-044 717 NM	SR-137 718 NM	IR-078 725 NM
VR-1255 727 NM	VR-1264 733 NM	VR-1033 735 NM	VR-208 737 NM	VR-615 737 NM	VR-1205 739 NM
SR-390 740 NM	VR-1616 742 NM	SR-030 743 NM	VR-1031 748 NM	VR-179 748 NM	VR-1293 750 NM
IR-614 751 NM	SR-031 751 NM	VR-1635 751 NM	IR-644 753 NM	IR-649 753 NM	IR-480 757 NM
IR-481 757 NM	VR-1206 758 NM	IR-264 759 NM	VR-1014 759 NM	SR-728 759 NM	SR-729 759 NM
VR-1083 765 NM	IR-484 766 NM	SR-730 770 NM	SR-731 770 NM	IR-275 773 NM	SR-225 774 NM
IR-478 775 NM	IR-479A 775 NM	IR-479 775 NM	IR-478A 775 NM	SR-029 777 NM	SR-059 778 NM
SR-062 778 NM	VR-1030 778 NM	SR-061 778 NM	SR-060 778 NM	IR-302 779 NM	VR-1304 779 NM
VR-1300 779 NM	VR-1022 782 NM	IR-431 784 NM	IR-482 784 NM	IR-485 786 NM	IR-037 790 NM
VR-201 790 NM	VR-1265 792 NM	IR-040 797 NM	VR-1023 797 NM	VR-1024 797 NM	VR-1021 797 NM
IR-038 800 NM	VR-1020 800 NM	SR-727 800 NM			

**I.2.C.9** IR-429 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 543 NM from the base.

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

200 NM	300 NM	500 NM
16	26	56

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

Refueling Route	Distance						
AR-013 EAST	68 NM	AR-602	69 NM	AR-314 WEST	109 NM	AR-644 SOUTH	118 NM
AR-623	124 NM	AR-312	134 NM	AR-644 NORTH	139 NM	AR-314 EAST	147 NM
AR-013 WEST	162 NM	AR-115	179 NM	AR-113 EAST	186 NM	AR-114	186 NM
AR-310 EAST	194 NM	AR-310 WEST	194 NM	AR-104 EAST	197 NM	AR-643	200 NM

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AR-113 WEST	246 NM	AR-650	246 NM	AR-104 WEST	247 NM	AR-309 EAST	255 NM
AR-3L	262 NM	AR-461	262 NM	AR-116 EAST	263 NM	AR-613	288 NM
AR-3H WEST	293 NM	AR-330 EAST	299 NM				
AR-102A EAST	304 NM	AR-674	309 NM	AR-639	316 NM	AR-639A	316 NM
AR-201 WEST	338 NM	AR-112 EAST	356 NM	AR-658	360 NM	AR-116 WEST	363 NM
AR-201 EAST	364 NM	AR-167 NORTH	372 NM	AR-167 SOUTH	372 NM	AR-3H EAST	375 NM
AR-653	388 NM	AR-614	396 NM	AR-622	399 NM	AR-313 SOUTH	404 NM
AR-017 NORTH	413 NM	AR-330 WEST	433 NM	AR-019 NORTH	434 NM	AR-024 NORTH	434 NM
AR-309 WEST	435 NM	AR-313 NORTH	444 NM	AR-112 WEST	450 NM	AR-624	465 NM
AR-011 WEST	473 NM	AR-014 WEST	473 NM	AR-011 EAST	490 NM	AR-014 EAST	490 NM
AR-017 SOUTH	492 NM	AR-603	499 NM				

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

500 NM	700 NM
3897	6157

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-013	68 NM	329	AR-314	109 NM	256	AR-113	186 NM	27	AR-114	186 NM	566
AR-104	197 NM	123	AR-309	255 NM	138	AR-116	263 NM	541	AR-102	304 NM	10
AR-201	338 NM	490	AR-112	356 NM	360	AR-017	413 NM	186	AR-024	434 NM	149
AR-011	473 NM	87	AR-014	473 NM	635			0			0
AR-110	538 NM	596	AR-105	581 NM	285	AR-002	598 NM	9	AR-101	627 NM	217
AR-016	638 NM	157	AR-111	657 NM	303	AR-302	674 NM	445	AR-012H	688 NM	141

**I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 186NM from the base."**

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

**Percentage of tankers based in region: 19.0**

**Tanker saturation within the region has been classified as tanker Balanced**

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
ANTELOPE - FT HOOD	334 NM	✓	✓	✓	1	2
ANTELOPE - PINON	188 NM	✓	✓	✓	0	0
APOLLO (CIR)	196 NM	✓	✓	✓	0	0
ARDMORE(CIR)	313 NM	✓	✓	✓	0	0

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ARROYO	190 NM	✓	✓	✓	0	0
BRADFORDS FOLLY	90 NM		✓	✓	0	0
BURRIS (N)	163 NM	✓	✓		0	2
CHOLA	185 NM	✓	✓	✓	0	0
DEVIL	278 NM	✓	✓	✓	0	0
DEVILS RIVER	317 NM	✓	✓		0	0
DOUGHBOY 2	255 NM	✓	✓	✓	0	0
EAGLE MOUNTAIN	304 NM	✓	✓	✓	0	1
ELEPHANT BUTTE #1	203 NM	✓	✓		0	0
ELEPHANT BUTTE #2	205 NM	✓	✓		0	0
FT HOOD	336 NM		✓	✓	1	2
FT SILL CIRCULA	249 NM	✓	✓	✓	2	3
GEMINI	196 NM	✓	✓	✓	0	0
GRANDMA	192 NM	✓	✓	✓	0	0
GRANDMA (CIR)	192 NM	✓	✓	✓	0	0
GRANDPA	192 NM	✓	✓	✓	0	0
GRANGE NORTH	206 NM	✓	✓	✓	0	0
GRANGE SOUTH	206 NM	✓	✓	✓	0	0
HOGBACK	185 NM	✓	✓	✓	0	0
MARRION IMC N	210 NM	✓	✓	✓	0	14
MARRION IMC S	210 NM	✓	✓	✓	0	13
MELROSE	23 NM		✓		5	0
MINERAL WELLS	279 NM		✓	✓	0	2
MINERAL WLS CAT	279 NM		✓	✓	0	2
MINERAL WLS CIR	279 NM		✓	✓	0	2
MINERAL WLS SKE	279 NM		✓	✓	0	2
O'DELL	168 NM	✓	✓	✓	0	0
PINE	187 NM	✓	✓	✓	0	0
PINON	187 NM	✓	✓	✓	0	0
PINON (CIR)	187 NM	✓	✓	✓	0	0
PREY	194 NM	✓	✓	✓	0	0
PRONGHORN	188 NM	✓	✓	✓	0	0
RAPIDO	332 NM	✓	✓	✓	0	2
RAPTOR	194 NM	✓	✓	✓	0	0
RIO PUERCO (A)	184 NM		✓		0	0
RIO PUERCO (CIR)	184 NM	✓	✓		0	0

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

ANTELOPE - FT HOOD	IR-139	SR-258	SR-261						
BURRIS (N)	SR-211	SR-214							
EAGLE MOUNTAIN	SR-228								
FT HOOD	IR-139	SR-258	SR-261						
FT SILL CIRCULA	IR-103	IR-105	SR-294	SR-295	SR-296				
MARRION IMC N	SR-036	SR-040	SR-233	SR-234	SR-236	SR-240	SR-242	SR-243	SR-244
	SR-245	SR-249	SR-250	SR-251	SR-255				
MARRION IMC S	SR-073	SR-233	SR-234	SR-236	SR-240	SR-242	SR-243	SR-244	SR-245
	SR-249	SR-250	SR-251	SR-255					
MELROSE	IR-107	IR-109	IR-111	IR-113	IR-180				
MINERAL WELLS	SR-228	SR-270							
MINERAL WLS CAT	SR-228	SR-270							
MINERAL WLS CIR	SR-228	SR-270							
MINERAL WLS SKE	SR-228	SR-270							
RAPIDO	SR-258	SR-261							

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

PINON CAYON 190 NM

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
MELROSE	23 NM		✓		0	0
O'DELL	168 NM	✓	✓	✓	0	0

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

FORT BLISS 216 NM

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#### D. Ranges

##### Ranges (Controlled/managed by the base)

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

Melrose AF Range

Information relative to each range:

**RANGE: Melrose AF Range**

**I.2.D.2** Type of any associated airspace: R-5104A, R-5104B, R-5105

**I.2.D.3** Distance from the base to the range: 23 NM

**I.2.D.4** Overall size of the range: 71,611 Acres

**I.2.D.4.a** Size of the impact area(s): 8,960 Acres

**I.2.D.4.b** Size of the restricted area in which the range lies: 344 Sq Mi

**I.2.D.4.c** Altitude ceiling of this restricted area: 23,000 ft

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

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

Rest. airsp doesn't contain all wpns del pats or manuvng airsp for weap loaded ac. Avoid areas.

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

107 FG
120 FG
149 FG
150 FG
428 FS
429 ECS
49 FW
522 FS
523 FS
524 FS
96 BW

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

13 HOURS FROM THE FIRST SCHEDULED FLIGHT OF THE DAY.

Range scheduling statistics (yearly average from 1990 to 93.

**I.2.D.8.a** Hours scheduled: 2,372 hrs

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- I.2.D.8.b** Hours used: 1,953 hrs
- I.2.D.8.c** Percent utilized: 82.3
- I.2.D.8.d** Reasons for non-use:  
20% WEATHER, 50% MAINTENANCE, 30% UNKNOWN.
- I.2.D.9** The range has a full-scale weapons delivery capability as follows:  
Inert training only.
- I.2.D.9.a** Associated restrictions:
- I.2.D.10** The range has a special weapons delivery capability as follows:  
Inert training only.
- I.2.D.10.a** Associated restrictions:
- I.2.D.11** The range has an electronic warfare capability as follows:  
Centry Dawg, AN/MST T1 (V) Mini MUTES, AN/TPQ-43 SEEK SCORE, FSQ T-22 Threat Emitter, ANMST/T1A MUT
- I.2.D.11.a** Associated restrictions:
- I.2.D.12** List of Noise Sensitive Areas (NSAs) associated with the range:
- I.2.D.12.a** Boys Ranch Does not affect or threaten quality of training.)
- I.2.D.12.a** Jewell Ranch Affects or threatens quality of training as follows:  
1/2 mile radius w/no overflt. Reduces training airspace in SW corner of R-5104A.
- I.2.D.12.a** Krider Ranch Does not affect or threaten quality of training.)
- I.2.D.12.a** Luce Ranch Does not affect or threaten quality of training.)
- I.2.D.12.a** Town of House Does not affect or threaten quality of training.)
- I.2.D.13** There are no commercial / civilian encroachment problems associated with the range
- I.2.D.14** The range has No problems with hazardous material / waste/ ordinance disposal

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

**Land use agreemnts on file CE**      **Current status:** Agreements between ranchers and 27 CES/CERR for leased land use. Current.

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

**Letter Of Procedure (LOP).**      **Current status:** Btwn 27FW&ZAB. How control of R5104A/B,R5105 xfered btwn 27FW&ZAB. Dtd 7Jul93 Current

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

**No MOUs. No LOAs**      **Current status:** N/A

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

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

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

**Ranges (Used by the base)**

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

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

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

**The mission/training is impacted by training area traffic procedures as follows:**

F-111's eight mile finals for levels and twelve mile finals for LOFT deliveries.

**Nature and extent of the conflicts:** Jewell Ranch reduces quality of training by limiting selectable run-ins to the targets from the SW attack quadrant on Melrose Range. Other ranges used by 27FW are usable only in day VMC conditions due to airspace limitations.

**I.2.D.20**      **MOAs/bombing ranges/other training areas have scheduling restrictions/limitations as follows:**

**I.2.D.20.a**      **Falcon Range**      **Not open on most Mondays.**

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- I.2.D.20.a Pecos MOA Pecos Low MOAs not available when active MTRs that transit Low MOA are in use.
- I.2.D.20.a Razorback Range Not open on most Mondays.
- I.2.D.20.a Smokey Hill Range Not open on most Mondays. Unique restrictions defined in AFR 50-46 Range Orders for individual ranges.
- I.2.D.20.a White Sands Missile Range WSMR closes without notice due to DOE missions. Sometimes while the aircraft are enroute. Occurs 15% of the time.
- I.2.D.21 MOAs/bombing ranges/other training areas have No projected scheduling restrictions/limitations.**
- I.2.D.22 No significant changes/restrictions/limitations effecting the scheduling of low level routes in progress.**

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

AR-602	MOA
IR-107	MTA
IR-109	MTA
IR-110	MTA
IR-111	MTA
IR-112	MTA
IR-113	MTA
Melrose AF Range	Restricted Area
Mt Dora MOA High	MOA
Mt Dora MOA Low	MOA
Pecos High MOAs	MOA
Pecos Low MOAs	MOA
Taiban MOA	MOA
VR-100	Other
VR-108	MTA
VR-114	MTA
VR-125	MTA

Details for airspace scheduled or managed by the base:

**Airspace: AR-602**

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

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

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- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** There are No restrictions currently acting on this airspace
- I.2.E.7** Published availability of the airspace:  
Unlimited  
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** Hours scheduled: 147 hrs
- I.2.E.7.b** Hours used: 118 hrs
- I.2.E.7.c** Reasons for non-use:  
Maintenance, Weather Aborts, and No-shows by other units.
- 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:  
FL 190 thru FL 290. Anchor 85 nm long.
- I.2.E.11** 99.00 percent of the airspace is usable.  
Airspace: IR-107
- I.2.E.2** An environmental analysis has been conducted for this airspace.

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- I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:**
- I.2.E.3.a Black Mesa State Park**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Canyon Colo. Equid Sanc.Airstr**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Moderate loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Capulln Mtn Nat'l Monument**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Donelson Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Greer Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Kimble Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Lake Conchas Resorts**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Mauslby Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Moderate loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Randall Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Ray Ranches**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.

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- I.2.E.3.a**     **Tesquesquit Ranch**
- I.2.E.3.b**     **Affect on or threat to the quality of training or the mission:**  
                   Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a**     **Village of Montoya NM**
- I.2.E.3.b**     **Affect on or threat to the quality of training or the mission:**  
                   Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a**     **Wallis Ranch**
- I.2.E.3.b**     **Affect on or threat to the quality of training or the mission:**  
                   Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.4**        **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.4.a**     **Canyon Colorado Equid Sanctuar**
- I.2.E.5**        **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6**        **There are No restrictions currently acting on this airspace**
- I.2.E.7**        **Published availability of the airspace:**  
                   Continuous  
                   Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a**     **Hours scheduled:**     300 hrs
- I.2.E.7.b**     **Hours used:**            283 hrs
- I.2.E.7.c**     **Reasons for non-use:**  
                   Normal Attrition. Air/Grnd aborts of Primary and Secondary users. Unsuitable weather on range/route or home station. Ops Mission changes.
- 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:**  
                   100' AGL to 10,000'MSL. Narrowest Width 15nm. Widest Width 15nm. 330 nm Long.
- I.2.E.11**     **99.00 percent of the airspace is usable.**  
**Airspace: IR-109**

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- I.2.E.2** An environmental analysis has been conducted for this airspace.
- 
- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.3.a** Cattle Yard
- I.2.E.3.b** Affect on or threat to the quality of training or the mission:  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a** Clay Montgomery Ranch
- I.2.E.3.b** Affect on or threat to the quality of training or the mission:  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a** Double V Ranch Airstrip
- I.2.E.3.b** Affect on or threat to the quality of training or the mission:  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a** Ebright Residence
- I.2.E.3.b** Affect on or threat to the quality of training or the mission:  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a** Field Ranch
- I.2.E.3.b** Affect on or threat to the quality of training or the mission:  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a** Jasper Ranch
- I.2.E.3.b** Affect on or threat to the quality of training or the mission:  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a** Milner Ranch
- I.2.E.3.b** Affect on or threat to the quality of training or the mission:  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a** Overton Ranch
- I.2.E.3.b** Affect on or threat to the quality of training or the mission:  
Minor loss of training airspace. Reduces Terrain Following training.

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- I.2.E.3.a Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Road Runner Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Seidman Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Triangle Cattle Co.**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Village of Guadalupita NM**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Virginia City Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Werthco Cattle Co.**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:**
- |                  |      |
|------------------|------|
| <b>I.2.E.4.a</b> | NSAs |
|------------------|------|
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6 There are No restrictions currently acting on this airspace**
- I.2.E.7 Published availability of the airspace:**  
 Continuous  
 Range scheduling statistics (yearly average from 1990 to 93).



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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:**

    Continuous

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

**I.2.E.7.a**      **Hours scheduled: 35 hrs**

**I.2.E.7.b**      **Hours used: 33 hrs**

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

    Normal attrition.

**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:**

    100'AGL to 15,000' MSL. Narrowest Width 8 nm. Widest Width 15 nm. 200 nm long.

**I.2.E.11**      **99.00 percent of the airspace is usable.**

**Airspace: IR-111**

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

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

**I.2.E.3.a**      **Cattle Yard**

**I.2.E.3.b**      **Affect on or threat to the quality of training or the mission:**

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- Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Double V Ranch Airstrip**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Moderate loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Ebright Residence**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Elliot Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Field Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Greer Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Horney Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Jasper Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Milagro Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Milner Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Overton Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.

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- I.2.E.3.a Road Runner Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Seidman Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Triangle Cattle Co.**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Village Guadalupe NM**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Village of San Jose**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Village of San Juan NM**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Wallis Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Werthco Cattle Co.**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.4.a NSAs**
- 
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6 There are No restrictions currently acting on this airspace**
- I.2.E.7 Published availability of the airspace:**

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Continuous

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

**I.2.E.7.a** Hours scheduled: 168 hrs

**I.2.E.7.b** Hours used: 167 hrs

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

Minor Attrition.

**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:

100' AGL to 16,000' MSL. Narrowest Width 8 nm. Widest Width 12 nm. 310 nm Long.

**I.2.E.11** 98.00 percent of the airspace is usable.

**Airspace: IR-112**

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

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

**I.2.E.3.a** Building in Petrified Forest

**I.2.E.3.b** Affect on or threat to the quality of training or the mission:

Minor loss of training airspace. Reduces Terrain Following training.

**I.2.E.3.a** Ganado High School

**I.2.E.3.b** Affect on or threat to the quality of training or the mission:

Minor loss of training airspace. Reduces Terrain Following training.

**I.2.E.3.a** Private Home

**I.2.E.3.b** Affect on or threat to the quality of training or the mission:

Minor loss of training airspace. Reduces Terrain Following training.

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**I.2.E.3.a** Twin Lakes NM

**I.2.E.3.b** Affect on or threat to the quality of training or the mission:

Minor loss of training airspace. Reduces Terrain Following training.

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

**I.2.E.4.a** NSAs

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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:

Continuous

Range scheduling statistics (yearly average from 1990 to 93.

**I.2.E.7.a** Hours scheduled: 73 hrs

**I.2.E.7.b** Hours used: 69 hrs

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

Normal Attrition. Air/grnd aborts of pri or sec users. Unsuitable weather on route or home station. Ops mission changes

**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:

Surface to 10,000' MSL. Narrowest Width 9 nm. Widest Width 10 nm. 390 nm Long.

**I.2.E.11** 99.00 percent of the airspace is usable.

**Airspace: IR-113**

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

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- I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:**
- I.2.E.3.a Clay Montgomery Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Dixon Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Dose Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Double V Ranch Airstrip**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Elliot Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Field Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Ft Sumner Town and Airport**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Moderate loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Gran Quivira Ruins**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Significant loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Horney Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Jasper Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.

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- I.2.E.3.a Lake Sumner Settlement**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Overton Ranch**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Road Runner Ranch**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Village of Claunch NM**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Village of White Oaks NM**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:**
- |                  |      |
|------------------|------|
| <b>I.2.E.4.a</b> | NSAs |
|------------------|------|
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6 There are No restrictions currently acting on this airspace**
- I.2.E.7 Published availability of the airspace:**  
 Continuous  
 Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a Hours scheduled: 240 hrs**  
**I.2.E.7.b Hours used: 234 hrs**  
**I.2.E.7.c Reasons for non-use:**  
 Normal attrition. Air/grnd aborts of pri or sec usrs. Unsuitable weather on range/route or home station. Ops mission changes.
- I.2.E.8 Utilization of the airspace can be increased.**  
**I.2.E.9 It is possible to expand hours and volume to increase the airspace utilization.**

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- I.2.E.10**      **Description of the volume or area of the Airspace:**  
                   100' AGL to 11,500' MSL. Narrowest width 8 nm. Widest width 10nm. 300 nm Long.
- I.2.E.11**      **98.00 percent of the airspace is usable.**  
**Airspace: Melrose AF Range**
- I.2.E.2**      **An environmental analysis has been conducted for this airspace.**
- 
- I.2.E.3**      **List of Noise Sensitive Areas (NSAs) associated with the airspace:**
- I.2.E.3.a**      **Ashley Ranch**
- I.2.E.3.b**      **Affect on or threat to the quality of training or the mission:**  
                   1/2nm radius circle on residence. No overflight authorized. Reduces target attack and range departure options in eastern quadrant.
- I.2.E.3.a**      **Corridor btwn Hart & Ashley R            Not Listed**
- I.2.E.3.b**      **Affect on or threat to the quality of training or the mission:**  
                   Minor loss of trng airspace. Ovr flt authorized >6500' MSL
- I.2.E.3.a**      **Hart Ranch**
- I.2.E.3.b**      **Affect on or threat to the quality of training or the mission:**  
                   1/2nm radius circle on residence. No overflight authorized. Reduces target attack and range departure options in the eastern quadrant.
- I.2.E.3.a**      **Jewell Ranch**
- I.2.E.3.b**      **Affect on or threat to the quality of training or the mission:**  
                   1/2nm radius circle on residence. No overflight authorized. Limits selectable run-ins to targets from SW attack quadrant. Reduces SW range departure options.
- I.2.E.4**      **Commercial / civilian encroachment problems associated with the airspace:**
- |                  |      |
|------------------|------|
| <b>I.2.E.4.a</b> | NSAs |
|------------------|------|
- I.2.E.5**      **There are No planned expansions (including new airspace) to the base's special use airspace.**

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

No simul AR602 w/R-5104B activ

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

1500Z - 0700Z Monday - Friday

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

**I.2.E.7.a Hours scheduled: 2,184 hrs**

**I.2.E.7.b Hours used: 1,806 hrs**

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

Wx aborts, Maint non delivery of a/c, for all users. Airspace kept active due to accident on rng. Rng Clean up. Late msn chg cancellation. Range fires, etc. Note: Avs for FY 92 & 93 only, from Annual Restricted Area Reports RCS: 1412-DO F-AN

**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:**

R-5104A Surface to FL180. R-5104B from FL 180 to FL 230. R-5105 Surface to 10,000'MSL11,000' MSL. R-5104A and R-5104B approx 234 square nm each. R-5105 143 square nm.

**I.2.E.11 98.00 percent of the airspace is usable.**

**Airspace: Mt Dora MOA High**

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

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

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

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

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

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

1500Z - 0700Z Mon- Fri. Other Times by NOTAM.

**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 volume to increase the airspace utilization, hours can Not be expanded.**

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

11,000' MSL - FL 180

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

**Airspace: Mt Dora MOA Low**

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

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

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- I.2.E.4**      **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5**      **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6**      **There are No restrictions currently acting on this airspace**
- I.2.E.7**      **Published availability of the airspace:**  
                 1500Z - 0700Z Mon - Fri. Other time by NOTAM  
**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 volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10**      **Description of the volume or area of the Airspace:**  
                 1500' AGL to 11,999' MSL.
- I.2.E.11**      **100.00 percent of the airspace is usable.**  
**Airspace: Pecos High MOAs**
- I.2.E.2**      **An environmental analysis has been conducted for this airspace.**

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- I.2.E.3**      **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4**      **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5**      **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6**      **There are No restrictions currently acting on this airspace**
- I.2.E.7**      **Published availability of the airspace:**  
                Sunrise - Sunset. Monday - Friday  
**Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a**      **Hours scheduled:**    2,675 hrs
- I.2.E.7.b**      **Hours used:**            529 hrs
- I.2.E.7.c**      **Reasons for non-use:**  
                NOTE: FY 92&93 Annual ADCS data and 27 FW use only, no strange user use data available for MOAs.
- 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:**  
                11,000' MSL to but not including FL180. Narrowest width 17nm. Widest width 57nm. Length 56nm.
- I.2.E.11**      **99.00 percent of the airspace is usable.**  
**Airspace: Pecos Low MOAs**
- I.2.E.2**      **An environmental analysis has been conducted for this airspace.**

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- I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:**
- I.2.E.3.a . Not Listed**
- I.2.E.3.b No affect on or threat to the quality of training or the mission.**
- I.2.E.3.a Double V Ranch Airstrip Not Listed**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Moderate loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Elliot Ranch Not Listed**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Field Ranch Not Listed**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Horney Ranch Not Listed**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Jasper Ranch Not Listed**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Milner Ranch Not Listed**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Overton Ranch Not Listed**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Road Runner Ranch Not Listed**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Triangle Cattle Co. Not Listed**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:**

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- I.2.E.5**      **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6**      **Restrictions currently acting on this airspace:**  
                ActvMTR that transit, givn pri
- I.2.E.7**      **Published availability of the airspace:**  
                Intermittent By NOTAM
- Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a**      **Hours scheduled:**    2,293 hrs
- I.2.E.7.b**      **Hours used:**            453 hrs
- I.2.E.7.c**      **Reasons for non-use:**  
                Active MTRs that transit Pecos Low MOA require dedication of MOA airspace for deconfliction. IR-109 South and IR-113 pass through Pecos Low MOAs. Unsuitable mission weather in MOA or home station. Maint aborts, ground or air.
- 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:**  
                500' AGL to 10,999'MSL. Narrowest width 26nm. Widest width 57nm. Length 41nm.
- I.2.E.11**      **99.00 percent of the airspace is usable.**  
**Airspace: Taiban MOA**
- I.2.E.2**      **An environmental analysis has been conducted for this airspace.**
- I.2.E.3**      **List of Noise Sensitive Areas (NSAs) associated with the airspace:**

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- I.2.E.3.a**    **Crenshaw Residents Complex**                      Not Listed
- I.2.E.3.b**    **Affect on or threat to the quality of training or the mission:**  
                   Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a**    **Spencer Ranch**    Not Listed
- I.2.E.3.b**    **Affect on or threat to the quality of training or the mission:**  
                   Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.4**        **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5**        **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6**        **Restrictions currently acting on this airspace:**  
                   ZAB Cntr restricts top to 14M'
- I.2.E.7**        **Published availability of the airspace:**  
                   1500Z - 0700Z Monday-Friday. NOTE: Taiban MOA first charted 22 Jul 93. Full use data not avail.  
**Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a**      **Hours scheduled:**    517 hrs
- I.2.E.7.b**      **Hours used:**            406 hrs
- I.2.E.7.c**      **Reasons for non-use:**  
                   Taiban MOA tied to Melrose Rng use. Losses due to Wx/Maint/air&grnd aborts/strange user no shows, etc.
- 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:**  
                   500' AGL to but not including FL180. 230 square nm.
- I.2.E.11**      **98.00 percent of the airspace is usable.**  
**Airspace: VR-100**
- I.2.E.2**        **An environmental analysis has been conducted for this airspace.**

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- I.2.E.3 List of Noise Sensitive Areas (NSAs) associated with the airspace:**
- I.2.E.3.a Crenshaw Residents Complex**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Dixon Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Dose Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Elliot Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Gran Quivira Ruins**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Significant loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Road Runner Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Spencer Ranch**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Triangle Cattle Co**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Village of Claunch NM**
- I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
Minor loss of training airspace. Reduces Terrain Following training.

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- I.2.E.3.a Village of House NM**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Moderate loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Village of Montoya NM**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Village of San Jose NM**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Village of White Oaks NM**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Werthco Cattle Co**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6 Restrictions currently acting on this airspace:**  
 VFR USE ONLY
- I.2.E.7 Published availability of the airspace:**  
 Continuous  
 Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a Hours scheduled: 117 hrs**  
**I.2.E.7.b Hours used: 114 hrs**  
**I.2.E.7.c Reasons for non-use:**  
 Normal attrition. (ADCS FY90-93 av of 27FW use only) Route used only 1 or 2 days/week.
- 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.**

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- I.2.E.10** Description of the volume or area of the Airspace:  
SFC - 12,500' MSL. Narrowest Width 3nm. Widest Width 56nm. Length 320nm.
- I.2.E.11** 98.00 percent of the airspace is usable.  
**Airspace: VR-108**
- I.2.E.2** An environmental analysis has been conducted for this airspace.
- 
- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.3.a** Bell Ranch Complex
- I.2.E.3.b** Affect on or threat to the quality of training or the mission:  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a** Black Mesa State Park
- I.2.E.3.b** Affect on or threat to the quality of training or the mission:  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a** Capulin Mtn Nat'l Monument
- I.2.E.3.b** Affect on or threat to the quality of training or the mission:  
Moderate loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a** Field Ranch
- I.2.E.3.b** Affect on or threat to the quality of training or the mission:  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a** Greer Ranch
- I.2.E.3.b** Affect on or threat to the quality of training or the mission:  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a** Lake Conchas Resorts
- I.2.E.3.b** Affect on or threat to the quality of training or the mission:  
Minor loss of training airspace. Reduces Terrain Following training.

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- I.2.E.3.a Milagro Ranch**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Overton Ranch**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Randall Ranch**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Ray Ranches**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Tesquesquite Ranch**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Village of Montoya NM**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Village of Mosquero NM**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Village of San Juan NM**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Wallis Ranch**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Wertheim Ranch**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.**

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

VFR USE ONLY

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

Continuous

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

**I.2.E.7.a**      **Hours scheduled:**    71 hrs

**I.2.E.7.b**      **Hours used:**            65 hrs

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

Normal Attrition. Strange user no shows. NOTE: 27 FW use only from FY 90 through 93 ADCS averages. No strange user data.

**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:**

200' AGL - 15,000' MSL Narrowest Width 10nm. Widest Width 27.5nm. Length 230nm.

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

**Airspace: VR-114**

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

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

**I.2.E.3.a**      **Bell Ranch Complex**

**I.2.E.3.b**      **Affect on or threat to the quality of training or the mission:**

Minor loss of training airspace. Reduces Terrain Following training.

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- I.2.E.3.a Greer Ranch**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Lake Conchas Resorts**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Maulsby Ranch**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Randall Ranch**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Stock Pens**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Tesquesquit Ranch**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Village of Mosquero NM**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Wallis Ranch**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6 Restrictions currently acting on this airspace:**  
 VFR USE ONLY
- I.2.E.7 Published availability of the airspace:**

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#### Continuous

Range scheduling statistics (yearly average from 1990 to 93.

**I.2.E.7.a** Hours scheduled: 158 hrs

**I.2.E.7.b** Hours used: 147 hrs

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

Normal Attrition. Averages for FY 90 -93 from ADCS, 27 FW use only, no strange user data. This MTR normally scheduled not more than two days/week.

**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:

100'AGL - 11,000' MSL. Narrowest Width 30nm. Widest Width 40nm. 170nm Long.

**I.2.E.11** 99.00 percent of the airspace is usable.

**Airspace: VR-125**

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

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

**I.2.E.3.a** Crenshaw Ranch Not Listed

**I.2.E.3.b** Affect on or threat to the quality of training or the mission:

Minor loss of training airspace. Reduces Terrain Following training.

**I.2.E.3.a** Dixon Ranch

**I.2.E.3.b** Affect on or threat to the quality of training or the mission:

Minor loss of training airspace. Reduces Terrain Following training.

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- I.2.E.3.a Dose Ranch**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Elliot Ranch**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Gran Quivira Ruins**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Significant loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Road Runner Ranch**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Spencer Ranch** Not Listed  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Triangle Cattle Cp.**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Village of Claunch NM**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Village of House NM**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Moderate loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Village of Montoya NM**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Village of San Jose NM**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.3.a Village of White Oaks NM**  
**I.2.E.3.b Affect on or threat to the quality of training or the mission:**  
 Minor loss of training airspace. Reduces Terrain Following training.

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- I.2.E.3.a** Werthco Cattle Co.
- I.2.E.3.b** Affect on or threat to the quality of training or the mission:  
Minor loss of training airspace. Reduces Terrain Following training.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:  
VFR USE ONLY
- I.2.E.7** Published availability of the airspace:  
Continuous  
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 89 hrs
- I.2.E.7.b** Hours used: 83 hrs
- I.2.E.7.c** Reasons for non-use:  
Normal Attrition. 90 - 93 Averages. 27 FW use data only, from ADCS. No strange user data avail. This route seldom scheduled more than one day/week.
- 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:  
SFC - 12,500' MSL. Narrowest Width 3nm. Widest Width 56nm. Length 320nm.
- I.2.E.11** 98.00 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>
Clovis Municipal Airport	General Aviation
Cochran County	Uncontrolled

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Curtis	Uncontrolled
Ft Sumner Municipal Airprot	General Aviation
Locker Brothers	Uncontrolled
Mitchel Farms	Uncontrolled
Muleshoe Municipal Airport	General Aviation
Portales Municipal Airport	General Aviation
Sudan	General Aviation
Tucumcari	General Aviation
Williams	Uncontrolled

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

**I.2.E.14.a** **Description of impacts:** Flight tracks/profiles. The approach/departure tracks avoid overflight of cities of Clovis and Portales, or provide a minimum of 7000' MSL for noise abatement procedures. Visual traffic patterns are aligned to avoid flight over base housing areas.

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#### Section II

#### 1. Installation Capacity & Condition

##### A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Cannon AFB	Main Base	3,783	3,783	
II.1.A.2	Cannon Meadows	Housing Area	44	44	
II.1.A.3	Cannon Place	Housing Arc	40	40	
II.1.A.4	Field Annex	NEXRAD Site	1	1	
II.1.A.5	Hereford Comm Site	GWEN Site	10	10	
II.1.A.6	Melrose Range	Bombing Range	71,611	71,611	
II.1.A.7	Roswell Site	Remote Training Site	12	12	
		<b>TOTALS:</b>	<b>75,501</b>	<b>75,501</b>	

##### B. Facilities

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

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	0	0		0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	22,519	92.0	8.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	105,447	75.0	18.0	7.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	80,126	77,325	81.0	19.0	0.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	2,391	2,391	0.0	0.0	100.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	110,209	69.0	11.0	20.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	5,000	5,015	72.0	0.0	28.0	15
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	18,649	21,842	31.0	55.0	14.0	3,193
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	31,149	30,364	100.0	0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	603,376	64.0	24.0	12.0	N/A

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**F. Potential for Growth in Training Airspace (Area)**

- I.2.F.1**      **Expansion of training airspace is Not possible.**
- I.2.F.2**      **Current access will remain the same.**
- I.2.F.3**      **No reductions in training airspace are expected.**
- I.2.F.4**      **Current special use airspace and training areas do Not meet all training requirements.**
- I.2.F.4.a**     **Some of training requirements ONLY be met by deployed, off-station training.**
- I.2.F.4.b**     **Degradation experienced:**    No live ordnance training. Does not contain all weapons delivery repositioning patterns of current aircraft; e.g., excursions outside Restricted Airspace between delivery passes.

**G. Composite / Integrated Force Training**

- I.2.G.1**     **Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:**  
                   FORT BLISS  
                   216 NM from the base.
- I.2.G.2**     **DELETED**
- I.2.G.3**     **Nearest Naval unit where joint training can be accomplished:**  
                   NAS Ft Worth  
                   385 mi from the base.
- I.2.G.4**     **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**  
                   150 FG (Albuquerque)  
                   180 mi from the base.
- I.2.G.5**     **DELETED**

**H. Missile Bases (AF Space Command)**

**Applies to missile bases only. Responses are classified.**

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**I. Technical Training (Air Education and Training Command)**

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

**J. Weather Data (AF Environmental Technical Applications Center)**

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

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.0	98.1	92.6	90.3	89.8

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

**I.2.J.2.a** Is at or below 15 knots 94.7 percent of the time

**I.2.J.2.b** Is at or below 25 knots 99.2 percent of the time

**I.2.J.3** 22 Days have freezing participation (mean per year).

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## 3. Utility Systems

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

Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1 Water:	4.13 MG/D	MG/D - million gallons per day	48 %
II.3.A.2 Sewage:	0.695 MG/D		72 %
II.3.A.3 Electrical distribution:	19.0 MW	MW - million watts	62 %
II.3.A.4 Natural Gas:	3,360.00 MCF/D	MCF/D - million cubic feet per day	50 %
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:

No

## 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: 119 Hanger  
Current Use: Small Aircraft Maintenance Dock

II.4.A.2 Size (SF): 38,460 SF

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

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	89 ft	23 ft	
II.4.A.6 Largest unobstructed space inside the facility:	89 ft	23 ft	90 ft

II.4.A.1 Facility number: 125 Hanger  
Current Use: Small Aircraft Maintenance Dock

II.4.A.2 Size (SF): 15,248 SF

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

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	155 ft	22 ft	
II.4.A.6 Largest unobstructed space inside the facility:	87 ft	27 ft	155 ft

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II.4.A.1 Facility number: 126 Hanger  
Current Use: Small Aircraft Maintenance Dock

II.4.A.2 Size (SF): 15,248 SF

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

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	155 ft	22 ft	
II.4.A.6 Largest unobstructed space inside the facility:	87 ft	27 ft	155 ft

II.4.A.1 Facility number: 133 Hanger  
Current Use: Small Aircraft Maintenance Dock

II.4.A.2 Size (SF): 35,563 SF

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

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	83 ft	27 ft	
II.4.A.6 Largest unobstructed space inside the facility:	82 ft	33 ft	94 ft

II.4.A.1 Facility number: 184 Hanger  
Current Use: Unsafe for use

II.4.A.2 Size (SF): 39,074 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: B-1B

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	156 ft	36 ft	
II.4.A.6 Largest unobstructed space inside the facility:	156 ft	36 ft	200 ft

II.4.A.1 Facility number: 194 Hanger  
Current Use: Small Aircraft Maintenance Dock

II.4.A.2 Size (SF): 33,944 SF

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

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	89 ft	23 ft	
II.4.A.6 Largest unobstructed space inside the facility:	90 ft	23 ft	89 ft

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II.4.A.1 Facility number: 195 Hanger  
Current Use: Small Aircraft Maintenance Dock

II.4.A.2 Size (SF): 25,811 SF

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

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	89 ft	23 ft	
II.4.A.6 Largest unobstructed space inside the facility:	90 ft	23 ft	89 ft

II.4.A.1 Facility number: 196 Hanger  
Current Use: Small Aircraft Maintenance Dock

II.4.A.2 Size (SF): 25,592 SF

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

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	89 ft	23 ft	
II.4.A.6 Largest unobstructed space inside the facility:	90 ft	23 ft	89 ft

II.4.A.1 Facility number: 197 Hanger  
Current Use: Fuel Systems Maintenance Dock

II.4.A.2 Size (SF): 19,560 SF

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

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	81 ft	22 ft	
II.4.A.6 Largest unobstructed space inside the facility:	90 ft	24 ft	81 ft

II.4.A.1 Facility number: 199 Hanger  
Current Use: Corrosion Control

II.4.A.2 Size (SF): 35,045 SF

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

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	100 ft	27 ft	
II.4.A.6 Largest unobstructed space inside the facility:	100 ft	36 ft	113 ft

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II.4.A.1 Facility number: 204 Hanger  
Current Use: Small Aircraft Maintenance Dock

II.4.A.2 Size (SF): 21,915 SF

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

DIMENSIONS:		Width	Height	Length
II.4.A.5	Door Opening:	83 ft	27 ft	
II.4.A.6	Largest unobstructed space inside the facility:	83 ft	40 ft	99 ft

## 5. Unique Facilities

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

## 6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures

## Local/Regional Land Encroachment

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

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN
II.6.A.1	13	CZ	0	138	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	22	CZ	0	138	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	31	CZ	0	138	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	4	CZ	0	138	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.A.2	13	APZ 1	2	344	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	22	APZ 1	50	344	9.0	Incompat	6.0	3.0	0.0	91.0	0.0	0.0
	31	APZ 1	10	344	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	4	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.A.3	13	APZ 2	4	482	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	22	APZ 2	14	482	0.0	Gen Compat	1.0	1.0	0.0	98.0	0.0	0.0
	31	APZ 2	10	482	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	4	APZ 2	10	482	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.A.4	65-70	110	17,539	0	Gen Compat	2.0	0.0	0.0	2.0	0.0	96.0	
II.6.A.5	70-75	100	9,826	0	Gen Compat	4.0	0.0	0.0	0.0	0.0	96.0	

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II.6.A.6	75-80	80	4,762	2	Gen Compat	2.0	2.0	0.0	0.0	0.0	96.0
II.6.A.7	80+	74	2,432	2	Gen Compat	2.0	1.0	0.0	61.0	0.0	36.0

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

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.1	13	CZ	0	138	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	22	CZ	0	138	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	31	CZ	0	138	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	4	CZ	0	138	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.B.2	13	APZ 1	2	344	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	22	APZ 1	50	344	9	Incompat	6.0	3.0	0.0	91.0	0.0	0.0
	31	APZ 1	10	344	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	4	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.B.3	13	APZ 2	4	482	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	22	APZ 2	14	482	0	Gen Compat	1.0	1.0	0.0	98.0	0.0	0.0
	31	APZ 2	10	482	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	4	APZ 2	10	482	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.4	65-70	110	17,539	0	Gen Compat	2.0	0.0	0.0	2.0	0.0	96.0
II.6.B.5	70-75	100	9,826	0	Gen Compat	4.0	0.0	0.0	1.0	0.0	95.0
II.6.B.6	75-80	80	4,762	2	Gen Compat	2.0	2.0	0.0	0.0	0.0	96.0
II.6.B.7	80+	74	2,432	2	Gen Compat	2.0	1.0	0.0	61.0	0.0	36.0

II.6.C The most recent, publicly released AICUZ study is dated Aug 93

II.6.D Current AICUZ study's flying activities subsection reflects all currently assigned aircraft  
 Subsection reflects the number of daily flying operations conducted by all assigned aircraft  
 Current AICUZ study's flight track figure/map reflects current flight tracks.

II.6.E The AICUZ study was last updated on Aug 93  
 The study is still valid.

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

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

Government name:	Types of controls in place	Types of encroachment limited:
Curry County	Purchased property easements.	
State	Purchased property easements.	

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

Government name:	Types of controls in place	Types of encroachment limited:
Curry County	Purchased property easements.	
State	Purchased property easements.	

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

No significant development currently exists in any AICUZ zone.

No significant development is projected for any AICUZ zone.

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

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

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
CLOVIS	23710	28500	31200	30950	50000

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
CURRY COUNTY	32700	39250	42020	42600	53230

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

**II.6.J All existing on base facilities are sited in accordance with AICUZ recommendations.**

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

**Air Space Encroachment**

- II.6.K** Noise complaints are received from off base residents.
- II.6.K.1** 6.0 noise complaints per month (average) are received from off base residents.
- II.6.L** The base has implemented noise abatement procedures as follows:
- II.6.L.1** Reduction of the number of late-night operations, routing arrivals and departures away from noise-sensitive areas and construction of hush houses to reduce the noise impacts from engine tests.

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#### Section III

##### 1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 5 C-141 equivalent aircraft can be loaded or unloaded at one time.

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

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

III.1.A.1.b Current MHE: 50 FMC Wide Body Loader - 1 ea., Deployable On-Board Loader - 1 ea., 25K Loader - 3 ea., Pallet Dollies - 5 ea

III.1.A.2 9 C-141 equivalent aircraft can be refueled at one time.

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

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

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

III.1.C The base does Not have an operational fuel hydrant system.

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

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

III.1.D.2 There are No limitations to continuous service from the primary source.

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**III.1.D.3** No excess fuel storage exists.

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

**III.1.D.4** Other receipt modes available: Secondary receipt mode is by tank truck.

Number of offload headers: 8

3 tank trucks can be simultaneously offloaded

Tank cars can Not be offloaded.

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

**III.1.D.5.a** 3 refuelers can be filled simultaneously.

**III.1.D.6** Current dispensing capabilities as defined in AFR 144-1

sustained:	26000
maximum:	57036

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

**III.1.D.7.a** Supporting DFSP: Cannon AFB is supported by a Defense Fuels Supply Point which is Koch Industries.

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

**III.1.E.1** Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:

Square footage available (including physical capacity limit):

**III.1.E.2** Normal installation mission storage requirement:

	Cat 1.1	Cat 1.2
Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:	542965	0
Square footage available (including physical capacity limit):	28924	31116
Normal installation mission storage requirement:	540073	36323

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

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

**III.1.F.2** The size of the hot cargo pad is 7,500 sq feet.

**III.1.F.3** The sited explosive capacity of the hot cargo pad is 35,000

**III.1.F.4** The hot pad access is taxi-on/taxi-off.

**III.1.F.5** The taxiway servicing the hot pad is 75 ft wide and has a pavement classification number (PCN) of 41.

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

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Various types of aircraft, primarily C-141

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

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

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

**Railheads within 150 NM:**

Clovis

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

**III.1.H The base does Not have a dedicated passenger terminal.**

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

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

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

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

FFGK2, FFGK4, FFGK5, FFGK6, FFGLB, FFGLE, FFLGE x 3

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

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

Add/Alter Hospital - Life Safety Upgrade \$13.6M approved. Start June 94 - end Dec 95. Renovates approx 22,000 SF. Adds approx 44,0

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

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

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

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Added approx 2490 NSF for BEE, MPH. Constructed approx 2578 NSF for WRM. Completed in Mar 93.

**III.1.N Base facilities have a total excess storage capacity of 69,526 sq ft.**

**III.1.N.1 Base facilities have a total covered storage capacity of 144,749 sq ft.**

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	58,491 sq ft
Mobility storage:	57,013 sq ft
War Readiness Support Kits (WRSK) storage:	26,712 sq ft

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

Facility:	Funding:	
206	1375	

**III.1.O 222 light military vehicles are on base.**

**III.1.P 407 heavy military and special vehicles are on base.**

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## Section IV

## 1. Base Budget

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

IV.1.A xxx56		Environmental Compliance		FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-91	Appropriation	Direct	Reimbursable				
	3400	1,053.30 \$sK	0.00 \$sK	1,053.30 \$sK			
FY-92	Appropriation	Direct	Reimbursable				
	3400	848.30 \$sK	0.00 \$sK		848.30 \$sK		
FY-93	Appropriation	Direct	Reimbursable				
	3400	3,034.60 \$sK	0.00 \$sK			3,034.60 \$sK	
FY-94	Appropriation	Direct	Reimbursable				
	3400	929.80 \$sK	0.00 \$sK				929.80 \$sK
xxx56 TOTALS:				1,053.30 \$sK	848.30 \$sK	3,034.60 \$sK	929.80 \$sK
IV.1.B xxx76		Real Property Maintenance A		FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-91	Appropriation	Direct	Reimbursable				
	3400	0.00 \$sK	0.00 \$sK	0.00 \$sK			
FY-92	Appropriation	Direct	Reimbursable				
	3400	0.00 \$sK	0.00 \$sK		0.00 \$sK		
FY-93	Appropriation	Direct	Reimbursable				
	3400	131.40 \$sK	0.00 \$sK			131.40 \$sK	
FY-94	Appropriation	Direct	Reimbursable				
	3400	143.00 \$sK	0.00 \$sK				143.00 \$sK
xxx76 TOTALS:				0.00 \$sK	0.00 \$sK	131.40 \$sK	143.00 \$sK
IV.1.C xxx78		Real Property Maintenance S		FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-91	Appropriation	Direct	Reimbursable				
	3400	10,130.90 \$sK	414.00 \$sK	10,544.90 \$sK			
FY-92	Appropriation	Direct	Reimbursable				
	3400	6,934.80 \$sK	705.30 \$sK		7,640.10 \$sK		
FY-93	Appropriation	Direct	Reimbursable				
	3400	5,230.70 \$sK	233.60 \$sK			5,464.30 \$sK	
FY-94	Appropriation	Direct	Reimbursable				
	3400	2,099.00 \$sK	0.00 \$sK				2,099.00 \$sK
xxx78 TOTALS:				10,544.90 \$sK	7,640.10 \$sK	5,464.30 \$sK	2,099.00 \$sK
IV.1.D xxx90		Audio Visual		FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-91	Appropriation	Direct	Reimbursable				

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		3400	74.10 \$sK	0.00 \$sK	74.10 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	318.00 \$sK	0.00 \$sK		318.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	276.90 \$sK	0.00 \$sK			276.90 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	39.00 \$sK	0.00 \$sK				39.00 \$sK
		xxx90 TOTALS:			74.10 \$sK	318.00 \$sK	276.90 \$sK	39.00 \$sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	1,606.60 \$sK	1.80 \$sK	1,608.40 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	987.50 \$sK	2.10 \$sK		989.60 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,265.30 \$sK	1.00 \$sK			1,266.30 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	1,082.00 \$sK	0.60 \$sK				1,082.60 \$sK
		xxx95 TOTALS:			1,608.40 \$sK	989.60 \$sK	1,266.30 \$sK	1,082.60 \$sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	5,743.80 \$sK	3.00 \$sK	5,746.80 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	4,608.60 \$sK	1.50 \$sK		4,610.10 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	7,429.00 \$sK	849.10 \$sK			8,278.10 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	5,873.30 \$sK	489.00 \$sK				6,362.30 \$sK
		xxx96 TOTALS:			5,746.80 \$sK	4,610.10 \$sK	8,278.10 \$sK	6,362.30 \$sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		P720	2,482.40 \$sK	57.00 \$sK	2,539.40 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		P720	3,643.40 \$sK	62.20 \$sK		3,705.60 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		P720	8,492.00 \$sK	60.90 \$sK			8,552.90 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				

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P720	7,689.50 \$sK	56.00 \$sK				7,745.50 \$sK
	<b>MFH TOTALS:</b>		2,539.40 \$sK	3,705.60 \$sK	8,552.90 \$sK	7,745.50 \$sK

**2. Relocation Costs**

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

**Total relocation costs:**

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**Section IV/V Level Playingfield COBRA Data**

**One time closure costs: 73\$sM**

**Twenty year Net Present Value (502)\$sM**

**Steady state savings 40\$sM per year**

**Manpower savings associated with closure 961**

**Return on Investment (years): 2**

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**Section VI Economic Impact****Economic Area Statistics:**

Curry-Roosevelt Counties, NM

Total population: 62,000 (FY 92)

Total employment: 28,945 (FY 93)

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

6.7% / 6.1% / 6.4%

Average annual job growth: 201

Average annual per capita income: \$14,500

Average annual increase in per capita income: \$5.0%

**Projected economic impact:**

Direct Job Loss:	5,016	
Indirect Job Loss:	1,537	
Closure Impact:	6,553	( 22.6% of employment total)
Other BRAC Losses:	0	
Cumulative Impact:	6,553	( 22.6% of employment total)

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#### Section VII

##### 1. Community Infrastructure

Describe the off-base housing situation.

- VII.1.A.1 Off-base housing is NOT affordable
- VII.1.A.2 Units are available for families
- VII.1.A.2 Units are available for single members.
- VII.1.A.3 25.7 Percent of off-base housing was rated as unsuitable in the latest VHA survey
- VII.1.A.4 Median monthly cost of off-base housing based on latest VHA survey: \$630

Describe the transportation systems.

- VII.1.B.1 The base is NOT served by REGULARLY SCHEDULED, public transportation.
- VII.1.B.2 Distance to the nearest municipal airport with scheduled, commercial air traffic: 8 miles
- VII.1.B.2 Airport name: Clovis Municipal Airport
- VII.1.B.3 Number of commercial air carriers available at the airport: 1
- VII.1.B.4 Average round trip commuting time to work: 37 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time		
			Hrs.	Min.	Min.
VII.1.C.1 Swimming pool	Play, Inc., Covered Pool	8		19	Min.
VII.1.C.2 Movie theater	Hilltop Twin Cinema	9		15	Min.
VII.1.C.3 Public golf course	Clovis Municipal Golf Course	8		19	Min.
VII.1.C.4 Bowling lane	Zapata Family Bowling Center	7		15	Min.
VII.1.C.5 Boating	Lake Sumner	76	1	15	Min.
VII.1.C.6 Fishing	Green Acres	9		15	Min.
VII.1.C.7 Zoo	Hillcrest Park Zoo	8		19	Min.
VII.1.C.8 Aquarium	Sea World, San Antonio TX	525	10	30	Min.
VII.1.C.9 Family theme park	Wonderland Amusement Park, Amarillo, TX	110	1	45	Min.
VII.1.C.10 Professional sports	Texas Stadium	400	6	30	Min.
VII.1.C.11 Collegiate sports	Eastern New Mexico University	30		15	Min.

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VII.1.C.12	Camping facilities	Oasis State Park	20		Hrs.	30	Min.
VII.1.C.13	Beaches (lake or ocean)	Corpus Christi, TX	673	11	Hrs.	15	Min.
VII.1.C.14	Outdoor winter sports	Ski Apache	181	4	Hrs.		Min.

VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):  
North Plains Mall, Clovis, NM 16 min (10 Miles)

VII.1.E Nearest Metropolitan center (population in excess of 100,000):  
Lubbock, TX 1 hrs 45 min (107 Miles)

**Local area crime rate:**

VII.1.F.1 Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.) 2802

VII.1.F.2 Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.) 5700

**2. Education**

VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 32 to 1

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

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

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

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

VII.2.D 77.0 percent of high school students go on to either a two- or four-year college

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

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

Clovis Community College

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

Clovis Community College, Eastern NM University

VII.2.E.3 Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:

Eastern New Mexico University

**3. Spousal Employment**

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- VII.3.A 69.0 percent of spouses are able to find employment (within 3 months) in the local community.
- VII.3.B 53.0 percent of spouses find employment commensurate with job skills, work experience, and education.
- VII.3.C 6.7 percent unemployment in the local area (Department of Labor Statistics)
- VII.3.D 0.2 percentage rate of job growth in the local area (Department of Labor Stastics)

**4. Local Medical Care**

- VII.4.A Current ratio of active, non-federal physicians in the community: 1.0 physicians/1000 people
- VII.4.B Current ratio of hospital beds in the community: 2.0 beds/1000 people

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Cannon AFB - ACC**

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**Section VIII****1. Air Quality - Clean Air Act**

**VIII.1.A** Air Quality Management District for the base: Air Quality Control Region 155, Pecos-Permian Basin

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

**VIII.1.C** There are NO critical air quality regions within 100 kilometers of the base

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

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

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

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

(i.e. carpooling or emissions credit transfer)

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

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

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

**E.1.b** The state or local air quality regulatory agency Requires permits for such units.

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

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

**VIII.E.2 Infrastructure Maintenance / Public Works**

**E.2.a** The state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

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

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

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

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### Cannon AFB - ACC

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**VIII.E.3 Open Burn/Open Detonation**

- E.3.a No state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training
- E.3.b The state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.
- E.3.c No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.
- E.3.d No state or local air quality regulatory agency Requires periodic emission testing.

**VIII.E.4 Fire Training**

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

**VIII.E.5 Signal Flares**

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

**VIII.E.6 Emergency Generators**

- E.6.a The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.
- E.6.b No state or local air quality regulatory agency Limits the hours of emergency operation of generators.
- E.6.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergent generators.
- E.6.d No state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.
- E.6.d The state or local air quality regulatory agency Requires emission offsets.

**VIII.E.7 Short-term Activities**

- E.7.a The state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).
- E.7.b No state or local air quality regulatory agency Limits the operation for short-term activities.
- E.7.c No state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.
- E.7.d No state or local air quality regulatory agency Prohibits any short-term activities.

**VIII.E.8 Monitoring**

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

**VIII.E.9 BACT/LAER**

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

**2. Water - Potable**

**VIII.2.A The base potable water supply is On-base and the source is:**

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Ogallala Regional Aquifer

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

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

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

**3. Water - Ground Water**

VIII.3.A Base or local community groundwater is Not known to be contaminated.

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

VIII.3.C 10 water wells exist at the base.

VIII.3.D 1 wells have been abandoned for the following reasons:

Extension of flightline ramp and construction of a new hangar

**4. Water - Surface Water**

VIII.4.A The following perennial bodies of water are located on base.

VIII.4.A.1	Location	Surface area size
	North Playa Lake located in ENE area of base	20.00 Acres

VIII.4.A.2 These bodies receive water runoff or treated wastewater discharge from the base.

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

VIII.4.B Special permits are Not required

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

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

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Cannon AFB - ACC**

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**5. Wastewater**

- VIII.5.A Base wastewater is treated by On-Base facilities.
- VIII.5.B The following 1 wastewater treatment facilities (industrial/domestic) are located on-base:  
Treated at one on-base doemstic treatment facility. Seven associated lift stations.
- VIII.5.C There are No discharge violations or outstanding open enforcement actions pending.

**6. Discharge Points / Impoundments**

- VIII.6.A There any No National Pollutant Elimination System permits in effect.
- VIII.6.B The base currently discharges treated wastewater ON-Base. Description of treated wastewater discharge location:  
Discharged to North Playa Lake. Water is then pumped under contract by a farmer and used for irrigation of feed grain crops.
- VIII.6.C The base has discharge impoundments.
- VIII.6.C.1 There are 8 water/wastewater treatment impoundments.
- VIII.6.C.2 There are No industrial wastewater treatment impoundments.
- VIII.6.D There are no discharge violations or outstanding discharge open enforcement actions pending.

**7. HAZARDOUS MATERIALS - Asbestos**

- VIII.7.A 100.0 percent of facilities have been surveyed for asbestos.
- VIII.7.A.1 43.0 percent of the facilities surveyed are identified as having asbestos.
- VIII.7.A.2 1 facilities are considered regulated areas or have restricted use due to friable asbestos.



## 1995 AIR FORCE BASE QUESTIONNAIRE

### Cannon AFB - ACC

#### 11. Biological - Floodplains

VIII.11.A There are No floodplains on the base.

#### 12. Cultural

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

VIII.12.A.1 Sites:

Significant status:

Bldg 129	Over 50 yrs. Scheduled for demo.
Bldg 159	Over 50 yrs. Scheduled for demo.
Bldg 170	Over 50 yrs. Scheduled for demo.
Bldg 181	Over 50 yrs. Scheduled for demo.
Bldg 184	Over 50 yrs. Scheduled for demo.
Bldg 185	Over 50 yrs. Scheduled for demo.
Bldg 191	Over 50 yrs. Scheduled for demo.
Bldg 193	Over 50 yrs. Scheduled for demo.
Bldg 302	Over 50 yrs. Scheduled for demo.
Bldg 305	Over 50 yrs. Scheduled for demo.
Bldg 321	Over 50 yrs. Scheduled for demo.
Bldg 322	Over 50 yrs. Scheduled for demo.
Bldg 323	Over 50 yrs. Scheduled for demo.
Bldg 324	Over 50 yrs. Scheduled for demo.
Bldg 325	Over 50 yrs. Scheduled for demo.
Bldg 352	Over 50 yrs. Scheduled for demo.
Bldg 354	Over 50 yrs. Scheduled for demo.
Bldg 582	Over 50 yrs. Scheduled for demo.
Bldg 683	Over 50 yrs. Scheduled for demo.

VIII.12.B 2 percent of the buildings on base are over 50 years old.

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

VIII.12.C.1 Some properties have been determined to be or may be eligible for the NRHP.

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
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**VIII.12.C.2** Buildings or structures have been surveyed for Cold War or other historical significance.

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

**VIII.12.D.1** 10 percent of the base has been surveyed.

**VIII.12.D.2** No archeological sites have been found.

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

**VIII.12.D.4** Native Americans or others use/identified sacred areas or burial sites on or near base:

There is a cemetery/burial site located within 2 miles of base just north of Hwy 60/84.

Approx 6 ac

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

Agreements include Programmatic Agreements and Memorandum of Agreements.

Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

## 1995 AIR FORCE BASE QUESTIONNAIRE

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

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

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

VIII.13.A.2 No IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 1998

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

VIII.13.C Federal Facility Agreements to clean up the base are in place.

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

VIII.13.D There reported or known uncontrolled or unregulated occurrences of specific contaminate types and sources.

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

VIII.13.E There are sites or SWMUs currently being investigated and remediated pursuant to RCRA corrective action.

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

VIII.13.E.1 28 sites are being investigated and remediated.

VIII.13.F The IRP currently restricts construction (siting) activities/operations on-base.

#### 14. Compliance / IRP Costs (\$000)

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Asbestos Abatement Supplies	\$10.000 K	\$5.000 K	\$5.000 K	\$5.000 K	\$5.000 K
Asbestos Registry Modification	\$10.000 K	\$10.000 K	\$10.000 K	\$10.000 K	\$10.000 K
Computer Equipment	\$15.000 K	\$25.000 K	\$10.000 K	\$5.000 K	\$5.000 K
Conduct Air Modeling	\$40.000 K				
Construct Sewage Treatment Facility				\$10,600.000 K	
Convert Chiller Units Basewide	\$40.000 K				
Dom Sewage Upgrade		\$7,500.000 K			
Groundwater Monitoring	\$280.000 K	\$140.000 K	\$140.000 K	\$140.000 K	\$140.000 K
Hazardous Waste Analysis	\$30.000 K	\$50.000 K	\$50.000 K	\$50.000 K	\$50.000 K
Hazardous Waste Disposal/Remediation	\$80.000 K	\$85.000 K	\$90.000 K	\$95.000 K	\$95.000 K
Hazardous Waste Supplies	\$30.000 K	\$35.000 K	\$35.000 K	\$40.000 K	\$40.000 K
HAZMART Pharmacy			\$1,600.000 K		

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Cannon AFB - ACC

Install O/W Separator at POL			\$30.000 K		
Install Washrack B-216	\$30.000 K				
IRP	\$291,000.000 K	\$0.000 K	\$1,500.000 K	\$2,000.000 K	\$2,000.000 K
Maintain POL Tank B-304		\$10.000 K			
Melrose Range Permit Modification		\$75.000 K			
Natural Resources	\$100.000 K	\$50.000 K	\$50.000 K	\$0.000 K	\$0.000 K
Permits	\$81.000 K	\$91.000 K	\$80.000 K	\$80.000 K	\$90.000 K
Pump Oil/Water Separators	\$40.000 K	\$80.000 K	\$80.000 K	\$80.000 K	\$40.000 K
Recoat Tank Floor Tank 396				\$5.000 K	
Remove Oil/Water Separator B-5114	\$24.800 K				
Remove/Replace O/W Separators Basewide					\$935.000 K
Repair HW Accumulation Pt B-680		\$15.000 K			
Replace Oil/Water Separator B-326	\$25.000 K				
Reroute O/W Separator Discharge	\$60.000 K				
Soil Sampling Melrose Range	\$30.000 K	\$30.000 K	\$30.000 K	\$10.000 K	\$10.000 K
Spill Kit Supplies	\$60.000 K	\$60.000 K	\$60.000 K	\$60.000 K	\$60.000 K
Storm Water Drainage			\$700.000 K		
TDY	\$30.000 K	\$45.000 K	\$50.000 K	\$50.000 K	\$50.000 K
Test cell Air Emissions Control Units				\$3,750.000 K	
TSDF Permit Modification	\$75.000 K				
Update Management Plans		\$30.000 K	\$20.000 K	\$20.000 K	\$20.000 K
Upgrade OB/OD Facility		\$200.000 K			
Wastewater Irrigation System				\$660.000 K	

#### 15. Other Issues

##### VIII.15.A Description of other activities which may constrain or enhance base operations:

**LOCAL:** Cannon AFB has worked closely with State and County planning officials to acquire additional land for Accident Potential Zones and airspace easements. State and county officials have acquired easements for 3306 ac at a cost of \$631,206.

**STATE:** State and county officials have acquired easements

#### 16. Air Quality - Clean Air Act

##### VIII.16.A Air Quality Control Area (AQCA) geographic region in which the base is located:

Pecos-Permian Basin Air Quality Control Region.

##### VIII.16.B Air quality regulatory agency responsible for the AQCA: New Mexico Environmental Department Air Quality Bureau

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

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Cannon AFB - ACC**

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Mr. Jim Shively

(505) 827-0068

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

- |   |   |
|---|---|
| VIII.16.C.1 In Attainment for Ozone   | VIII.16.C.2 In Attainment for Carbon Monoxide |
| VIII.16.C.3 In Attainment for Particulate matter (PM-10)  | VIII.16.C.4 In Attainment for Sulfur Dioxide  |
| VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx)  | VIII.16.C.6 In Non-Classifiable for Lead      |
| VIII.16.C.7 The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT |   |

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

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

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

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

Air Quality Survey complete, No additional data required.

FOR OFFICIAL USE ONLY



**USAF BASE FACT SHEET**  
**CARSWELL AIR RESERVE BASE, TEXAS**

**MAJCOM/LOCATION/SIZE:** AFR base seven miles west-northwest of Fort Worth with 2,767 acres

**MAJOR UNIT/FORCE STRUCTURE:**

- 301st Fighter Wing  
-- 18 F-16C/D

**USAF MANPOWER AUTHORIZATIONS:** (As of FY 95/2)

MILITARY--ACTIVE	6
RESERVE	1,310
CIVILIAN	<u>197</u>
TOTAL	<b>1,513</b>

**ANNOUNCED ACTIONS:**

- The 1993 Defense Base Closure and Realignment Commission directed the closure of NAS Dallas, TX. As a result, NAS Dallas aircraft and associated personnel, equipment, and support units will realign to Carswell ARB. Carswell ARB will become a Navy-operated joint reserve center to receive and accommodate the reserve units currently at Carswell ARB and NAS Dallas. The 136th Airlift Wing (ANG) and its 8 C-130Hs are included in the units that will realign from NAS Dallas.
- The 301st Fighter Wing lost 6 F-16C/Ds in mid-1994 and will lose 3 more in mid-1995. This results in a decrease of 175 drill and 53 civilian manpower authorizations.

**MILITARY CONSTRUCTION PROGRAM (\$000):**

**FISCAL YEAR 94:**

Alter Facility for Cantonment (Base Closure)\* 610

**FISCAL YEAR 95:** None

Note: \* Project forecast for funding by the Base Closure Account. Associated with the 1991 Defense Base Closure and Realignment Commission recommendation to realign Carswell AFB.

**SIGNIFICANT INSTALLATION ISSUES/PROBLEMS:**

- The transfer of the installation to Navy in progress, anticipate completion by late 1995.

Basing Manager: Mr DiCamillo/XOOB/53019  
Editor: Ms Wright/XOOBD/46675/1 Mar 95

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Carswell AFB - AFRES**

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**Section I**

**1. Force Structure**

**I.1.A**      **No NAF or Non-Air Force activities on base.**

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

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Carswell AFB - AFRES

#### 2. Operational Effectiveness

##### A. Air Traffic Control

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

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

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

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
Tower	1	12975	1	12974	N/A	N/A	N/A

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

1724 operations were conducted this runway during calander year 1993

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

none

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

##### B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: FORT HOOD distance 86 NM

Nearest major primary airdrop customer: FORT HOOD distance 86 NM

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

Lajes AB: 3439 NM

Rota AB: 4497 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Carswell AFB - AFRES

Hickam AFB: 3288 NM  
 RAF Mildenhall: 4403 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	DALLAS NAS	24
I.2.B.4	Military airfield, runway >= 8,000ft	DALLAS NAS	24
I.2.B.5	Military airfield, runway >= 10,000ft	SHEPPARD AFB	90
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Fort Worth Meacham	4
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Fort Worth Alliance	13
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Dallas Fort Worth International	20
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations		
		Fort Worth Alliance	13
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations		
		Dallas Fort Worth Int	20

I.2.B.11 Name and distance to an emergency landing airfield compatible with aircraft flown at the base.

FT WORTH MEACHAM

4 NM

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

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

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

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-228 A,B,C,D	356 NM	W-228C	363 NM	W-602	363 NM
W-228D	367 NM	R-5107B	458 NM	W-92	478 NM
W-155 A,B	551 NM	O'NEILL	553 NM	W-155B	557 NM
W-151A	589 NM				

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

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Carswell AFB - AFRES

Area Name	Distance	Area Name	Distance	Area Name	Distance
FALCON	129 NM	RAZORBACK	224 NM	CLAIBORNE	244 NM
McMULLEN	282 NM	MELROSE	331 NM	SMOKEY HILL	356 NM
CANNON	388 NM	SHELBY WEST	438 NM	SHELBY EAST	442 NM
OSCURA	444 NM	AIRBURST	497 NM	EGLIN C52	582 NM
EGLIN C62	586 NM	ATTERBURY	676 NM	JEFFERSON PROVING G	693 NM
GRAND BAY	737 NM	HARDWOOD	769 NM	GOLDWATER RANGE 3	771 NM
GOLDWATER RANGE 2	780 NM	GOLDWATER RANGE 1	785 NM	GOLDWATER RANGE 4	790 NM

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

RAZORBACK	224 NM
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## I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

GULFPORT MDS	496 NM
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## I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

FALCON	129 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	4	8	13	49	100	133
SR	3	22	30	49	76	97
VR	15	23	32	69	110	151
<b>Total Routes:</b>	<b>22</b>	<b>53</b>	<b>75</b>	<b>167</b>	<b>286</b>	<b>381</b>

## Identify Routes:

VR-1110 30 NM	SR-270 40 NM	VR-104 43 NM	IR-105 45 NM	IR-103 46 NM	IR-139 50 NM
SR-228 65 NM	VR-1139 65 NM	VR-1145 65 NM	VR-118 66 NM	VR-162 66 NM	VR-158 66 NM
VR-1143 69 NM	VR-1146 75 NM	VR-163 76 NM	VR-1124 77 NM	VR-188 79 NM	SR-261 85 NM
VR-1138 86 NM	IR-129 94 NM	VR-159 95 NM	VR-1142 100 NM		
VR-1144 101 NM	VR-101 123 NM	SR-233 133 NM	SR-236 133 NM	SR-242 133 NM	SR-244 133 NM
SR-243 133 NM	SR-273 133 NM	SR-267 133 NM	SR-258 133 NM	SR-255 133 NM	SR-251 133 NM
SR-250 133 NM	SR-249 133 NM	SR-245 133 NM	SR-240 133 NM	SR-234 133 NM	IR-127 137 NM
VR-187 137 NM	SR-286 142 NM	VR-143 142 NM	IR-142 143 NM	VR-189 143 NM	SR-296 144 NM
IR-117 147 NM	IR-123 147 NM	VR-1113 147 NM	VR-1128 147 NM	VR-1137 147 NM	SR-290 150 NM
SR-292 150 NM					
SR-208 154 NM	SR-217 154 NM	IR-124 157 NM	VR-186 157 NM	SR-280 158 NM	IR-164 160 NM
VR-1140 160 NM	VR-1104 160 NM	SR-294 163 NM	SR-295 163 NM	SR-205 166 NM	SR-293 170 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Carswell AFB - AFRES

VR-1122 170 NM	VR-1120 175 NM	VR-152 177 NM	VR-1116 182 NM	VR-106 183 NM	VR-1141 185 NM
IR-154 194 NM	IR-155 194 NM	SR-206 195 NM	IR-128 197 NM		
IR-180 205 NM	SR-216 206 NM	IR-145 209 NM	IR-149 209 NM	IR-171 209 NM	IR-182 209 NM
IR-146 209 NM	SR-224 219 NM	SR-223 220 NM	IR-121 225 NM	VR-1103 225 NM	IR-181 229 NM
IR-183 229 NM	VR-1105 230 NM	VR-156 230 NM	VR-1152 230 NM	IR-175 235 NM	VR-1182 239 NM
IR-172 241 NM	IR-173 241 NM	IR-148 243 NM	VR-119 245 NM	IR-185 250 NM	VR-138 250 NM
VR-1130 251 NM	IR-169 254 NM	VR-168 259 NM	IR-160 262 NM	IR-161 262 NM	VR-151 267 NM
IR-170 269 NM	SR-239 269 NM	IR-147 273 NM	VR-1117 276 NM	VR-1546 276 NM	IR-120 277 NM
VR-1102 277 NM	VR-1106 279 NM	VR-534 280 NM	VR-535 280 NM	VR-1121 282 NM	VR-1123 283 NM
VR-1196 285 NM	VR-532 289 NM	IR-136 293 NM	VR-114 295 NM	SR-218 296 NM	SR-221 296 NM
SR-226 296 NM	SR-229 296 NM	SR-231 296 NM	SR-237 296 NM	SR-232 296 NM	SR-230 296 NM
SR-227 296 NM	SR-222 296 NM	SR-220 296 NM	SR-219 296 NM	VR-533 300 NM	IR-503 304 NM
VR-196 324 NM	IR-135 326 NM	VR-100 329 NM	IR-107 330 NM	IR-166 330 NM	VR-125 331 NM
VR-1174 334 NM	VR-531 338 NM	VR-1032 343 NM	IR-070 344 NM	IR-502 346 NM	IR-504 346 NM
IR-113 353 NM	IR-150 354 NM	VR-544 354 NM	IR-068 362 NM	VR-552 362 NM	IR-130 363 NM
SR-238 363 NM	VR-536 366 NM	SR-073 372 NM	SR-074 372 NM	IR-167 373 NM	VR-1072 373 NM
VR-108 377 NM	VR-1574 377 NM	IR-116 379 NM	VR-1108 384 NM	VR-1109 384 NM	IR-177 385 NM
IR-122 391 NM	VR-1525 393 NM				
IR-133 402 NM	IR-134 403 NM	SR-075 406 NM	IR-102 409 NM	IR-131 409 NM	IR-141 409 NM
IR-111 414 NM	IR-409 414 NM	IR-506 415 NM	VR-1522 415 NM	IR-044 419 NM	IR-144 422 NM
IR-165 422 NM	IR-178 422 NM	IR-524 424 NM	IR-091 429 NM	IR-110 430 NM	SR-137 430 NM
SR-213 431 NM	SR-618 433 NM	SR-619 433 NM	SR-030 434 NM	VR-1107 434 NM	VR-1033 437 NM
VR-1523 438 NM	VR-511 438 NM	VR-179 438 NM	VR-545 439 NM	IR-115 441 NM	VR-1195 441 NM
VR-1016 441 NM	IR-132 441 NM	SR-616 442 NM	SR-617 442 NM	IR-505 443 NM	VR-512 443 NM
IR-592 443 NM	SR-031 444 NM	SR-214 445 NM	IR-507 450 NM	IR-414 451 NM	VR-1031 453 NM
VR-1083 457 NM	IR-078 465 NM	VR-541 465 NM	SR-029 468 NM	VR-1014 470 NM	VR-1022 473 NM
IR-527 477 NM	IR-157 478 NM	IR-174 478 NM	VR-1030 478 NM	IR-037 482 NM	IR-040 488 NM
VR-1021 488 NM	VR-1024 488 NM	VR-1023 488 NM	IR-038 491 NM	VR-1520 491 NM	VR-1515 491 NM
IR-517 491 NM	VR-1020 493 NM	SR-212 508 NM	IR-518 518 NM	VR-540 520 NM	IR-109 521 NM
IR-415 524 NM	VR-176 524 NM	VR-412 526 NM	VR-413 526 NM	IR-126 528 NM	VR-060 528 NM
IR-112 533 NM	IR-066 534 NM	IR-067 534 NM	VR-1051 534 NM	VR-1050 534 NM	VR-510 537 NM
SR-225 538 NM	IR-514 539 NM	SR-059 541 NM	SR-062 541 NM	SR-061 541 NM	SR-060 541 NM
IR-021 546 NM	VR-1054 547 NM	IR-077 554 NM	IR-069 555 NM	VR-615 558 NM	SR-210 559 NM
SR-211 559 NM	IR-057 561 NM	SR-103 561 NM	IR-059 561 NM	SR-101 561 NM	SR-104 561 NM
VR-1085 561 NM	VR-1084 561 NM	VR-1082 561 NM	SR-106 561 NM	IR-041 564 NM	VR-1067 564 NM
IR-063 564 NM	SR-069 568 NM	SR-071 568 NM	SR-072 568 NM	SR-070 568 NM	VR-1070 570 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

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VR-1056 579 NM	IR-614 586 NM	VR-1635 586 NM	IR-030 588 NM	IR-031 588 NM	VR-1521 588 NM
IR-508 591 NM	IR-509 591 NM	IR-500 593 NM	IR-501 593 NM	VR-092 596 NM	
IR-017 601 NM	VR-1017 601 NM	IR-089 607 NM	SR-039 611 NM	IR-416 612 NM	VR-1679 612 NM
SR-540 614 NM	SR-541 614 NM	SR-542 614 NM	SR-038 619 NM	VR-1052 624 NM	VR-1005 633 NM
IR-618 634 NM	VR-619 634 NM	SR-035 644 NM	SR-036 644 NM	SR-040 644 NM	SR-037 644 NM
VR-1233 659 NM	VR-260 659 NM	IR-320 660 NM	VR-259 660 NM	VR-263 660 NM	VR-267 660 NM
VR-269 660 NM	VR-268 660 NM	IR-002 663 NM	IR-429 672 NM	IR-473 672 NM	IR-476 672 NM
IR-499 672 NM	IR-476A 672 NM	VR-1055 675 NM	VR-1667 675 NM	SR-102 687 NM	SR-773 688 NM
SR-774 688 NM	IR-042 690 NM	VR-1068 690 NM	IR-613 690 NM	VR-1668 693 NM	IR-075 697 NM
VR-1642 697 NM	VR-1641 697 NM	IR-015 701 NM	VR-1616 701 NM	SR-105 707 NM	VR-1065 707 NM
IR-276 708 NM	IR-083 713 NM	IR-032 717 NM	IR-016 720 NM	SR-728 727 NM	SR-729 727 NM
VR-058 731 NM	SR-771 733 NM	VR-094 737 NM	VR-1640 737 NM	SR-776 743 NM	IR-079 744 NM
IR-080 744 NM	VR-239 747 NM	VR-245 747 NM	SR-730 748 NM	SR-731 748 NM	VR-1066 749 NM
SR-785 750 NM	VR-097 750 NM	VR-223 754 NM	VR-1219 757 NM	VR-242 757 NM	VR-244 757 NM
VR-246 757 NM	VR-1220 757 NM	SR-727 764 NM	VR-231 769 NM	IR-090 770 NM	VR-095 770 NM
VR-1650 772 NM	IR-430 773 NM	IR-490 773 NM	VR-1049 773 NM	IR-492 773 NM	IR-254 775 NM
IR-046 778 NM	IR-250 782 NM	IR-019 783 NM	IR-023 783 NM	IR-074 784 NM	IR-400 785 NM
VR-1001 788 NM	VR-1008 788 NM	VR-1059 790 NM	VR-1002 791 NM	IR-081 794 NM	

I.2.C.9 IR-429 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 672 NM from the base.

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

200 NM	300 NM	500 NM
7	17	46

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

Refueling Route	Distance						
AR-102A EAST	15 NM	AR-113 WEST	115 NM	AR-104 WEST	122 NM	AR-112 EAST	160 NM
AR-313 NORTH	164 NM	AR-013 WEST	166 NM	AR-313 SOUTH	181 NM		
AR-104 EAST	216 NM	AR-113 EAST	216 NM	AR-114	216 NM	AR-112 WEST	241 NM
AR-013 EAST	255 NM	AR-614	256 NM	AR-167 NORTH	263 NM	AR-167 SOUTH	263 NM
AR-312	295 NM	AR-330 EAST	296 NM				
AR-461	329 NM	AR-116 EAST	330 NM	AR-309 EAST	331 NM	AR-330 WEST	331 NM
AR-116 WEST	335 NM	AR-615	339 NM	AR-101 SOUTH	343 NM	AR-650	355 NM

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AR-314 WEST	358 NM	AR-110 EAST	364 NM	AR-302 EAST	365 NM	AR-309 WEST	370 NM
AR-602	371 NM	AR-637	371 NM	AR-302 WEST	381 NM	AR-101 NORTH	387 NM
AR-623	396 NM	AR-653	401 NM	AR-103	407 NM	AR-644 SOUTH	411 NM
AR-644 NORTH	412 NM	AR-108 EAST	415 NM	AR-314 EAST	429 NM	AR-111 EAST	433 NM
AR-110 WEST	455 NM	AR-318 EAST	461 NM	AR-108 WEST	467 NM	AR-643	479 NM
AR-115	486 NM						

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

500 NM	700 NM
4051	6699

Track	Distance	Events									
AR-102	15 NM	10	AR-113	115 NM	27	AR-104	122 NM	123	AR-112	160 NM	360
AR-013	166 NM	329	AR-114	216 NM	566	AR-116	330 NM	541	AR-309	331 NM	138
AR-101	343 NM	217	AR-314	358 NM	256	AR-110	364 NM	596	AR-302	365 NM	445
AR-108	415 NM	140	AR-111	433 NM	303			0			0
AR-017	510 NM	186	AR-016	513 NM	157	AR-024	515 NM	149	AR-203	530 NM	223
AR-105	578 NM	285	AR-216	623 NM	64	AR-011	634 NM	87	AR-014	634 NM	635

## I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 216NM from the base."

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

Percentage of tankers based in region: 19.0

Tanker saturation within the region has been classified as tanker Balanced

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
ALL AMERICAN	287 NM	✓	✓	✓	0	0
ANTELOPE - FT HOOD	96 NM	✓	✓	✓	1	2
ARDMORE(CIR)	95 NM	✓	✓	✓	0	0
ARROWHEAD	219 NM	✓	✓	✓	3	2
BLACKJACK R+CIR	307 NM	✓	✓	✓	0	0
BRUSHY	250 NM	✓	✓	✓	0	0
DEVIL	102 NM	✓	✓	✓	0	0
DEVILS RIVER	268 NM	✓	✓		0	0
EAGLE MOUNTAIN	13 NM	✓	✓	✓	0	1
FT HOOD	96 NM		✓	✓	1	2

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FT SILL CIRCULA	121 NM	✓	✓	✓	2	3
GERONIMO NORTH	249 NM		✓	✓	0	0
GERONIMO SOUTH	249 NM		✓	✓	0	0
HALL	192 NM	✓	✓	✓	0	0
JD (CIR, water)	236 NM				0	1
KAREN EAST	206 NM			✓	0	0
KAREN WEST	206 NM			✓	0	0
MARRION IMC N	124 NM	✓	✓	✓	0	14
MARRION IMC S	124 NM	✓	✓	✓	0	13
MELROSE	329 NM		✓		5	0
MINERAL WELLS	31 NM		✓	✓	0	2
MINERAL WLS CAT	31 NM		✓	✓	0	2
MINERAL WLS CIR	31 NM		✓	✓	0	2
MINERAL WLS SKE	31 NM		✓	✓	0	2
RAPIDO	85 NM	✓	✓	✓	0	2
RATTLESNAKE	222 NM		✓	✓	3	2
ROXANNE	223 NM	✓	✓		0	0
SHARON	253 NM	✓	✓	✓	0	0
SHEILA	253 NM		✓	✓	0	0
SOUTH POLK	240 NM	✓	✓	✓	0	0

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

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

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RAPIDO	SR-258	SR-261							
RATTLESNAKE	IR-117	IR-121	IR-164	SR-223	SR-224				

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

LONGHORN 84 NM

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
MINERAL WELLS	31 NM		✓	✓	0	0
RAPIDO	85 NM	✓	✓	✓	0	0

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

FORT HOOD 104 NM

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#### D. Ranges

##### Ranges (Controlled/managed by the base)

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

FALCON RANGE  
SHOAL CREEK RANGE

**Information relative to each range:**

**RANGE: FALCON RANGE**

- I.2.D.2 Type of any associated airspace:** R5601C
- I.2.D.3 Distance from the base to the range:** 125 NM
- I.2.D.4 Overall size of the range:** 13,440 Acres
- I.2.D.4.a Size of the impact area(s):** 5,120 Acres
- I.2.D.4.b Size of the restricted area in which the range lies:** 42 Sq Mi
- I.2.D.4.c Altitude ceiling of this restricted area:** 40,000 ft
- I.2.D.5 The range shape or location DOES NOT prohibit efficient training**
- I.2.D.6 Other types of restrictions that exist (i.e. limited hours, exercise only, etc):**
- I.2.D.7 Regular users (20 or more times /year) of the range:**

27FW
517FW
88 FTW

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

4HRS PER DAY 5 DAYS A WEEK

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

- I.2.D.8.a Hours scheduled:** 562 hrs
- I.2.D.8.b Hours used:** 304 hrs
- I.2.D.8.c Percent utilized:** 54.1
- I.2.D.8.d Reasons for non-use:**

WEATHER/HIGHER PRIORITY MISSION

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

SAM SITE AND GUN TACTICAL TARGETS

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

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**I.2.D.10** The range has a special weapons delivery capability as follows:

MAVERICK HOT BOX

**I.2.D.10.a** Associated restrictions:

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

**I.2.D.12** List of Noise Sensitive Areas (NSAs) associated with the range:

**I.2.D.12.a** WILD LIFE REFUSE N

Does not affect or threaten quality of training. )

**I.2.D.13** There are no commercial / civilian encroachment problems associated with the range

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

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

ARMY

Current status: CURRENT

**I.2.D.15.a**

There is no prospect of a diminished capacity when this MOA is renewed.

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

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

#### **RANGE: SHOAL CREEK RANGE**

**I.2.D.2** Type of any associated airspace: HOOD MOA, R6302

**I.2.D.3** Distance from the base to the range: 85 NM

**I.2.D.4** Overall size of the range: 15,360 Acres

**I.2.D.4.a** Size of the impact area(s): 10,240 Acres

**I.2.D.4.b** Size of the restricted area in which the range lies: 307 Sq Mi

**1995 AIR FORCE BASE QUESTIONNAIRE****Carswell AFB - AFRES**

- I.2.D.4.c** Altitude ceiling of this restricted area: 30,000 ft
- I.2.D.5** The range shape or location DOES NOT prohibit efficient training
- I.2.D.6** Other types of restrictions that exist (i.e. limited hours, exercise only, etc):
- I.2.D.7** Regular users (20 or more times /year) of the range:
- I.2.D.8** Published availability of the range:  
NONE
- Range scheduling statistics (yearly average from 1990 to 93.
- I.2.D.8.a** Hours scheduled: 208 hrs
- I.2.D.8.b** Hours used: 132 hrs
- I.2.D.8.c** Percent utilized: 63.5
- I.2.D.8.d** Reasons for non-use:  
WEATHER/HIGHER PRIORITY MISSIONS
- I.2.D.9** The range has a full-scale weapons delivery capability as follows:
- I.2.D.9.a** Associated restrictions:
- I.2.D.10** The range has a special weapons delivery capability as follows:  
VEHICLE FOR MAVERICK
- I.2.D.10.a** Associated restrictions:
- I.2.D.11** The range does Not have a electronic warfare capability.
- I.2.D.12** List of Noise Sensitive Areas (NSAs) associated with the range:
- I.2.D.13** There are no commercial / civilian encroachment problems associated with the range

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
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- I.2.D.14**      **The range has No problems with hazardous material / waste/ ordnance disposal**
- I.2.D.15**      **MOUs, MOAs or LOAs associated with the range:**  
**ARMY**                      **Current status: CURRENT**
- I.2.D.15.a**                      **There is no prospect of a diminished capacity when this MOA is renewed.**
- I.2.D.16**      **It is possible to expand hours to increase the range utilization, volume can Not be expanded.**
- I.2.D.17**      **There are No planned range real property expansions.**
- Ranges (Used by the base)**
- I.2.D.18**      **The base uses other ranges on a regular basis**
- I.2.D.19**      **The mission and training is Not adversely impacted by training area airspace encroachment or other conflicts.**
- I.2.D.20**      **MOAs/bombing ranges/other training areas have No scheduling restrictions/limitations.**
- I.2.D.21**      **MOAs/bombing ranges/other training areas have No projected scheduling restrictions/limitations.**
- I.2.D.22**      **No significant changes/restrictions/limitations effecting the scheduling of low level routes in progress.**

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**E. Airspace Used by Base**

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

IR -105	Other
IR 139	
IR-103	Other
VR 1124	Other
VR-104	Other
VR-1110	Other
VR118	Other

**Details for airspace scheduled or managed by the base:**

**Airspace: IR -105**

**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:**

DOPAA DOES NOT REFLECT CURRENT AIRCRAFT

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

**I.2.E.3.a 105**

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

**I.2.E.3.a see work sheet Not Listed**

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

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

**I.2.E.4.a SEE WORKSHEET**

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

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- I.2.E.6**      **Restrictions currently acting on this airspace:**  
                  SEE WORKSHEET  
                  SUBSONIC
- I.2.E.7**      **Published availability of the airspace:**  
                  0600-2200 L DAILY. All IR routes are scheduled real time with activation of flight plans--100%
- Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a**     **Hours scheduled:**
- I.2.E.7.b**     **Hours used:**
- 
- I.2.E.8**      **Utilization of the airspace can be increased.**
- I.2.E.9**      **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10**     **Description of the volume or area of the Airspace:**  
                  100' TO 5000'
- I.2.E.11**     **100.00 percent of the airspace is usable.**  
**Airspace: IR 139**
- 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 Not used in the latest environmental analysis and supersonic waiver.**  
**Explanation for any lack of reports:**  
                  DOPAA DOES NOT REFLECT AIRCRAFT
- I.2.E.3**      **There are No Noise Sensitive Areas associated with the airspace.**

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**Carswell AFB - AFRES**

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

**I.2.E.4.a ONE CONTROLLED AIRPORT**

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

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

SUBSONIC

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

0600-2200 L/ DAILY

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

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

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

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

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

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

100' TO 6000'

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

**Airspace: IR-103**

**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:**

DOPAA DOES NOT REFLECT THE CURRENT AIRCRAFT

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Carswell AFB - AFRES**

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

**I.2.E.3.a** a Not Listed

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

**I.2.E.3.a** b Not Listed

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

**I.2.E.3.a** SEE WORKSHEET

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

**I.2.E.3.a** VR1124

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

**I.2.E.3.a** VR118

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

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

**I.2.E.4.a** SEE WORKSHEET

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

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

SEE WORK SHEET

SUBSONIC

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

DAY LIGHT / DAILY

Range scheduling statistics (yearly average from 1990 to 93.

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

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

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- 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:  
100' TO 5000'
- I.2.E.11** 100.00 percent of the airspace is usable.  
**Airspace: VR 1124**
- 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:  
COMPLLETE
- I.2.E.2.b** There are problems No associated with the environmental analysis.
- I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.  
The DOPAA was Not used in the latest environmental analysis and supersonic waiver.  
Explanation for any lack of reports:  
DOPAA DOES NOT REFLECT CURRENT AIRCRAFT
- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.3.a** 3145.0N-9737.0W
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.4.a** ONE UNCONTROLLED AIRPORT
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:  
SUBSONIC
- I.2.E.7** Published availability of the airspace:  
0600-2200 DAILY. VR routes do not infringe on availability of Natl Airspace.  
Range scheduling statistics (yearly average from 1990 to 93.

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- I.2.E.7.a**    **Hours scheduled:**
- I.2.E.7.b**    **Hours used:**
- 
- I.2.E.8**        **Utilization of the airspace can be increased.**
- I.2.E.9**        **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10**      **Description of the volume or area of the Airspace:**  
                  **500' TO 1500'**
- I.2.E.11**      **100.00 percent of the airspace is usable.**  
**Airspace: VR-104**
- 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:**  
                  **COMPETE**
- 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:**  
                  **DOPAA DOES NOT REFLECT CURRENT AIRCRAFT**
- I.2.E.3**        **List of Noise Sensitive Areas (NSAs) associated with the airspace:**
- I.2.E.3.a**      **SEE WORKSHEET**
- I.2.E.3.b**      **No affect on or threat to the quality of training or the mission.**
- 
- I.2.E.4**        **Commercial / civilian encroachment problems associated with the airspace:**
- 
- I.2.E.5**        **There are No planned expansions (including new airspace) to the base's special use airspace.**
- 
- 
- I.2.E.6**        **Restrictions currently acting on this airspace:**  
                  **SUBSONIC**

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
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- I.2.E.7**      **Published availability of the airspace:**  
                  DAYLIGHT/ DAILY  
**Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a**     **Hours scheduled:**
- I.2.E.7.b**     **Hours used:**
- 
- I.2.E.8**      **Utilization of the airspace can be increased.**
- I.2.E.9**      **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10**     **Description of the volume or area of the Airspace:**  
                  300' TO 3500'
- I.2.E.11**     **100.00 percent of the airspace is usable.**  
**Airspace: VR-1110**
- 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 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:**  
                  DOPAA DOES NOT REFLECT CURRENT AIRCRAFT
- 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

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- I.2.E.6**      **Restrictions currently acting on this airspace:**  
                   A  
                   SUBSONIC
- I.2.E.7**      **Published availability of the airspace:**  
                   0600-2200/DAILY
- Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a**     **Hours scheduled:**
- I.2.E.7.b**     **Hours used:**
- I.2.E.8**      **Utilization of the airspace can be increased.**
- I.2.E.9**      **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10**     **Description of the volume or area of the Airspace:**  
                   100' TO 1500'
- I.2.E.11**     **100.00 percent of the airspace is usable.**  
**Airspace: VR118**
- 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 Not used in the latest environmental analysis and supersonic waiver.**  
**Explanation for any lack of reports:**  
                   DOPAA DOES NOT REFLECT CURRENT AIRCRAFT
- I.2.E.3**      **List of Noise Sensitive Areas (NSAs) associated with the airspace:**
- I.2.E.3.a**     **SMALL RESIDENTIAL AREA**
- I.2.E.3.b**     **No affect on or threat to the quality of training or the mission.**
- I.2.E.4**      **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.4.a**     **ONE UNCONTROLLED AIRPORT**

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Carswell AFB - AFRES

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

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

SUBSONIC

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

DAY LIGHT MONDAY THROUGH SAT.

Range scheduling statistics (yearly average from 1990 to 93.

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

**I.2.E.7.b**     **Hours used:**

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

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

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

500' TO 15,500

**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:
A.M.I.G.O. Private	General Aviation
Action Aero	General Aviation
Addington Private	General Aviation
Addison	General Aviation
Aero Country	General Aviation
Aero Valley	Commercial
Air o Acres Private	General Aviation
Air Park Dallas	Commercial

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## Carswell AFB - AFRES

Aledo Private	General Aviation
Alliance	General Aviation
Arlington Muni	General Aviation
Baily Private	General Aviation
Bar V-K Ranch Private	General Aviation
Bee Creek	General Aviation
Belcher Private	General Aviation
Beula Strip	Uncontrolled
Bird Dog Private	General Aviation
Birdnest Private	General Aviation
Birk Private	General Aviation
Blackmark Private	General Aviation
Blackwood Private	General Aviation
BLO Private	General Aviation
Bourland	General Aviation
Bransom Farm Private	General Aviation
Bridgeport	General Aviation
Bryant's Landing Private	General Aviation
Carroll	General Aviation
Carroll Lakeview	General Aviation
Circle P Ranch Private	General Aviation
Clark	General Aviation
Cleburne	General Aviation
Copeland Private	General Aviation
Copenger Farm Private	General Aviation
Cotton Patch Private	General Aviation
Dales Acres	General Aviation
Dallas Love	Commercial
Dallas North	General Aviation
Decatur	General Aviation
Denton	Commercial
Deussen Private	General Aviation
DFW INTN'L	Commercial
Drop Private	General Aviation

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## Carswell AFB - AFRES

Eagles Nest Private	General Aviation
Eisenbach Private	General Aviation
Ennis	General Aviation
Fifty One Oaks Ranch	General Aviation
Flamingo Private	General Aviation
Flat Top Ranch	General Aviation
Flying B Ranch Private	General Aviation
Flying Cap Private	General Aviation
Flying L Private	General Aviation
Flying M	General Aviation
Flying O Private	General Aviation
Flying Oaks	General Aviation
Flying S Private	General Aviation
Flying V Private	General Aviation
Folbres Place Private	General Aviation
Freedom Field Private	General Aviation
Ganze Rance	General Aviation
Goode	General Aviation
Graham Ranch Private	General Aviation
Grand Prarie	General Aviation
Grand Valley Private	General Aviation
Grandbury	General Aviation
Haire Private	General Aviation
Harper Private	General Aviation
Hartlee Private	General Aviation
Hawkins Private	General Aviation
Hess Private	General Aviation
Hicks	General Aviation
Hidden Valley Private	General Aviation
Hillcrest Private	General Aviation
Hillsboro	General Aviation
Hirok Private	General Aviation
Horseshoe Bend	General Aviation
Horseshoe Lake Private	General Aviation

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Hudson Muni	General Aviation
Huff Private	General Aviation
Ironhead	General Aviation
Jacksboro	General Aviation
Kezer Private	General Aviation
Kitty Hawk	General Aviation
Lake View	General Aviation
Lancaster	General Aviation
Lane	General Aviation
Lazy 9 Private	General Aviation
Lazy K Private	General Aviation
Lazy R Private	General Aviation
Leroux Private	General Aviation
Lewis Farm Private	General Aviation
Little Private	General Aviation
Log Cabin Private	General Aviation
Lscombe Acres Private	General Aviation
Luck	General Aviation
Markum	General Aviation
McKinney Muni	General Aviation
Meacham	General Aviation
Miller STOL Port Private	General Aviation
Mims Farm	General Aviation
Mineral Wells	General Aviation
Mize Ranch Private	General Aviation
Nassau Bay Private	General Aviation
Navy Dallas	Military
Northwest Regional	General Aviation

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

I.2.E.14.a **Description of impacts:** THE PROXIMITY OF MEACHAM AIRPORT DICTATES THAT MOST OF OUR TRAFFIC FLOW REMAINS WEST OF A NORTH TO SOUTH BOUNDARY LINE LOCATED 1.5 NM EAST OF RUNWAY CENTERLINE

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## 1995 AIR FORCE BASE QUESTIONNAIRE

### Carswell AFB - AFRES

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#### F. Potential for Growth in Training Airspace (Area)

- I.2.F.1      Expansion of training airspace is Not possible.
- I.2.F.2      Current access will remain the same.
- I.2.F.3      No reductions in training airspace are expected.
- I.2.F.4      Current special use airspace and training areas meet all training requirements.
- I.2.F.4.a     Deployed, off-station training is not required to meet training requirements.

#### G. Composite / Integrated Force Training

- I.2.G.1      Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:  
                 FORT HOOD  
                 104 NM from the base.
- I.2.G.2      DELETED
- I.2.G.3      Nearest Naval unit where joint training can be accomplished:  
                 NAVY DALLAS  
                 40 mi from the base.
- I.2.G.4      Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:  
                 DYESS AFB TX  
                 150 mi from the base.
- I.2.G.5      DELETED

#### H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

#### I. Technical Training (Air Education and Training Command)

## 1995 AIR FORCE BASE QUESTIONNAIRE

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I.2.1 No technical training mission.

#### J. Weather Data (AF Environmental Technical Applications Center)

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

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.7	99.3	91.3	84.5	83.7

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

I.2.J.2.a Is at or below 15 knots 98.8 percent of the time

I.2.J.2.b Is at or below 25 knots 99.9 percent of the time

I.2.J.3 7 Days have freezing participation (mean per year).

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Carswell AFB - AFRES

#### Section II

#### 1. Installation Capacity & Condition

##### A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Carswell ARB	301 Cantonment area	135		
<b>TOTALS:</b>			135		

##### B. Facilities

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

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	0	0		0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	7,288	0.0	100.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	12,478	70.0	15.0	15.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	4,500	11,930	100.0	0.0	0.0	7,430
II.1.B.1.c.ii	141-753	Squadron Operations	SF	9,964	7,657	23.0	77.0	0.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	7,634	7,634	0.0	100.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	6,183	6,183	0.0	100.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	96,245	89.0	11.0	0.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	0	0		0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	0	0		0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	19,956	19,956	100.0	0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	38,184	38,184	100.0	0.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	2,000	535	100.0	0.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	10,500	11,133	100.0	0.0	0.0	633

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Carswell AFB - AFRES

II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	9,700	10,000	100.0	0.0	0.0	300
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	11,100	11,005	100.0	0.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	10,000	10,517	100.0	0.0	0.0	517
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g	214	Maintenance-Automotive	SF	N/A	4,049	100.0	0.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	2,100	2,100	100.0	0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	10,160	22,860	94.0	6.0	0.0	12,700
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	10,500	5,733	100.0	0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	24,027	95.0	0.0	5.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	11,200	11,200	100.0	0.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	8,700	6,700	100.0	0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	6,240	6,240	100.0	0.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	7,923	7,923	100.0	0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	0	0		0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	2,675	100.0	0.0	0.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	115,000	115,000	100.0	0.0	0.0	0
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	9,673	90.0	10.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	11,998	11,998	100.0	0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	960	960	0.0	100.0	0.0	0

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II.1.B.1.t.iii	422-264	Igloo Magazine	SF	18,888	17,964	100.0	0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	1,925	100.0	0.0	0.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	2,932	2,932	100.0	0.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	0	0		0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	75,500	74,143	100.0	0.0	0.0	0
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	7,500	7,520	100.0	0.0	0.0	20
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	0	0		0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	19,135	100.0	0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	52,067	99.0	0.0	1.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	1,200	1,200	100.0	0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	140	100.0	0.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	0	0		0.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	0	0		0.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	140	100.0	0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	35,164	100.0	0.0	0.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	73,134	100.0	0.0	0.0	N/A
II.1.B.1.gg	852-273	Act Support Equipment Storage	SY	0	0		0.0	0.0	0

## Notes for specific Cat Codes:

II.1.B.1.f	212	Part of II.1.B.1.i
II.1.B.1.f.i	212-212	Part of II.1.B.1.i
II.1.B.1.g.i	214-425	Part of II.1.B.1.i
II.1.B.1.k.iii	218-868	Part of II.1.B.1.j

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

Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111 Aircraft Pavement-Runway(s)	SY	400,000	100.0	0.0	0.0

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II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	270,824	100.0	0.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	623,970	100.0	0.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	211,480	100.0	0.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	0			
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	18,584	100.0	0.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	23,595	100.0	0.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	1,460	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	136,583	100.0	0.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	0			

## C. Family Housing (Facility Category Code 711)

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

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

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

II.1.C.1.c Current deficit (-) or surplus units in validated Market Analysis:

(includes E-1 - E3 requirements)

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

II.1.C.1.d FY95/4 projected net housing deficit (-) or surplus of units:

(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)

## II.1.C.2 Condition

II.1.C.2.a Number of adequate units meeting current whole-house standards of accommodation and state of repair:

(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)

II.1.C.2.a Number of adequate units requiring whole-house renovation or replacement:

(Units meeting whole-house standards are those that were programmed/ renovated after FY88).

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

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Carswell AFB - AFRES

- II.1.C.3 Percentage of military families living on base as compared to the total number of families (officer and enlisted) assigned to the base
- II.1.C.3.a 0.0 percent of officer families live on base.
- II.1.C.3.b 0.0 percent of enlisted families live on base.
- II.1.C.3.a 0.0 percent of all military families live on base.

## 2. Airfield Characteristics

### II.2 Runway Table:

Primary Designation	Dimensions:		Cross Runway	Aircraft Arresting Systems (II.2.I)	
	Length	Width		Number	Types
35 Primary	12250 ft	300 ft	No	1	BAK-12

- II.2.A There are 1 active runways.
- II.2.A.1 There are NO cross runways
- II.2.B There are NO parallel runways.
- II.2.C Dimensions of the primary runway (35).
- II.2.C.1 Length: 12,250 ft
- II.2.C.2 Width: 300 ft
- II.2.D Dimensions of all secondary runways are in the runway table.
- II.2.E The primary taxiway is 75 ft wide.
- II.2.F Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency(AFCESA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).

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

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

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

## 1995 AIR FORCE BASE QUESTIONNAIRE

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Pavement:	Aircraft:	(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Aprons	B-52	SY	63,889	7" concrete overlay
Taxiway	B-52	SY	43,333	4" concrete overlay
Runway	B-52	sy	400,000	4" concrete overlay

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

II.2.G.1 The total usable apron space for aircraft parking is 205,299 Sq Yds.

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

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
301 SOUTH SIDE	600 ft	60 ft	Primary Aircraft	F-16
ALERT	1,250 ft	125 ft	Neither	NO
BASE OPS	460 ft	200 ft	Transient Aircraft	TRANSIENT
BOMBER ROW	2,200 ft	145 ft	Neither	NO
CHARLIE	875 ft	810 ft	Neither	NO
J ROW	433 ft	277 ft	Neither	F-16
NORTH RAMP EAST	750 ft	125 ft	Neither	NO
NORTH RAMP WEST	1,275 ft	150 ft	Neither	NO
TANKER	1,650 ft	135 ft	Neither	NO

II.2.G.2 Permanently assigned aircraft currently require 7,333 Sq Yds of parking space.

II.2.G.3 197,966 Sq Yds of parking space is available for parking additional non-transient aircraft.

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

NONE

II.2.H The dimensions of the (largest) transient parking area:

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

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

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Carswell AFB - AFRES

#### 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:	1.2 MG/D	MG/D - million gallons per day	41 %
II.3.A.2 Sewage:	1.0 MG/D		49 %
II.3.A.3 Electrical distribution:	20.16 MW	MW - million watts	24 %
II.3.A.4 Natural Gas:	2,592.00 MCF/D	MCF/D - million cubic feet per day	18 %
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:

No

#### 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: 1643 Hanger

Current Use: F-16 Maintenance

II.4.A.2 Size (SF): 38,160 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-16

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	200 ft	40 ft	
II.4.A.6 Largest unobstructed space inside the facility:	200 ft	40 ft	200 ft

#### 5. Unique Facilities

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

#### 6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures

##### Local/Regional Land Encroachment

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

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN
II.6.A.1 17	CZ	0	206	0.0	Gen Compat	0.0	0.0	0.0	0.0	100.0	0.0

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Carswell AFB - AFRES

II.6.A.2	35	CZ	0	196	0.0	Gen Compat		0.0	0.0	0.0	0.0	100.0
	17	APZ 1	2,000	344	33.0	Sig Incompat	33.0	0.0	0.0	0.0	0.0	67.0
II.6.A.3	35	APZ 1	1,000	344	20.0	Sig Incompat	5.0	95.0	0.0	0.0	0.0	0.0
	17	APZ 2	4,000	482	33.0	Sig Incompat	13.0	20.0	0.0	0.0	10.0	57.0
	35	APZ 2	5,000	482	33.0	Sig Incompat	50.0	50.0	0.0	0.0	0.0	0.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.A.4	65-70	7,600	4,819	0	Gen Compat	50.0	15.0	5.0	0.0	10.0	20.0
II.6.A.5	70-75	2,100	1,895	0	Gen Compat	25.0	25.0	5.0	0.0	5.0	40.0
II.6.A.6	75-80	500	1,722	33	Sig Incompat	10.0	60.0	0.0	0.0	5.0	25.0
II.6.A.7	80+	0	300	0	Gen Compat	10.0	60.0	0.0	0.0	5.0	25.0

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

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.1	17	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	0.0	100.0	0.0
	35	CZ	0	196	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.2	17	APZ 1	2,000	344	33	Sig Incompat	33.0	0.0	0.0	0.0	0.0	67.0
	35	APZ 1	1,000	344	20	Sig Incompat	5.0	95.0	0.0	0.0	0.0	0.0
II.6.B.3	17	APZ 2	4,000	482	33	Sig Incompat	13.0	20.0	0.0	0.0	10.0	57.0
	35	APZ 2	5,000	482	33	Sig Incompat	50.0	50.0	0.0	0.0	0.0	0.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.4	65-70	7,600	4,819	0	Gen Compat	50.0	15.0	5.0	0.0	10.0	20.0
II.6.B.5	70-75	2,100	1,895	0	Gen Compat	25.0	25.0	5.0	0.0	5.0	40.0
II.6.B.6	75-80	500	1,722	33	Sig Incompat	10.0	60.0	0.0	0.0	5.0	25.0
II.6.B.7	80+	0	300	0	Gen Compat	10.0	60.0	0.0	0.0	5.0	25.0

II.6.C The most recent, publicly released AICUZ study is dated Apr 86

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

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

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

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

**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Carswell AFB - AFRES**

DOES NOT REFLECT CURRENT AIRCRAFT

- II.6.E** The AICUZ study was last updated on Mar 94  
 The study is no longer valid. Milestones for updateing the study:
- II.6.E.1** MARCH 1994; BASE TRANSFERS TO NAVY OCT 94
- II.6.F** Local governments have Not incorporated AICUZ recommendations into land use controls
- II.6.G** Assessment of significant development (i.e., residential subdivision, shopping mall, or center, industrial park, etc.) existing or anticipated within any of the 7 AICUZ zones.
- No significant development currently exists in any AICUZ zone.  
 No significant development is projected for any AICUZ zone.
- No long range (20 year) development trends in the 7 AICUZ zones are evident.

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

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
FT WORTH	356268	393455	385164	447619	499510

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
TARRANT	538495	715587	861837	1170103	1505648

- II.6.I** All clear zone acquisition has been completed.
- II.6.J** All existing on base facilities are sited in accordance with AICUZ recommendations.
- All planned on base facilities will be sited in accordance with AICUZ recommendations.

**Air Space Encroachment**

- II.6.K** Noise complaints are received from off base residents.
- II.6.K.1** 2.0 noise complaints per month (average) are received from off base residents.
- II.6.L** The base has implemented noise abatement procedures as follows:
- II.6.L.1** LOCAL TRAFFIC PATTERN IS TO THE WEST OVER AIR FORCE PLANT 1 (LOCKEED FACILITY). OVERHEAD TRAFFIC PATTERN HAS A STEP DOWN ALTITUDE FROM 2000' AGL TO 1500'AGL ONLY WITHIN 5NM OF THE RUNWAY. . ASSIGNED AIRCRAFT NORMALLY OPERATE BETWEEN 1000L AND 1500L

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Carswell AFB - AFRES

#### Section III

##### 1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

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

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

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

III.1.A.1.b Current MHE: 10k forklift 6 -25k loader 9 -ton highlift 0 -trailer 40' 4 - trailer 25' 0 -tractor 10 ton 5 - buses 3

III.1.A.2 3 C-141 equivalent aircraft can be refueled at one time.

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

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

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

III.1.C The base does Not have an operational fuel hydrant system.

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

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

III.1.D.2 There are No limitations to continuous service from the primary source.

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Carswell AFB - AFRES

III.1.D.3 85,273 barrels

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

III.1.D.4 Other receipt modes available: Tank Trucks 10%

Number of offload headers: 6

4 tank trucks can be simultaneously offloaded

Tank cars can Not be offloaded.

III.1.D.5 2 refueling unit fillstands are available.

III.1.D.5.a 2 refuelers can be filled simultaneously.

III.1.D.6 Current dispensing capabilities as defined in AFR 144-1

sustained:	4416
maximum:	4416

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

III.1.D.7.a Supporting DFSP: UY7188-PRIMARY: UY7028- SECONDARY

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

III.1.E.1 Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:

Square footage available (including physical capacity limit):

III.1.E.2 Normal installation mission storage requirement:

	Cat 1.1	Cat 1.2
Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:	7500	0
Square footage available (including physical capacity limit):	0	0
Normal installation mission storage requirement:	10740	5185

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

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

III.1.F.2 The size of the hot cargo pad is 119,940 sq feet.

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

III.1.F.4 The hot pad access is taxi-on/taxi-off.

III.1.F.5 The taxiway servicing the hot pad is 75 ft wide and has a pavement classification number (PCN) of 2.

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

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Carswell AFB - AFRES

F-16 C-5 B-52 KC-135

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

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

**Active ground force installations within 150 NM:**

FORT HOOD	104 NM
FORT SILL	124 NM

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

**Railheads within 150 NM:**

Altus - Altus AFB	147 NM
Belton - Killeen	103 NM
Dallas - Grand Prairie	23 NM
Lawton - Chickasha	139 NM
McAlester - Savanna	147 NM

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

**III.1.H The base does Not have a dedicated passenger terminal.**

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

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

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

**III.1.L The base medical facility performs No unique missions.**

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

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**1995 AIR FORCE BASE QUESTIONNAIRE****Carswell AFB - AFRES**

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

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

**III.1.N** Base facilities have a total excess storage capacity of 33,600 sq ft.

**III.1.N.1** Base facilities have a total covered storage capacity of 96,824 sq ft.

**III.1.N.2** Breakout of the total covered storage capacity:

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	73,860 sq ft
Mobility storage:	20,032 sq ft
War Readiness Support Kits (WRSK) storage:	7,520 sq ft

**III.1.O** 112 light military vehicles are on base.

**III.1.P** 100 heavy military and special vehicles are on base.

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Carswell AFB - AFRES

#### Section IV

##### 1. Base Budget

#### IV.1 Non-payroll portion of the base budget for prior years:

IV.1.A	xxx56	Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-93	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		FC54	0.00 \$sK	0.00 \$sK			0.00 \$sK	
	FY-94	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		FC54	0.00 \$sK	0.00 \$sK				0.00 \$sK
		<b>xxx56 TOTALS:</b>					0.00 \$sK	0.00 \$sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-93	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		FC54	0.00 \$sK	0.00 \$sK			0.00 \$sK	
	FY-94	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		FC54	0.00 \$sK	0.00 \$sK				0.00 \$sK
		<b>xxx78 TOTALS:</b>					0.00 \$sK	0.00 \$sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-93	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		FC54	0.00 \$sK	0.00 \$sK			0.00 \$sK	
	FY-94	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		FC54	0.00 \$sK	0.00 \$sK				0.00 \$sK
		<b>xxx95 TOTALS:</b>					0.00 \$sK	0.00 \$sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-93	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		FC54	0.00 \$sK	0.00 \$sK			0.00 \$sK	
	FY-94	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		FC54	0.00 \$sK	0.00 \$sK				0.00 \$sK
		<b>xxx96 TOTALS:</b>					0.00 \$sK	0.00 \$sK

##### 2. Relocation Costs

#### IV.2 -Large, unusual items integral to the unit mission, but which cannot be moved as regular freight:

#### IV.2.A Estimate to TEARDOWN the equipment and prepare it for movement, MOVE this equipment 1000 miles, and SETUP this equipment at a new location.

IV.2.A.1	Piece of equipment.	Teardown Costs	Move Costs	Setup Costs	Total Costs
	HUSH HOUSE	\$ 15.00 K	\$ 100.00 K	\$ 250.00 K	\$ 365.00 K

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Carswell AFB - AFRES**

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**Total relocation costs: \$ 365,000.00 K**

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Carswell AFB - AFRES**

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**Section IV/V Level Playingfield COBRA Data**

**One time closure costs: 26\$\$M**

**Twenty year Net Present Value 55\$\$M**

**Steady state costs 2\$\$M per year (negative savings)**

**No manpower savings associated with closure.**

**Return on Investment (years): Never**

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## 1995 AIR FORCE BASE QUESTIONNAIRE

### Carswell AFB - AFRES

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#### Section VI Economic Impact

##### Economic Area Statistics:

Fort Worth-Arlington, TX PMSA

Total population: 1,418,000 (FY 92)

Total employment: 769,553 (FY 93)

Unemployment Rates (FY93/3 Year Average/10 Year Average)

6.4% / 6.6% / 5.9%

Average annual job growth: 16,775

Average annual per capita income: \$20,253

Average annual increase in per capita income: \$4.5%

##### Projected economic impact:

Direct Job Loss:	599	
Indirect Job Loss:	<u>376</u>	
Closure Impact:	975	( 0.1% of employment total)
Other BRAC Losses:	<u>0</u>	
Cumulative Impact:	975	( 0.1% of employment total)

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Carswell AFB - AFRES**

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**Section VII**

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Carswell AFB - AFRES

#### Section VIII

##### 1. Air Quality - Clean Air Act

VIII.1.A Air Quality Management District for the base: TEXAS NATURAL RESOURCE CONSERVATION COMMISSION

VIII.1.B The base is located within a maintenance or non-attainment area for specific pollutants.

VIII.1.B.1 No pollutants in maintenance

VIII.1.B.2 Non-attainment area regulated pollutant(s) and severity:

Ozone	Moderate
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VIII.1.C There are NO critical air quality regions within 100 kilometers of the base

(Critical air quality regions are non-attainment areas, national parks, etc.)

VIII.1.D On- or off-base activities have NOT been restricted or delayed due to air quality considerations.

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

VIII.1.D.1 The base has NOT been required to impliment emissions reduction through special actions

(i.e. carpooling or emissions credit transfer)

VIII.1.E Restrictions placed on operations by state or local air quality regulatory agencies:

##### VIII.E.1 Aerospace Ground Equipment (AGE):

E.1.a The state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

E.1.b No state or local air quality regulatory agency Requires permits for such units.

E.1.c No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

E.1.d No state or local air quality regulatory agency Requires retrofit controls for AGE.

##### VIII.E.2 Infrastructure Maintenance / Public Works

E.2.a The state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

E.2.b No state or local air quality regulatory agency Limits the hours of these activities.

E.2.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

E.2.d No state or local air quality regulatory agency Requires emission offsets for these activities.

**1995 AIR FORCE BASE QUESTIONNAIRE****Carswell AFB - AFRES****VIII.E.3 Open Burn/Open Detonation**

- E.3.a No state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training
- E.3.b The state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.
- E.3.c No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.
- E.3.d No state or local air quality regulatory agency Requires periodic emission testing.

**VIII.E.4 Fire Training**

- E.4.a No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.
- E.4.b No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

**VIII.E.5 Signal Flares**

- E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

**VIII.E.6 Emergency Generators**

- E.6.a The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.
- E.6.b The state or local air quality regulatory agency Limits the hours of emergency operation of generators.
- E.6.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergency generators.
- E.6.d The state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.
- E.6.d No state or local air quality regulatory agency Requires emission offsets.

**VIII.E.7 Short-term Activities**

- E.7.a The state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).
- E.7.b No state or local air quality regulatory agency Limits the operation for short-term activities.
- E.7.c No state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.
- E.7.d The state or local air quality regulatory agency Prohibits any short-term activities.

**VIII.E.8 Monitoring**

- E.8 No state or local air quality regulatory agency Has continuous emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

**VIII.E.9 BACT/LAER**

- E.9 No state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

**2. Water - Potable**

**VIII.2.A The base potable water supply is Local Community and the source is:**

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Carswell AFB - AFRES**

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CITY OF FT WORTH

**VIII.2.B** There are no constraints to the base water supply.

**VIII.2.C** The base potable water supply does not constrain operations

(Contamininants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

**3. Water - Ground Water**

**VIII.3.A** Base or local community groundwater is contaminated.

**VIII.3.A.1** Nature of contamination. BENZENE AND PETROLEUM HYROCARBON LEAK FROM UST

**VIII.3.A.2** The contaminated groundwater is Not a potable water source.

**VIII.3.B** The base is Not actively involved in groundwater remediation activities.

**VIII.3.C** No water wells exist on the base.

**VIII.3.D** No wells have been abandoned.

**4. Water - Surface Water**

**VIII.4.A** There No perennial bodies of water located on base.

**VIII.4.A.2** These bodies do Not receive water runoff or treated wastewater discharge from the base.

**VIII.4.A.3** The base is located within a specified drainage basin.

The base is involved in cooperative agreements regarding surface water quality

Agreements concern restoration and protection of water quality and associated living resources (e.g., Chesapeake Bay Program)?

**VIII.4.B** Special permits are required as follows:

LAKE WORTH AUTHORITY AND TARRANT COUNTY WATER DISTRICT

(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

**VIII.4.C** There is No known contamination to the base or local community surface water

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
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**5. Wastewater**

- VIII.5.A** Base wastewater is treated by Local Community facilities.
- VIII.5.C** There are No discharge violations or outstanding open enforcement actions pending.

**6. Discharge Points / Impoundments**

- VIII.6.A** Describe the National Pollutant Elimination System permits in effect:  
NPDES ISSUED TO CAFB 15 AUG 1976. THE PERMIT EXPIRATION DATE 30 SEPT 1979 AND HAS BEEN EXTENDED BY EPA PENDING.
- VIII.6.B** The base currently discharges treated wastewater OFF-Base. Description of treated wastewater discharge location:  
NO WASTEWATER IS TREATED ON BASE. NO TREATED WASTEWATER IS DISCHARGED ON OR OFF BASE.
- VIII.6.C** The base has No discharge impoundments.
- VIII.6.D** There are no discharge violations or outstanding discharge open enforcement actions pending.

**7. HAZARDOUS MATERIALS - Asbestos**

- VIII.7.A** 85.0 percent of facilities have been surveyed for asbestos.
- VIII.7.A.1** 30.0 percent of the facilities surveyed are identified as having asbestos.
- VIII.7.A.2** 2 facilities are considered regulated areas or have restricted use due to friable asbestos.

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
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**8. Biological - Habitat**

- VIII.8.A** There are No ecological or wildlife management areas ON the base. Ecological or wildlife management areas ADJACENT TO the base:  
Lake Worth adjacent to north side of base  
West Fork Trinity and Farmers Branch
- VIII.8.A.1** Natural areas on or adjacent to the base are generally recognized as important ecological sites.  
LAKE WORTH
- VIII.8.B** No critical/sensitive habitats have been identified on base .
- VIII.8.C** The base does not have a cooperative agreement for conducting a hunting and fishing program.  
Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.
- VIII.8.D** The presence of these resources does not constrain CURRENT construction activities/operations.  
The presence of these resources does not constrain FUTURE construction activities/operations.

**9. Biological - Threatened and Endangered Species**

- VIII.9.A** There are No Threatened or endangered species identified on the base.
- VIII.9.B** There are No Special Concern species identified on the base.

**10. Biological - Wetlands**

- VIII.10.A** There are No wetlands, estuaries, or other special aquatic features present on the base.
- VIII.10.A.2** The base is Not involved in jointly-managed programs for protection of these resources.
- VIII.10.B** The base has Not been surveyed for wetlands in accordance with established federally approved guidelines.

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**1995 AIR FORCE BASE QUESTIONNAIRE****Carswell AFB - AFRES**

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VIII.10.C No part of the base is located in a 100-year floodplain.

VIII.10.D The presence of these resources does Not constrain current or future construction activities or operations.

**11. Biological - Floodplains**

VIII.11.A There are No floodplains on the base.

**12. Cultural**

VIII.12.A No historic,prehistoric, archaeological sites or other cultural resources are located on the base.

VIII.12.B 8 percent of the buildings on base are over 50 years old.

VIII.12.C No Historic Landmark/Districts, or NRHP properties are located on base.

VIII.12.C.1 No properties have been determined to be or may be eligible for the NRHP.

VIII.12.C.2 Buildings or structures have been surveyed for Cold War or other historical significance.

VIII.12.D The base has been archeologically surveyed.

VIII.12.D.1 100 percent of the base has been surveyed.

VIII.12.D.2 No archeological sites have been found.

VIII.12.D.3 No archeological collections are housed on base.

VIII.12.D.4 No Native Americans or others use/identified sacred areas or burial sites on or near base.

VIII.12.E The base has no agreements with historic preservation agencies.

Agreements include Programmatic Agreements and Memorandum of Agreements.

Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Carswell AFB - AFRES

#### 13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 No IRP sites have been identified

VIII.13.A.2 No IRP sites extend off base.

VIII.13.A.3

VIII.13.B The installation is Not a National Priority List (NPL) site nor proposed as an NPL site.

VIII.13.C There are no existing Federal Agency Agreements to clean up the base.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There reported or known uncontrolled or unregulated occurrences of specific contaminate types and sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E No sites or SWMUs are currently being investigated and remediated pursuant to the RCRA.

SWMU - Solid Waste Management Units

RCRA - Resource Conservation and Recovery Act

VIII.13.F The IRP does Not currently restrict construction (siting) activities/operations on-base.

#### 14. Compliance / IRP Costs (\$000)

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	\$40.000 K	\$35.000 K	\$35.000 K	\$30.000 K	\$30.000 K
IRP	\$0.000 K				
Natural Resources	\$0.000 K				
Other(s) Specify: Facility Response Plan	\$8.500 K	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Other(s) Specify: Sampling / Analysis	\$8.000 K	\$7.000 K	\$7.000 K	\$6.000 K	\$6.000 K
Other(s) Specify: UST Leak Cleanup	\$50.000 K	\$10.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Permits	\$7.200 K	\$10.000 K	\$10.000 K	\$0.000 K	\$0.000 K

#### 15. Other Issues

VIII.15.A Description of other activities which may constrain or enhance base operations:

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Carswell AFB - AFRES

FEDERAL: NAVY DALLAS MOVES TO CARSWELL

#### 16. Air Quality - Clean Air Act

- VIII.16.A** Air Quality Control Area (AQCA) geographic region in which the base is located:  
TARRANT COUNTY PORTION OF DALLAS/FT WORTH
- VIII.16.B** Air quality regulatory agency responsible for the AQCA.: TEXAS NATURAL RESOURCE CONSERVATION COMMISSION
- VIII.16.B** Name and phone number of the AQCA program manager for issues pertaining to the base:  
SPENCER SAVOIE 817 732-5531
- The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:
- |   |  |
|---|--|
| <b>VIII.16.C.1</b> In Non-Attainment for Ozone                  | <b>VIII.16.C.2</b> In Attainment for Carbon Monoxide |
| <b>VIII.16.C.3</b> In Attainment for Particulate matter (PM-10) | <b>VIII.16.C.4</b> In Attainment for Sulfur Dioxide  |
| <b>VIII.16.C.5</b> In Attainment for Nitrogen Dioxide (Not NOx) | <b>VIII.16.C.6</b> In Attainment for Lead            |
- VIII.16.C.7** The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT
- VIII.16.D.1** Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located: 0.14 ppm
- VIII.16.D.2** Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:
- VIII.16.D.3** Ozone Design value is 116.7% of NAAQS
- VIII.16.D.4** Carbon monoxide % of NAAQS can not be computed
- VIII.16.E.1** The EPA-designated severity of nonattainment for OZONE is Moderate
- VIII.16.E.2** TARRANT COUNTY PORTION OF DALLAS/FT WORTH
- VIII.16.E.3**
- VIII.16.E.4** The base is Not in a rural transport area
- VIII.16.E.5** The EPA has Not proposed that the AQCA severity of nonattainment for OZONE be redesignated
- VIII.16.G.** Specific ozone precursor (Volatile organic compounds(VOCs) and nitrogen oxides (NOx)) emissions for the base:  
based on the AQCA 1990 baseline AND in the required attainment year  
inventory.

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Carswell AFB - AFRES

	VOCs		NOx		VOCs		NOx	
Mobile Source Including Aircraft	G.1.a	1260	G.1.d	232	G.2.a	1360	G.2.d	332
Military Aircraft Associated with the Base	G.1.b	1175	G.1.e	162	G.2.b		G.2.e	
Stationary Source	G.1.c	321	G.1.f	19	G.2.c	321	G.2.f	19

Amount of reduced annual emissions of VOCs and NOx resulting from permanent reductions in base activity levels, process changes, or any other measures implemented at the base since 1 Jan 1990

	VOCs		NOx	
Mobile Source Including Aircraft	G.3.a	0	G.3.c	0
Stationary Source	G.3.b	265	G.3.d	1

Amount of increased annual emissions of VOCs and NOx resulting from increased activity levels, facility expansion, process changes, or other means implemented at the base since 1 Jan 1990

Mobile Source Including Aircraft	G.4.a	0	G.4.c	0
Stationary Source	G.4.b	0	G.4.d	0

Computed allowable growth		VOCs		NOx
Mobile Source Including Aircraft	G.5.a	7.94%	G.5.c	43.10%
Stationary Source	G.5.b	82.55%	G.5.d	5.26%
TOTAL	G.5.e	23.09%	G.5.f	40.24%

**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Carswell AFB - AFRES**

**Section IX**

**ARC Installations and Bases with ARC Units**

**IX.1 All regularly used ground training facilities are on base.**

**IX.2 Flying units supporting Aeromed/Arial ports do Not accomplish training locally.**

**IX.2.A Non-local training requires over 1 hour of travel time from the base:**

<b>IX.2.B Training:</b>	<b>Estimated travel time.</b>
<b>IX.2.B.1 KELLY, TX</b>	5 hrs
<b>IX.2.B.2 TINKER, OK</b>	3 hrs

**IX.3 Available dormitory space will house 0.0 percent of the population requiring billets**

**IX.3.A 4.0 percent of the reservists/guardsmen require billeting during drill weekends.**

**IX.3.B 0.0 percent drill billeting requirements are met with commercial billeting establishments.**

**IX.4 Adequate dining facilities are available.**

**IX.5 A physical fitness center is available.**

**The fitness center is adequate**

**IX.6 A consolidated club is available.**

**The consolidated club is adequate, remarks follow:**

**IX.7 Ninety percent of the unit's population**

**Is within 45 min travel time from the base.**

**Lives within 35 miles of the base.**

**IX.8 30.6 Percent of the recruiting areas's population is in the recruitable range.**

**IX.9 4,800,480 is the total population of the recruiting area.**

**IX.10 85.5 percent of the recruitable population has completed high school.**

**IX.11 Authorization data over the last 5 years is not available.**

**IX.12 There are a total of 4 other reserve components in the local recruiting area:**

**AIR FORCE, ARMY, MARINE CORPS, NAVY**

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Carswell AFB - AFRES

- IX.13 The current total reserve component population is 0.10 percent of the recruitable age range.  
 IX.14 96.4 percent is the average AFRES/ANG personnel retention rate.

*Retention rate uses data from the last 2 fiscal years. One time events which may have caused abnormalities include unit moves and/or weapons system conversions.*

- IX.15 Unit reservist/guardsman participated in 17.2 (ave) title 10 and/or title 32 active duty days beyond Annual Tours and Drill periods for FY92-3, and FY94 (est)

- IX.16 Other government aviation units are colocated on the airfield. Base operating support is provided as follows:

IX.16.A	<b>POL:</b>	Tenant Unit	<i>Definitions:</i>	
IX.16.B	<b>Security:</b>	Tenant Unit	<i>Host Unit</i>	<i>At least 75% provided by the installation host</i>
IX.16.C	<b>Base Supply:</b>	Tenant Unit	<i>Tenant Unit</i>	<i>At least 75% provided by collocated tenant unit</i>
IX.16.D	<b>Tower/ATC:</b>	Tenant Unit	<i>Separate</i>	<i>At least 75% provided internally by each collocated unit</i>
IX.16.E	<b>Base CE:</b>	Tenant Unit	<i>Joint facilities</i>	<i>More than 25% provided in a shared arrangement between collocated DOD units</i>
			<i>Civil</i>	<i>All support provided through contract or civilian airport authority</i>

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Charleston AFB - AMC

#### Section I

#### 1. Force Structure

##### I.1.A List of all on base NAF and non-Air Force activities:

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	AAFES Barber Shop	-	-	6	6
I.1.A.2	AAFES Base Theater	-	-	3	3
I.1.A.3	AAFES Beauty Shop	-	-	6	6
I.1.A.4	AAFES Burger King	-	-	30	30
I.1.A.5	AAFES Dry Cleaners	-	-	6	6
I.1.A.6	AAFES Flower Shop	-	-	4	4
I.1.A.7	AAFES Main Store	-	-	148	148
I.1.A.8	AAFES Mil Clothing Sales	-	-	7	7
I.1.A.9	AAFES Optical shop	-	-	2	2
I.1.A.10	AAFES Shoppette/Gas Station	-	-	27	27
I.1.A.11	AAFES Watch Repair Shop	-	-	3	3
I.1.A.12	Aero Club (NAF)	-	-	4	4
I.1.A.13	Aquasis	-	-	18	18
I.1.A.14	Area Defense Counsel	1	-	1	2
I.1.A.15	Armour, Cape & Pond B & E et all	-	-	9	9
I.1.A.16	Arts and Crafts Program (NAF)	-	-	8	8
I.1.A.17	Athletic Programs (NAF)	-	-	1	1
I.1.A.18	Bowling Center (NAF)	-	-	15	15
I.1.A.19	C141 ATD	-	-	33	33
I.1.A.20	CC Distributors	-	-	6	6
I.1.A.21	Carolina Bus and Atlantus Corp	-	-	2	2
I.1.A.22	Child Development Center (NAF)	-	-	28	28
I.1.A.23	Civil Air Patrol	1	5	19	25
I.1.A.24	College Reps	-	-	7	7
I.1.A.25	Community Activities Center (NAF)	-	-	4	4
I.1.A.26	Crystal Comm	-	-	2	2
I.1.A.27	DESA	-	-	8	8

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Charleston AFB - AMC

I.1.A.28	DFAS	1	3	-	4
I.1.A.29	DeCa	-	7	72	79
I.1.A.30	Defense Courier Service	1	3	-	4
I.1.A.31	FCC-O & M	-	-	33	33
I.1.A.32	Fennal Container	-	-	11	11
I.1.A.33	Four Winds	-	-	3	3
I.1.A.34	Galaxy 2000	-	-	21	21
I.1.A.35	Golf Course (NAF)	-	-	29	29
I.1.A.36	Grant's (Clinic)	-	-	11	11
I.1.A.37	Grant's (Food Service)	-	-	44	44
I.1.A.38	Grant's and Services Inc.	-	-	49	49
I.1.A.39	Instrument Control	-	-	1	1
I.1.A.40	Lodgings (NAF)	-	-	38	38
I.1.A.41	Logistics Services	-	-	1	1
I.1.A.42	NAF Overhead	-	-	25	25
I.1.A.43	NCO Club (NAF)	-	-	65	65
I.1.A.44	National Linen	-	-	15	15
I.1.A.45	Officers Club (NAF)	-	-	35	35
I.1.A.46	Ortega commercial travel	-	-	5	5
I.1.A.47	Ostrom Painting and Sandblasting	-	-	10	10
I.1.A.48	Outdoor Recreation (NAF)	-	-	16	16
I.1.A.49	Radar Club (NAF)	-	-	7	7
I.1.A.50	Red Cross	-	-	4	4
I.1.A.51	Retiree Affairs Office	-	-	3	3
I.1.A.52	Typewriter Repair	-	-	2	2
I.1.A.53	US Post Office	-	-	4	4
I.1.A.54	USA MEDDAC Vet Clinic	1	1	2	4
I.1.A.55	USA Mil Personnel Center	1	5	-	6
I.1.A.56	USN Construction (ROICC)	-	-	4	4
I.1.A.57	Unisys Corp	-	-	8	8
I.1.A.58	Veterinarian Office (NAF)	-	-	1	1
I.1.A.59	Wachovia Bank	-	-	6	6
I.1.A.60	Youth Center (NAF)	-	-	11	11

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Charleston AFB - AMC

TOTAL:

973

**I.1.B Remote/Geographically Separated Units receiving more than 50% of Base Operational Support from the base:**

- I.1.B.1 Supported Unit:** 1304th Major Port Command      GSU      **GSU - Geographically Separated Unit**  
**Location:** N. Charleston, SC      **REM - Remote Unit**  
**Support provided:** Libraries, Morale and Fitness Support, Administrative Services, Audiovisual Services, Civilian Personnel Services, Communications Services, Education Services, Equipment Operation and Maintenance & Repair, Explosive Ordnance, Finance & Accounting, Housing & Lodging Services, Installation Retail Supply & Storage Operations, Legal Services, Military Personnel Support, Mortuary Services, Transportation Services
- I.1.B.2 Supported Unit:** AF Base Disposal Agency      GSU      **GSU - Geographically Separated Unit**  
**Location:** Myrtle Beach, SC      **REM - Remote Unit**  
**Support provided:** Command Element, Safety, Administrative Services, Equipment Operation and Maintenance & Repair, AF Finance & Accounting, Health Services, Installation Retail Supply & Storage Operations, Transportation Services
- I.1.B.3 Supported Unit:** Defense Investigative Service      GSU      **GSU - Geographically Separated Unit**  
**Location:** Charleston, SC      **REM - Remote Unit**  
**Support provided:** Education Services
- I.1.B.4 Supported Unit:** Defense Investigative Service      GSU      **GSU - Geographically Separated Unit**  
**Location:** Charleston, SC      **REM - Remote Unit**  
**Support provided:** Finance & Accounting, Legal Services, Custodial, Fire Protection, Housing & Lodging, Utilities, Administrative Office Space, Real Property Maintenance, Refuse Collection & Disposal, Administrative Services, Safety, Communication Services, Officers/NCO Club Services, Social Actions, Expendable & General Supplies, Disaster Preparedness, Vehicles--Commercial & Military, Petroleum, Oils, Lubricants & Chemicals
- I.1.B.5 Supported Unit:** FAA Airways Facility Sector      GSU      **GSU - Geographically Separated Unit**  
**Location:** Charleston, SC      **REM - Remote Unit**  
**Support provided:** Fire Protection, Police Protection, Administrative Office Space, Petroleum, Oils, Lubricants & Chemicals, Construction Equipment & Components, Electrical Equipment & Components
- I.1.B.6 Supported Unit:** HQ AF Security Police Agenc      GSU      **GSU - Geographically Separated Unit**  
**Location:** Charleston, SC      **REM - Remote Unit**  
**Support provided:** Adminsitrative Support, Civilian Personnel Services, Community Support Services, Education Services, Equipment Operation and Maintenance & Repair, Finance & Accounting, Housing & Lodging Services, Legal Services, Military Support Services, Purchasing & Contracting Services, Transportation Services
- I.1.B.7 Supported Unit:** NASA      GSU      **GSU - Geographically Separated Unit**  
**Location:** Houston, TX      **REM - Remote Unit**  
**Support provided:** Mail Pickup & Delivery, Fire Protection, Police Services, Health Services, Administrative Office Space, Real Property Maintenance, Communication Services, Community Services, Aircraft Maintenance, Vehicle--Commercial & Military, Petroleum, Oils, Lubricants & Chemicals, Social Actions

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Charleston AFB - AMC**

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**I.1.B.8 Supported Unit:** USAFETAC

GSU

**GSU - Geographically Separated Unit**

**Location:** Ashville, NC

**REM - Remote Unit**

**Support provided:** Command Element, Police Services, Safety, Administrative Services, Civilian Personnel Services, Finance & Accounting, Installation Retail Supply & Storage Operations, Military Personnel Support, Purchasing & Contracting Services, Resource Management, Transportation Services

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Charleston AFB - AMC

#### 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
GCA	3				N/A	N/A	N/A
RAPCON	3	127261	99218	28048	N/A	N/A	N/A
Tower	3	114427	66182	48245	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 15

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 STEWART distance 98 NM  
 Nearest major primary airdrop customer: HUNTER AAF distance 77 NM

I.2.B.2 Distance to forward deployment Air Bases:

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Charleston AFB - AMC

Lajes AB: 2596 NM  
 Rota AB: 3637 NM  
 Hickam AFB: 4196 NM  
 RAF Mildenhall: 3673 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway $\geq$ 3,000ft	BEAUFORT MCAS	43
I.2.B.4	Military airfield, runway $\geq$ 8,000ft	BEAUFORT MCAS	43
I.2.B.5	Military airfield, runway $\geq$ 10,000ft	BEAUFORT MCAS	43
I.2.B.6	Military or civilian airfield, runway $\geq$ 3,000ft	Charleston Executive	12
I.2.B.7	Military or civilian airfield, runway $\geq$ 8,000ft	Beaufort MCAS	43
I.2.B.8	Military or civilian airfield, runway $\geq$ 10,000ft	Beaufort MCAS	43
I.2.B.9	Civilian airfield, runway $\geq$ 8,000ft for capable of conducting short term operations	Savannah Int'l	74
I.2.B.10	Civilian airfield, runway $\geq$ 10,000ft for capable of conducting short term operations	Charlotte Int'l	145
I.2.B.11	Other runways on base can be used for emergency landings.		

### C. Training Areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs))

I.2.C.1 Supersonic Air Combat Training (ACBT) MOAs and warning/restricted areas, with a minimum size of 4,200 sq NM, within 300 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-132 A,B	65 NM	W-132A,B/W-134/W-157A	82 NM	W-161A,B/W-177A,B	83 NM
W-157A	94 NM	W-158A	187 NM	W-122 D	202 NM
W-122 E	202 NM	W-122 A,B,C,D,E,F,G,H,I,	210 NM	W-122 A,B,C,F,G,H,I,J	255 NM
W-497B	288 NM	W-497 A,B	290 NM		

I.2.C.2 MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft, within 200 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-132 A,B	65 NM	W-177A	71 NM	W-132A,B/W-134/W-157A	82 NM
W-161A,B/W-177A,B	83 NM	W-157A	94 NM	W-157B	118 NM
W-122I	160 NM	W-122J	166 NM	W-158A	187 NM
W-158B	198 NM				

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Charleston AFB - AMC

**I.2.C.3 Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-132 A,B	65 NM	W-177A	71 NM	W-132A,B/W-134/W-157A	82 NM
W-161A,B/W-177A,B	83 NM	W-157A	94 NM	W-157B	118 NM
W-122I	160 NM	W-122J	166 NM	W-157C	169 NM
W-158A	187 NM	W-158B	198 NM	W-122 D	202 NM
W-122 E	202 NM	W-122 A,B,C,D,E,F,G,H,I,	210 NM	W-122F	211 NM
W-122G	226 NM	W-122 A,B,C,F,G,H,I,J	255 NM	W-497A	265 NM
W-122C	276 NM	W-497B	288 NM	W-497 A,B	290 NM
W-72A	321 NM	W-470 A,B,C,D,E	322 NM	W-151B	347 NM
W-72 A,B	351 NM	W-72B	361 NM	W-151 A,B,C,D	368 NM
W-151A	371 NM	W-151D	376 NM	W-386 A,B,C,D,E	397 NM
W-387 A,B	404 NM	W-387A	404 NM	W-168 A,B,C	412 NM
W-168A	415 NM	W-386B	423 NM	W-108 A,B	426 NM
W-108 A,B	426 NM	W-155 A,B	430 NM	W-155B	440 NM
W-174A	480 NM	W-107A	491 NM	W-107 A,D,E,F	499 NM
W-107 A,D,E,F,	499 NM	W-174 A,B,C,D,F,G	511 NM	W-465 A,B,C,	521 NM
W-174B	526 NM	W-174D	559 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
POINSETT	60 NM	TOWNSEND	114 NM	GRAND BAY	196 NM
CHERRY POINT BT-11	218 NM	PINECASTLE	242 NM	USAF DARE COUNTY	265 NM
NAVY DARE COUNTY	268 NM	AVON PARK BRAVO/FO	319 NM	AVON PARK CHARLIE/E	323 NM
EGLIN C62	343 NM	EGLIN C52	350 NM	JEFFERSON PROVING G	450 NM
SHELBY EAST	466 NM	SHELBY WEST	472 NM	INDIANTOWN GAP	480 NM
ATTERBURY	481 NM	WARREN GROVE	491 NM	CANNON	660 NM
CLAIBORNE	661 NM	RAZORBACK	712 NM	FT DRUM	713 NM
GRAYLING	748 NM				

**I.2.C.5 Nearest electronic combat (EC) range and distance from base:**

POINSETT	60 NM
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**I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:**

BEAUFORT TACTS	126 NM
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I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

TOWNSEND 114 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	8	13	56	72	83
SR	1	1	1	25	72	101
VR	4	15	28	72	106	135
<b>Total Routes:</b>	<b>8</b>	<b>24</b>	<b>42</b>	<b>153</b>	<b>250</b>	<b>319</b>

## Identify Routes:

VR-1041 35 NM	VR-1013 51 NM	SR-166 62 NM	IR-018 66 NM	IR-036 67 NM	VR-1003 83 NM
VR-1011 94 NM	IR-023 100 NM				
VR-1040 103 NM	VR-1049 104 NM	VR-1060 104 NM	IR-035 106 NM	VR-1069 106 NM	VR-1059 111 NM
VR-087 114 NM	VR-1074 119 NM	IR-012 124 NM	VR-088 128 NM	VR-1001 131 NM	IR-090 133 NM
IR-082 134 NM	IR-022 141 NM	VR-1004 144 NM	VR-095 147 NM		
VR-1002 158 NM	IR-074 159 NM	VR-094 172 NM	IR-033 176 NM	VR-097 179 NM	VR-085 180 NM
VR-086 180 NM	VR-1009 181 NM	VR-1046 182 NM	IR-016 184 NM	VR-1066 185 NM	VR-1006 186 NM
VR-1007 186 NM	VR-1043 189 NM	VR-058 190 NM	IR-081 193 NM	IR-083 196 NM	VR-1008 198 NM
IR-019 202 NM	IR-079 210 NM	IR-080 210 NM	VR-093 215 NM	VR-1010 215 NM	SR-102 218 NM
IR-042 221 NM	VR-1068 221 NM	IR-062 229 NM	SR-105 230 NM	VR-096 232 NM	VR-1039 233 NM
VR-1065 233 NM	VR-073 239 NM	SR-035 240 NM	SR-040 240 NM	SR-036 240 NM	SR-037 240 NM
IR-015 246 NM	VR-1058 250 NM	VR-1721 250 NM	IR-726 252 NM	IR-743 252 NM	VR-1726 252 NM
VR-1743 252 NM	VR-1061 255 NM	SR-038 262 NM	VR-1752 262 NM	IR-075 263 NM	VR-1005 266 NM
IR-721 267 NM	SR-039 271 NM	VR-1055 271 NM	VR-1052 273 NM	IR-715 274 NM	VR-1057 274 NM
IR-718 274 NM	IR-762 281 NM	VR-1756 281 NM	IR-017 284 NM	VR-1017 284 NM	IR-089 287 NM
IR-032 288 NM	IR-761 292 NM	VR-1751 292 NM	IR-002 297 NM	IR-719 297 NM	VR-1056 301 NM
VR-1722 305 NM	IR-720 307 NM	VR-092 308 NM	SR-867 309 NM	SR-069 311 NM	SR-070 311 NM
SR-072 311 NM	SR-071 311 NM	IR-041 316 NM	IR-063 316 NM	VR-1067 316 NM	VR-1070 317 NM
VR-1097 317 NM	IR-047 318 NM	IR-048 323 NM	IR-077 326 NM	SR-871 326 NM	SR-872 326 NM
SR-873 326 NM	SR-874 326 NM	IR-069 328 NM	VR-1759 329 NM	VR-1054 330 NM	IR-714 332 NM
VR-1754 332 NM	IR-760 332 NM	IR-046 333 NM	IR-055 337 NM	VR-1755 337 NM	VR-1753 337 NM
IR-020 339 NM	IR-049 346 NM	IR-050 346 NM	IR-051 346 NM	VR-1098 346 NM	IR-066 348 NM
VR-1050 348 NM	VR-1051 348 NM	IR-067 348 NM	IR-030 353 NM	VR-1082 353 NM	VR-1084 353 NM
VR-1085 353 NM	IR-031 353 NM	VR-060 358 NM	IR-057 360 NM	SR-106 360 NM	SR-104 360 NM
SR-103 360 NM	SR-101 360 NM	IR-059 360 NM	SR-820 367 NM	SR-821 367 NM	SR-835 367 NM

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IR-723	371 NM	VR-1089	373 NM	IR-021	379 NM	VR-1758	380 NM	VR-1709	393 NM	VR-1711	394 NM
VR-1713	394 NM	VR-1712	394 NM	IR-608	399 NM						
VR-1030	405 NM	VR-1014	407 NM	SR-802	410 NM	SR-803	410 NM	SR-806	410 NM	SR-808	410 NM
SR-807	410 NM	SR-804	410 NM	VR-1087	412 NM	VR-1088	412 NM	VR-1020	421 NM	VR-1631	421 NM
VR-1031	425 NM	VR-1632	426 NM	VR-1633	426 NM	IR-716	432 NM	VR-708	434 NM	SR-732	435 NM
SR-734	435 NM	SR-735	435 NM	SR-733	437 NM	SR-738	439 NM	SR-737	441 NM	IR-037	442 NM
VR-1033	443 NM	IR-038	445 NM	SR-060	445 NM	SR-062	445 NM	SR-061	445 NM	SR-059	445 NM
SR-137	448 NM	SR-225	448 NM	IR-040	449 NM	VR-705	449 NM	VR-704	449 NM	VR-1668	449 NM
VR-1024	449 NM	VR-1023	449 NM	VR-1021	449 NM	IR-091	449 NM	VR-1016	450 NM	VR-1757	450 NM
SR-815	453 NM	SR-816	453 NM	SR-846	453 NM	SR-845	453 NM	SR-844	453 NM	SR-822	453 NM
IR-078	454 NM	VR-1083	456 NM	SR-800	459 NM	SR-801	459 NM	SR-805	459 NM	IR-044	460 NM
IR-053	460 NM	SR-029	460 NM	SR-031	463 NM	VR-1022	469 NM	IR-034	470 NM	IR-056	470 NM
SR-707	472 NM	SR-710	472 NM	SR-714	472 NM	SR-713	472 NM	SR-711	472 NM	SR-708	472 NM
SR-817	476 NM	VR-1667	480 NM	SR-818	484 NM	SR-709	488 NM	SR-715	488 NM	SR-712	488 NM
SR-075	495 NM	SR-847	495 NM	IR-157	503 NM	IR-174	503 NM	VR-179	507 NM	SR-030	512 NM
VR-1072	513 NM	IR-618	514 NM	VR-619	514 NM	IR-068	518 NM	SR-073	529 NM	VR-1679	529 NM
SR-074	529 NM	IR-070	533 NM	VR-1032	534 NM	VR-1617	535 NM	VR-1638	535 NM	SR-238	537 NM
VR-707	537 NM	VR-1641	538 NM	VR-1642	538 NM	VR-1640	554 NM	SR-823	562 NM	IR-592	582 NM
VR-615	589 NM										
SR-701	613 NM	SR-703	613 NM	IR-614	616 NM	VR-1635	616 NM	SR-702	617 NM	VR-1196	624 NM
SR-218	628 NM	SR-226	628 NM	SR-229	628 NM	SR-231	628 NM	SR-230	628 NM	SR-237	628 NM
SR-232	628 NM	SR-227	628 NM	SR-222	628 NM	SR-219	628 NM	SR-220	628 NM	SR-221	628 NM
SR-825	632 NM	VR-1624	634 NM	VR-1625	634 NM	IR-160	638 NM	IR-161	638 NM	SR-901	653 NM
IR-121	656 NM	VR-1103	656 NM	IR-120	663 NM	VR-1102	663 NM	SR-904	669 NM	SR-239	678 NM
SR-900	679 NM	SR-774	688 NM	VR-725	688 NM	VR-724	688 NM	SR-905	691 NM	VR-664	698 NM
VR-1626	701 NM	SR-223	719 NM	VR-1182	719 NM	SR-224	719 NM	SR-773	723 NM	VR-1627	728 NM
VR-1628	728 NM	VR-106	729 NM	VR-1801	731 NM	IR-527	736 NM	IR-164	739 NM	VR-1104	739 NM
VR-634	739 NM	SR-771	744 NM	VR-1645	744 NM	VR-1546	744 NM	SR-782	744 NM	SR-781	748 NM
SR-902	748 NM	VR-1647	748 NM	VR-1644	748 NM	VR-189	756 NM	VR-1130	758 NM	IR-502	768 NM
IR-504	768 NM	VR-1525	771 NM	IR-801	772 NM	VR-1800	788 NM	IR-127	795 NM	VR-187	795 NM
VR-840	795 NM	VR-841	795 NM	VR-842	795 NM						

**I.2.C.9** IR-430 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 1166 NM from the base.

**I.2.C.10** Total number of Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within:

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200 NM	300 NM	500 NM
7	14	32

## I.2.C.10.a Routes and distance to route's control point:

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
Racoon MOA	29 NM	AR-601	47 NM	AR-207NE NORTHEA	55 NM	AR-600	75 NM
AR-202S SOUTH	110 NM	AR-207SW SOUTHWE	124 NM	AR-202AN ALTERNA	139 NM		
AR-627	204 NM	AR-202N NORTH	219 NM	AR-216 SOUTHWEST	244 NM	AR-328	246 NM
AR-633A	261 NM	AR-216 NORTHEAST	265 NM	AR-200	268 NM		
AR-633B	302 NM	AR-455 WEST	317 NM	AR-315 WEST	319 NM	AR-203 SOUTHWEST	331 NM
AR-620	346 NM	AR-455 EAST	383 NM	AR-655	392 NM	AR-716	400 NM
AR-636	406 NM	AR-315 EAST	409 NM	AR-203 NORTHEAST	419 NM	AR-618	442 NM
AR-612	453 NM	AR-638	454 NM	AR-218L	462 NM	AR-218H	473 NM
AR-617	479 NM	AR-111 WEST	482 NM				

## I.2.C.10b The total number of refueling events within:

500 NM	700 NM
3150	4775

Track	Distance	Events									
Racoon	29 NM	1829	AR-216	244 NM	64	AR-455	317 NM	372	AR-203	331 NM	223
AR-218	462 NM	359	AR-111	482 NM	303			0			0
AR-302	533 NM	445	AR-101	538 NM	217	AR-108	606 NM	140	AR-110	615 NM	596

## I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 29NM from the base."

I.2.C.10d Percentage of tanker demand in region: 27.0

Percentage of tankers based in region: 9.0

Tanker saturation within the region has been classified as tanker Poor

## I.2.C.11 Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
BILL BAG	334 NM	✓	✓		0	0
BLACKSTONE	271 NM	✓	✓	✓	0	1
BRAVO	318 NM	✓	✓	✓	6	0
CANAL	215 NM	✓	✓	✓	0	0
CARENTAN (A)	322 NM		✓	✓	0	1

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CASWELL BEACH (WATER	114 NM	✓	✓		0	0
CHERRY	199 NM	✓	✓	✓	0	0
CLERKIN	339 NM	✓	✓		0	0
CORINTH	142 NM	✓			0	0
COTENTIN	142 NM	✓	✓	✓	0	0
DARLINGTON	93 NM	✓	✓	✓	0	0
DAVIS #1	157 NM	✓		✓	0	0
DAVIS #2	158 NM	✓	✓	✓	0	0
DAVIS (CIR)	158 NM				0	0
DEEP CREEK	142 NM		✓		0	0
DOVE - FT PICKETT	273 NM	✓	✓	✓	0	1
EAST FORK	213 NM	✓	✓		0	0
ECHO CHARLIE	326 NM	✓	✓	✓	10	0
FARNEL BAY WATR	170 NM				0	0
FERRUZZI	214 NM	✓			0	0
FLYING DUTCHMAN	141 NM	✓			0	0
FORSYTHE	174 NM	✓	✓	✓	0	0
FRAMHART	315 NM	✓	✓	✓	0	0
FRYAR	251 NM	✓	✓	✓	4	6
GALLAHAD #1	91 NM				0	1
GELA	142 NM	✓	✓	✓	0	0
GRAHAM	298 NM	✓	✓	✓	4	6
HARD	142 NM	✓			0	0
HARD LUCK	322 NM	✓	✓		8	0
HAT TRICK	130 NM	✓			0	1
HOLLAND	141 NM	✓	✓	✓	0	0
HUNTER	77 NM		✓		0	0
JONES	236 NM	✓	✓	✓	6	0
KAREN	322 NM	✓	✓	✓	8	0
LAURNBERG MAXTN	118 NM	✓	✓	✓	0	0
LOWRY LAKE	209 NM	✓	✓		2	0
LUZON	130 NM	✓	✓	✓	0	1
LUZON REVERSE	130 NM	✓			0	1
MALLON	340 NM	✓	✓		0	0
MCKENNA	243 NM	✓	✓	✓	4	6
MITCHELL	300 NM	✓	✓	✓	0	0

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MYITKYINA TREE	147 NM	✓	✓		0	0
NELSON - BEAUFORT	215 NM	✓	✓	✓	0	0
NETHERLANDS	141 NM	✓	✓	✓	0	0
NETHERLANDS ORI	140 NM	✓	✓	✓	0	0
NEUSE RIVER (WATER)	205 NM	✓	✓		1	1
NIJMEGEN	137 NM	✓	✓	✓	0	0
NORMANDY	142 NM	✓	✓	✓	0	0
NORTHFIELD E-W	67 NM	✓	✓	✓	2	1
NORTHFIELD S-N	67 NM	✓	✓	✓	0	0
OLIVE	185 NM	✓	✓	✓	0	0
OPEN GROUNDS	214 NM	✓	✓		0	0
OSCAR NOVEMBER	328 NM	✓	✓	✓	8	0
OSCAR QUEBEC	323 NM	✓	✓	✓	8	0
OSCAR QUEBEC REV	323 NM	✓	✓	✓	6	0
PRESTON	112 NM		✓	✓	0	0
QUICK	112 NM	✓			0	0
REMAGEN	102 NM	✓	✓	✓	1	1
REMAGEN REVERSE	102 NM	✓	✓		1	1
RIM	322 NM	✓	✓	✓	8	0
SALERNO	142 NM	✓	✓	✓	0	0
SEAL WATER	314 NM	✓	✓		0	0
SICILY	142 NM	✓	✓	✓	0	0
SICILY DEMO	142 NM	✓	✓	✓	0	0
STONE BAY WATER	166 NM				0	0
TAYLORS CREEK	102 NM	✓	✓	✓	1	1
THUNDERBOLT	77 NM	✓	✓		0	0
VOLTURNO	142 NM	✓	✓	✓	0	0
WEST FORK	212 NM	✓	✓		0	0
ZIPGUN-WATER	313 NM	✓	✓		0	0

I.2.C.11.a

**Drop Zone****Servicing Instrument and Slow Routes (IRs and SRs)**

BLACKSTONE	SR-867								
BRAVO	IR-034	IR-046	IR-047	IR-048	IR-049	IR-055			
CARENTAN (A)	SR-225								
DOVE - FT PICKETT	SR-867								
ECHO CHARLIE	IR-034	IR-036	IR-037	IR-038	IR-046	IR-047	IR-049	IR-050	IR-055
	IR-056								

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FRYAR	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
	SR-072								
GALLAHAD #1	SR-038								
GRAHAM	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
	SR-072								
HARD LUCK	IR-034	IR-046	IR-047	IR-048	IR-049	IR-050	IR-055	IR-056	
HAT TRICK	SR-105								
JONES	IR-034	IR-046	IR-047	IR-048	IR-049	IR-055			
KAREN	IR-034	IR-046	IR-047	IR-048	IR-049	IR-050	IR-055	IR-056	
LOWRY LAKE	IR-032	IR-033							
LUZON	SR-105								
LUZON REVERSE	SR-105								
MCKENNA	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
	SR-072								
NEUSE RIVER (WATER)	IR-062	SR-105							
NORTHFIELD E-W	IR-035	IR-036	SR-166						
OSCAR NOVEMBER	IR-034	IR-046	IR-047	IR-048	IR-049	IR-050	IR-055	IR-056	
OSCAR QUEBEC	IR-034	IR-046	IR-047	IR-048	IR-049	IR-050	IR-055	IR-056	
OSCAR QUEBEC REV	IR-034	IR-046	IR-047	IR-048	IR-049	IR-055			
REMAGEN	IR-023	SR-038							
REMAGEN REVERSE	IR-023	SR-038							
RIM	IR-034	IR-046	IR-047	IR-048	IR-049	IR-050	IR-055	IR-056	
TAYLORS CREEK	IR-023	SR-038							

**I.2.C.12** Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:  
 NORTH ASSAULT 67 NM

**I.2.C.13** Nearest full scale drop zone(s) (minimum size 1000 by 1500 yds) which can be used for personnel drops or night equipment drops:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
NORTHFIELD E-W	67 NM	✓	✓	✓	0	0

**I.2.C.14** Name and distance to ground force installation (US Army, USMC) with a restricted airspace capable of supporting tactical aircraft employment (floor no higher than 100 ft AGL, ceiling no lower than 3,00 ft AGL, minimum area 25000 sq NM)  
 FORT STEWART 98 NM

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
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**D. Ranges**

**Ranges (Controlled/managed by the base)**

**I.2.D.1**      **The base Does not control or manage any ranges, questions I.2.D.2 to I.2.D.17 skipped.**

**Ranges (Used by the base)**

**I.2.D.18**      **The base does Not uses ranges on a regular basis**

**I.2.D.19**

**The mission/training is Not impacted by training area airspace encroachment.**

**The mission/training is not impacted by training area airspace noise abatement procedures.**

**The mission/training is not impacted by training area traffic procedures.**

**I.2.D.20**

**I.2.D.21**

**I.2.D.22**

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#### E. Airspace Used by Base

##### I.2.E.1 Airspaces scheduled or managed by the base:

AR-020N	Other
AR-020S	Air Refueling Track / Anc
AR-202AN	Air Refueling Track / Anc
AR-202N	Air Refueling Track / Anc
AR-202S	Air Refueling Track / Anc
AR-207-SW	Air Refueling Track / Anc
AR-207NE	Air Refueling Track / Anc
IR-35	MTA
IR-36	MTA
SR-166	MTA

##### Details for airspace scheduled or managed by the base:

##### Airspace: AR-020N

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:

Not required due to CATEX

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.4.a FAA waiver for police emergency radio tower at the North Charleston City Hall. The tower is 8000+ feet from the approach end of runway 33, projects 25 feet into the 20:1 conical surface. No way threatens nor affects our mission or training

I.2.E.5 There are planned expansions (including new airspace) to the base's special use airspace.

I.2.E.5.a

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We have two on-going proposals: 1) A currently unnamed IR route for the C-17 to fly a low level route from CAFB to Pope AFB, 2) A low level aerial refueling track is being built off the coast of SC and GA for the C-17

**I.2.E.5.b Primary Rationale:** Support C-17 operations

**I.2.E.6 There are No restrictions currently acting on this airspace**

**I.2.E.7 Published availability of the airspace:**

Unrestricted (24 hrs/daily)

**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a Hours scheduled:** 12 hrs

**I.2.E.7.b Hours used:** 8 hrs

**I.2.E.7.c Reasons for non-use:**

Mainly due to weather and maintenance. However, sometimes the missions take less time to accomplish training than actually allotted.

**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:**

ARIP-YQI VOR-DME 250082; ARCP-YQI VOR-DME; EXIT-YQY VORTAC; altitudes 15,000-FL 280

**I.2.E.11 100.00 percent of the airspace is usable.**

**Airspace: AR-020S**

**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:**

Not required due to CATEX

**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:**

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- I.2.E.4.a** FAA waiver for police emergency radio tower at the North Charleston City Hall. The tower is 8000+ feet from the approach end of runway 33, projects 25 feet into the 20:1 concial surface. No way threatens nor affects our mission or training
- I.2.E.5** There are planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.5.a**
- See AR-020N
- I.2.E.5.b** Primary Rationale:
- I.2.E.6** There are No restrictions currently acting on this airspace
- I.2.E.7** Published availability of the airspace:
- Unrestricted (24 hrs/daily)
- Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** Hours scheduled: 12 hrs
- I.2.E.7.b** Hours used: 8 hrs
- I.2.E.7.c** Reasons for non-use:
- The difference is due mainly to weather and maintenance. However, sometimes missions take less time to accomplish training than actually allotted
- 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:
- ARIP-YQY VORTAC 086100; ARTC-YQY VORTAC; EXIT-YQY VOR-DME; altitudes 15,000-FL 280
- I.2.E.11** 100.00 percent of the airspace is usable.
- Airspace: AR-202AN**
- 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:
- Not required due to CATEX
- 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:**

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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.4.a**      FAA waiver for police emergency radio tower at the North Charleston City Hall. The tower is 8000+ feet from the approach end of runway 33, projects 25 feet into the 20:1 concial surface. No way threatens nor affects our mission or training
- I.2.E.5**      **There are planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.5.a**
- See AR-020N
- I.2.E.5.b**      **Primary Rationale:**
- I.2.E.6**      **Restrictions currently acting on this airspace:**
- 30 degrees 19 minutes north,  
77 degrees 52 minutes west.  
End northbound refueling  
When W-497B is in use, the  
degrees 30 minutes north.  
operations no later than 32  
southern limit of the track is
- I.2.E.7**      **Published availability of the airspace:**
- 1500-1745Z/1930-1330Z daily
- Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a**      **Hours scheduled:**    106 hrs
- I.2.E.7.b**      **Hours used:**            96 hrs
- I.2.E.7.c**      **Reasons for non-use:**
- Difference is mainly due to weather and maintenance. However, sometimes the missions take less time to accomplish training than actually allotted.
- 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:**
- ARIT-ILM 187242; ARCP-ILN VORTAC; altitudes-FL 250/280 (or as assigned)
- I.2.E.11**      **100.00 percent of the airspace is usable.**
- Airspace: AR-202N**

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**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:  
Not required due to CATEX

**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.4.a** FAA waiver for police emergency radio tower at the North Charleston City Hall. The tower is 8000+ feet from the approach end of runway 33, projects 25 feet into the 20:1 conical surface. No way threatens nor affects our mission or training

**I.2.E.5** There are planned expansions (including new airspace) to the base's special use airspace.

**I.2.E.5.a**

See AR-020N

**I.2.E.5.b** Primary Rationale:

**I.2.E.6** There are No restrictions currently acting on this airspace

**I.2.E.7** Published availability of the airspace:

1500-1745Z/1930-1330Z daily

Range scheduling statistics (yearly average from 1990 to 93).

**I.2.E.7.a** Hours scheduled: 106 hrs

**I.2.E.7.b** Hours used: 96 hrs

**I.2.E.7.c** Reasons for non-use:

Difference is due mainly to weather and maintenance. However, sometimes the missions take less time to accomplish training than actually allotted

**I.2.E.8** Utilization of the airspace can be increased.

**I.2.E.9** It is possible to expand hours and volume to increase the airspace utilization.

**I.2.E.10** Description of the volume or area of the Airspace:

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ARIP-VRB080142; ARCP-VRB041086; EXIT-ILM VORTAC; altitudes- FL 250/280 (or as assigned)

**I.2.E.11** 100.00 percent of the airspace is usable.

**Airspace: AR-202S**

**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:

Not required due to CATEX

**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.4.a** FAA waiver for police emergency radio tower at the North Charleston City Hall. The tower is 8000+ feet from the approach end of runway 33, projects 25 feet into the 20:1 conical surface. No way threatens nor affects our mission or training

**I.2.E.5** There are planned expansions (including new airspace) to the base's special use airspace.

**I.2.E.5.a**

See AR-020N

**I.2.E.5.b** Primary Rationale:

**I.2.E.6** Restrictions currently acting on this airspace:

30 degrees 19 minutes north,

77 degrees 52 minutes west.

End northbound refueling

When W-497B is in use, the

degrees 30 minutes north.

operations no later than 32

southern limit of the track is

**I.2.E.7** Published availability of the airspace:

1500-1745Z/1930-1330Z daily

Range scheduling statistics (yearly average from 1990 to 93.

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- I.2.E.7.a**    **Hours scheduled:**    106 hrs
- I.2.E.7.b**    **Hours used:**            96 hrs
- I.2.E.7.c**    **Reasons for non-use:**  
                   Difference is mainly due to weather and maintenance. However, sometimes the missions take less time to accomplish training than actually allotted.
- 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:**  
                   ARIP-ILM VORTAC; ARTC-ILM187050; EXIT-VRBO80142; altitudes-FL 250/280 (or as assigned)
- I.2.E.11**      **100.00 percent of the airspace is usable.**  
**Airspace: AR-207-SW**
- 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:**  
                   Not required due to CATEX
- 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.4.a**      FAA waiver for police emergency radio tower at the North Charleston City Hall. The tower is 8000+ feet from the approach end of runway 33, projects 25 feet into the 20:1 conical surface. No way threatens nor affects our mission or training
- I.2.E.5**        **There are planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.5.a**  
                   See AR-020N
- I.2.E.5.b**      **Primary Rationale:**
- I.2.E.6**        **Restrictions currently acting on this airspace:**  
                   1745Z and 1930-1330Z. User

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AR-600 is prohibited. Track  
 Mon-Fri except holidays.  
 Scheduled reverse course  
 Simultaneous use of AR-207 and  
 Track may only be used during  
 cannot be used during ESMC  
 complete turn prior to end of  
 contact scheduling unit during  
 launches that close Atlantic  
 normal duty hours 1300-2000Z  
 refueling operations must be  
 routes. Track is prohibited  
 the following hours: 1500-  
 to fighter type aircraft.  
 track

**I.2.E.7 Published availability of the airspace:**

Unrestricted (24 hrs/daily)

**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a Hours scheduled:** 100 hrs

**I.2.E.7.b Hours used:** 90 hrs

**I.2.E.7.c Reasons for non-use:**

Difference is due mainly to weather and maintenance. However, sometimes the missions take less time to accomplish training than actually allotted.

**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:**

ARIP-RDU VORTAC; ARCP-RDU 220070; EXIT-AMG036030; altitudes-260/280 (or as assigned)

**I.2.E.11 100.00 percent of the airspace is usable.**

**Airspace: AR-207NE**

**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:**

Not required due to CATEX

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- 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.4.a** FAA waiver for police emergency radio tower at the North Charleston City Hall. The tower is 8000+ feet from the approach end of runway 33, projects 25 feet into the 20:1 conical surface. No way threatens nor affects our mission or training
- I.2.E.5** There are planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.5.a**  
See AR-020N
- I.2.E.5.b** Primary Rationale:
- I.2.E.6** Restrictions currently acting on this airspace:  
1745Z and 1930-1330Z. User AR-600 is prohibited. Track Mon-Fri except holidays. Scheduled reverse course Simultaneous use of AR-207 and Track may only be used during cannot be used during ESMC complete turn prior to end of contact scheduling unit during launches that close Atlantic normal duty hours 1300-2000Z refueling operations must be routes. Track is prohibited the following hours: 1500- to fighter type aircraft. track.
- I.2.E.7** Published availability of the airspace:  
Unrestricted (24 hrs/daily)

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Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a Hours scheduled: 100 hrs

I.2.E.7.b Hours used: 90 hrs

I.2.E.7.c Reasons for non-use:

Difference is due mainly to weather and maintenance. However, sometimes the missions take less time to accomplish training than actually allotted.

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:

ARIP-AME VORTAC 036030; ARCP-AMG VORTAC 036130; EXIT-RDU VORTAC; altitudes FL 260/280 (or as assigned)

I.2.E.11 100.00 percent of the airspace is usable.

**Airspace: IR-35**

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:

Awaiting HQ USAF approval

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.4.a FAA waiver for police emergency radio tower at the North Charleston City Hall. The tower is 8000+ feet from the approach end of runway 33, projects 25 feet into the 20:1 conical surface. No way threatens nor affects our mission or training

I.2.E.5 There are planned expansions (including new airspace) to the base's special use airspace.

I.2.E.5.a

AR-020N

I.2.E.5.b Primary Rationale:

I.2.E.6 There are No restrictions currently acting on this airspace

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**I.2.E.7 Published availability of the airspace:**

Unrestricted (24 hrs/daily) Flying to commence April 1994 (pending HQ AMC approval)

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 and volume to increase the airspace utilization.**

**I.2.E.10 Description of the volume or area of the Airspace:**

From (A) 33d55'N 78d18'W; to (B) 34d27'N to 78d15'W; to (C) 34d27'N 78d58'W; to (D) 33d57'N 79d19'W; to (E) 33d58'N 80d03'W; to (F) 33d36'N 80d33'W; to (G) 33d36'N 81d04'W

**I.2.E.11 100.00 percent of the airspace is usable.**

**Airspace: IR-36**

**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:**

Awaiting HQ USAF approval

**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.4.a** FAA waiver for police emergency radio tower at the North Charleston City Hall. The tower is 8000+ feet from the approach end of runway 33, projects 25 feet into the 20:1 conical surface. No way threatens nor affects our mission or training

**I.2.E.5 There are planned expansions (including new airspace) to the base's special use airspace.**

**I.2.E.5.a**

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See AR-020N

**I.2.E.5.b Primary Rationale:**

**I.2.E.6 There are No restrictions currently acting on this airspace**

**I.2.E.7 Published availability of the airspace:**

Unrestricted (24 hrs/daily) Flying to commence April 1994 (pending HQ AMC approval)

**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 and volume to increase the airspace utilization.**

**I.2.E.10 Description of the volume or area of the Airspace:**

FROM (A) 33d36'N 81d04'W; to (B) 33d37'N 81d13'W; to (C) 33d14'N 81d13'W; to (D) 33d03'N 80d30'W; to (E) 33d35'N 79d57'W; to (F) 33d50'N 80d12'W; to (G) 33d36'N 80d33'W; to (H) 33d36'N 81d04'W

**I.2.E.11 100.00 percent of the airspace is usable.**

**Airspace: SR-166**

**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:**

Approved Oct 93

**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 List of Noise Sensitive Areas (NSAs) associated with the airspace:**

**I.2.E.3.a Holly Hill and Greelyville**

**I.2.E.3.b No affect on or threat to the quality of training or the mission.**

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**I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:**

**I.2.E.4.a** FAA waiver for police emergency radio tower at the North Charleston City Hall. The tower is 8000+ feet from the approach end of runway 33, projects 25 feet into the 20:1 conical surface. No way threatens nor affects our mission or training

**I.2.E.5 There are planned expansions (including new airspace) to the base's special use airspace.**

**I.2.E.5.a**

See AR-020N

**I.2.E.5.b Primary Rationale:**

**I.2.E.6 There are No restrictions currently acting on this airspace**

**I.2.E.7 Published availability of the airspace:**

Unrestricted (24hrs/daily)

Range scheduling statistics (yearly average from 1990 to 93.

**I.2.E.7.a Hours scheduled:** 125 hrs

**I.2.E.7.b Hours used:** 115 hrs

**I.2.E.7.c Reasons for non-use:**

Difference is due mainly to weather and maintenance. However, sometimes the missions take less time to accomplish training than actually allotted.

**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:**

From (A) 33d23'N 81d08'W; to (B) 33d17'N 80d31'W; to (C) 33d23'N 80d07'W (alt entry point); to (D) 33d35'N 79d57'W; to (E) 33d45'W 80d12'W; to (F) 33d36'N 80d33'W; to (G) 33d36'N 81d04'W; to (H) 33d36'N 81d10'W; to (I) (JACEY) 33d28'N 81d16'W

**I.2.E.11 100.00 percent of the airspace is usable.**

#### Commercial Aviation Impact

**I.2.E.12 The base is joint-use (military/civilian).**

**I.2.E.13 List of all airfields within a 50 mile radius of the base:**

Airfield:	Airfield:
Andrews Municipal	General Aviation
Beaufort County	General Aviation
Beaufort MACS	Military

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Berkeley County	General Aviation
Charleston Executive	General Aviation
Clarendon County	General Aviation
East Cooper	General Aviation
Georgetown County	General Aviation
St. George Municipal	General Aviation
Williamsburg County	General Aviation

**I.2.E.14**      **Civilian/commercial operators or other airspace users do Not pose scheduling, operational, or environmental constrains or limits.**

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**F. Potential for Growth in Training Airspace (Area)**

- I.2.F.1** Expansion of training airspace is possible.
- I.2.F.1.a** Estimated expansion potential is 20.0 percent. Rationale for estimate:  
Expansion is possible. This is evident in the two on-going proposals for a new IR and a new AR track. An increase upwards of 20% would be feasible.
- I.2.F.2** Current access will remain the same.
- I.2.F.3** No reductions in training airspace are expected.
- I.2.F.4** Current special use airspace and training areas meet all training requirements.
- I.2.F.4.a** Deployed, off-station training is not required to meet training requirements.

**G. Composite / Integrated Force Training**

- I.2.G.1** Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:  
FORT JACKSON  
81 NM from the base.
- I.2.G.2** DELETED
- I.2.G.3** Nearest Naval unit where joint training can be accomplished:  
Beaufort MCAS  
43 mi from the base.
- I.2.G.4** Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:  
165 TAG  
71 mi from the base.
- I.2.G.5** DELETED

**H. Missile Bases (AF Space Command)**

Applies to missile bases only. Responses are classified.

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**I. Technical Training (Air Education and Training Command)**

**I.2.1** No technical training mission.

**J. Weather Data (AF Environmental Technical Applications Center)**

**I.2.J.1** Percentage of time the weather is at or above (ceiling / visibility)

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
98.7	97.8	89.2	83.8	81.4

**I.2.J.2** Crosswind component to the primary runway:

**I.2.J.2.a** Is at or below 15 knots 97.6 percent of the time

**I.2.J.2.b** Is at or below 25 knots 99.7 percent of the time

**I.2.J.3** 2 Days have freezing participation (mean per year).

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## Charleston AFB - AMC

## Section II

## 1. Installation Capacity &amp; Condition

## A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Charleston AFB	Main Base	3,731	2,882	42
II.1.A.2	Charleston AFB POL	Bulk Fuel Storage	50	50	
II.1.A.3	Civilian Airport	Admin Space			
II.1.A.4	N Charl Trng Annex	SP Training	9	1	8
II.1.A.5	N Charleston FHG	Housing Area	24	15	6
II.1.A.6	North Field	Aux Air Field	2,392	847	155
II.1.A.7	Ramey RSC	Weather Station	74	27	35
		<b>TOTALS:</b>	<b>6,280</b>	<b>3,822</b>	<b>246</b>

## B. Facilities

## II.1.B.1 From real property records:

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	46	46	100.0	0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	15,431	27.0	73.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	430,674	73.0	27.0	0.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	28,876	28,876	96.0	4.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	85,142	78,970	53.0	47.0	0.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	141,246	141,246	100.0	0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	34,915	35,326	100.0	0.0	0.0	411
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	8,103	8,103	100.0	0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	134,082	133,913	85.0	15.0	0.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	22,879	27,300	100.0	0.0	0.0	4,421
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	47,365	43,055	100.0	0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	552,051	81.0	18.0	1.0	N/A

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II.1.B.1.e.i	211-111	Maintenance Hanger	SF	277,661	207,422	100.0	0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	60,000	46,240	100.0	0.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	4,000	4,000	100.0	0.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	37,050	84,891	30.0	65.0	5.0	47,841
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	110,773	107,667	92.0	8.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	41,000	44,029	100.0	0.0	0.0	3,029
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	66,000	61,018	33.0	67.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	56,262	56,262	100.0	0.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	4,831	4,831	100.0	0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g	214	Maintenance-Automotive	SF	N/A	36,607	76.0	24.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	26,805	34,577	81.0	19.0	0.0	7,772
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	2,700	2,030	0.0	100.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	0		0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	30,741	100.0	0.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	28,200	30,741	100.0	0.0	0.0	2,541
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	32,250	61,608	34.0	66.0	0.0	29,358
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	18,674	18,674	44.0	56.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	4,480	8,885	100.0	0.0	0.0	4,405
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	65,613	39.0	19.0	42.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	1,521	0.0	100.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A

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II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	557,000	557,000	100.0	0.0	0.0	0
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	33,889	87.0	13.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	27,265	33,889	100.0	0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	257,437	27.0	72.0	1.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	2,652	2,652	100.0	0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	175,037	202,986	21.0	79.0	0.0	27,949
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	0	20,470	100.0	0.0	0.0	20,470
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	0	18,720	100.0	0.0	0.0	18,720
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	69,851	97.0	3.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	750	0.0	100.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	10,944	100.0	0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	343,740	46.0	52.0	2.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	1,397	1,397	100.0	0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	1,576	29.0	71.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	1,634	1,348	34.0	66.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	14,869	100.0	0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	14,493	14,869	100.0	0.0	0.0	376
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	132	27.0	73.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	99,544	36.0	52.0	12.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	396,892	77.0	22.0	1.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	0	0		0.0	0.0	0

## II.1.B.2 From in-house survey:

Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	Aircraft Pavement-Runway(s)	SY	1,122,220	71.0	29.0	0.0

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II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	382,915	19.0	81.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	747,940	51.0	49.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	25,244	100.0	0.0	0.0
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	363,877	40.0	60.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	108,750	100.0	0.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	191,830	18.0	82.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	255,823	100.0	0.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	5,976	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	679,717	100.0	0.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	400,799	100.0	0.0	0.0

## C. Family Housing (Facility Category Code 711)

## II.1.C.1 Capacity (housing Inventory)

II.1.C.1.a Number of adequate units from current DD Form 1410, line 18d:

977

II.1.C.1.b Number of substandard units from current DD Form 1410, line 18e:

0

II.1.C.1.c Current deficit (-) or surplus units in validated Market Analysis:

725

(includes E-1 - E3 requirements)

II.1.C.1.c.i A Market Analysis was used to answer the questions in Section II.1.C.

II.1.C.1.d FY95/4 projected net housing deficit (-) or surplus of units:

1191

(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)

## II.1.C.2 Condition

II.1.C.2.a Number of adequate units meeting current whole-house standards of accommodation and state of repair:

458

(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)

II.1.C.2.a Number of adequate units requiring whole-house renovation or replacement:

519

(Units meeting whole-house standards are those that were programmed/renovated after FY88).

II.1.C.2.a Number of new housing units projected to meet current deficit.

0

II.1.C.3 Percentage of military families living on base as compared to the total number of families (officer and enlisted) assigned to the base

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- II.1.C.3.a 31.0 percent of officer families live on base.
- II.1.C.3.b 36.0 percent of enlisted families live on base.
- II.1.C.3.a 36.0 percent of all military families live on base.

## 2. Airfield Characteristics

### II.2 Runway Table:

Primary Designation		Dimensions: Length Width		Cross Runway	Aircraft Arresting Systems (II.2.I) Number Types	
03	Secondary	7000 ft	150 ft	Yes	None	
06	Secondary	10000 ft	500 ft	No		
15	Primary	9001 ft	200 ft	No	2	BAK-12

- II.2.A There are 3 active runways.
- II.2.A.1 There are 1 cross (30 degrees from primary) runways.
- II.2.B There are NO parallel runways.
- II.2.C Dimensions of the primary runway (15).
- II.2.C.1 Length: 9,001 ft
- II.2.C.2 Width: 200 ft
- II.2.D Dimensions of all secondary runways are in the runway table.
- II.2.E The primary taxiway is 150 ft wide.
- II.2.F Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency(AFCESA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).

An AFCESA Pavement Evaluation Report was used to complete this section.

				Primary Pavements			
Aircraft Group		Criteria		Runways	Taxiways	Aprons	
II.2.F.1	Fighter	F-15	61 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Upgrade Needed	Upgrade Needed	Supports Now
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.5	Tanker	KC-135R	320 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now

II.2.F.9 Work required to upgrade pavement to the required strength:

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		(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Pavement:	Aircraft:			
Taxiway	B-52	SY	23,889	4" asphalt surface course for taxiway shoulders
Runway	B-52	SY	22,222	1000 ft runway extension; pavement thickness of 19 inches of portland cement concrete.

**II.2.G Excess aircraft parking capacity for operational use.**

**II.2.G.1 The total usable apron space for aircraft parking is 389,269 Sq Yds.**

**II.2.G.1.a Specifications for individual parking areas (irregularly shaped areas are approximated by rectangle).**

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
	ALERT AREA CAL PAD	240 ft	150 ft	Neither
CUMPASS ROSE	100 ft	100 ft	Transient Aircraft	TRANSIENT AIRCRAFT
LOADING PAD	200 ft	200 ft	Transient Aircraft	TRANSIENT AIRCRAFT
NORTH TRANSIENT RAMP	810 ft	292 ft	Transient Aircraft	TRANSIENT AIRCRAFT
ROW A	850 ft	550 ft	Primary Aircraft	C-141 PARKING
ROW C, D	1,250 ft	510 ft	Primary Aircraft	C-17 PARKING
ROW E, F	1,250 ft	505 ft	Primary Aircraft	C-17 PARKING
ROW G	2,065 ft	375 ft	Primary Aircraft	C-17 PARKING
ROW H	1,690 ft	530 ft	Primary Aircraft	C-17 PARKING
RUN UP PAD	260 ft	235 ft	Primary Aircraft	C17 AND C-141
TRANSIENT APRON	2,835 ft	335 ft	Transient Aircraft	TRANSIENTS

**II.2.G.2 Permanently assigned aircraft currently require 289,725 Sq Yds of parking space.**

**II.2.G.3 125,548 Sq Yds of parking space is available for parking additional non-transient aircraft.**

**II.2.G.4 The following factors limit aircraft parking capability:**

The six (6) C-17 aircraft parked on the row near Bldg 700 have tail heights that violate the 7:1 runway transition slope. This is the only limitation to the aircraft parking capacity if programmed projects are completed.

**II.2.H The dimensions of the (largest) transient parking area:**

**II.2.I Details of operational aircraft arresting systems on each runway are in the Runway Table (II.2)**

**II.2.J There are No critical features relative to the airfield pavement system that limit its capacity:**

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#### 3. Utility Systems

II.3.A The overall system capacity and percent current usage for utility system categories:

Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1 Water:	4.0 MG/D	MG/D - million gallons per day	20 %
II.3.A.2 Sewage:	4.0 MG/D		27 %
II.3.A.3 Electrical distribution:	20.0 MW	MW - million watts	88 %
II.3.A.4 Natural Gas:	7.00 MCF/D	MCF/D - million cubic feet per day	11 %
II.3.A.5 High temperature water/steam generation/distribution:	150.0 MBTUH	MBTUH - million British thermal units per hour	25 %

II.3.B Characteristics regarding the utility system that should be considered:

See additional comments.

#### 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: 79 Nose Dock

Current Use: AMOSE

II.4.A.2 Size (SF): 20,470 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:	183 ft	33 ft	
II.4.A.6 Largest unobstructed space inside the facility:	201 ft	32 ft	87 ft

II.4.A.1 Facility number: 80 Nose Dock

Current Use: C-17 COSS

II.4.A.2 Size (SF): 18,270 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:	183 ft	33 ft	
II.4.A.6 Largest unobstructed space inside the facility:	201 ft	32 ft	87 ft

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II.4.A.1 Facility number: 517 Nose Dock

Current Use: Fuel Cell

II.4.A.2 Size (SF): 17,809 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:	199 ft	27 ft	
II.4.A.6 Largest unobstructed space inside the facility:	202 ft	32 ft	172 ft

II.4.A.1 Facility number: 532 Hanger

Current Use:

II.4.A.2 Size (SF): 111,407 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:	365 ft	41 ft	
II.4.A.6 Largest unobstructed space inside the facility:	113 ft	41 ft	252 ft

II.4.A.1 Facility number: 550 Nose Dock

Current Use: C-17 Storage

II.4.A.2 Size (SF): 20,237 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	198 ft	49 ft	
II.4.A.6 Largest unobstructed space inside the facility:	188 ft	64 ft	86 ft

II.4.A.1 Facility number: 570 Nose Dock

Current Use: Fuel Cell

II.4.A.2 Size (SF): 29,830 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-17

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	261 ft	49 ft	
II.4.A.6 Largest unobstructed space inside the facility:	199 ft	64 ft	86 ft

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II.4.A.1 Facility number: 575 Nose Dock

Current Use: Non-Power Age/Service

II.4.A.2 Size (SF): 20,651 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	198 ft	49 ft	
II.4.A.6 Largest unobstructed space inside the facility:	199 ft	64 ft	86 ft

II.4.A.1 Facility number: 576 Nose Dock

Current Use: Refurb

II.4.A.2 Size (SF): 20,237 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	198 ft	49 ft	
II.4.A.6 Largest unobstructed space inside the facility:	199 ft	64 ft	86 ft

II.4.A.1 Facility number: 577 Nose Dock

Current Use:

II.4.A.2 Size (SF): 20,544 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-17

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	198 ft	28 ft	
II.4.A.6 Largest unobstructed space inside the facility:	111 ft	27 ft	86 ft

II.4.A.1 Facility number: 579 Nose Dock

Current Use: Engine Storage

II.4.A.2 Size (SF): 20,237 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-141

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	198 ft	49 ft	
II.4.A.6 Largest unobstructed space inside the facility:	199 ft	64 ft	86 ft

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II.4.A.1 Facility number: 700 Hanger

Current Use: Iso Dock

II.4.A.2 Size (SF): 96,015 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-5

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	260 ft	75 ft	
II.4.A.6 Largest unobstructed space inside the facility:	275 ft	79 ft	301 ft

## 5. Unique Facilities

II.5.A There are No unique (one-of-a-kind) Air Force facilities which must be replaced if the base is closed.

## 6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures

## Local/Regional Land Encroachment

II.6.A Percent current off base incompatible land use:

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN
II.6.A.1	03	CZ	0	207	3.0	Sig Incompat	0.0	0.0	3.0	71.0	0.0	26.0
	15	CZ	0	207	4.0	Sig Incompat	3.0	1.0	0.0	94.0	0.0	1.0
	21	CZ	154	207	11.0	Sig Incompat	5.0	7.0	0.0	33.0	0.0	56.0
	33	CZ	0	207	2.0	Sig Incompat	0.0	0.0	2.0	81.0	0.0	17.0
II.6.A.2	03	APZ 1	886	344	39.0	Sig Incompat	29.0	10.0	0.0	0.0	0.0	61.0
	15	APZ 1	438	344	1.0	Gen Compat	1.0	24.0	17.0	36.0	0.0	22.0
	21	APZ 1	1,168	344	47.0	Sig Incompat	21.0	45.0	4.0	0.0	0.0	29.0
	33	APZ 1	134	344	3.0	Gen Compat	2.0	1.0	0.0	10.0	0.0	87.0
II.6.A.3	03	APZ 2	1,006	482	25.0	Sig Incompat	25.0	0.0	0.0	0.0	0.0	75.0
	15	APZ 2	1,330	482	23.0	Sig Incompat	23.0	2.0	0.0	0.0	0.0	74.0
	21	APZ 2	166	482	4.0	Gen Compat	4.0	3.0	4.0	6.0	10.0	74.0
	33	APZ 2	1,156	482	26.0	Sig Incompat	6.0	63.0	0.0	0.0	0.0	31.0
	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.A.4	65-70	17,235	4,469	8	Incompat	24.0	22.0	5.0	0.0	0.0	49.0	
II.6.A.5	70-75	6,502	1,517	8	Incompat	19.0	20.0	3.0	0.0	0.0	59.0	

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II.6.A.6	75-80	102	240	4	Gen Compat	4.0	20.0	5.0	0.0	0.0	72.0
II.6.A.7	80+		41	0	Gen Compat	0.0	99.0	0.0	0.0	0.0	1.0

## II.6.B Percent future off base incompatible land use:

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W// FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.1	03	CZ	0	207	3	Sig Incompat	0.0	0.0	3.0	71.0	0.0	26.0
	15	CZ	0	207	4	Sig Incompat	3.0	1.0	0.0	94.0	0.0	1.0
	21	CZ	154	207	11	Sig Incompat	5.0	7.0	0.0	33.0	0.0	56.0
	33	CZ	0	207	2	Sig Incompat	0.0	0.0	2.0	98.0	0.0	0.0
II.6.B.2	03	APZ 1	975	344	43	Sig Incompat	32.0	11.0	0.0	0.0	0.0	57.0
	15	APZ 1	482	344	1	Gen Compat	1.0	26.0	19.0	40.0	0.0	14.0
	21	APZ 1	1,285	344	52	Sig Incompat	23.0	50.0	5.0	0.0	0.0	22.0
	33	APZ 1	147	344	3	Gen Compat	2.0	1.0	0.0	10.0	0.0	87.0
II.6.B.3	03	APZ 2	1,107	482	28	Sig Incompat	28.0	0.0	0.0	0.0	0.0	72.0
	15	APZ 2	1,463	482	25	Sig Incompat	25.0	2.0	1.0	0.0	0.0	72.0
	21	APZ 2	183	482	5	Gen Compat	5.0	4.0	4.0	6.0	7.0	75.0
	33	APZ 2	1,272	482	29	Sig Incompat	7.0	69.0	0.0	0.0	0.0	24.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W// FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.4	65-70	18,959	4,469	9	Incompat	27.0	25.0	5.0	0.0	0.0	44.0
II.6.B.5	70-75	7,152	1,517	8	Incompat	21.0	22.0	3.0	0.0	0.0	55.0
II.6.B.6	75-80	112	240	4	Gen Compat	4.0	22.0	5.0	0.0	0.0	69.0
II.6.B.7	80+	0	41	0	Gen Compat	0.0	99.0	0.0	0.0	0.0	1.0

## II.6.C The most recent, publicly released AICUZ study is dated Dec 92

## II.6.D Current AICUZ study's flying activities subsection does not reflect all currently assigned aircraft

Subsection reflects the number of daily flying operations conducted by all assigned aircraft

Current AICUZ study's flight track figure/map reflects current flight tracks.

Explanation of areas where the current AICUZ study does not reflect the current situation:

As C-141 aircraft are being phased out, full C-17 beddown flying operations were reflected in the AICUZ instead of any guess at mixing C-141 and C-17 operations.

## II.6.E The AICUZ study was last updated on Dec 92

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The study is no longer valid. Milestones for updating the study:

**II.6.E.1** C-17 deliveries delayed. C-141 operations greater than anticipated. Revalidation need when final mix of aircraft is known. Eight C-17's on board. Six more added yearly until 40 in 2000.

**II.6.F** Local governments have incorporated AICUZ recommendations into land use controls

**II.6.F.2** AICUZ recommended development limits for Accident Potential Zone 1.

Government name:	Types of controls in place	Types of encroachment limited:
Hanahan, SC	Zoning, Building Codes	

**II.6.F.3** AICUZ recommended development limits for Accident Potential Zone 2.

Government name:	Types of controls in place	Types of encroachment limited:
Hanahan, SC	Zoning, Building Codes	

**II.6.F.4** AICUZ recommended development limits between the 65 Ldn and 70 Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
Hanahan, SC	Zoning, Building Codes	Yes

**II.6.G** Assessment of significant development (i.e., residential subdivision, shopping mall, or center, industrial park, etc.) existing or anticipated within any of the 7 AICUZ zones.

Significant development currently exists in one or more AICUZ zone.

Significant development is projected for one or more AICUZ zone.

Summary of existing, started, announced, or anticipated development:

Areas Impacted	Type of Development	Status	Projected Completion	Jurisdiction	Other details and size of the development
CZ	Commercial	Existing	TBD	North Charleston	Runway 03. Auto import warehouse and storage yard 350'X1100' encroaches into the CZ outer edge.
APZ 2	Residential	Existing	TBD	Char City and County	Runway 03. Approx 9 units of single-family residential land us in older low density tracts (45 ac); aprox 11 units in established subdivisions (18 ac); cemetery (50 ac).

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65-70	Residential	Existing	TBD	Char City and County	Runway 03. The above CZ and APZ development descps cover the Ldn areas except approach area beyond APZ II. An existing subdivision (70 ac) fills this area, and is heavily built out (approx 250 units); at full buildout will have approx 350 units.
CZ	PublicSemi-public	Existing	TBD	North Charleston	Runway 21. 23 ac exists from residential construction prior to 1977 AICUZ widening of CZ. Subdivision fully built out (57 single family dwellings). General aviation hangar (1 ac). Commercial warehouse at SE corner adjacent to the APZ 1.
APZ 1	PublicSemi-public	Existing	TBD	N Chas & Hanahan	See additional comments for Runway 21 APZ I.
APZ 2	Residential	Existing	TBD	Hanahan SC	Runway 21. Scattered single family and mobile home residences constituting approx 20 ac in the south west corner of APZ. Another small area (less than 2 dwellings per ac) in NW corner.
65-70	PublicSemi-public	Existing	TBD	North Charleston	Runway 21. Mixed commercial including offices, motels, movie theaters, restaurants, military family housing and others.
APZ 2	PublicSemi-public	Existing	TBD	North Charleston	Runway 15. Approx 100 ac of subdiv encroaches. Fully built out with approx 250 single family dwellings. Other significant land uses are conforming industrial and commercial activities.
APZ 2	PublicSemi-public	Existing	TBD	North Charleston	Runway 33. Most heavily developed of the 4 APZ II's at CAFB. Approx 125 ac of mixed residential, commercial, and industrial land uses are non-conforming encroachments.
APZ 1	PublicSemi-public	Existing	TBD	North Charleston	Runway 03. Existing development mixed. Commercial (aprox 12 ac) and residential (approx 135 ac) singel family and mobile home. Approx 20 businesses, 52 mobile homes, and 134 single family residences. See additional comments.
CZ	PublicSemi-public	Existing	TBD	N Charleston & CAFB	Runway 15 (Primary). Single family housing with 2 neighborhood commercial uses. CAFB gate house and CAFB rec activities office and skeet/trap range. All predate the 1977 AICUZ directed widening of CZ.
APZ 1	Commercial	Existing	TBD	North Charleston	Runway 15. Existing ind parks and comm developments in APZ are in compliance with AICUZ criteria. CAFB and N Charleston coord closely to ensure non-encroaching developments are permitted for construction.
65-70	PublicSemi-public	Existing	TBD	North Charleston	Runway 15. Subdivision described above spreads into bothe the 65-70 and 70-75 Ldn contours. Approx 250 dwellings lie within 65-70 and 150 within 70-75. Others are mixed residential, 150 dwellings in 65-70 Ldn and 40 units in 70-75 Ldn.

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CZ	Industrial	Existing	TBD	N Charleston & CAFB	Runway 33. Aircraft hangars pre-existing when AICUZ-directed widening of CZ.
APZ I	Commercial	Existing	TBD	North Charleston	Runway 33. One encroaching motel approx 2 ac. Traversed southwest to northeast by recently opened I-526 interstate loop.
APZ I	Commercial	Planned	TBD	North Charleston	Runway 33. Approx 190 ac proposed for development as a regional shopping mall/office park. Lies on the extended Runway 33 centerline and the junction of APZ I and APZ II. Due to a number of reasons, development indefinitely postponed.
70-75	Public/Semi-public	Existing	TBD	North Charleston	Runway 33. Some 170 single family dwellings lie in two fully built out subdivisions containing approx 57 ac. Encroachment also includes in very outer edge of 65 Ldn portions of the Jenkins School grounds and entire Jenkins orphanage (23 ac).

No long range (20 year) development trends in the 7 AICUZ zones are evident.

## II.6.H Population figures and projections:

### II.6.H.1 Communities in the vicinity of the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Summerville, SC	3633	3839	11985	22519	38811
North, SC	1047	1076	1304	809	0
North Charleston, SC	0	0	65681	70218	116500
Lincolville, SC	420	504	808	716	0
Hanahan, SC	0	0	13224	13176	0
Goose Creek, SC	0	3656	17899	24692	0
Charleston, SC	65925	66945	73757	80414	113662

### II.6.H.3 County (ies) encompassing the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Orangeburg	68559	70100	84276	84803	109700
Dorchester	24383	32276	58761	83060	124700
Charleston	216382	247650	276974	295039	314200
Berkeley	38196	56199	94727	128776	183600

## II.6.I Clear zone acquisition has Not been completed.

### II.6.I.1

Runway approach	Extent of acquisition	Expected acquisition date	Expected acquisition cost
03	44 acres	TBD	Unknown
21	123 acres	Jan 1999	\$ 3 M

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15	17 acres	Jan 1999	\$ 1 M
33	31 acres	Mar 1994	Unknown
03	44 acres	TBD	Unknown
21	36 acres	Oct 1999	\$ 3 M
21	88 acres	TBD	Unknown
15	17 acres	Oct 1999	\$ 1 M
33	31 acres	TBD	Unknown

#### II.6.J Existing on base facilities not sited in accordance with AICUZ recommendations:

Type of facility:	Approximate number of occupants	Zone with violation	Reason the incompatibility is necessary
Alert Hangars (2) in northeast corner	6	CZ	
Bulk fuel storage tanks and hydrant pump house in SW corner	0	CZ	
Entry Control Point Gatehouse in NW corner	1	CZ	
MFH Mobile Home Park (75 Units)	225	65-70	Park was sited prior to 1977 inception of AICUZ program
Outdoor Rec Center and skeet & trap range in South central edge	1	CZ	

#### All planned on base facilities will be sited in accordance with AICUZ recommendations.

Type of facility:	Approximate number of occupants	Zone with violation	Reason the incompatibility is necessary	Anticipated completion date
Entry control point (in compliance with AICUZ criteria.	0	APZ 1		Unknown

#### Air Space Encroachment

II.6.K Noise complaints are received from off base residents.

II.6.K.1 6.0 noise complaints per month (average) are received from off base residents.

II.6.L The base has implemented noise abatement procedures as follows:

II.6.L.1 See Base Additional Comments (Charleston Noise Abatement Procedures).

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#### Section III

#### 1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 14 C-141 equivalent aircraft can be loaded or unloaded at one time.

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.1.a The limiting factor is MHE

III.1.A.1.b Current MHE: 4K Forklifts: 13 10K Forklifts: 28 Widebody Loaders: 4 25K Loaders: 15 25K TAC Loaders: 6 40K Loaders: 13

III.1.A.2 8 C-141 equivalent aircraft can be refueled at one time.

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B The base can land, taxi, park, and refuel widebody aircraft as follows:

Aircraft	Widebody Capabilities:				Remarks:
	Can land	Can taxi	Can park	Can refuel	
747					
C-5					
KC-10					

III.1.C The base has an operational fuel hydrant system:

III.1.C.1 The fuel hydrant system is available to transient aircraft.

III.1.C.2 24 hydrant pits are operational.

Description of base fuel hydrant system:

System Type:	Total Pumping Rate (GPM):	Number of Laterals:	Number of Usable Refueling Positions:	Number of SIMULTANEOUS aircraft refuelings of	
				Narrow	Widebody
Type III (Phase I)	2400	0	15	4	4
Type III (Phase II)	2400	0	10	4	4

III.1.C.3 11 fuel storage tanks support the operational fuel hydrant system:

Storage tank Capacity:	Tanks with this capacity

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- III.1.C.4 The hydrant system is 0.5 miles from the bulk storage area.
- III.1.C.5 No pits are certified for hot pit operations.
- III.1.D The base bulk storage facility is serviced by a pipeline.
- III.1.D.1 The pipeline is the primary fuel source for the bulk storage facility.
- III.1.D.2 There are no limitations to continuous service from the primary source.
- III.1.D.3 JP-4, -17,332 bbls (-727944 gals)  
Based on normal requirements in the Fuel Logistics Area Summary (FLAS) or Inventory Management Plan (IMP).  
Storage for others is excluded.
- III.1.D.4 Other receipt modes available: Tank truck.  
Number of offload headers: 10  
7 tank trucks can be simultaneously offloaded  
Tank cars can Not be offloaded.
- III.1.D.5 4 refueling unit fillstands are available.
- III.1.D.5.a 4 refuelers can be filled simultaneously.
- III.1.D.6 Current dispensing capabilities as defined in AFR 144-1      sustained: 1656000  
   maximum: 2424000
- III.1.D.7 The base is directly supported by an intermediate Defense Fuels Supply Point (DFSP).
- III.1.D.7.a Supporting DFSP: DFSP Terminal Charleston, SC
- III.1.E Cat 1.1 and 1.2 munitions storage requirements and capacity.
- |  | Cat 1.1 | Cat 1.2 |
|--|---------|---------|
| III.1.E.1 Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity: | 6000    | 3000    |
| Square footage available (including physical capacity limit):  | 20400   |         |
| III.1.E.2 Normal installation mission storage requirement:     | 2022    | 3087    |
- III.1.F The base has a dedicated hot cargo pad.
- III.1.F.1 Access to the hot cargo pad is not limited.

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III.1.F.2 The size of the hot cargo pad is 227,196 sq feet.

III.1.F.3 The sited explosive capacity of the hot cargo pad is 30,000

III.1.F.4 The hot pad access is turn around.

III.1.F.5 The taxiway servicing the hot pad is 75 ft wide and has a pavement classification number (PCN) of 90.

III.1.F.6 Aircraft using pad over the last 5 years:

C-5, C-141, C-130, VC-10, KC-10, DC-8, F-4, F-16, F-15, A-10, A-6, B747

III.1.G Proximity (within 150 NM) to mobilization elements.

III.1.G.1 The base is proximate to a ground force installation.

Active ground force installations within 150 NM:

FORT BRAGG	144 NM
FORT GORDON	110 NM
FORT JACKSON	81 NM
FORT STEWART	98 NM

III.1.G.2 The base is proximate to a railhead.

Railheads within 150 NM:

Augusta - Fort Gordon	111 NM
Charleston	10 NM
Charleston - Charbulk	11 NM
Charleston - Inness	11 NM
Charleston - NSCS	12 NM
Columbia - Fort Jackson	83 NM
Hinesville - Walthourville	105 NM
Manchester - Fort Junction	145 NM
St Marys - Kings Bay	147 NM
Sumter - Cape Savannah	63 NM
Ten City	15 NM
Wilmington - Leland	129 NM

III.1.G.3 The base is proximate to a port.

Deep water ports within 150 NM:

Charleston	11 NM
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Savannah	72 NM
Wilmington	132 NM

- III.1.H** The base has a dedicated passenger terminal.
- III.1.I** The base has a dedicated deployment facility capable of handling DoD standardized cargo pallets.
- III.1.J** The base medical treatment facility does Not routinely receive referral patients.
- III.1.K** No military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.
- III.1.L** **Unique missions performed by the base medical facility:**  
 437th Medical Squadron maintains a 250-bed aeromedical staging facility. Also, 110 personnel are tasked for mobility teams including pat  
 Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,
- III.1.M** **Base medical facilities project planned to begin before to 1999:**  
 Construction of a new medical warehouse/bioenvironmental engineering facility is scheduled for FY 97.  
 Facilities projects include military consruction program (MCP) or Operations and Maintenance (O&M) alterations.
- III.1.M.1** The project has been approved.
- III.1.M.2** No major MCP has been completed since 1989.
- III.1.N** Base facilities have No excess storage capacity.
- III.1.N.1** Base facilities have a total covered storage capacity of 160,428 sq ft.
- III.1.N.2** Breakout of the total covered storage capacity:
- |  |               |
|--|---------------|
| Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store): | 105,049 sq ft |
| Mobility storage:  | 21,700 sq ft  |

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**War Readiness Support Kits (WRSK) storage:** 20,470 sq ft

- III.1.O** 223 light military vehicles are on base.
- III.1.P** 368 heavy military and special vehicles are on base.

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Charleston AFB - AMC

## Section IV

## 1. Base Budget

## IV.1 Non-payroll portion of the base budget for prior years:

IV.1.A xxx56		Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-91	3400	Appropriation	Direct	Reimbursable				
			588.98 \$sK	0.00 \$sK	588.98 \$sK			
FY-92	3400	Appropriation	Direct	Reimbursable		828.07 \$sK		
			828.07 \$sK	0.00 \$sK		828.07 \$sK		
FY-93	3400	Appropriation	Direct	Reimbursable			2,833.79 \$sK	
			2,833.79 \$sK	0.00 \$sK			2,833.79 \$sK	
FY-94	3400	Appropriation	Direct	Reimbursable				259.80 \$sK
			259.80 \$sK	0.00 \$sK				259.80 \$sK
xxx56 TOTALS:					588.98 \$sK	828.07 \$sK	2,833.79 \$sK	259.80 \$sK
IV.1.B xxx76		Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-91	3400	Appropriation	Direct	Reimbursable				
			10,931.96 \$sK	2,705.11 \$sK	13,637.07 \$sK			
FY-92	3400	Appropriation	Direct	Reimbursable		9,183.86 \$sK		
			6,424.49 \$sK	2,759.37 \$sK		9,183.86 \$sK		
FY-93	3400	Appropriation	Direct	Reimbursable			128.84 \$sK	
			48.38 \$sK	80.46 \$sK			128.84 \$sK	
FY-94	3400	Appropriation	Direct	Reimbursable				241.80 \$sK
			241.80 \$sK	0.00 \$sK				241.80 \$sK
xxx76 TOTALS:					13,637.07 \$sK	9,183.86 \$sK	128.84 \$sK	241.80 \$sK
IV.1.C xxx78		Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-93	3400	Appropriation	Direct	Reimbursable			3,628.91 \$sK	
			3,171.19 \$sK	457.72 \$sK			3,628.91 \$sK	
FY-94	3400	Appropriation	Direct	Reimbursable				4,062.10 \$sK
			3,532.40 \$sK	529.70 \$sK				4,062.10 \$sK
xxx78 TOTALS:							3,628.91 \$sK	4,062.10 \$sK
IV.1.D xxx90		Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
FY-91	3400	Appropriation	Direct	Reimbursable	150.38 \$sK			
			146.59 \$sK	3.80 \$sK	150.38 \$sK			
FY-92	3400	Appropriation	Direct	Reimbursable		230.06 \$sK		
			224.27 \$sK	5.79 \$sK		230.06 \$sK		
FY-93		Appropriation	Direct	Reimbursable				

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		3400	99.69 \$sK	0.00 \$sK			99.69 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	94.20 \$sK	0.00 \$sK				94.20 \$sK
		xxx90 TOTALS:			150.38 \$sK	230.06 \$sK	99.69 \$sK	94.20 \$sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
	FY-92	3400	1,232.48 \$sK	18.77 \$sK	1,251.25 \$sK			
	FY-93	3400	1,194.30 \$sK	13.37 \$sK		1,207.67 \$sK		
	FY-94	3400	1,677.28 \$sK	10.75 \$sK			1,688.03 \$sK	
		3400	1,007.00 \$sK	31.00 \$sK				1,038.00 \$sK
		xxx95 TOTALS:			1,251.25 \$sK	1,207.67 \$sK	1,688.03 \$sK	1,038.00 \$sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
	FY-92	3400	13,220.55 \$sK	462.66 \$sK	13,683.21 \$sK			
	FY-93	3400	6,324.43 \$sK	437.32 \$sK		6,761.75 \$sK		
	FY-94	3400	10,989.39 \$sK	2,761.69 \$sK			13,751.07 \$sK	
		3400	5,353.90 \$sK	2,449.70 \$sK				7,803.60 \$sK
		xxx96 TOTALS:			13,683.21 \$sK	6,761.75 \$sK	13,751.07 \$sK	7,803.60 \$sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
	FY-92	4745	2,997.21 \$sK	131.04 \$sK	3,128.25 \$sK			
	FY-93	4745	3,930.15 \$sK	134.00 \$sK		4,064.15 \$sK		
	FY-94	4745	3,551.96 \$sK	0.00 \$sK			3,551.96 \$sK	
		4745	2,182.10 \$sK	168.00 \$sK				2,350.10 \$sK
		MFH TOTALS:			3,128.25 \$sK	4,064.15 \$sK	3,551.96 \$sK	2,350.10 \$sK

## 2. Relocation Costs

UNCLASSIFIED

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**IV.2      -Large, unusual items integral to the unit mission, but which cannot be moved as regular freight:**

**Total relocation costs:      \$ 3,500.00 K**

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**Section IV/V Level Playingfield COBRA Data**

**One time closure costs: 423\$sM**

**Twenty year Net Present Value (100)\$sM**

**Steady state savings 36\$sM per year**

**Manpower savings associated with closure 838**

**Return on Investment (years): 14**

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**Section VI Economic Impact****Economic Area Statistics:****Charleston - North Charleston, SC MSA****Total population: 527,000 (FY 92)****Total employment: 283,695 (FY 93)****Unemployment Rates (FY93/3 Year Average/10 Year Average)****6.6% / 5.7% / 4.8%****Average annual job growth: 4,891****Average annual per capita income: \$16,240****Average annual increase in per capita income: \$5.9%****Projected economic impact:**

<b>Direct Job Loss:</b>	<b>4,853</b>	
<b>Indirect Job Loss:</b>	<u><b>2,176</b></u>	
<b>Closure Impact:</b>	<b>7,029</b>	<b>( 2.5% of employment total)</b>
<b>Other BRAC Losses:</b>	<u><b>26,721</b></u>	
<b>Cumulative Impact:</b>	<b>33,750</b>	<b>( 11.9% of employment total)</b>

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#### Section VII

##### 1. Community Infrastructure

Describe the off-base housing situation.

- VII.1.A.1 Off-base housing is affordable
- VII.1.A.2 Units are available for families
- VII.1.A.2 Units are available for single members.
- VII.1.A.3 8.6 Percent of off-base housing was rated as unsuitable in the latest VHA survey
- VII.1.A.4 Median monthly cost of off-base housing based on latest VHA survey: \$700

Describe the transportation systems.

- VII.1.B.1 The base is served by **REGULARLY SCHEDULED**, public transportation. The following services are available:  
     South Carolina Electric & Gas operates a public bus system servicing Charleston AFB.
- VII.1.B.2 Distance to the nearest municipal airport with scheduled, commercial air traffic: 4 miles
- VII.1.B.2 Airport name: Charleston International Airport
- VII.1.B.3 Number of commercial air carriers available at the airport: 5
- VII.1.B.4 Average round trip commuting time to work: 39 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time		
VII.1.C.1 Swimming pool	Collins Park Pool	2	Hrs.	04	Min.
VII.1.C.2 Movie theater	Oakbrook Cinema 10	6	Hrs.	08	Min.
VII.1.C.3 Public golf course	Coosaw Creek	4	Hrs.	06	Min.
VII.1.C.4 Bowling lane	Sandpiper Lanes	6	Hrs.	10	Min.
VII.1.C.5 Boating	Ashley River Boat Landing	6	Hrs.	08	Min.
VII.1.C.6 Fishing	Ashley River Boat Landing	6	Hrs.	08	Min.
VII.1.C.7 Zoo	Charlestowne Landing	10	Hrs.	15	Min.
VII.1.C.8 Aquarium	Kure Beach Aquarium	175	2 Hrs.	50	Min.
VII.1.C.9 Family theme park	Myrtle Beach Grand Stand	100	Hrs.	90	Min.
VII.1.C.10 Professional sports	North Charleston Coliseum (Ice Hockey)	4	Hrs.	06	Min.
VII.1.C.11 Collegiate sports	Charleston Southern University	8	Hrs.	15	Min.

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Charleston AFB - AMC

VII.1.C.12	Camping facilities	James Island County Park	15	Hrs.	20	Min.
VII.1.C.13	Beaches (lake or ocean)	Isle of Palms	20	Hrs.	25	Min.
VII.1.C.14	Outdoor winter sports	Spruce Pines Resort	260	4 Hrs.	00	Min.

VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):  
 Charlestown Square 8 min (5 Miles)

VII.1.E Nearest Metropolitan center (population in excess of 100,000):  
 Tri-County (Berkeley, Charleston, Dorchester) 0 min (0 Miles)

#### Local area crime rate:

VII.1.F.1 Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.) 905

VII.1.F.2 Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.) 5379

## 2. Education

VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 30 to 1

VII.2.B Local high schools offer a four-year English program.

VII.2.B Local high schools offer a four-year Math program.

VII.2.B Local high schools offer four-year Foreign Language programs.

VII.2.C Local high schools offer an Honors program.

VII.2.D 52.0 percent of high school students go on to either a two- or four-year college

VII.2.E There are opportunities for off-base education within 25 miles of the base.

VII.2.E.1 Opportunities for off-base VOCATIONAL/TECHNICAL TRAINING provided by the following institutions:

Trident Technical College, Johnson & Wales Univ

VII.2.E.2 Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:

College of Charleston, The Citadel, Medical Univ of SC, Charleston Southern Univ

VII.2.E.3 Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:

College of Charleston, The Citadel, Medical Univ of SC, Charleston Southern Univ

## 3. Spousal Employment

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Charleston AFB - AMC**

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- VII.3.A 81.0 percent of spouses are able to find employment (within 3 months) in the local community.
- VII.3.B 78.0 percent of spouses find employment commensurate with job skills, work experience, and education.
- VII.3.C 6.6 percent unemployment in the local area (Department of Labor Statistics)
- VII.3.D -1.1 percentage rate of job growth in the local area (Department of Labor Stastics)

**4. Local Medical Care**

- VII.4.A Current ratio of active, non-federal physicians in the community: 5.0 physicians/1000 people
- VII.4.B Current ratio of hospital beds in the community: 5.8 beds/1000 people

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Charleston AFB - AMC**

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**Section VIII****1. Air Quality - Clean Air Act**

**VIII.1.A** Air Quality Management District for the base: SC Dept of Health and Environmental Control

**VIII.1.B** The base is NOT located within a maintenance or non-attainment area for pollutants.

**VIII.1.C** There are critical air quality regions within 100 kilometers of the base  
(Critical air quality regions are non-attainment areas, national parks, etc.)

**VIII.1.D** On- or off-base activities have NOT been restricted or delayed due to air quality considerations.

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

**VIII.1.D.1** The base has NOT been required to impliment emissions reduction through special actions  
(i.e. carpooling or emissions credit transfer)

**VIII.1.E** Restrictions placed on operations by state or local air quality regulatory agencies:

**VIII.E.1 Aerospace Ground Equipment (AGE):**

**E.1.a** No state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

**E.1.b** No state or local air quality regulatory agency Requires permits for such units.

**E.1.c** No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

**E.1.d** No state or local air quality regulatory agency Requires retrofit controls for AGE.

**VIII.E.2 Infrastructure Maintenance / Public Works**

**E.2.a** No state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

**E.2.b** No state or local air quality regulatory agency Limits the hours of these activities.

**E.2.c** No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

**E.2.d** No state or local air quality regulatory agency Requires emission offsets for these activities.

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Charleston AFB - AMC**

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**VIII.E.3 Open Burn/Open Detonation**

- E.3.a No state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training
- E.3.b The state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.
- E.3.c The state or local air quality regulatory agency Limits the number of detonations to keep an exemption.
- E.3.d No state or local air quality regulatory agency Requires periodic emission testing.

**VIII.E.4 Fire Training**

- E.4.a No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.
- E.4.b No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

**VIII.E.5 Signal Flares**

- E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

**VIII.E.6 Emergency Generators**

- E.6.a The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.
- E.6.b The state or local air quality regulatory agency Limits the hours of emergency operation of generators.
- E.6.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergency generators.
- E.6.d The state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.
- E.6.d No state or local air quality regulatory agency Requires emission offsets.

**VIII.E.7 Short-term Activities**

- E.7.a The state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).
- E.7.b The state or local air quality regulatory agency Limits the operation for short-term activities.
- E.7.c The state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.
- E.7.d No state or local air quality regulatory agency Prohibits any short-term activities.

**VIII.E.8 Monitoring**

- E.8 No state or local air quality regulatory agency Has continuous emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

**VIII.E.9 BACT/LAER**

- E.9 No state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

**2. Water - Potable**

- VIII.2.A The base potable water supply is **Local Community and the source is:**

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Charleston AFB - AMC**

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Goose Creek Reservoir

**VIII.2.B** There are no constraints to the base water supply.

**VIII.2.C** The base potable water supply does not constrain operations

(Contaminants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

**3. Water - Ground Water**

**VIII.3.A** Base or local community groundwater is contaminated.

**VIII.3.A.1** Nature of contamination. Isolated base locations with varying levels of POLs, solvents, metals, pesticides

**VIII.3.A.2** The contaminated groundwater is Not a potable water source.

**VIII.3.B** The base is actively involved in groundwater remediation activities.

**VIII.3.C** No water wells exist on the base.

**VIII.3.D** No wells have been abandoned.

**4. Water - Surface Water**

**VIII.4.A** There No perennial bodies of water located on base.

**VIII.4.A.2** These bodies do Not receive water runoff or treated wastewater discharge from the base.

**VIII.4.A.3** The base is located within a specified drainage basin.

**VIII.4.B** Special permits are Not required

(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

**VIII.4.C** There is No known contamination to the base or local community surface water

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Charleston AFB - AMC**

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**5. Wastewater**

**VIII.5.A** Base wastewater is treated by Local Community facilities.

**VIII.5.C** There are No discharge violations or outstanding open enforcement actions pending.

**6. Discharge Points / Impoundments**

**VIII.6.A** Describe the National Pollutant Elimination System permits in effect:

SCDHEC has issued one NPDES permit for storm water to CAFB for 10 point sources which ultimately flow off base into the Ashley & Cooper Rivers. CAFB also has a permit with the North Charleston Sewer Dist for wastewater discharge to its treatment plant.

**VIII.6.B** The base currently discharges treated wastewater ON-Base. Description of treated wastewater discharge location:

Some oil/water separator pre-treatment systems discharge to on-base storm sewers via NPDES permits. The discharges ultimately leave the base through the storm system to the Ashley and Cooper Rivers.

**VIII.6.C** The base has No discharge impoundments.

**VIII.6.D** There are no discharge violations or outstanding discharge open enforcement actions pending.

**7. HAZARDOUS MATERIALS - Asbestos**

**VIII.7.A** 100.0 percent of facilities have been surveyed for asbestos.

**VIII.7.A.1** 95.0 percent of the facilities surveyed are identified as having asbestos.

**VIII.7.A.2** 0 facilities are considered regulated areas or have restricted use due to friable asbestos.

**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Charleston AFB - AMC**

**8. Biological - Habitat**

- VIII.8.A There are No ecological or wildlife management areas ON the base. There are No ecological or wildlife management areas ADJACENT TO the base.
- VIII.8.A.1 Natural areas on or adjacent to the base are not recognized as important ecological sites.
- VIII.8.B No critical/sensitive habitats have been identified on base .
- VIII.8.C The base has a cooperative agreement for conducting a hunting and fishing program. Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.

**9. Biological - Threatened and Endangered Species**

- VIII.9.A There are No Threatened or endangered species identified on the base.
- VIII.9.B There are No Special Concern species identified on the base.

**10. Biological - Wetlands**

VIII.10.A Wetlands, estuaries, or other special aquatic features present on the base:

VIII.10.A.1	Identification and type of wetland:	Approximate acreage:
	Wetlands (North Field Auxiliary)	409
	Wetlands(Charleston AFB)	283

- VIII.10.A.2 The base is Not involved in jointly-managed programs for protection of these resources.
- VIII.10.B The base has been surveyed for wetlands in accordance with established federally approved guidelines.
- VIII.10.B.1 Survey was completed in Jan 93
- VIII.10.B.2 100 percent of the base was included in the survey.
- VIII.10.B.3 Method used to survey the base (e.g., Corps of Engineers Delineation Manual, U.S. Fish and Wildlife Service National Wetlands Inventory):  
 Corps of Engineers Delineation Manual

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Charleston AFB - AMC**

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VIII.10.C Part of the base is located in a 100-year floodplain.

VIII.10.D The presence of these resources does Not constrain current or future construction activities or operations.

**11. Biological - Floodplains**

VIII.11.A Floodplains are present on the base.

VIII.11.A.1 Floodplains do Not constrain construction (siting) activities or operations.

VIII.11.A.2 Periodic flooding does Not constrain base operations.

**12. Cultural**

VIII.12.A No historic, prehistoric, archaeological sites or other cultural resources are located on the base.

VIII.12.B 1 percent of the buildings on base are over 50 years old.

VIII.12.C No Historic Landmark/Districts, or NRHP properties are located on base.

VIII.12.C.1 No properties have been determined to be or may be eligible for the NRHP.

VIII.12.C.2 Buildings and structures have not been surveyed for Cold War or other historical significance.

VIII.12.D The base has been archeologically surveyed.

VIII.12.D.1 100 percent of the base has been surveyed.

VIII.12.D.2 No archeological sites have been found.

VIII.12.D.3 No archeological collections are housed on base.

VIII.12.D.4 No Native Americans or others use/identified sacred areas or burial sites on or near base.

VIII.12.E The base has no agreements with historic preservation agencies.

Agreements include Programmatic Agreements and Memorandum of Agreements.

Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Charleston AFB - AMC**

**13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)**

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 41 IRP sites have been identified

VIII.13.A.2 No IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 2001

VIII.13.B The installation is Not a National Priority List (NPL) site nor proposed as an NPL site.

VIII.13.C There are no existing Federal Agency Agreements to clean up the base.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There are no known uncontrolled or unregulated occurrences of specific contaminate types or sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E There are sites or SWMUs currently being investigated and remediated pursuant to RCRA corrective action.

SWMU - Solid Waste Management Units  
 RCRA - Resource Conservation and Recovery Act

VIII.13.E.1 96 sites are being investigated and remediated.

VIII.13.F The IRP currently restricts construction (siting) activities/operations on-base.

**14. Compliance / IRP Costs (\$000)**

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	\$299.000 K	\$247.000 K	\$272.000 K	\$275.000 K	\$275.000 K
IRP	\$4,465.000 K	\$5,497.000 K	\$9,000.000 K	\$4,400.000 K	\$300.000 K
Natural Resources	\$40.000 K	\$35.000 K	\$50.000 K	\$50.000 K	\$50.000 K
Other(s) Specify:Air	\$41.000 K	\$417.000 K	\$17.000 K	\$100.000 K	\$100.000 K
Other(s) Specify:General Ops & Svs	\$80.000 K	\$71.000 K	\$71.000 K	\$75.000 K	\$80.000 K
Other(s) Specify:Pesticides	\$0.000 K	\$160.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Other(s) Specify:RCRA Remediation	\$1,293.000 K	\$240.000 K	\$2,100.000 K	\$100.000 K	\$100.000 K
Other(s) Specify:USTs	\$52.000 K	\$627.000 K	\$1,002.000 K	\$50.000 K	\$50.000 K
Other(s) Specify:Waste Water	\$0.000 K	\$1,224.000 K	\$1,600.000 K	\$100.000 K	\$100.000 K
Other(s) Specify:Water	\$200.000 K	\$125.000 K	\$0.000 K	\$50.000 K	\$50.000 K
Permits	\$14.000 K	\$14.000 K	\$14.000 K	\$14.000 K	\$14.000 K

**15. Other Issues**

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Charleston AFB - AMC**

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**VIII.15.A Description of other activities which may constrain or enhance base operations:**

**LOCAL:** See Additional Comments.

**16. Air Quality - Clean Air Act**

**VIII.16.A Air Quality Control Area (AQCA) geographic region in which the base is located:**

Charleston SC Air Quality Control Region

**VIII.16.B Air quality regulatory agency responsible for the AQCA:.** Trident District, Environmental Quality Control Office

**VIII.16.B Name and phone number of the AQCA program manager for issues pertaining to the base:**

Mr. Bruce Hennessee

803-740-1590

**The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:**

**VIII.16.C.1** In Attainment for Ozone

**VIII.16.C.2** In Attainment for Carbon Monoxide

**VIII.16.C.3** In Attainment for Particulate matter (PM-10)

**VIII.16.C.4** In Attainment for Sulfur Dioxide

**VIII.16.C.5** In Attainment for Nitrogen Dioxide (Not NOx)

**VIII.16.C.6** In Attainment for Lead

**VIII.16.C.7** The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT

**VIII.16.D.1** Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located: 0.12 ppm

**VIII.16.D.2** Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located: 9.0 ppm

**VIII.16.D.3** Ozone Design value is 100.0% of NAAQS

**VIII.16.D.4** Carbon monoxide Design value is 100.0% of NAAQS

**Air Quality Survey complete, No additional data required.**

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Charleston AFB - AMC**

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DON SUNDQUIST  
7TH DISTRICT, TENNESSEE

COMMITTEE:  
WAYS AND MEANS

WASHINGTON OFFICE:  
339 CANNON HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-4207  
202-225-2811

Congress of the United States  
House of Representatives  
Washington, DC 20515-4207

DISTRICT OFFICES:  
117 SOUTH 2D STREET  
CLARKSVILLE, TN 37040  
615-552-4408

5909 SHELBY OAKS DRIVE  
SUITE 213  
MEMPHIS, TN 38134  
901-382-5811

October 24, 1994

Please refer to this number  
when responding 941101-2

The Honorable Alan Dixon  
Chairman  
Defense Base Closure and Realignment Commission  
1700 North Moore Street  
Arlington, Tennessee 22209

Dear Chairman Dixon:

I recently heard from a constituent of mine, Mr. Bill Harmon, who would like to see the Columbus, Mississippi Air Force Base remain open.

I have enclosed a copy of his letter to me for your information. No response is necessary.

Thank you for your attention to the concerns of my constituent.

Sincerely yours,



Don Sundquist, M.C.

enclosure  
DKS:mj

# Association of Tennessee Valley Counties

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P.O. Box 24473, Nashville, Tennessee 37202-4473 (615) 735-3006

11 October 1994

The Honorable Bob Clement  
U. S. House of Representatives  
Chairman of TVA Congressional Caucus  
1230 Longworth House Office  
New Jersey & Independence Ave., S. E.  
Washington, DC 20515

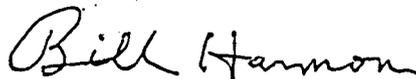
Dear Congressman Clement,

Enclosed please find a resolution from the ATVC highly recommending that the Columbus Mississippi Air Force Base be kept open in the best interest of National Security.,

The Association of Tennessee Valley Counties is a non-profit Corporation made up of all Chief Elected Officials in the 201 Counties and 201 County Seat Towns in the TVA region.

We believe that if our TVA Caucus members endorse this resolution that it will provide the necessary encouragement for the Department of Defense to honor this request.

Sincerely,

  
Bill Harmon, Pres., ATVC

RLK/

Encl: Columbus Air Force Base Resolution

cc: President Bill Clinton, United States of America  
Vice-President Al Gore, United States of America  
TVA Congressional Caucus Members

# Association of Tennessee Valley Counties

P.O. Box 24473, Nashville, Tennessee 37202-4473 (615) 735-3006

## RESOLUTION OF SUPPORT OF COLUMBUS AIR FORCE BASE

WHEREAS, THE SUPERVISORS OF THE ASSOCIATION OF TENNESSEE VALLEY COUNTIES is an Association of County governments in the Tennessee Valley consisting of the States of Kentucky, Tennessee, Georgia, Alabama, North Carolina, Virginia and Mississippi; and

WHEREAS, one of the purposes of this group is to recognize and support enterprises that have impact on the entire Tennessee Valley and Nation; and

WHEREAS, Columbus Air Force Base is the only Air Force Base in the Valley and trains some of the best pilots in the World; and

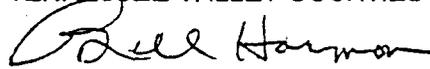
WHEREAS, the continuation of Columbus Air Force Base is absolutely essential to the future protection and security of our Nation; and

WHEREAS, this Association through this Resolution desires to emphasize to all appropriate person, governmental officials, and authorities that it is in total support of maintaining Columbus Air Force Base and protecting it against any potential closure in every reasonable manner possible:

NOW, THEREFORE, THE UNDERSIGNED ASSOCIATION OF TENNESSEE VALLEY COUNTIES DOES HEREBY DECLARE ITS TOTAL AND UNEQUIVOCAL SUPPORT FOR THE COLUMBUS AIR FORCE BASE AND RESPECTFULLY REQUESTS THAT ALL INVOLVED PARTIES PREVENT COLUMBUS AIR FORCE BASE FROM BEING CLOSED AND MAINTAINING THIS ESSENTIAL BASE FACILITY FOR OUR NATION'S PROTECTION AND SECURITY BY CONTINUING THE MISSION OF COLUMBUS AIR FORCE BASE IN TRAINING THE WORLD'S BEST PILOTS.

SO RESOLVED, on this the 11th day of Oct., A.D., 1994.

SUPERVISORS OF THE ASSOCIATION  
OF TENNESSEE VALLEY COUNTIES

  
BY: BILL HARMON, PRESIDENT, ATVC

ATTEST:

  
\_\_\_\_\_  
EXECUTIVE DIRECTOR

**DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION**  
**1700 NORTH MOORE STREET, SUITE 1425**  
**ARLINGTON, VIRGINIA 22209**  
**(703) 696-0504**

**MEMORANDUM OF MEETING**

**DATE:** September 29, 1994

**TIME:** 3:30 p.m.

**MEETING WITH:** Columbus, Mississippi Delegation

**SUBJECT:** Columbus AFB

**PARTICIPANTS:**

*Name/Title/Phone Number: 202/371-6277*

**Allegra Brigham; Team Leader, Public Relations Team CAFB 2000**  
**Bobby Harper; President, National Bank of Commerce**  
**Fred Hayslett; Team Coordinator, CAFB 2000**  
**Mark Leonard; Team Leader, Data Analysis CAFB 2000**  
**Gene Smith; Executive Director, Golden Triangle Regional Airport**  
**Al Bemis; Cong. Montgomery staff**  
**Barry Rhoades; consultant**  
**Tobby Messitt; Consultant**

*Commission Staff:*

**Tom Houston; Staff Director**  
**Ben Borden; Director of R&A**  
**Cece Carman; Congressional & Governmental Affairs**  
**Frank Cirillo; Air Force Team Leader**  
**Bob Cook; Interagency Issues Team Leader**  
**Alex Yellin; Navy Team Leader**

**MEETING PURPOSE:** Ms. Brigham and Mr. Hayslett made introductory comments and played video on military value of Columbus AFB. Group mentioned flexibility of base as base has a 12000 ft runway which previously supported B-52s. Also noted that Columbus was a designated stop off for Space Shuttle return flights (piggyback). Noted the occasional bad weather was a good training measure frequently resulting in more instrument training time. Group left brochures which explained military value. fc

**DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION**  
**1700 NORTH MOORE STREET, SUITE 1425**  
**ARLINGTON, VIRGINIA 22209**  
**(703) 696-0504**

**MEMORANDUM OF MEETING**

**DATE:** September 29, 1994

**TIME:** 3:30 p.m.

**MEETING WITH:** Columbus, Mississippi Delegation

COLUMBUS AFB 2000

**SUBJECT:** Columbus AFB

**PARTICIPANTS:**

*Name/Title/Phone Number: 202/371-6277*

- Allegra Brigham; Team Leader, Public Relations Team CAFB 2000
- Bobby Harper; President, National Bank of Commerce
- Fred Hayslett; Team Coordinator, CAFB 2000
- Mark Leonard; Team Leader, Data Analysis CAFB 2000
- Gene Smith; Executive Director, Golden Triangle Regional Airport
- Al Bemis - Montgomery STRAF*
- Barry Rhoades*
- Commission Staff:**
- Toby Massitt*
- Tom Houston; Staff Director
- Ben Borden; Director of R&A
- Cece Carman; Congressional & Governmental Affairs
- Frank Cirillo; Air Force Team Leader
- Bob Cook; Interagency Issues Team Leader

**MEETING PURPOSE:**

- Allegra intro - Film (one of 4 AF)*
- Fred ALSO*
- ~~Columbus Off for Rocker Retocopying~~
- N.E.A.C.P.
- Flexibility - 12000H R/W (B-52 capable) value
- Shuttle stop (w 747) to Kenned
- weather - (good vs Bnd)
- ↳ source -*

# Document Separator

**UNCLASSIFIED**

**FLYING CATEGORY**

**TRAINING SUBCATEGORY DESCRIPTION**

1991  


The primary purpose of bases in this subcategory is to produce pilots. Important attributes required by the bases in this subcategory are:

- Three parallel runways
- Good flying weather
- Extended daylight hours
- Extensive airspace between 5,000 and 40,000 feet with relatively unrestricted access
- A nearby auxiliary airfield for high volume T-37 operations
- Minimum encroachment
- Adequate alternate airfields/instrument training facilities
- Available adequate low level training routes

Bases in this subcategory are:

Columbus AFB, Mississippi  
Laughlin AFB, Texas  
Reese AFB, Texas  
Vance AFB, Oklahoma  
Williams AFB, Arizona

**UNCLASSIFIED**

**UNCLASSIFIED  
FLYING CATEGORY  
TRAINING SUBCATEGORY CRITERIA**

**I. IMPACT ON OPERATIONAL READINESS**

	FS	R/Ws	Alt Bas	LLTRs	AUX FLD		WEATHER			
					Time	Own	MOAs	3000/3	Attrit	Other FS
COLUMBUS	Y	G	G	G	G	G	G	Y	Y	R
LAUGHLIN	Y	G	Y	G	G	G	G	Y	G	R*
REESE	Y	G	G	G	G	G	G	G	Y	R
VANCE	Y	G	G	G	G	G	G	Y	Y	R
WILLIAMS	Y	G	G	G	G	R	G	G	G	R

\* Supports Drug Interdiction Operations

FS (Force Structure) - GREEN = no programmed reductions; YELLOW = programmed reductions; RED = being phased out

R/Ws (Three parallel runways) - GREEN = 3 or more; YELLOW = 2; RED = < 2

Alt Bas (Time to Alternate Base) - GREEN = < 15 min; YELLOW = < 20 min; RED = >20 min

LLTRs (Adequate Low Level Training Routes) - GREEN = 3 or more; YELLOW = 2; RED = < 2

AUX FLD (Auxiliary Fields)

Time - GREEN = < 12 min; YELLOW - < 18 min; RED - > 18 min

Own - GREEN = AF owns; RED = AF leases

MOAs (Average time to MOAs) - GREEN = < 12 min; YELLOW - < 18 min; RED = > 18 min

WEATHER: 3000/3 (Percent of days at or above 3000ft/3mi) - GREEN = > 85 percent; YELLOW = 76 to 85 percent; RED = < 75 percent

ATTRIT (Sortie Attrition due to weather) - GREEN = 21 percent or less; YELLOW = 22 to 30 percent; RED = > 30 percent

Other FS (Base has force structure to support other categories) - GREEN = Yes with no programmed reductions; YELLOW - Yes, but has programmed reductions; RED = No or it is being phased out

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**TRAINING SUBCATEGORY CRITERIA**

**III. THE POTENTIAL TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE FORCE REQUIREMENTS AS A RECEIVING LOCATION.**

	MOGs	FUEL HYD	MUNS	H.C.P.	USA/USMC	RAIL	PORT	MOB	STRAT	TACT
COLUMBUS	G	Y	G	G	R	G	R	G	G	G
LAUGHLIN	G	R	Y	G	R	G	R	R	R	G
REESE	G	R	R	G	R	G	R	R	R	G
VANCE	Y	R	Y	G	G	G	R	R	R	G
WILLIAMS	Y	R	G	G	R	G	R	R	R	G

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**TRAINING SUBCATEGORY CRITERIA**

**II. AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS**

	Unique Facilities	EAE			FAE			Cap		Cond	Cost	ECOM			FCOM				
		MOAs & Rest	Auxiliary Airfields		MOAs & Rest	Aux Airfield		Base Facilities	Family Housing	Base Facilities	Family Housing	Base Facilities	Family Housing	APZs	Noise	Environ	APZs	Noise	Environ
		LL Rtes			LL Rtes														
COLUMBUS	R	G	G	G	Y	G	G	G	G	Y	R	G	R	G	G	G	G	G	G
LAUGHLIN	R	G	G	G	G	G	G	G	G	G	Y	G	Y	G	G	G	G	G	G
REESE	R	G	G	G	G	G	G	Y	Y	G	G	G	G	G	G	G	G	G	G
VANCE	R	G	G	G	G	G	G	R	R	G	G	G	G	Y	Y	G	Y	Y	G
WILLIAMS	G	Y	Y	G	R	Y	Y	G	G	R	G	R	G	G	G	Y	G	G	Y

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**III. THE POTENTIAL TO ACCOMMODATE CONTINGENCY, MOBILIZATION, AND FUTURE FORCE REQUIREMENTS AS A RECEIVING LOCATION.**

	MOGs	FUEL HYD	MUNS	H.C.P.	USA/USMC	RAIL	PORT	MOB	STRAT	TACT
COLUMBUS	G	Y	G	G	R	G	R	G	G	G
LAUGHLIN	G	R	Y	G	R	G	R	R	R	G
REESE	G	R	R	G	R	G	R	R	R	G
VANCE	Y	R	Y	G	G	G	R	R	R	G
WILLIAMS	Y	R	G	G	R	G	R	R	R	G

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**LAND VALUE ANALYSIS - SUMMARY of FLYING TRAINING BASES**

Criteria

	NPL	Rural	Small City	Urban	Overall	<u>Low Return (G-)</u> Columbus Laughlin Vance
COLUMBUS	R	G			G-	
LAUGHLIN	R	G			G-	
REESE	R		Y		Y-	<u>Hard to sell; possible good return someday (Y)</u> Williams
VANCE	R	G			G-	
WILLIAMS	G			R	Y	<u>Moderate return possible within six years (Y-)</u> Reese

Note: Air Force experience with closing bases led to the conclusion that the near term potential for revenue from property sales would be too uncertain to include it as a formal element in the cost analysis. However, this information was available to and considered by the BCEG in its deliberations.

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**IV COST AND MANPOWER  
IMPLICATIONS**

	ONE TIME CLOSURE COSTS		20 YEAR NPV (\$M)	STEADY STATE NET SAVINGS	MANPOWER REDUCTIONS
	(TY\$M)	(CY\$M)			
COLUMBUS	19.1	17.5	274	38.7	865
LAUGHLIN	31.8	29.1	227	33.7	856
REESE	19.7	18.1	264	37.3	774
VANCE	14.2	13.0	215	30.1	307
WILLIAMS	27.4	24.9	242	37.2	905

**V RETURN ON  
INVESTMENT**

YEARS TO  
PAYBACK

1  
1  
1  
1  
1

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# Document Separator

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**VI. THE ECONOMIC IMPACT ON COMMUNITIES.**

	<b>EMPLOYMENT</b>	<b>POPULATION</b>	<b>INCOME</b>	<b>LOCAL GOVERNMENT OPERATING REVENUES /EXPENDITURES</b>	<b>IRP</b>
COLUMBUS	G	G	G	G	Y
LAUGHLIN	G	G	G	G	R
REESE	Y	G	Y	G	Y
VANCE	G	G	G	G	G
WILLIAMS	R	R	R	G	G

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**VII. THE ABILITY OF BOTH EXISTING AND POTENTIAL RECEIVING COMMUNITIES INFRASTRUCTURE TO SUPPORT FORCES, MISSIONS, AND PERSONNEL.**

	<b>HOUS</b>	<b>TRANS</b>	<b>REC</b>	<b>SHOP</b>	<b>RATIO</b>	<b>COLLEGE</b>	<b>EDUCATION</b>	<b>MEDICAL</b>
<b>COLUMBUS</b>	G	R	G	G	R	G	G	G
<b>LAUGHLIN</b>	G	G	G	G	Y	Y	G	Y
<b>REESE</b>	G	R	G	G	G	*	G	G
<b>VANCE</b>	G	G	G	G	Y	G	G	G
<b>WILLIAMS</b>	G	R	G	G	R	Y	G	G

\* Not Tracked

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**VIII. THE ENVIRONMENTAL IMPACT**

	AQ	Wa	As	Ra	SW	CH	T&E	W	CUL	P&U	M/E	SL
COLUMBUS	G	Y	Y	Y	G	Y	Y	G	Y	G	Y	Y
LAUGHLIN	G	Y	R	G	G	Y	G	Y	G	G	G	G
REESE	G	R	Y	G	Y	G	G	G	G	G	G	Y
VANCE	G	Y	Y	Y	G	G	G	Y	Y	Y	Y	Y
WILLIAMS	R	R	R	Y	G	G	G	G	R	G	G	Y

AQ - Air Quality

As - Asbestos

CH - Critical  
Habitat

CUL - Cultural

M/E - Mineral/Energy

P&U - Prime and Unique  
Farmlands

Ra - Radon

SL - Soil

SW - Solid Waste

T&E - Threatened and  
Endangered Species

W - Wetlands

Wa - Water

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**SUMMARY OF UPT BASES**

Priority on Criteria Military Value With Emphasis on Readiness and Training

Criteria	<u>I</u>	<u>II</u>	<u>III</u>	<u>IV</u> Cost/NPV	<u>V</u> Payback	<u>VI</u>	<u>VII</u>	<u>VIII</u>
COLUMBUS	G- Y	Y+	G	19.1M/274M	1	G	Y	Y
LAUGHLIN	G Y	G	Y	31.8M/227M	1	G	Y	Y+
REESE	G	G	Y-	19.7M/264M	1	Y	G	G-
VANCE	G-	G-	Y	14.2M/215M	1	G	G	Y
WILLIAMS	G-	R+	Y-	27.4M/242M	1	R	Y	R

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FACILITIES**

**TAB E**

**EXECUTIVE SUMMARY**

The results of the base capacity analysis conducted by members of the Air Force Civil Engineer's staff indicate Columbus AFB facilities can accommodate additional force structure in the existing facilities.

Columbus has approximately 576 acres of undeveloped land with 111 acres within the cantonment area. Significant areas could be developed throughout the base. Of particular interest is flightline space adjacent to an abandoned, but repairable, apron on the main base.

Base utilities do not appear to be a limiting factor for further development. Electrical distribution, wastewater collection/treatment, water distribution, and mechanical system could accommodate an increase without significant cost.

Columbus' firefighting could support a moderate increase with present equipment and facilities. New missions with large-bodied aircraft would require additional space and equipment.

Airfield pavements are in good condition. They would be a limiting factor only if heavy aircraft were stationed here. The main runway and apron are stressed for B-52s but the other runways and aprons are not stressed for continuous use by heavy aircraft.

Base dormitories could easily accommodate a new mission. One dormitory has been converted to administrative space due to excess capacity.

Excess military family housing units and affordable off-base housing are available to accommodate new mission requirements.

Most community facilities are in excellent condition and underutilized, except for the child care center. Additional personnel will require an addition to the existing center. Although the commissary is small, it could still increase capacity by 25%.

Dining facilities on Columbus could easily accommodate additional personnel resulting from a new mission.

Excess administrative space exists. However, many of the facilities are poorly configured and the square footage of excess space is somewhat misleading. Still, sufficient space exists to accommodate a new mission with minimal cost.

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**LAND USAGE**

**FACILITY DESCRIPTION:**

Columbus AFB is a single mission base encompassing 4935 acres and is entirely landlocked.

**BASE CONTACTS:**

Community Planning/Contract Programming:

1Lt Kerri O. Grimes, Programmer, DEEV, DSN 724-7942

Mr Tom Ferguson, Programmer, DEEV, DSN 724-7956

Mr Robert Turnage, Community Planner, DEEV 742-7948

Real Estate: Ms Wanda Rose, DER, DSN 742-7967

**ANALYSIS:**

There are 576.3 acres suitable for development on Columbus AFB. There are 111.4 developable acres, including about 18 acres within airfield planning criteria for which waivers would be required (clear zone, accident potential zone, and aircraft primary surfaces), within the built-up area, where paved roads and utilities are readily available. Most of the land is found in pockets throughout the base upon which a single facility or complex could be constructed. Additionally a significant portion of undeveloped land is adjacent to a now abandoned parking apron. This would be ideal for maintenance facilities if the apron were repaired.

There are an additional 345.1 acres above the 100 year flood plain suitable for development, but not within the built-up areas. An additional 119.8 acres could be developed by placing two to three feet of fill to bring them above the 100 year flood plain. Installation of sluice gates at the north perimeter road culverts (2) may inhibit back flooding from the Buttahatchee River. Cost for that filling/compaction would be about \$1/square foot/fill depth. Areas excluded from development consideration are those within explosive quantity distance safety areas, 637.6 acres; outdoor ball fields, 27 acres; golf course and driving range, 64 acres; wetlands, 190 acres.

The base QD zones and easements are based on the old SAC B-52 mission and are more than adequate for the UPT planes here now. Thus, additional planes could be accommodated at no cost for land easements.

There are 211 acres suitable for development at Columbus Auxiliary Field, 46 miles SW of the base. The area has a runway, taxiway, fire station, and RSU, but no infrastructure. Cost to build at this area may limit further development.

The entire base was last surveyed in 1992. High-use facilities are surveyed every year with all other facilities receiving attention once every 2-3 years.

**RECOMMENDATION/COMMENTS:**

Columbus has significant areas of open land which could be developed throughout the main base, along the flightline, and in

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the old SAC alert area. (See BRAC III Installation worksheet provides better wording and more thoroughly researched data.)

Additional missions could be accommodated for facility/infrastructure costs only.

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**UTILITIES**

**FACILITY DESCRIPTION:** Columbus AFB has a basic utility complex. Utilities are split between purchased and base owned. The base purchases electricity from the TVA and heating oil for all base facilities. The base has 3 wells which supply sufficient water for the base population after iron treatment. The wastewater treatment plant is capable of tertiary treatment.

**BASE CONTACTS:**

**ELECTRICAL** - SMSgt Walter Helbig, Elec Supt, DEME, DSN 742-7402  
**MECHANICAL** - Mr Squirrel Simmons, Mech Supt, DEMM, DSN 742-7403  
**SANITATION** - Mr James Cooper, San Supt, DEMY, DSN 742-7386

**ANALYSIS:** Existing utilities are adequate for daily use and future expansion. In most cases, utilities were operating between 50-70% capacity. The systems are old, but in good condition. Corrosion is not a problem and the life of piping systems is greatly extended.

Electricity is supplied by a single substation owned and maintained by TVA. Two feeders supply the base with a loop overhead transmission system. New overhead lines and poles were installed in late 1991. A new lighting vault was completed this year. However, the airfield lighting system is old and requires replacement. The electrical system could handle double the current load with no new lines.

Heating is supplied by oil-fired boilers in each facility. Oil is supplied by contract and readily available. Air conditioning is supplied by chillers at each facility. Expansion could be accommodated easily.

Water is supplied by three wells on-base. The water is treated for iron by the water plant before distribution throughout the base. The plant is operating at less than 50% capacity and could easily accommodate expansion. A problem could occur if large facilities were constructed in the Christmas tree area. The main is small, 4 in, and may require replacement.

The base treats wastewater with a trickling filter, tertiary treatment plant. The plant is operating at less than 50% capacity normally. Infiltration is causing problems, particularly during rainy periods. A project is in to correct this problem. The rest of the system, i.e. lines and lift stations, are in good condition.

Liquid fuel is supplied from contractors for storage and distribution on base as required. All fuels, JP-4, MOGAS, and diesel, are trucked onto the base. The hydrant fuel system has cathodic protection and leak detection monitor wells, with the exception of a portion of the flightline fueling stand piping system. Four laterals at Facility 1922 were isolated without complete repair in 1980. Petroleum contaminated soil may not have been removed from the 1980 leak. The leak site is at the edge of asphalt adjacent to the 16.75" thick Portland cement concrete maintenance apron. Investigation efforts in FY 93 are planned.

**RECOMMENDATION/COMMENTS:** Base utilities are not a limiting factor for development. All utility systems could accommodate moderate

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increases

without

significant

cost.

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**FIRE PROTECTION**

**FACILITY DESCRIPTION:** The only fire station on the base is capable of fighting both structural fires and crash rescue on small aircraft. The station has limited capability to handle large body aircraft. There is a small fire station at the auxiliary field for crash rescue of the small training aircraft.

**BASE CONTACT:** SMSgt Lanny Perry, Deputy Fire Chief, 14CES/DEF,  
DSN742-2260

**ANALYSIS:** The base fire station is a crash-structural station on the flightline. The station has a modified Set 4 consisting of three crash vehicles, two crash ramp vehicles, two structural vehicles and one HAZMAT vehicle. One additional P-2 crash vehicle has been added to the set to provide protection for the KC-135's temporarily relocated from Meridian ANG, MS. The major vehicles are housed in the 10 stalls of the existing station. An additional crash vehicle provides protection for touch-and-go flight training at the auxiliary field. These existing facilities and vehicles are adequate for the present mission and can accommodate a 10-20% mission increase. However, permanent basing of large body aircraft will require adding one P-15 crash vehicle to the vehicle set and adding a drive-through bay the main station.

Columbus AFB has a structural training facility and a fire pit for small aircraft training. There is no live training facility on base for large body aircraft and the nearest available training facility is located at Meridian NAS.

The current authorization of 64 personnel will be reduced to 61 under the core manning concept, but this authorization is sufficient to handle the present mission plus a 10-20% mission increase. A dedicated mobile mechanic provides normal vehicle maintenance at the fire stations; major maintenance is performed at the vehicle maintenance facility.

**RECOMMENDATION/COMMENTS:** Columbus AFB fire department can support a moderate mission increase with present stations, equipment and manpower. New missions with large-body aircraft would require additional equipment and an addition to the base fire station.

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**AIRFIELD**

**FACILITY DESCRIPTION:** Columbus AFB has three runways, one taxiway, two apron areas and a nine-spot Christmas tree parking area. The largest runway is 300 ft x 12,000 ft and was designed for handling B-52 traffic. The inside runway is an old B-52 taxiway and is limited by its length. The outside runway is designed for light aircraft. Barriers are manual and located at the ends of only two runways.

**BASE CONTACTS:**

Mr Don Young, Pavements Engineer, DEEE, DSN 742-7945  
MSgt John Pilesky, Pavements/Equip Supt, DEMG, DSN 742-7367

**ANALYSIS:** The three runways and taxiway are in excellent condition with a PCI of 85-90. The main parking apron is also in excellent condition. The transient parking apron is in poor condition due to failure of the sub-base/base. While large aircraft are frequently parked there, the pavement could not support a continuous large load. The base fixes the slabs as each fails through jacking and grouping. This would be a limiting factor if the heavy aircraft were stationed here permanently.

An additional ramp exists, but has not been maintained for many years. It would require complete reconstruction before it could be used for any type of aircraft. The long flightline area, which is vacant along side this ramp, may make the use of this apron a consideration.

**RECOMMENDATION/COMMENTS:** There are no limitations for light aircraft on the base. However continuous use of the airfield aprons by heavy aircraft would require pavement work.

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UNACCOMPANIED OFFICER AND ENLISTED MILITARY PERSONNEL HOUSING

FACILITY DESCRIPTION: Columbus AFB has 180 UOQ spaces in three dormitories and 632 UEQ spaces in five dormitories.

BASE CONTACT: Housing: Mr Ed Downey, 14 SPTG/DEH DSN 742-7280

ANALYSIS: There are three unaccompanied officer quarter dormitories with 180 spaces. These buildings are being renovated in several phases and will be completed by mid-93. Displaced officers temporarily are housed in surplus military family housing quarters. A limited number of unaccompanied officers live off base and there appears to be no existing UOQ space for additional personnel resulting from new mission requirements.

There is a large surplus of unaccompanied enlisted quarters on base due to contracting out the maintenance work. The latest housing survey shows a surplus of 296 spaces and one of the five dormitories has been converted to administrative space on the first floor and storage space on the second and third floors. The space requirements are based upon providing private rooms for all permanent party enlisted personnel E-4's and above. These rooms are approximately 210 SF each and two rooms share a bath. Although future renovation of these dormitories to provide private baths may reduce the surplus space slightly, a large surplus of unaccompanied enlisted quarters would remain to accommodate new mission requirements.

Twenty-four spaces in VAQ have never been shown as excess. Seventeen spaces have been reported as Misc., Adjs., (diverted to other use, i.e., Sims Computer Room & DV quarters).

Five spaces in VOQ have never been identified as excess. Our last report indicated zero adjustments. No diversions.

TLF units are frequently used to house both VAQ & VOQ guests, space permitting, when the VOQ and VEO are full, thus saving contract quarters funds.

In as much as TLF space being used to house VAQ & VOQ guests indicates a definite need for additional VAQ & VOQ spaces.

RECOMMENDATION/COMMENTS; There is no additional unaccompanied officer quarter space at Columbus AFB. However, ample unaccompanied enlisted dormitory space is available to accommodate a new mission or to be converted to officer dormitories and other uses.

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**VISITING QUARTERS/TLF**

**FACILITY DESCRIPTION:** Columbus AFB has one VAQ dormitory with 42 spaces, one VOQ dormitory with 18 spaces and 20 temporary lodging units. Point of contact is Mr Larry Warbas, DSN 742-2327.

**ANALYSIS:** The visiting enlisted personnel dormitory has 17 spaces reported as Misc., Adjs. meaning the spaces have been diverted to other uses. The TLF is frequently used to house both VAQ and VOQ guests, space permitting, when the VOQ and VAQ are full, thus saving contract quarters funds.

**RECOMMENDATIONS/COMMENTS:** The requirement for additional VAQ and VOQ space will need to be examined depending on the mission bedded down.

**OFFICER/ENLISTED MILITARY FAMILY HOUSING**

**FACILITY DESCRIPTION:** Columbus AFB has 812 family housing units with no waiting list and a surplus of approximately 40 units.

**BASE CONTACT:** Military Family Housing: Mr. Ed Downey, DEH, DSN 742-7280.

**ANALYSIS:** The base has 812 family housing units with 97.8% overall occupancy rate. There is no waiting list and approximately 25 vacant units, and 34 units temporarily have been converted to unaccompanied officer quarters to facilitate the renovation of the officer dorms. The Columbus metropolitan area has ample affordable housing with a soft housing market and a low rental unit occupancy rate. Three-bedroom housing in the newer developments can be purchased for \$75,000.

**RECOMMENDATION/COMMENTS:** Excess military family housing units and affordable off-base housing are available to accommodate new mission requirements.

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**COMMUNITY SERVICES**

**FACILITY DESCRIPTION:** Columbus AFB has one dining hall, two base restaurants and a flight kitchen, small but adequate BX and commissary facilities and a good range of MWR facilities.

**BASE CONTACTS:**

Chief Services: Maj Claude Braley, 14 SPTG/MW, DSN 742-2372

Chief MWR: Ms. B..J. Fender, 14 SPTG/MW, DSN 742-2315

BX Manager: Mr. Ron Thompson, SVE, DSN 742-2988

Commissary Officer: Mr. Ike Walker, DeCA/SO/COL

**ANALYSIS:** The base has one 732-person dining hall and flight kitchen which currently serves 280 meals on a daily basis and is open seven days per week. This facility can handle a mission increase to the rated capacity without modifications. In addition, there are two MWR restaurants in the recreation center and the bowling center which can accommodate a 10% mission increase.

**RECOMMENDATION/COMMENTS**

The Officers Club is underutilized and can significantly increase serving capacity. The NCO Club was closed and an NCO Lounge opened, after the base converted to contractor maintenance due to lack of support.

The fitness center and all other MWR facilities including the nine hole golf course, can accommodate moderate mission increases.

The base exchange has flexibility to serve a 25% mission increase. The commissary currently does \$1M in annual sales and is capable of increasing its sales capacity by 25%.

The child care center had no waiting list until the recent closing of the child care annex. It handled 50 children in child care and 75 preschoolers. The closing of the annex, housing the preschoolers, probably will result in a waiting list in the fall or until other corrective actions or an additional construction is accomplished.

**ADMINISTRATIVE FACILITIES**

**FACILITY DESCRIPTION:** The base has an excess of administrative space, predominately in six buildings.

**BASE CONTACT:** Real Estate, Ms Wanda Rose, 14 CES/CER, DSN 742-7967

**ANALYSIS:** Columbus AFB has 17 facilities containing administrative space. The majority of the space is concentrated in eight buildings, and six of these buildings are listed as having surplus space. It is difficult to determine the accuracy of the surplus administrative space due to the unique configurations of some buildings and the special requirements of some organizations. One of the administrative buildings was originally designed as a dormitory.

**RECOMMENDATION/COMMENTS:** Administrative space is available to meet new missions with some modification costs.

**HANSCOM continued**  
 units; 457 enlisted family units; 10 unaccompanied officer; 10 unaccompanied enlisted units; 322 unaccompanied enlisted units; 98 trailer spaces. Housing referral: (617) 377-2561 or (617) 377-2575  
**Temporary lodging:** 12 distinguished visitor units, 90 visiting officer units; two visiting enlisted units; 42 temporary lodging units; three guest house units. Reservations: (617) 377-2044. Camping, cottages  
**Exchange:** Large  
**Commissionary:** Large  
**Schools:** Schools on base through eighth grade  
**Family Support Center:** (617) 377-4222  
**Child care:** Center for 390 children open from 7 a.m. to 5:30 p.m., Monday through Friday, waiting; home care  
**Health care:** Clinic, Ap-Activity, U.S. Army Readiness Group, Navy, Naval Air Facility Detroit, Marine Corps, Marine Wing Support Group 47, Coast Guard, Air Station Detroit  
**Population:** 909 active-duty; 2,336 family members; 5,675 Reserve; 1,966 civilians  
**Housing:** 224 officer family units; 743 enlisted family units; 17 unaccompanied enlisted units; 21 unaccompanied enlisted units. Housing referral office: (313) 466-5130  
**Temporary lodging:** 27 visiting officer units; 15-unit guest house. Reservations: (313) 466-4435  
**Exchange:** Very large store; two shops  
**Schools:** Mount Clemens and Anchor Boy schools  
**Family Support Center:** (313) 466-5949  
**Child care:** Center for 123 children open from 6:30 a.m. to 5:30 p.m., Monday through Friday, waiting; home care  
**Health care:** Outpatient Army health clinic. Appointments: (313) 466-4022. Health benefits adviser: (313) 466-5261. Navy dental clinic, Cleveland; military hospital is Wright-Patterson AFB, Ohio  
**Recreation:** Bowling, movie theater, gym; recreation center; golf; auto and craft shops; pools; marina  
**Main phone numbers:** Commercial: (313) 466-4011 or DSN (Autovon): 273-0111  
**COLUMBUS AFB**  
**MISSISSIPPI**  
**Where:** 10 miles north of Columbus off Highway 45; ZIP code 39710-1000  
**Major units:** 14th Training Wing  
**Population:** 1,065 enlisted; Training Wing

**SELFRIEDGE ANGB**  
**Where:** One mile east of Mount Clemens; ZIP code 48045-5029  
**Major units:** Michigan Air National Guard; 127th Fighter Wing; 191st Fighter Group. Reserves: 927th Air Refueling Group. Army: U.S. Army Tank Automotive Command Support Activity, U.S. Army Readiness Group, Navy, Naval Air Facility Detroit, Marine Corps, Marine Wing Support Group 47, Coast Guard, Air Station Detroit  
**Population:** 909 active-duty; 2,336 family members; 5,675 Reserve; 1,966 civilians  
**Housing:** 224 officer family units; 743 enlisted family units; 17 unaccompanied enlisted units; 21 unaccompanied enlisted units. Housing referral office: (313) 466-5130  
**Temporary lodging:** 27 visiting officer units; 15-unit guest house. Reservations: (313) 466-4435  
**Exchange:** Small main store; two shops  
**Schools:** Mount Clemens and Anchor Boy schools  
**Family Support Center:** (313) 466-5949  
**Child care:** Center for 123 children open from 6:30 a.m. to 5:30 p.m., Monday through Friday, waiting; home care  
**Health care:** Outpatient Army health clinic. Appointments: (313) 466-4022. Health benefits adviser: (313) 466-5261. Navy dental clinic, Cleveland; military hospital is Wright-Patterson AFB, Ohio  
**Recreation:** Bowling, movie theater, gym; recreation center; golf; auto and craft shops; pools; marina  
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**COLUMBUS AFB**  
**MISSISSIPPI**  
**Where:** 10 miles north of Columbus off Highway 45; ZIP code 39710-1000  
**Major units:** 14th Training Wing  
**Population:** 1,065 enlisted; Training Wing

**KEESLER AFB**  
**Where:** In Biloxi; ZIP code 39534-5000  
**Major units:** 81st Support Group; 81st Technical Training Group; 81st Training Wing; 403rd Airlift Wing (Reserves); 1839th Engineering Installation Group; Keesler Medical Center  
**Population:** 5,584 active-duty; 4,200 students; 14,000 family members; 1,000 Reserve; 4,300 civilians  
**Housing:** 287 officer family units; 1,666 enlisted family units; 7,482 unaccompanied enlisted units; 51 trailer spaces. Housing referral: (601) 377-3840  
**Temporary lodging:** 14 distinguished visitor units; 340 visiting officer units; 958 temporary lodging units; 106 temporary enlisted units; 29 recreational vehicle spaces. Reservations: (601) 377-3663 or (601) 377-3774  
**Commissionary:** Very large Exchange: Large main store; shops  
**Schools:** Kindergarten on base; two shops  
**Exchange:** Large main store; shops  
**Family Support Center:** (601) 377-2179  
**Child care:** Center for 135 children open from 5:45 a.m. to 6 p.m., Monday through Friday, waiting; home care  
**Health care:** 410th Medical Squadron; 410th Medical Group  
**Population:** 3,657 active-duty; 5,773 family members, 525 civilians  
**Changes ahead:** To close in mid-1995. 410th Wing to inactivate. B-52H aircraft to move to Barksdale AFB, La.  
**Housing:** 279 officer family units; 1,190 enlisted family units; 18 unaccompanied officer units; 754 unaccompanied enlisted units; 199 trailer spaces. Housing referral: (906) 372-2976  
**Temporary lodging:** Six distinguished visitor units; 32 visiting officer units; 31 visiting enlisted units; 35 temporary lodging units; 346-9203. Reservations: (906) 346-9203  
**Commissionary:** Very large Exchange: Medium-sized main store; shopette  
**Schools:** Elementary school on base; other schools in Bowling, Missouri  
**Family Support Center:** (816) 687-1110 or DSN (Autovon): 975-1110  
**MONTANA**  
**MALMSTROM AFB**  
**Where:** Two miles from Great Falls; six miles from Great Falls; ZIP code 59402-5000 (state 15); ZIP code 59402-5000  
**Major units:** 43rd Air Refueling Wing; 341st Missile Wing  
**Population:** 1,065 enlisted; Training Wing

**WHITEMAN AFB**  
**MISSOURI**  
**Where:** Two miles south of Knob Noster; ZIP code 65305-5000  
**Major units:** 351st Missile Wing; 509th Bomb Wing  
**Population:** 3,300 active-duty; 3,900 family members; 45 Reserve; 404 civilians  
**Housing:** 128 officer family units; 861 enlisted family units; 674 unaccompanied enlisted units. Housing referral: (816) 687-4415  
**Temporary lodging:** Three distinguished visitor units; 41 visiting officer units; 88 visiting enlisted units; 29 temporary lodging units. Reservations: (816) 687-1844  
**Commissionary:** Medium-sized; mini-commissary  
**Exchange:** Medium-sized elementary school on base; other schools in Knob Noster  
**Family Support Center:** (816) 687-7132. Family Services: (816) 687-3660  
**Child care:** Center for 210 children open from 6:30 a.m. to 6 p.m., Monday through Friday, waiting  
**Health care:** 509th Bomb Wing/Medical Group; 42-bed hospital. Appointments: (816) 687-1847. Health benefits adviser: (816) 687-4350. Dental clinic  
**Recreation:** Bowling; golf; pools; lake; gym; recreation center; movie theater; track; softball; football; tennis; basketball  
**Main phone numbers:** Commercial: (816) 687-1110 or DSN (Autovon): 975-1110  
**MONTANA**  
**MALMSTROM AFB**  
**Where:** Two miles from Great Falls; six miles from Great Falls; ZIP code 59402-5000 (state 15); ZIP code 59402-5000  
**Major units:** 43rd Air Refueling Wing; 341st Missile Wing  
**Population:** 1,065 enlisted; Training Wing

AIR FORCE

# Document Separator

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Columbus AFB - AETC

#### Section I

#### 1. Force Structure

##### I.1.A List of all on base NAF and non-Air Force activities:

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	14 Svs (NAF)	-	-	140	140
I.1.A.2	BX	-	-	42	42
I.1.A.3	Bank, Credit Union, etc	-	-	17	17
I.1.A.4	DECA	-	7	40	47
I.1.A.5	DEFAS	-	5	7	12
I.1.A.6	DIS	-	-	1	1
I.1.A.7	DRMO	-	-	2	2
I.1.A.8	Defense Printing	-	-	1	1
I.1.A.9	FAA	-	-	1	1
I.1.A.10	Red Cross	-	-	1	1
<b>TOTAL:</b>					264

##### I.1.B Remote/Geographically Separated Units receiving more than 50% of Base Operational Support from the base:

- I.1.B.1 **Supported Unit:** NAVAL AIR STATION ME      REM      **GSU - Geographically Separated Unit**  
**Location:** MERIDIAN, MS/HTSA      **REM - Remote Unit**  
**Support provided:** COMMON USE FACILITIES, OPERATIONS MAINTENANCE, REPIAR AND CONSTRUCTION, FIRE PROTECTION
- I.1.B.2 **Supported Unit:** 118TH TACTICAL AIRLIFT      REM      **GSU - Geographically Separated Unit**  
**Location:** NASHVILLE, TN/HTSA      **REM - Remote Unit**  
**Support provided:** COMMAND ELEMENT, (SOCIAL ACTIONS, PUBLIC AFFAIRS), ADMINISTRATIVE, ADP ACTIVITIES, EDUCATION, FINANACE/ACCOUNTING, HEALTH, HOUSING/LODGING, INSTALLATION RETAIL SUPPLY, LEGAL, MILITARY PERSONNEL SUPPORT, MORTUARY, PURCHASING & CONTRACTING,RESOURCE MGT
- I.1.B.3 **Supported Unit:** 172ND MILITARY AIRLIFT      REM      **GSU - Geographically Separated Unit**  
**Location:** JACKSON, MS/HTSA      **REM - Remote Unit**  
**Support provided:** CHAPLAIN, COMMAND ELEMENT, SAFETY, ADP ACTIVITIES, COMMUNITY SUPPORT, EDUCATION, FINANCE/ACCOUNTING, HEALTH, HOUSING/LODGING, INSTALLATION RETAIL SUPPLY, LEASING/CONTRACTING, RESOURCES MGT, TRANSPORTATION, OTHER, (PMEL)

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Columbus AFB - AETC**

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- I.1.B.4 Supported Unit:** 186TH AIR REFUELING GR      REM      **GSU - Geographically Separated Unit**  
**Location:** MERIDIAN, MS/HTSA      **REM - Remote Unit**  
**Support provided:** COMMAND ELEMENT, SAFETY, ADP/AUTOMATION ACTIVITIES, FINANCE AND ACCOUNTING, HEALTH SERVICES, INSTALLATION RETAIL SUPPLY, LEGAL SERVICES, MILITARY PERSONNEL SUPPORT, MORTUARY, RESROUCES MANAGEMENT, OTHER
- I.1.B.5 Supported Unit:** 3RD US ARMY ROTC REGI      GSU      **GSU - Geographically Separated Unit**  
**Location:** MISSISSIPPI STATE UNIV/ISS      **REM - Remote Unit**  
**Support provided:** AUDIOVISUAL INFORMATION, EQUIPMENT OPERATION MAINTENANCE AND REPAIR, HEALTH SERVICES, INSTALLATION RETAIL SUPPLY, TRANSPORTATION SERVICES
- I.1.B.6 Supported Unit:** CORP OF ENGINEERS, AR      REM      **GSU - Geographically Separated Unit**  
**Location:** MOBILE, AL//ISSA      **REM - Remote Unit**  
**Support provided:** FINANCE/ACCOUNTING, INSTALLATION RETAIL SUPPLY
- I.1.B.7 Supported Unit:** FBI      REM      **GSU - Geographically Separated Unit**  
**Location:** JACKSON, MS/ISSA      **REM - Remote Unit**  
**Support provided:** HEALTH SERVICES

## 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

### Columbus AFB - AETC

Rota AB: 4030 NM  
 Hickam AFB: 3751 NM  
 RAF Mildenhall: 3991 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway $\geq$ 3,000ft	COLUMBUS AUX	43
I.2.B.4	Military airfield, runway $\geq$ 8,000ft	JOE WILLIAMS NOLF	54
I.2.B.5	Military airfield, runway $\geq$ 10,000ft	BIRMINGHAM	85
I.2.B.6	Military or civilian airfield, runway $\geq$ 3,000ft	Columbus-Lowndes County	11
I.2.B.7	Military or civilian airfield, runway $\geq$ 8,000ft	McCain NAS	65
I.2.B.8	Military or civilian airfield, runway $\geq$ 10,000ft	Birmingham Int'l	85
I.2.B.9	Civilian airfield, runway $\geq$ 8,000ft for capable of conducting short term operations	Meridian-Key Field	81
I.2.B.10	Civilian airfield, runway $\geq$ 10,000ft for capable of conducting short term operations	Birmingham Int'l	85
I.2.B.11	Other runways on base can be used for emergency landings.		

### C. Training Areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs))

I.2.C.1 Supersonic Air Combat Training (ACBT) MOAs and warning/restricted areas, with a minimum size of 4,200 sq NM, within 300 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-155 A,B	254 NM	W-151 A,B,C,D	282 NM		

I.2.C.2 There are No MOAs or warning/restricted areas (minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft) within 200 NM.

I.2.C.3 Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-151A	244 NM	W-155 A,B	254 NM	W-155B	272 NM
W-151 A,B,C,D	282 NM	W-151B	287 NM	W-151D	328 NM
W-470 A,B,C,D,E	342 NM	W-92	389 NM	W-157A	451 NM
W-132A,B/W-134/W-157A	471 NM	W-132 A,B	481 NM	W-168A	481 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
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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	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

## Columbus AFB - AETC

VR-533	473 NM	VR-534	476 NM	VR-535	476 NM	SR-290	477 NM	VR-1060	477 NM	SR-292	477 NM
VR-1146	478 NM	VR-119	479 NM	IR-103	483 NM	IR-105	483 NM	IR-049	484 NM	IR-051	484 NM
VR-1098	484 NM	IR-050	484 NM	VR-1110	485 NM	VR-1124	485 NM	IR-142	486 NM	VR-1145	489 NM
VR-138	489 NM	SR-294	490 NM	SR-295	490 NM	SR-261	492 NM	SR-618	492 NM	SR-619	492 NM
SR-708	492 NM	SR-710	492 NM	SR-711	492 NM	SR-714	492 NM	SR-713	492 NM	SR-707	492 NM
VR-1139	494 NM	SR-709	495 NM	SR-712	495 NM	SR-715	495 NM	IR-145	497 NM	IR-146	497 NM
VR-158	497 NM	VR-1617	501 NM	VR-162	501 NM	VR-163	501 NM	VR-1638	501 NM	SR-774	502 NM
VR-1040	503 NM	IR-139	505 NM	IR-035	506 NM	VR-1069	506 NM	IR-012	507 NM	VR-1143	507 NM
VR-1722	508 NM	IR-171	510 NM	IR-182	510 NM	IR-048	511 NM	VR-151	512 NM	VR-1120	513 NM
VR-532	515 NM	VR-1138	517 NM	VR-531	517 NM	IR-762	518 NM	VR-1756	518 NM	VR-085	519 NM
VR-159	519 NM	VR-086	519 NM	IR-181	520 NM	IR-761	520 NM	VR-1751	520 NM	IR-183	520 NM
VR-118	521 NM	VR-1140	522 NM	VR-1074	524 NM	IR-175	525 NM	VR-1142	525 NM	VR-1144	525 NM
IR-185	525 NM	SR-773	526 NM	VR-511	532 NM	SR-286	534 NM	VR-073	534 NM	IR-055	536 NM
VR-541	539 NM	VR-096	540 NM	SR-205	543 NM	VR-1122	543 NM	VR-143	544 NM	IR-123	546 NM
VR-101	546 NM	VR-544	546 NM	SR-293	548 NM	SR-822	548 NM	SR-815	548 NM	SR-816	548 NM
VR-1061	549 NM	VR-1758	554 NM	VR-1141	555 NM	VR-552	556 NM	VR-512	557 NM	IR-136	560 NM
SR-208	562 NM	SR-217	562 NM	VR-1046	564 NM	SR-771	566 NM	VR-1043	569 NM	IR-505	573 NM
VR-1089	574 NM	VR-1087	577 NM	VR-1088	577 NM	SR-206	580 NM	SR-817	583 NM	IR-148	584 NM
VR-545	584 NM	VR-168	585 NM	SR-233	587 NM	SR-234	587 NM	SR-242	587 NM	SR-240	587 NM
SR-236	587 NM	SR-243	587 NM	SR-245	587 NM	SR-250	587 NM	SR-249	587 NM	SR-273	587 NM
SR-267	587 NM	SR-258	587 NM	SR-255	587 NM	SR-251	587 NM	SR-244	587 NM	IR-719	588 NM
IR-720	590 NM	VR-1105	591 NM	VR-156	591 NM	VR-1152	591 NM	SR-818	592 NM	VR-1759	592 NM
IR-715	594 NM	IR-718	594 NM	IR-062	597 NM	IR-124	597 NM	VR-186	597 NM	VR-1522	597 NM
IR-506	597 NM	IR-147	597 NM	IR-524	599 NM	VR-1752	599 NM				
IR-149	602 NM	IR-166	602 NM	SR-701	604 NM	SR-703	604 NM	SR-867	604 NM	IR-517	605 NM
VR-1515	605 NM	VR-1520	605 NM	SR-216	607 NM	SR-702	607 NM	VR-536	608 NM	SR-802	610 NM
SR-803	610 NM	SR-808	610 NM	SR-807	610 NM	SR-806	610 NM	SR-804	610 NM	SR-280	613 NM
IR-503	615 NM	VR-1121	619 NM	VR-1106	620 NM	VR-540	621 NM	VR-510	622 NM	SR-785	623 NM
IR-167	624 NM	VR-1123	624 NM	SR-820	625 NM	SR-821	625 NM	SR-835	625 NM	IR-135	626 NM
VR-1574	626 NM	VR-1116	626 NM	SR-776	628 NM	VR-1058	632 NM	VR-1523	633 NM	VR-1624	636 NM
VR-1625	636 NM	IR-172	637 NM	IR-173	637 NM	IR-034	638 NM	IR-155	638 NM	IR-056	638 NM
IR-154	640 NM	VR-708	645 NM	IR-714	647 NM	VR-1757	647 NM	VR-1754	647 NM	IR-760	647 NM
VR-1626	649 NM	IR-128	651 NM	IR-507	651 NM	VR-1057	652 NM	VR-664	652 NM	VR-634	655 NM
VR-1753	656 NM	VR-1755	656 NM	IR-180	657 NM	VR-1713	657 NM	VR-1712	657 NM	VR-1711	657 NM
VR-1616	658 NM	VR-704	659 NM	VR-705	659 NM	IR-518	661 NM	IR-053	662 NM	VR-1650	666 NM
VR-1709	667 NM	IR-169	679 NM	SR-823	680 NM	IR-508	688 NM	IR-509	688 NM	SR-728	690 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Columbus AFB - AETC

SR-729 690 NM	VR-1645 692 NM	IR-609 693 NM	VR-1644 697 NM	VR-1647 697 NM	IR-170 698 NM
VR-1521 699 NM	SR-800 704 NM	SR-801 704 NM	SR-805 704 NM	SR-727 708 NM	VR-1117 709 NM
SR-781 716 NM	VR-1627 716 NM	VR-1628 716 NM	SR-730 718 NM	SR-844 718 NM	SR-845 718 NM
SR-846 718 NM	VR-1636 718 NM	SR-731 718 NM	VR-114 720 NM	IR-716 722 NM	VR-1174 723 NM
SR-782 725 NM	IR-514 738 NM	VR-707 739 NM	IR-107 741 NM	IR-409 744 NM	SR-825 753 NM
VR-607 756 NM	VR-125 758 NM	VR-100 765 NM	SR-847 766 NM	IR-150 767 NM	VR-1648 767 NM
VR-108 767 NM	IR-177 770 NM	VR-196 773 NM	IR-113 776 NM	VR-1666 776 NM	VR-1639 780 NM
VR-1629 790 NM	IR-414 793 NM	IR-500 794 NM	IR-501 794 NM		

**I.2.C.9** IR-429 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 862 NM from the base.

**I.2.C.10** Total number of Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within:

200 NM	300 NM	500 NM
5	19	45

**I.2.C.10.a** Routes and distance to route's control point:

Refueling Route	Distance						
AR-101 SOUTH	114 NM	AR-203 NORTHEAST	157 NM	AR-216 NORTHEAST	169 NM	AR-302 WEST	184 NM
AR-302 EAST	191 NM						
AR-111 WEST	201 NM	AR-615	206 NM	AR-111 EAST	210 NM	AR-200	221 NM
AR-103	234 NM	AR-633B	244 NM	AR-315 EAST	259 NM	AR-101 NORTH	268 NM
AR-216 SOUTHWEST	276 NM	AR-633A	288 NM	AR-315 WEST	294 NM	AR-110 WEST	295 NM
AR-455 EAST	296 NM	AR-313 NORTH	298 NM				
AR-637	302 NM	AR-203 SOUTHWEST	305 NM	AR-627	308 NM	AR-112 WEST	319 NM
AR-110 EAST	327 NM	AR-313 SOUTH	345 NM	AR-108 WEST	351 NM	AR-646	353 NM
AR-455 WEST	357 NM	AR-207NE NORTHEA	371 NM	AR-328	371 NM	AR-108 EAST	375 NM
AR-112 EAST	394 NM	AR-016 SOUTHWEST	409 NM	AR-600	426 NM	AR-016 NORTHEAST	430 NM
AR-655	434 NM	AR-330 WEST	440 NM	AR-207SW SOUTHW	444 NM	Raccoon MOA	453 NM
AR-318 WEST	455 NM	AR-716	456 NM	AR-102A EAST	466 NM	AR-601	470 NM
AR-318 EAST	480 NM	AR-309 WEST	489 NM				

**I.2.C.10b** The total number of refueling events within:

500 NM	700 NM
4854	7084

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Track	Distance	Events									
AR-101	114 NM	217	AR-203	157 NM	223	AR-216	169 NM	64	AR-302	184 NM	445
AR-111	201 NM	303	AR-110	295 NM	596	AR-455	296 NM	372	AR-112	319 NM	360
AR-108	351 NM	140	AR-016	409 NM	157	Racoon	453 NM	1829	AR-102	466 NM	10
AR-309	489 NM	138			0			0			0
AR-116	528 NM	541	AR-113	565 NM	27	AR-104	571 NM	123	AR-013	579 NM	329

I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 295NM from the base."

I.2.C.10d Percentage of tanker demand in region: 27.0

Percentage of tankers based in region: 9.0

Tanker saturation within the region has been classified as tanker Poor

I.2.C.11 Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
ALL AMERICAN	206 NM	✓	✓	✓	0	0
ARROWHEAD	303 NM	✓	✓	✓	3	2
BASTOGNE	184 NM	✓	✓	✓	0	0
BIFF	266 NM	✓	✓		0	0
BIG SANDY (WTR)	168 NM	✓	✓		0	0
BILL BAG	258 NM	✓	✓		0	0
BLACKJACK R+CIR	200 NM	✓	✓	✓	0	0
BRUSHY	275 NM	✓	✓	✓	0	0
BURMA SPECIAL N	200 NM				3	4
BURMA SPECIAL S	200 NM				3	4
CARENTAN (A)	254 NM		✓	✓	0	1
CAVALIER NORTH	200 NM	✓	✓	✓	3	4
CAVALIER SOUTH	200 NM	✓	✓		3	4
CENTRAL CITY NO	227 NM	✓			0	0
CENTRAL CITY SO	227 NM	✓			0	0
CLERKIN	248 NM	✓	✓		0	0
CORREGIDOR	184 NM		✓	✓	0	0
ELIZABETH WEST	205 NM	✓	✓	✓	3	4
FRYAR	194 NM	✓	✓	✓	4	6
GERONIMO NORTH	275 NM		✓	✓	0	0
GERONIMO SOUTH	275 NM		✓	✓	0	0

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GRAHAM	127 NM	✓	✓	✓	4	6
JD (CIR, water)	246 NM				0	1
KAREN EAST	320 NM			✓	0	0
KAREN WEST	320 NM			✓	0	0
LOS BANOS	181 NM	✓	✓	✓	0	0
MALLON	265 NM	✓	✓		0	0
MCKENNA	198 NM	✓	✓	✓	4	6
MITCHELL	152 NM	✓	✓	✓	0	0
PAYNE	128 NM	✓	✓		0	0
PRESTON	313 NM		✓	✓	0	0
RATTLESNAKE	293 NM		✓	✓	3	2
REMAGEN	347 NM	✓	✓	✓	1	1
REMAGEN REVERSE	347 NM	✓	✓		1	1
SANDY DOG	200 NM	✓	✓	✓	3	4
SHARON	274 NM	✓	✓	✓	0	0
SHAW, JOHN	117 NM	✓	✓		0	0
SHEILA	275 NM		✓	✓	0	0
SHELBY	152 NM	✓	✓	✓	0	3
SOUTH POLK	287 NM	✓	✓	✓	0	0
WESTERN KENTUCK	226 NM	✓	✓	✓	0	0
WHITE FALCON	203 NM	✓	✓		3	4

I.2.C.11.a

**Drop Zone****Servicing Instruement and Slow Routes (IRs and SRs)**

ARROWHEAD	IR-117	IR-121	IR-164	SR-223	SR-224				
BURMA SPECIAL N	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
BURMA SPECIAL S	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
CARENTAN (A)	SR-225								
CAVALIER NORTH	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
CAVALIER SOUTH	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
ELIZABETH WEST	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
FRYAR	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
	SR-072								
GRAHAM	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
	SR-072								
JD (CIR, water)	SR-224								
MCKENNA	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
	SR-072								

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RATTLESNAKE	IR-117	IR-121	IR-164	SR-223	SR-224				
REMAGEN	IR-023	SR-038							
REMAGEN REVERSE	IR-023	SR-038							
SANDY DOG	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
SHELBY	SR-029	SR-030	SR-031						
WHITE FALCON	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		

**I.2.C.12** Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:

GOLDEN EAGLE 181 NM

**I.2.C.13** Nearest full scale drop zone(s) (minimum size 1000 by 1500 yds) which can be used for personnel drops or night equipment drops:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
SHAW, JOHN	117 NM	✓	✓		0	0
SHELBY	152 NM	✓	✓	✓	0	0

**I.2.C.14** Name and distance to ground force installation (US Army, USMC) with a restricted airspace capable of supporting tactical aircraft employment (floor no higher than 100 ft AGL, ceiling no lower than 3,00 ft AGL, minimum area 25000 sq NM):

FORT CAMPBELL 188 NM

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**D. Ranges**

**Ranges (Controlled/managed by the base)**

**I.2.D.1**      **The base Does not control or manage any ranges, questions I.2.D.2 to I.2.D.17 skipped.**

**Ranges (Used by the base)**

**I.2.D.18**      **The base uses ranges on a regular basis**

**I.2.D.19**      **The mission and training is Not adversely impacted by training area airspace encroachment or other conflicts.**

**I.2.D.20**      **MOAs/bombing ranges/other training areas have No scheduling restrictions/limitations.**

**I.2.D.21**      **MOAs/bombing ranges/other training areas have No projected scheduling restrictions/limitations.**

**I.2.D.22**      **No significant changes/restrictions/limitations effecting the scheduling of low level routes in progress.**

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**E. Airspace Used by Base**
**I.2.E.1 Airspaces scheduled or managed by the base:**

IR 66	Other
IR 67	MTA
IR 68	MTA
IR 70	MTA
IR 91	MTA
MOA'S 1-4	MOA
SR 137	MTA
VR 1014	MTA
VR 1050	MTA
VR 1051	MTA
VR 1072	MTA

**Details for airspace scheduled or managed by the base:**
**Airspace: IR 66**
**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.**

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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.**

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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, 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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- 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.**

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- I.2.E.4 Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5 There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6 There are No restrictions currently acting on this airspace**
- I.2.E.7 Published availability of the airspace:**  
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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- 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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The DOPAA was Not used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

- I.2.E.3**      **There are No Noise Sensitive Areas associated with the airspace.**
- I.2.E.4**      **Commercial / civilian encroachment problems associated with the airspace:**
- I.2.E.5**      **There are No planned expansions (including new airspace) to the base's special use airspace.**
- I.2.E.6**      **There are No restrictions currently acting on this airspace**
- I.2.E.7**      **Published availability of the airspace:**  
                   **SUNRISE TO SUNSET WEEKDAYS**  
**Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a**      **Hours scheduled:**    12,528 hrs
- I.2.E.7.b**      **Hours used:**            5,542 hrs
- I.2.E.7.c**      **Reasons for non-use:**  
                   **WEATHER (90%), MAINTENANCE (9%), OR WING SELF-IMPOSED (1%) DUE TO AIRCRAFT FLYING HOURS 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:**  
                   **MOA 1= 2,642.6 SQ MI, MOA 2= 647.3 SQ MI, MOA 3=2,667.6 SQ MI, MOA 4=1,378.9**
- I.2.E.11**      **100.00 percent of the airspace is usable.**  
**Airspace: SR 137**
- 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.**

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**I.2.E.2.c**    **The current Description of Proposed Actions/Alternatives (DOPAA) does Not define base operations.**  
**The DOPAA was Not used in the latest environmental analysis and supersonic waiver.**  
**Explanation for any lack of reports:**

**I.2.E.3**        **There are No Noise Sensitive Areas associated with the airspace.**

**I.2.E.4**        **Commercial / civilian encroachment problems associated with the airspace:**

**I.2.E.5**        **There are No planned expansions (including new airspace) to the base's special use airspace.**

**I.2.E.6**        **There are No restrictions currently acting on this airspace**

**I.2.E.7**        **Published availability of the airspace:**  
                  Sunrise to sunset seven days per week  
**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a**      **Hours scheduled:    221 hrs**

**I.2.E.7.b**      **Hours used:            221 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:**  
                  1400 sq miles

**I.2.E.11**      **100.00 percent of the airspace is usable.**  
**Airspace:    VR 1014**

**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:**

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- I.2.E.2.b**    **There are problems No associated with the environmental analysis.**
- I.2.E.2.c**    **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**  
**The DOPAA was Not used in the latest environmental analysis and supersonic waiver.**  
**Explanation for any lack of reports:**
- 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 TO SUNSET SEVEN DAYS PER WEEK**  
**Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a**    **Hours scheduled:    209 hrs**
- I.2.E.7.b**    **Hours used:            209 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:**  
                  **1800 sq miles**
- I.2.E.11**    **100.00 percent of the airspace is usable.**  
**Airspace:    VR 1050**

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- 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.
- I.2.E.6** There are No restrictions currently acting on this airspace
- I.2.E.7** Published availability of the airspace:  
1300 -0500Z, 7 days a week  
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled:
- I.2.E.7.b** Hours used:
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10** Description of the volume or area of the Airspace:  
4000 sq miles
- I.2.E.11** 100.00 percent of the airspace is usable.

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**Airspace: VR 1051**

- 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.
- I.2.E.6** There are No restrictions currently acting on this airspace
- I.2.E.7** Published availability of the airspace:  
1300 - 0500Z, 7 days a week  
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled:
- I.2.E.7.b** Hours used:
- I.2.E.8** Utilization of the airspace can be increased.
- I.2.E.9** It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.
- I.2.E.10** Description of the volume or area of the Airspace:

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4200 sq miles

**I.2.E.11** 100.00 percent of the airspace is usable.

**Airspace:** VR 1072

**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.

**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: 0 hrs

**I.2.E.7.b** Hours used: 0 hrs

**I.2.E.8** Utilization of the airspace can be increased.

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**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.

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**F. Potential for Growth in Training Airspace (Area)**

- I.2.F.1**      **Expansion of training airspace is Not possible.**
- I.2.F.2**      **Current access will remain the same.**
- I.2.F.3**      **No reductions in training airspace are expected.**
- I.2.F.4**      **Current special use airspace and training areas meet all training requirements.**
- I.2.F.4.a**     **Deployed, off-station training is not required to meet training requirements.**

**G. Composite / Integrated Force Training**

- I.2.G.1**      **Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:**  
                  **FORT MCCLELLAN**  
                  134 NM from the base.
- I.2.G.2**      **DELETED**
- I.2.G.3**      **Nearest Naval unit where joint training can be accomplished:**  
                  **Meridian NAS**  
                  65 mi from the base.
- I.2.G.4**      **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**  
                  **Montgomery-Dannelly Field**  
                  130 mi from the base.
- I.2.G.5**      **DELETED**

**H. Missile Bases (AF Space Command)**

Applies to missile bases only. Responses are classified.

**I. Technical Training (Air Education and Training Command)**

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I.2.1 No technical training mission.

**J. Weather Data (AF Environmental Technical Applications Center)**

I.2.J.1 Percentage of time the weather is at or above (ceiling / visibility)

a. 200 ft / 1/2 mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.6	99.0	88.5	81.6	77.5

I.2.J.2 Crosswind component to the primary runway:

I.2.J.2.a Is at or below 15 knots 99.3 percent of the time

I.2.J.2.b Is at or below 25 knots 100.0 percent of the time

I.2.J.3 7 Days have freezing participation (mean per year).

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## Section II

## 1. Installation Capacity &amp; Condition

## A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Columbus AFB, MS	Main Base	4,935	3,940	431
II.1.A.2	Shuqualak, MS	Auxiliary Field	1,080	704	211
		<b>TOTALS:</b>	<b>6,015</b>	<b>4,644</b>	<b>642</b>

## B. Facilities

## II.1.B.1 From real property records:

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	24,600	24,600	0.0	100.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	12,138	84.0	16.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	34,211	47.0	51.0	2.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	0	0		0.0	0.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	167,934	93.0	7.0	0.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	82,837	82,339	100.0	0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	60,037	63,354	100.0	0.0	0.0	3,317
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	0	0		0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	262,205	58.0	36.0	6.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	202,100	148,152	51.0	49.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	42,000	34,689	71.0	29.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	8,600	8,808	0.0	0.0	100.0	208

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II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	26,000	8,620	93.0	7.0	0.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	22,757	20,368	100.0	0.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	13,723	13,723	59.0	41.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	9,940	8,310	0.0	0.0	100.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	19,319	19,319	72.0	28.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	21,713	100.0	0.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	2,700	2,311	100.0	0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	0		0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	3,803	2.0	98.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	10,000	3,717	0.0	100.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	16,000	5,700	100.0	0.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	7,135	6,432	100.0	0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	5,800	6,869	60.0	0.0	40.0	1,069
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	41,235	100.0	0.0	0.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	39,865	56,648	100.0	0.0	0.0	16,783
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	14,534	66.0	34.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	4,984	0.0	100.0	0.0	4,984

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II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	8,659	8,659	100.0	0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	109,444	88.0	8.0	4.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	10,000	10,000	100.0	0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	112,718	82,942	91.0	3.0	6.0	0
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	0	0		0.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	0	0		0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	62,190	85.7	14.3	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	4,489	46.0	54.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	5,392	0.0	100.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	179,677	68.7	14.0	17.4	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	675	953	0.0	100.0	0.0	278
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	602	12.0	88.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	336	528	14.0	86.0	0.0	192
II.1.B.1.cc	722	Dining Hall	SF	N/A	14,326	100.0	0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	7,600	14,326	100.0	0.0	0.0	6,726
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	198	91.0	9.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	60,622	66.0	34.0	0.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	219,821	68.0	30.0	2.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	0	9,060	100.0	0.0	0.0	9,060

## II.1.B.2 From in-house survey:

Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111 Aircraft Pavement-Runway(s)	SY	655,834	100.0	0.0	0.0
II.1.B.1.b	112 Airfield Pavements-Taxiways	SY	351,577	100.0	0.0	0.0
II.1.B.1.c	113 Airfield Pavement-Apron(s)	SY	262,300	100.0	0.0	0.0
II.1.B.1.d	116-662 Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812 Elec Power-Trans & Distr Lines	LF	465,843	100.0	0.0	0.0

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II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	0			
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	256,255	100.0	0.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	243,956	100.0	0.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	0			
II.1.B.1.j	851	Roads	SY	725,720	100.0	0.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	240,035	87.2	12.8	0.0

**C. Family Housing (Facility Category Code 711)**

**II.1.C.1 Capacity (housing Inventory)**

II.1.C.1.a Number of adequate units from current DD Form 1410, line 18d:

812

II.1.C.1.b Number of substandard units from current DD Form 1410, line 18e:

0

II.1.C.1.c Current deficit (-) or surplus units in validated Market Analysis:

375

(includes E-1 - E3 requirements)

II.1.C.1.c.i A Market Analysis was used to answer the questions in Section II.1.C.

II.1.C.1.d FY95/4 projected net housing deficit (-) or surplus of units:

153

(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)

**II.1.C.2 Condition**

II.1.C.2.a Number of adequate units meeting current whole-house standards of accommodation and state of repair:

0

(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)

II.1.C.2.a Number of adequate units requiring whole-house renovation or replacement:

659

(Units meeting whole-house standards are those that were programmed/ renovated after FY88).

II.1.C.2.a Number of new housing units projected to meet current deficit.

0

II.1.C.3 Percentage of military families living on base as compared to the total number of families (officer and enlisted) assigned to the base

II.1.C.3.a 86.0 percent of officer families live on base.

II.1.C.3.b 88.0 percent of enlisted families live on base.

II.1.C.3.a 87.0 percent of all military families live on base.

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## 2. Airfield Characteristics

## II.2 Runway Table:

Primary Designation		Dimensions: Length Width		Cross Runway	Aircraft Arresting Systems (II.2.I) Number Types	
31L	Secondary	6300 ft	175 ft	No	None	
31R	Secondary	8000 ft	150 ft	No	2	MA1A
31C	Primary	12000 ft	300 ft	No	2	MA1A

II.2.A There are 3 active runways.

II.2.A.1 There are NO cross runways

II.2.B There are 2 parallel runways (excluding main runway).

II.2.C Dimensions of the primary runway (31C).

II.2.C.1 Length: 12,000 ft

II.2.C.2 Width: 300 ft

II.2.D Dimensions of all secondary runways are in the runway table.

II.2.E The primary taxiway is 75 ft wide.

II.2.F Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency (AFCESA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).

An AFCESA Pavement Evaluation Report was used to complete this section.

				Primary Pavements			
Aircraft Group		Criteria		Runways	Taxiways	Aprons	
II.2.F.1	Fighter	F-15	61 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Supports Now	Upgrade Needed	Supports Now
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Supports Now	Upgrade Needed	Supports Now
II.2.F.5	Tanker	KC-135R	320 Kips	50,000 Passes	Supports Now	Upgrade Needed	Supports Now
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Supports Now	Upgrade Needed	Supports Now
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Supports Now	Upgrade Needed	Supports Now
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Supports Now	Upgrade Needed	Supports Now

II.2.F.9 Work required to upgrade pavement to the required strength:

		(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Pavement:	Aircraft:			
Taxiway	B-1B	SY	105,892	REMOVE 9,689 CY OF EXISTING CONCRETE AND 14,195 CY BASE COU

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				RSE AND EARTH, PLACE 23,884 CY NEW CONCRETE AND INSTALL 58,125 SY OF 8" THICK CONCRETE OVERLAY TO UPGRADE TAXIWAYS TO SUPPORT BOMBER, TANKER AND AIRLIFT.
Taxiway	B-52	SY	105,892	REMOVE 9,689 CY EXISTING CONCRETE AND 24,809 CY OF BASE COURSE AND EARTH, PLACE 34,498 CY OF NEW CONCRETE AND INSTALL 58,125 SY OF 16" THICK CONCRETE OVERLAY TO UPGRADE TAXIWAYS TO SUPPORT BOMBER AND TANKER.
Taxiway	C-141	SY	105,892	REMOVE 9,689 CY EXISTING CONCRETE AND 14,195 CY OF BASE COURSE AND EARTH, PLACE 23,844 CY OF NEW CONCRETE AND INSTALL 58,125 SY OF 8" THICK CONCRETE OVERLAY TO UPGRADE TAXIWAYS TO SUPPORT BOMBER, TANKER, AND AIRLIFT.
Taxiway	C-5B	SY	105,892	REMOVE 9,689 CY EXISTING CONCRETE AND 14,195 CY OF BASE COURSE AND EARTH, PLACE 23,844 CY OF NEW CONCRETE AND INSTALL 58,125 SY OF 8" THICK CONCRETE OVERLAY TO UPGRADE TAXIWAYS TO SUPPORT BOMBER, TANKER AND AIRLIFT.
Taxiway	KC-10	SY	105,892	REMOVE 9,689 CY EXISTING CONCRETE AND 24,809 CY OF BASE COURSE AND EARTH, PLACE 34,498 CY OF NEW CONCRETE AND INSTALL 58,125 SY OF 16" THICK CONCRETE OVERLAY TO UPGRADE TAXIWAYS TO SUPPORT BOMBER AND TANKER.
Taxiway	KC-135R	SY	105,892	REMOVE 9,689 CY EXISTING CONCRETE AND 14,195 CY OF BASE COURSE AND EARTH, PLACE 23,844 CY OF NEW CONCRETE AND INSTALL 58,125 SY OF 8" THICK CONCRETE OVERLAY TO UPGRADE TAXIWAYS TO SUPPORT BOMBER AND TANKER.

**II.2.G** Excess aircraft parking capacity for operational use.

**II.2.G.1** The total usable apron space for aircraft parking is 244,167 Sq Yds.

**II.2.G.1.a** Specifications for individual parking areas (irregularly shaped areas are approximated by rectangle).

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
ALERT RAMP 1	250 ft	100 ft	Neither	PARKING FOR AIRCRAFT
ALERT RAMP 2	250 ft	100 ft	Neither	PARKING FOR AIRCRAFT
ALERT RAMP 3	250 ft	100 ft	Neither	PARKING FOR AIRCRAFT
ALERT RAMP 4	250 ft	100 ft	Neither	PARKING FOR AIRCRAFT
ALERT RAMP 5	250 ft	100 ft	Neither	PARKING FOR AIRCRAFT
ALERT RAMP 6	225 ft	100 ft	Neither	PARKING FOR AIRCRAFT
ALERT RAMP 7	225 ft	100 ft	Neither	PARKING FOR AIRCRAFT
ALERT RAMP 8	225 ft	100 ft	Neither	PARKING FOR AIRCRAFT

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ALERT RAMP 9	225 ft	100 ft	Neither	PARKING FOR AIRCRAFT
MAINTENANCE DOCK	225 ft	170 ft	Primary Aircraft	PARKING FOR AIRCRAFT
MAINTENANCE DOCK1	225 ft	170 ft	Primary Aircraft	PARKING FOR AIRCRAFT
MAINTENANCE DOCK2	75 ft	170 ft	Primary Aircraft	PARKING FOR AIRCRAFT
MAINTENANCE DOCK3	75 ft	170 ft	Primary Aircraft	PARKING FOR AIRCRAFT
MAINTENANCE DOCK4	75 ft	170 ft	Primary Aircraft	PARKING FOR AIRCRAFT
MAINTENANCE DOCK5	75 ft	170 ft	Primary Aircraft	PARKING FOR AIRCRAFT
PARKING RAMP	2,650 ft	700 ft	Primary Aircraft	T-37,T-38,AT-38
TRANSIENT RAMP	1,300 ft	200 ft	Transient Aircraft	TRANSIENT AC PARKING

II.2.G.2 Permanently assigned aircraft currently require 206,111 Sq Yds of parking space.

II.2.G.3 38,056 Sq Yds of parking space is available for parking additional non-transient aircraft.

II.2.G.4 The following factors limit aircraft parking capability:

THE OLD ALERT RAMP IS NOT IN A CLOSE PROXIMITY ALL OF THE MAINTENANCE HANGERS.

II.2.H The dimensions of the (largest) transient parking area:

II.2.I Details of operational aircraft arresting systems on each runway are in the Runway Table (II.2)

II.2.J There are No critical features relative to the airfield pavement system that limit its capacity:

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**3. Utility Systems**

**II.3.A The overall system capacity and percent current usage for utility system categories:**

Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1 Water:	1.0 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 hanger/ 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 hanger/ 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

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II.4.A.1 Facility number: 452 Hanger  
Current Use: MAINTENANCE HANGER

II.4.A.2 Size (SF): 20,775 SF

II.4.A.3-4 Largest aircraft the hanger/ 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

II.4.A.1 Facility number: 454 Hanger  
Current Use: MAINTENANCE HANGER

II.4.A.2 Size (SF): 11,943 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C140

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	150 ft	24 ft	
II.4.A.6 Largest unobstructed space inside the facility:	64 ft	24 ft	182 ft

II.4.A.1 Facility number: 456 Hanger  
Current Use: MAINTENANCE HANGER

II.4.A.2 Size (SF): 20,775 SF

II.4.A.3-4 Largest aircraft the hanger/ 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

## 5. Unique Facilities

II.5.A There are No unique (one-of-a-kind) Air Force facilities which must be replaced if the base is closed.

## 6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures

## Local/Regional Land Encroachment

II.6.A Percent current off base incompatible land use:

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPENAG/LOW DEN
II.6.A.1	13R/C/L CZ	0	364	0.0	Gen Compat	0.0	0.0	0.0	85.0	0.0	15.0
	31L/C/R CZ	0	409	0.0	Gen Compat	0.0	0.0	0.0	93.0	0.0	7.0

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II.6.A.2	13R/C/L	APZ 1	11	704	1.0	Gen Compat	1.0	0.0	0.0	13.0	0.0	96.0
	31L/C/R	APZ 1	90	816	1.0	Gen Compat	1.0	1.0	0.0	53.0	0.0	46.0
II.6.A.3	13R/C/L	APZ 2	9	952	0.0	Gen Compat	0.0	0.0	0.0	0.0	2.0	98.0
	31L/C/R	APZ 2	146	949	2.0	Gen Compat	2.0	1.0	0.0	1.0	0.0	96.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES							
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN		
II.6.A.4	65-70	240	6,240	0	Gen Compat	3.0	0.0	0.0	0.0	0.0	0.0	97.0
II.6.A.5	70-75	165	3,533	0	Gen Compat	3.0	0.0	0.0	0.0	0.0	0.0	97.0
II.6.A.6	75-80	30	1,756	2	Gen Compat	2.0	0.0	0.0	0.0	0.0	0.0	99.0
II.6.A.7	80+	0	1,074	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	0.0	100.0

#### II.6.B Percent future off base incompatible land use:

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.1	13R/C/L	CZ	0	364	0	Gen Compat	0.0	0.0	0.0	85.0	0.0	37.0
	31L/C/R	CZ	0	409	0	Gen Compat	0.0	0.0	0.0	93.0	0.0	7.0
II.6.B.2	13R/C/L	APZ 1	11	704	1	Gen Compat	1.0	0.0	0.0	13.0	0.0	96.0
	31L/C/R	APZ 1	90	816	1	Gen Compat	1.0	1.0	0.0	53.0	0.0	47.0
II.6.B.3	13R/C/L	APZ 2	9	952	0	Gen Compat	0.0	0.0	0.0	0.0	2.0	46.0
	31L/C/R	APZ 2	146	949	2	Gen Compat	2.0	1.0	0.0	1.0	0.0	98.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES							
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN		
II.6.B.4	65-70	240	6,240	0	Gen Compat	3.0	0.0	0.0	0.0	0.0	0.0	97.0
II.6.B.5	70-75	165	3,533	0	Gen Compat	3.0	0.0	0.0	0.0	0.0	0.0	97.0
II.6.B.6	75-80	30	1,756	2	Gen Compat	2.0	0.0	0.0	0.0	0.0	0.0	99.0
II.6.B.7	80+	0	1,074	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	0.0	100.0

II.6.C The most recent, publicly released AICUZ study is dated Mar 84

II.6.D Current AICUZ study's flying activities subsection does not reflect all currently assigned aircraft

Subsection does Not reflect the number of daily flying operations conducted by all assigned aircraft

Current AICUZ study's flight track figure/map does Not reflect current flight tracks.

Explanation of areas where the current AICUZ study does not reflect the current situation:

BOX 1- DOES NOT HAVE AT-38 ON IT. BOX 2- IT REFLECTS MORE THAN WHAT WE DO. BOX 3- HAVE HAD 28 FLIGHT TR

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#### ACK MODIFICATIONS SINCE LAST UPDATE.

**II.6.E**      The AICUZ study was last updated on May 93  
The study is still valid.

**II.6.F**      Local governments have incorporated AICUZ recommendations into land use controls

**II.6.F.1**    AICUZ recommended height restrictions.

Government name:	Types of controls in place	Types of encroachment limited:
Lowndes County	Zoning	

**II.6.F.4**    AICUZ recommended development limits between the 65 Ldn and 70 Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
Lowndes County	Zoning	

**II.6.F.5**    AICUZ recommended development limits between the 70 Ldn and 75 Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
Lowndes County	Zoning	

**II.6.F.6**    AICUZ recommended development limits between the 75 Ldn and 80 Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
Lowndes County	Zoning	

**II.6.F.7**    AICUZ recommended development limits between the 80 Ldn and above Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
Lowndes County	Zoning	

**II.6.G**      Assessment of significant development (i.e., residential subdivision, shopping mall, or center, industrial park, etc.) existing or anticipated within any of the 7 AICUZ zones.

No significant development currently exists in any AICUZ zone.

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No significant development is projected for any AICUZ zone.

No long range (20 year) development trends in the 7 AICUZ zones are evident.

#### II.6.H Population figures and projections:

##### II.6.H.1 Communities in the vicinity of the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
CRAWFORD MS	0	0	0	668	0
COLUMBUS MS	0	25795	27503	23799	0
CALEDONIA MS	0	0	0	821	0
ARTESIA MS	0	0	0	484	0

##### II.6.H.2 Metropolitan area encompassing the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
COLUMBUS MS	0	0	27503	23799	0

##### II.6.H.3 County (ies) encompassing the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
LOWNDES COUNTY	0	0	57304	59308	62647

#### II.6.I All clear zone acquisition has been completed.

#### II.6.J Existing on base facilities not sited in accordance with AICUZ recommendations:

Type of facility:	Appoximate number of occupants	Zone with violation	Reason the incompatibility is necessary
ADMIN (BLDG 240)	2	80+	
ADMIN (BLDG 628)	2	80+	
MISCELLANEOUS SERVICES (BLDG 634)	17	80+	
MISCELLANEOUS SERVICES (BLDG 642)	4	80+	
TRAINING/CLASSROOM (BLDG 234)	75	80+	
TRAINING/CLASSROOM (BLDG 236)	75	80+	

All planned on base facilities will be sited in accordance with AICUZ recommendations.

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**Air Space Encroachment**

- II.6.K**      **Noise complaints are received from off base residents.**
- II.6.K.1**    **1.0 noise complaints per month (average) are received from off base residents.**
- II.6.L**      **The base has implemented noise abatement procedures as follows:**
- II.6.L.1**    **CONSTRUCTED HUSH HOUSE IN 1992.**

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#### Section III

#### 1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 1 C-141 equivalent aircraft can be loaded or unloaded at one time.

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.1.a The limiting factor is Load Crews

III.1.A.1.b Current MHE: 1 10K forklift

III.1.A.2 4 C-141 equivalent aircraft can be refueled at one time.

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B The base can land, taxi, park, and refuel widebody aircraft as follows:

Aircraft	Widebody Capabilities:				Remarks:
	Can land	Can taxi	Can park	Can refuel	
747					
C-5					
KC-10					

III.1.C The base has an operational fuel hydrant system:

III.1.C.1 The fuel hydrant system is available to transient aircraft.

III.1.C.2 18 hydrant pits are operational.

Description of base fuel hydrant system:

System Type:	Total Pumping Rate (GPM):	Number of Laterals:	Number of Usable Refueling Positions:	Number of SIMULTANEOUS aircraft refuelings of	
				Narrow	Widebody
II	600	4	18	2	2

III.1.C.3 No fuel storage tanks support the operational fuel hydrant system.

Storage tank Capacity:	Tanks with this capacity
50000	8

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**III.1.C.4** The hydrant system is 1.3 miles from the bulk storage area.

**III.1.C.5** No pits are certified for hot pit operations.

**III.1.D** The base bulk storage facility is Not serviced by a pipeline.

**III.1.D.3** 7380 BARRELS OF FUEL. INCLUDES 2 EXCESS INACTIVE STORAGE TANKS, BOTH ARE CURRENTLY OUT OF SERVICE.

Based on normal requirements in the Fuel Logistics Area Summary (FLAS) or Inventory Management Plan (IMP). Storage for others is excluded.

**III.1.D.4** Other receipt modes available: TANK CAR IF THE RAIL SYSTEM IS REPAIRED, THEN SEVEN TANK TRUCKS CAN BE OFFLOADED SIMULTANEOUSLY.

Number of offload headers: 7

7 tank trucks can be simultaneously offloaded

Tank cars can Not be offloaded.

**III.1.D.5** 3 refueling unit fillstands are available.

**III.1.D.5.a** 2 refuelers can be filled simultaneously.

**III.1.D.6** Current dispensing capabilities as defined in AFR 144-1

sustained:	918400
maximum:	1400000

**III.1.D.7** The base is directly supported by an intermediate Defense Fuels Supply Point (DFSP).

**III.1.D.7.a** Supporting DFSP: Defense Fuels Supply Point

**III.1.E** Cat 1.1 and 1.2 munitions storage requirements and capacity.

**III.1.E.1** Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:  
Square footage available (including physical capacity limit):

	Cat 1.1	Cat 1.2
Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:	539775	0
Square footage available (including physical capacity limit):	17034	0
Normal installation mission storage requirement:	1064	1866

**III.1.E.2** Normal installation mission storage requirement:

Physical Limits for Cat 1.1 Munitions:

MAX CAP=63,825, SQ FT=7,942

**III.1.F** The base has a dedicated hot cargo pad.

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III.1.F.1 Access to the hot cargo pad is not limited.

III.1.F.2 The size of the hot cargo pad is 475,000 sq feet.

III.1.F.3 The sited explosive capacity of the hot cargo pad is 30,000

III.1.F.4 The hot pad access is turn around.

III.1.F.5 The taxiway servicing the hot pad is 75 ft wide and has a pavement classification number (PCN) of 1.

III.1.F.6 Aircraft using pad over the last 5 years:

C-130, C-141

III.1.G Proximity (within 150 NM) to mobilization elements.

III.1.G.1 The base is proximate to a ground force installation.

Active ground force installations within 150 NM:

FORT MCCLELLAN	134 NM
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III.1.G.2 The base is proximate to a railhead.

Railheads within 150 NM:

Anniston - Bynum	124 NM
Anniston - Fort McClellan	131 NM
Hattiesburg - Camp Shelby	146 NM
Memphis	116 NM
Milan	137 NM

III.1.G.3 The base is over 150 NM from a port.

III.1.H The base does Not have a dedicated passenger terminal.

III.1.I The base has a dedicated deployment facility capable of handling DoD standardized cargo pallets.

III.1.J The base medical treatment facility does Not routinely receive referral patients.

III.1.K No military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.

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- III.1.L Unique missions performed by the base medical facility:**  
 PHYSIOLOGICAL TRAINING UNIT(HYPOBARIC CHAMBER), WARTIME MISSIONS, MOBILITY TASKINGS: A) 125 BED EX  
 Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,
- III.1.M Base medical facilities project planned to begin before to 1999:**  
 O&M- 1) REPLACE CEILING AND WALL COVERING/REPAIR FIREWALLS, 2) RENOVATE DENTAL CLINIC, 3) REPLACE D  
 Facilities projects include military consruction program (MCP) or Operations and Maintenance (O&M) alterations.
- III.1.M.1 The project has been approved.**
- III.1.M.2 No major MCP has been completed since 1989.**
- III.1.N Base facilities have No excess storage capacity.**
- III.1.N.1 Base facilities have a total covered storage capacity of 82,942 sq ft.**
- III.1.N.2 Breakout of the total covered storage capacity:**
- |  |              |
|--|--------------|
| Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store): | 74,950 sq ft |
| Mobility storage:  | 4,706 sq ft  |
| War Readiness Support Kits (WRSK) storage:                                       | 0 sq ft      |
- III.1.O 103 light military vehicles are on base.**
- III.1.P 123 heavy military and special vehicles are on base.**

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## Section IV

## 1. Base Budget

## IV.1 Non-payroll portion of the base budget for prior years:

IV.1.A	xxx56	Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	1,034.08 \$sK	0.00 \$sK	1,034.08 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	511.20 \$sK	39.34 \$sK		550.54 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	298.00 \$sK	0.00 \$sK			298.00 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	95.10 \$sK	0.00 \$sK				95.10 \$sK
		xxx56 TOTALS:			1,034.08 \$sK	550.54 \$sK	298.00 \$sK	95.10 \$sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	7,524.35 \$sK	291.39 \$sK	7,815.74 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	5,192.26 \$sK	397.99 \$sK		5,590.25 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,053.26 \$sK	68.70 \$sK			1,121.96 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	0.00 \$sK	5.51 \$sK				5.51 \$sK
		xxx76 TOTALS:			7,815.74 \$sK	5,590.25 \$sK	1,121.96 \$sK	5.51 \$sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	0.00 \$sK	0.00 \$sK	0.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	0.00 \$sK	0.00 \$sK		0.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	5,188.60 \$sK	297.51 \$sK			5,486.12 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	2,273.07 \$sK	94.63 \$sK				2,367.69 \$sK
		xxx78 TOTALS:			0.00 \$sK	0.00 \$sK	5,486.12 \$sK	2,367.69 \$sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				

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		3400	84.69 \$sK	0.00 \$sK	84.69 \$sK			
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	38.00 \$sK	0.00 \$sK		38.00 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	14.37 \$sK	0.00 \$sK			14.37 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	0.00 \$sK	0.00 \$sK				0.00 \$sK
		<b>xxx90 TOTALS:</b>			84.69 \$sK	38.00 \$sK	14.37 \$sK	0.00 \$sK
<b>IV.1.E</b>	<b>xxx95</b>	<b>Communications</b>			<b>FY 91 Total</b>	<b>FY 92 Total</b>	<b>FY 93 Total</b>	<b>FY 94 Total</b>
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	1,284.06 \$sK	1.96 \$sK	1,286.02 \$sK			
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	1,294.47 \$sK	11.48 \$sK		1,305.95 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	1,298.21 \$sK	24.68 \$sK			1,322.89 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	1,269.60 \$sK	3.32 \$sK				1,272.92 \$sK
		<b>xxx95 TOTALS:</b>			1,286.02 \$sK	1,305.95 \$sK	1,322.89 \$sK	1,272.92 \$sK
<b>IV.1.F</b>	<b>xxx96</b>	<b>Base Operating Support</b>			<b>FY 91 Total</b>	<b>FY 92 Total</b>	<b>FY 93 Total</b>	<b>FY 94 Total</b>
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	3,479.72 \$sK	2.35 \$sK	3,482.07 \$sK			
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	2,841.17 \$sK	12.57 \$sK		2,853.75 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	5,961.83 \$sK	431.66 \$sK			6,393.49 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3400	5,990.38 \$sK	340.87 \$sK				6,331.25 \$sK
		<b>xxx96 TOTALS:</b>			3,482.07 \$sK	2,853.75 \$sK	6,393.49 \$sK	6,331.25 \$sK
<b>IV.1.G</b>	<b>MFH</b>	<b>Military Family Housing</b>			<b>FY 91 Total</b>	<b>FY 92 Total</b>	<b>FY 93 Total</b>	<b>FY 94 Total</b>
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		7045	2,607.06 \$sK	2.68 \$sK	2,609.74 \$sK			
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		7045	5,828.20 \$sK	20.48 \$sK		5,848.68 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		7045	3,676.49 \$sK	68.60 \$sK			3,745.09 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				

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7045	2,361.30 \$sK	52.70 \$sK				2,414.00 \$sK
<b>MFH TOTALS:</b>			2,609.74 \$sK	5,848.68 \$sK	3,745.09 \$sK	2,414.00 \$sK

**2. Relocation Costs**

**IV.2** -Large, unusual items integral to the unit mission, but which cannot be moved as regular freight:

**Total relocation costs: \$ 1,914.63 K**

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**Section IV/V Level Playingfield COBRA Data**

**One time closure costs: 17\$sM**

**Twenty year Net Present Value (333)\$sM**

**Steady state savings 26\$sM per year**

**Manpower savings associated with closure 284**

**Return on Investment (years): 1**

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
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**Section VI Economic Impact****Economic Area Statistics:****Lowdes-Monroe Counties, MS MSA****Total population: 96,000 (FY 92)****Total employment: 48,953 (FY 93)****Unemployment Rates (FY93/3 Year Average/10 Year Average)****6.0% / 7.7% / 8.1%****Average annual job growth: 383****Average annual per capita income: \$14,076****Average annual increase in per capita income: \$5.4%****Projected economic impact:****Direct Job Loss: 1,968****Indirect Job Loss: 693****Closure Impact: 2,661 ( 5.4% of employment total)****Other BRAC Losses: 0****Cumulative Impact: 2,661 ( 5.4% of employment total)**

## 1995 AIR FORCE BASE QUESTIONNAIRE

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#### Section VII

##### 1. Community Infrastructure

Describe the off-base housing situation.

- VII.1.A.1 Off-base housing is affordable
- VII.1.A.2 Units are available for families
- VII.1.A.2 Units are available for single members.
- VII.1.A.3 3.4 Percent of off-base housing was rated as unsuitable in the latest VHA survey
- VII.1.A.4 Median monthly cost of off-base housing based on latest VHA survey: \$585

Describe the transportation systems.

- VII.1.B.1 The base is NOT served by REGULARLY SCHEDULED, public transportation.
- VII.1.B.2 Distance to the nearest municipal airport with scheduled, commercial air traffic: 25 miles
- VII.1.B.2 Airport name: GOLDEN TRIANGLE REGIONAL AIRPORT
- VII.1.B.3 Number of commercial air carriers available at the airport: 3
- VII.1.B.4 Average round trip commuting time to work: 29 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time		
			Hrs.	Min.	Min.
VII.1.C.1 Swimming pool	SANDERS POOL	16		35	Min.
VII.1.C.2 Movie theater	UNIVERSITY CINEMA	8		10	Min.
VII.1.C.3 Public golf course	STARKVILLE COUNTRY CLUB	30		45	Min.
VII.1.C.4 Bowling lane	PINSETTERS	12		25	Min.
VII.1.C.5 Boating	COLUMBUS LAKE	7		10	Min.
VII.1.C.6 Fishing	COLUMBUS LAKE	7		10	Min.
VII.1.C.7 Zoo	JACKSON ZOO	130	2	30	Min.
VII.1.C.8 Aquarium	MARINE LIFE OCEANARIUM GULFPORT	172	3		Min.
VII.1.C.9 Family theme park	LIBERTY LAND	172	3		Min.
VII.1.C.10 Professional sports	ATLANTA SUPERDOME	290	5	30	Min.
VII.1.C.11 Collegiate sports	MISSISSIPPI UNIVERSITY FOR WOMEN	12		20	Min.

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VII.1.C.12	Camping facilities	DWAYNE HAYES	5		Hrs.	05	Min.
VII.1.C.13	Beaches (lake or ocean)	OFFICER'S LAKE	7		Hrs.	10	Min.
VII.1.C.14	Outdoor winter sports	GATLINBURG SKI RESORT	360	7	Hrs.	30	Min.

VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):  
 UNIVERSITY MALL 15 min (8 Miles)

VII.1.E Nearest Metropolitan center (population in excess of 100,000):  
 BIRMINGHAM, ALABAMA 2 hrs 30 min (118 Miles)

#### Local area crime rate:

- VII.1.F.1 Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.) 397
- VII.1.F.2 Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.) 5220

### 2. Education

- VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 30 to 1
- VII.2.B Local high schools offer a four-year English program.
- VII.2.B Local high schools offer a four-year Math program.
- VII.2.B Local high schools offer four-year Foreign Language programs.
- VII.2.C Local high schools offer an Honors program.
- VII.2.D 55.0 percent of high school students go on to either a two- or four-year college
- VII.2.E There are opportunities for off-base education within 25 miles of the base.
- VII.2.E.1 Opportunities for off-base VOCATIONAL/TECHNICAL TRAINING provided by the following institutions:  
 EAST MISSISSIPPI COMMUNITY COLLEGE
- VII.2.E.2 Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:  
 EAST MISSISSIPPI COMMUNITY COLLEGE
- VII.2.E.3 No opportunities for off-base GRADUATE COLLEGE.

### 3. Spousal Employment

- VII.3.A 85.0 percent of spouses are able to find employment (within 3 months) in the local community.

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**VII.3.B** 70.0 percent of spouses find employment commensurate with job skills, work experience, and education.

**VII.3.C** 6.0 percent unemployment in the local area (Department of Labor Statistics)

**VII.3.D** 0.0 percentage rate of job growth in the local area (Department of Labor Stastics)

**4. Local Medical Care**

**VII.4.A** Current ratio of active, non-federal physicians in the community: 1.4 physicians/1000 people

**VII.4.B** Current ratio of hospital beds in the community: 3.9 beds/1000 people

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**Section VIII****1. Air Quality - Clean Air Act**

**VIII.1.A** Air Quality Management District for the base: NORTHEAST MISSISSIPPI INTRASTATE AIR QUALITY CONTROL REGION

**VIII.1.B** The base is NOT located within a maintenance or non-attainment area for pollutants.

**VIII.1.C** There are NO critical air quality regions within 100 kilometers of the base  
(Critical air quality regions are non-attainment areas, national parks, etc.)

**VIII.1.D** On- or off-base activities have NOT been restricted or delayed due to air quality considerations.  
(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

**VIII.1.D.1** The base has NOT been required to impliment emissions reduction through special actions  
(i.e. carpooling or emissions credit transfer)

**VIII.1.E** Restrictions placed on operations by state or local air quality regulatory agencies:

**VIII.E.1 Aerospace Ground Equipment (AGE):**

- E.1.a** No state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.
- E.1.b** No state or local air quality regulatory agency Requires permits for such units.
- E.1.c** No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.
- E.1.d** No state or local air quality regulatory agency Requires retrofit controls for AGE.

**VIII.E.2 Infrastructure Maintenance / Public Works**

- E.2.a** No state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).
- E.2.b** No state or local air quality regulatory agency Limits the hours of these activities.
- E.2.c** No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.
- E.2.d** No state or local air quality regulatory agency Requires emission offsets for these activities.

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#### VIII.E.3 Open Burn/Open Detonation

- E.3.a The state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training
- E.3.b No state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.
- E.3.c No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.
- E.3.d No state or local air quality regulatory agency Requires periodic emission testing.

#### VIII.E.4 Fire Training

- E.4.a No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.
- E.4.b No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

#### VIII.E.5 Signal Flares

- E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

#### VIII.E.6 Emergency Generators

- E.6.a The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.
- E.6.b No state or local air quality regulatory agency Limits the hours of emergency operation of generators.
- E.6.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergency generators.
- E.6.d The state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.
- E.6.d No state or local air quality regulatory agency Requires emission offsets.

#### VIII.E.7 Short-term Activities

- E.7.a No state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).
- E.7.b No state or local air quality regulatory agency Limits the operation for short-term activities.
- E.7.c No state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.
- E.7.d No state or local air quality regulatory agency Prohibits any short-term activities.

#### VIII.E.8 Monitoring

- E.8 No state or local air quality regulatory agency Has continuous emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

#### VIII.E.9 BACT/LAER

- E.9 No state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

## 2. Water - Potable

VIII.2.A The base potable water supply is On-base and the source is:

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## AQUIFER

**VIII.2.B** There are constraints to the base water supply. Type constraints include:

Quantity constraints

**VIII.2.C** The base potable water supply does not constrain operations

(Contaminants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

### 3. Water - Ground Water

**VIII.3.A** Base or local community groundwater is contaminated.

**VIII.3.A.1** Nature of contamination. VOLATILE ORGANIC COMPOUNDS FROM JP-4

**VIII.3.A.2** The contaminated groundwater is a potable water source

**VIII.3.B** The base is actively involved in groundwater remediation activities.

**VIII.3.C** 9 water wells exist at the base.

**VIII.3.D** No wells have been abandoned.

### 4. Water - Surface Water

**VIII.4.A** The following perennial bodies of water are located on base.

<b>VIII.4.A.1</b>	<b>Location</b>	<b>Surface area size</b>
	NEAR SAC ALERT FACILITY	2.00 Acres

**VIII.4.A.2** These bodies receive water runoff or treated wastewater discharge from the base.

**VIII.4.A.3** The base is Not located within a specified drainage basin.

**VIII.4.B** Special permits are Not required

(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

**VIII.4.C** There is No known contamination to the base or local community surface water

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**5. Wastewater**

- VIII.5.A Base wastewater is treated by On-Base facilities.
- VIII.5.B The following 1 wastewater treatment facilities (industrial/domestic) are located on-base:  
WASTEWATER TREATMENT PLANT (1)
- VIII.5.C There are No discharge violations or outstanding open enforcement actions pending.

**6. Discharge Points / Impoundments**

- VIII.6.A Describe the National Pollutant Elimination System permits in effect:  
WASTEWATER
- VIII.6.B The base currently discharges treated wastewater OFF-Base. Description of treated wastewater discharge location:  
WASTEWATER IS DISCHARGED BY PIPELINE TO THE TENNESSEE-TOMBIGBEE WATERWAY.
- VIII.6.C The base has No discharge impoundments.
- VIII.6.D There are no discharge violations or outstanding discharge open enforcement actions pending.

**7. HAZARDOUS MATERIALS - Asbestos**

- VIII.7.A 100.0 percent of facilities have been surveyed for asbestos.
- VIII.7.A.1 80.0 percent of the facilities surveyed are identified as having asbestos.
- VIII.7.A.2 0 facilities are considered regulated areas or have restricted use due to friable asbestos.

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#### 8. Biological - Habitat

- VIII.8.A** There are No ecological or wildlife management areas ON the base. There are No ecological or wildlife management areas ADJACENT TO the base.
- VIII.8.A.1** Natural areas on or adjacent to the base are not recognized as important ecological sites.
- VIII.8.B** No critical/sensitive habitats have been identified on base .
- VIII.8.C** The base has a cooperative agreement for conducting a hunting and fishing program.  
Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.

#### 9. Biological - Threatened and Endangered Species

**VIII.9.A** Threatened and/or endangered species identified on the base:

**VIII.9.B** Special Concern species identified on the base:

Species	Kingdom		Remarks
APPENDAGED LOBELIA	Plant	State	Special Concern
LOBEDD TICKSEED	Animal	State	Special Concern
LOGGERHEAD SHRIKE	Animal	State	Special Concern
OKLAHOMA SEDGE	Plant	State	Special Concern
RED SHOULDERED HAWK	Animal	State	Special Concern
SWAMP HICKORY	Plant	State	Special Concern

**VIII.9.C** The presence of these species does Not constrain current or future construction activities or operations.

#### 10. Biological - Wetlands

**VIII.10.A** Wetlands, estuaries, or other special aquatic features present on the base:

**VIII.10.A.1** Identification and type of wetland: Approximate acreage:

WETLANDS	212
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**VIII.10.A.2** The base is Not involved in jointly-managed programs for protection of these resources.

**VIII.10.B** The base has been surveyed for wetlands in accordance with established federally approved guidelines.

**VIII.10.B.1** Survey was completed in Apr 92

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
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- VIII.10.B.2** 100 percent of the base was included in the survey.
- VIII.10.B.3** Method used to survey the base (e.g., Corps of Engineers Delineation Manual, U.S. Fish and Wildlife Service National Wetlands Inventory):  
FEDERAL MANUAL FOR IDENTIFYING AND DELINIATING JURISDICTIONAL WETLANDS
- VIII.10.C** Part of the base is located in a 100-year floodplain.
- VIII.10.D** The presence of these resources does Not constrain current or future construction activities or operations.

**11. Biological - Floodplains**

- VIII.11.A** Floodplains are present on the base.
- VIII.11.A.1** Floodplains do Not constrain construction (siting) activities or operations.
- VIII.11.A.2** Periodic flooding does Not constrain base operations.

**12. Cultural**

- VIII.12.A** No historic,prehistoric, archaeological sites or other cultural resources are located on the base.
- VIII.12.B** 6 percent of the buildings on base are over 50 years old.
- VIII.12.C** No Historic Landmark/Districts, or NRHP properties are located on base.
- VIII.12.C.1** No properties have been determined to be or may be eligible for the NRHP.
- VIII.12.C.2** Buildings or structures have been surveyed for Cold War or other historical significance.
- VIII.12.D** The base has been archeologically surveyed.
- VIII.12.D.1** 100 percent of the base has been surveyed.
- VIII.12.D.2** No archeological sites have been found.
- VIII.12.D.3** No archeological collections are housed on base.
- VIII.12.D.4** No Native Americans or others use/identified sacred areas or burial sites on or near base.
- VIII.12.E** The base has no agreements with historic preservation agencies.  
Agreements include Programmatic Agreements and Memorandum of Agreements.  
Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
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## 1995 AIR FORCE BASE QUESTIONNAIRE

### Columbus AFB - AETC

#### 13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 30 IRP sites have been identified

VIII.13.A.2 No IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 1995

VIII.13.B The installation is Not a National Priority List (NPL) site nor proposed as an NPL site.

VIII.13.C There are no existing Federal Agency Agreements to clean up the base.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There reported or known uncontrolled or unregulated occurrences of specific contaminate types and sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E No sites or SWMUs are currently being investigated and remediated pursuant to the RCRA.

SWMU - Solid Waste Management Units

RCRA - Resource Conservation and Recovery Act

VIII.13.F The IRP does Not currently restrict construction (siting) activities/operations on-base.

#### 14. Compliance / IRP Costs (\$000)

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	\$100.000 K	\$100.000 K	\$100.000 K	\$100.000 K	\$100.000 K
IRP	\$1.618 K	\$2,397.730 K	\$281.070 K	\$247.310 K	\$162.700 K
Natural Resources	\$11.000 K	\$11.000 K	\$11.000 K	\$11.000 K	\$11.000 K
Other(s) Specify: HAZARDOUS WASTE	\$0.500 K	\$0.500 K	\$0.500 K	\$0.500 K	\$0.500 K
Other(s) Specify: UNDERGROUND TANK FEE	\$0.500 K	\$0.500 K	\$0.500 K	\$0.500 K	\$0.500 K
Other(s) Specify: WASTEWATER ANALYSIS FEE	\$1.700 K	\$1.700 K	\$1.700 K	\$1.700 K	\$1.700 K
Other(s) Specify: AIR EMISSION FEES	\$2.200 K	\$2.200 K	\$2.200 K	\$2.200 K	\$2.200 K
Permits	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K

#### 15. Other Issues

VIII.15.A There are no additional activities which may constrain or enhance base operations.

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**16. Air Quality - Clean Air Act**

- VIII.16.A Air Quality Control Area (AQCA) geographic region in which the base is located:**  
NORTHCOAST MISSISSIPPI INTERSTATE AIR QUALITY CONTROL REGION
- VIII.16.B Air quality regulatory agency responsible for the AQCA:.** MISSISSIPPI DEPARTMENT OF ENVIRONMENTAL QUALITY
- VIII.16.B Name and phone number of the AQCA program manager for issues pertaining to the base:**  
DWIGHT K. WYLIE 601-961-5171

**The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:**

- |  |  |
|--|--|
| <b>VIII.16.C.1</b> In Attainment for Ozone   | <b>VIII.16.C.2</b> In Attainment for Carbon Monoxide |
| <b>VIII.16.C.3</b> In Attainment for Particulate matter (PM-10)  | <b>VIII.16.C.4</b> In Attainment for Sulfur Dioxide  |
| <b>VIII.16.C.5</b> In Attainment for Nitrogen Dioxide (Not NOx)  | <b>VIII.16.C.6</b> In Attainment for Lead            |
| <b>VIII.16.C.7</b> The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT |  |

- VIII.16.D.1** Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located:
- VIII.16.D.2** Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:
- VIII.16.D.3** Ozone % of NAAQS can not be computed
- VIII.16.D.4** Carbon monoxide % of NAAQS can not be computed

**Air Quality Survey complete, No additional data required.**

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**Section IX**

# Document Separator

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Davis-Monthan AFB - ACC

#### Section I

#### 1. Force Structure

##### I.1.A List of all on base NAF and non-Air Force activities:

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	AAFES	-	-	339	339
I.1.A.2	AZ Dept of Transportation	-	-	2	2
I.1.A.3	American Red Cross	-	-	2	2
I.1.A.4	Bank of America	-	-	12	12
I.1.A.5	Burger King	-	-	35	35
I.1.A.6	Civilian NAF	-	-	341	341
I.1.A.7	DFAS	1	13	18	32
I.1.A.8	DIS	-	-	11	11
I.1.A.9	DM Fed Credit Union	-	-	14	14
I.1.A.10	Defense Commissary Agency	-	8	76	84
I.1.A.11	Defense Fuels Southwest	-	-	1	1
I.1.A.12	Defense Reutilization and Marketing	-	-	19	19
I.1.A.13	Det 5-8 Selective Servie System	5	-	-	5
I.1.A.14	Federal Aviation Administration	-	-	38	38
I.1.A.15	Federal law Enforcement Trng Ctr	-	-	169	169
I.1.A.16	Naval Air System CMD	-	2	2	4
I.1.A.17	SATO	-	-	6	6
I.1.A.18	US Army Corps of Engs	-	-	6	6
I.1.A.19	US Army MEDDAC (Vet)	1	-	2	3
I.1.A.20	US Customs	-	-	121	121
I.1.A.21	US Marine Corps Reserve	2	13	-	15
I.1.A.22	US Navy Reserve	1	12	-	13
I.1.A.23	US Postal Service	-	-	3	3
<b>TOTAL:</b>					<b>1275</b>

##### I.1.B Remote/Geographically Separated Units receiving more then 50% of Base Operational Support from the base:

I.1.B.1 Supported Unit: 162 TFG  
 Location: Tucson, AZ

GSU GSU - Geographically Separated Unit  
 REM - Remote Unit



## 1995 AIR FORCE BASE QUESTIONNAIRE

### Davis-Monthan AFB - ACC

#### 2. Operational Effectiveness

##### A. Air Traffic Control

ATCALs - Air Traffic Control and Landing Systems  
 NAS - National Airspace System

I.2.A.1 None of the base ATCALs are officially part of the NAS.

I.2.A.2 Details for specific ATC facilities:

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
RAPCON	2	5632	220	5412	1735	3696	176
Tower	2	84646	12097	72549	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 12

67717 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): 1

The total number of sorties per month: 17083

The average length of the delays: 0:05

I.2.A.6.b There is a common rationale for the delays:

Arrival of an aircraft with an emergency

##### B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: FORT HUACHUCA distance 44 NM  
 Nearest major primary airdrop customer: YUMA PROVING GROUNDS distance 183 NM

I.2.B.2 Distance to foward deployment Air Bases:  
 Lajes AB: 4107 NM

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## Davis-Monthan AFB - ACC

Rota AB: 5178 NM  
 Hickam AFB: 2592 NM  
 RAF Mildenhall: 4997 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway $\geq$ 3,000ft	TUCSON INTL	4
I.2.B.4	Military airfield, runway $\geq$ 8,000ft	TUCSON INTL	4
I.2.B.5	Military airfield, runway $\geq$ 10,000ft	TUCSON INTL	4
I.2.B.6	Military or civilian airfield, runway $\geq$ 3,000ft	Tuscon IAP	4
I.2.B.7	Military or civilian airfield, runway $\geq$ 8,000ft	Tuscon IAP	4
I.2.B.8	Military or civilian airfield, runway $\geq$ 10,000ft	Tuscon IAP	4
I.2.B.9	Civilian airfield, runway $\geq$ 8,000ft for capable of conducting short term operations	Tuscon IAP	4
I.2.B.10	Civilian airfield, runway $\geq$ 10,000ft for capable of conducting short term operations	Tuscon IAP	4

I.2.B.11 Name and distance to an emergency landing airfield compatible with aircraft flown at the base.

Tucson International Airport 4 NM

**C. Training Areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs))**

I.2.C.1 There are No supersonic Air Combat Training (ACBT) MOAs or warning/restricted areas (minimum size of 4,200 sq NM) within 300 NM.

I.2.C.2 There are No MOAs or warning/restricted areas (minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft) within 200 NM.

I.2.C.3 Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
R-5107B	228 NM	DESERT	374 NM	PANAMINT	384 NM
ISABELLA	415 NM	W-291	440 NM	W-289	489 NM
UTTR	496 NM	W-289 N/W-60-61	518 NM	AUSTIN/GABBS CN	539 NM
AUSTIN/GABBS N/C	539 NM	Austin1/GABBS N&C	539 NM	AUSTIN 1	550 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Davis-Monthan AFB - ACC

W-537	552 NM	GABBS NORTH	563 NM	W-532/537	563 NM
W-532	570 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
GOLDWATER RANGE 3	99 NM	GOLDWATER RANGE 2	107 NM	GOLDWATER RANGE 1	108 NM
GOLDWATER RANGE 4	118 NM	EL CENTRO	235 NM	OSCURA	243 NM
NELLIS R63	351 NM	NELLIS R65	359 NM	MELROSE	378 NM
CHINA LAKE	409 NM	AIRBURST	478 NM	HAG/UTTR	485 NM
KITTYCAT/UTTR	514 NM	EAGLE/UTTR	544 NM	FALLON B-17	556 NM
FALLON B-19	566 NM	FALCON	628 NM	McMULLEN	672 NM
SAYLOR CREEK	673 NM	SMOKEY HILL	747 NM		

**I.2.C.5 Nearest electronic combat (EC) range and distance from base:**

MELROSE	378 NM
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**I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:**

LUKE ACMI	78 NM
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**I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:**

GOLDWATER EAST T	93 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	0	0	1	35	71	116
SR	0	2	2	6	28	48
VR	8	16	20	37	68	126
<b>Total Routes:</b>	<b>8</b>	<b>18</b>	<b>23</b>	<b>78</b>	<b>167</b>	<b>290</b>

**Identify Routes:**

VR-259 25 NM	VR-263 25 NM	VR-267 25 NM	VR-269 25 NM	VR-268 25 NM	VR-1233 26 NM
VR-260 26 NM	VR-223 92 NM				
VR-231 126 NM	VR-245 126 NM	VR-239 126 NM	SR-210 130 NM	SR-211 130 NM	VR-1219 134 NM
VR-1220 134 NM	VR-246 134 NM	VR-244 134 NM	VR-242 134 NM		
IR-254 154 NM	VR-1267 192 NM	VR-1266 197 NM	VR-1267 197 NM	VR-1268 197 NM	
IR-250 213 NM	VR-176 227 NM	VR-299 231 NM	IR-255 234 NM	SR-397 234 NM	IR-115 240 NM
IR-132 240 NM	IR-214 247 NM	VR-1225 248 NM	VR-288 253 NM	VR-1211 255 NM	IR-112 258 NM
IR-218 260 NM	VR-289 267 NM	VR-296 267 NM	IR-216 270 NM	IR-102 272 NM	IR-141 272 NM

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IR-131	272 NM	IR-144	277 NM	IR-178	277 NM	IR-165	277 NM	IR-134	279 NM	SR-212	279 NM
IR-276	279 NM	IR-252	279 NM	IR-133	285 NM	VR-1107	287 NM	SR-213	297 NM	IR-109	299 NM
IR-116	302 NM	SR-214	302 NM	VR-1195	306 NM	IR-212	307 NM	IR-213	307 NM	IR-217	307 NM
IR-111	318 NM	IR-122	327 NM	IR-126	327 NM	VR-1214	336 NM	VR-1215	336 NM	IR-400	339 NM
VR-1253	339 NM	IR-130	347 NM	VR-1217	348 NM	VR-1218	348 NM	VR-1406	353 NM	IR-286	357 NM
IR-266	358 NM	IR-110	362 NM	VR-100	375 NM	IR-113	382 NM	IR-320	384 NM	VR-125	392 NM
IR-285	394 NM										
IR-150	403 NM	VR-1108	405 NM	VR-1109	405 NM	VR-196	406 NM	SR-390	407 NM	VR-1293	413 NM
VR-1206	420 NM	IR-107	425 NM	IR-310	426 NM	VR-114	426 NM	VR-1255	430 NM	VR-1252	431 NM
IR-234	437 NM	VR-108	437 NM	IR-238	437 NM	VR-1259	442 NM	VR-209	442 NM	IR-177	443 NM
VR-1260	445 NM	IR-211	448 NM	VR-1265	450 NM	IR-237	451 NM	IR-425	452 NM	IR-206	466 NM
VR-1174	466 NM	VR-208	468 NM	VR-1264	471 NM	IR-279	477 NM	IR-128	485 NM	IR-200	487 NM
VR-1205	489 NM	IR-154	493 NM	IR-155	494 NM	IR-180	496 NM	VR-1117	496 NM	IR-203	498 NM
IR-235	503 NM	IR-414	506 NM	VR-1116	506 NM	VR-412	508 NM	VR-413	508 NM	IR-170	511 NM
IR-172	520 NM	IR-173	520 NM	IR-264	523 NM	VR-1445	523 NM	SR-280	523 NM	IR-169	529 NM
VR-201	531 NM	VR-1446	532 NM	IR-418	538 NM	IR-420	538 NM	IR-409	540 NM	VR-1256	540 NM
SR-216	542 NM	IR-290	543 NM	IR-293	543 NM	IR-290A	543 NM	SR-233	549 NM	SR-234	549 NM
SR-240	549 NM	SR-243	549 NM	SR-245	549 NM	SR-250	549 NM	SR-249	549 NM	SR-273	549 NM
SR-267	549 NM	SR-258	549 NM	SR-255	549 NM	SR-251	549 NM	SR-244	549 NM	SR-242	549 NM
SR-236	549 NM	IR-415	552 NM	IR-281	554 NM	VR-1422	563 NM	VR-1423	563 NM	IR-280	565 NM
IR-282	565 NM	IR-124	568 NM	VR-186	568 NM	VR-1262	569 NM	SR-206	572 NM	SR-208	578 NM
SR-217	578 NM	VR-1257	579 NM	IR-416	582 NM	SR-381	597 NM	VR-1141	600 NM		
VR-249	601 NM	SR-205	606 NM	IR-207	607 NM	IR-275	608 NM	VR-1144	608 NM	VR-1142	608 NM
IR-503	610 NM	SR-300	610 NM	SR-540	613 NM	SR-541	613 NM	SR-542	613 NM	VR-159	614 NM
VR-1138	615 NM	VR-118	615 NM	IR-149	616 NM	VR-101	623 NM	VR-1143	625 NM	SR-359	629 NM
VR-1140	629 NM	IR-139	631 NM	VR-162	631 NM	VR-163	631 NM	VR-158	635 NM	SR-311	637 NM
VR-1139	638 NM	VR-143	639 NM	IR-123	641 NM	VR-1145	643 NM	IR-103	649 NM	IR-105	650 NM
VR-1110	651 NM	IR-498	654 NM	SR-286	654 NM	VR-1146	655 NM	VR-1105	656 NM	VR-1152	656 NM
VR-156	656 NM	SR-293	657 NM	VR-1122	664 NM	SR-294	666 NM	SR-295	666 NM	VR-104	666 NM
IR-171	667 NM	VR-1353	667 NM	IR-175	667 NM	IR-182	667 NM	IR-181	669 NM	IR-183	669 NM
SR-261	670 NM	VR-1106	672 NM	VR-1123	672 NM	VR-1124	674 NM	VR-1574	674 NM	VR-1121	677 NM
IR-185	678 NM	IR-148	680 NM	IR-145	681 NM	IR-146	681 NM	SR-301	683 NM	VR-536	685 NM
SR-296	687 NM	SR-270	688 NM	SR-353	688 NM	VR-168	696 NM	IR-147	698 NM	VR-1300	701 NM
VR-1120	704 NM	IR-117	706 NM	VR-1137	706 NM	VR-1128	706 NM	VR-1113	706 NM	IR-142	709 NM
VR-152	712 NM	IR-302	714 NM	SR-398	714 NM	VR-1304	714 NM	IR-303	716 NM	VR-138	716 NM
VR-532	719 NM	IR-135	723 NM	VR-119	723 NM	SR-290	723 NM	SR-292	723 NM	VR-316	729 NM

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IR-507	732 NM	VR-1523	741 NM	VR-319	742 NM	VR-552	743 NM	IR-514	745 NM	SR-228	745 NM
VR-544	746 NM	VR-534	752 NM	VR-535	752 NM	IR-500	754 NM	IR-501	754 NM	IR-271	756 NM
IR-506	756 NM	VR-1254	756 NM	VR-188	756 NM	VR-1522	756 NM	IR-129	757 NM	IR-166	759 NM
VR-531	761 NM	IR-301	762 NM	IR-136	764 NM	IR-524	764 NM	IR-300	770 NM	VR-533	770 NM
VR-1301	776 NM	VR-1261	779 NM	VR-202	781 NM	IR-127	786 NM	IR-167	786 NM	VR-151	786 NM
VR-187	786 NM	IR-304	786 NM	IR-307	793 NM	IR-429	793 NM	IR-499	793 NM	IR-473	793 NM
IR-476	793 NM	IR-476A	793 NM	VR-1302	798 NM						

**I.2.C.9** IR-498 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 654 NM from the base.

**I.2.C.10** Total number of Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within:

200 NM	300 NM	500 NM
6	17	36

**I.2.C.10.a** Routes and distance to route's control point:

Refueling Route	Distance						
AR-647	115 NM	AR-613	119 NM	AR-639	126 NM	AR-639A	126 NM
AR-658	167 NM	AR-603	190 NM				
AR-649	213 NM	AR-674	214 NM	AR-3H EAST	232 NM	AR-310 EAST	235 NM
AR-310 WEST	235 NM	AR-624	242 NM	AR-115	249 NM	AR-644 NORTH	271 NM
AR-3H WEST	276 NM	AR-644 SOUTH	284 NM	AR-3L	298 NM		
AR-602	333 NM	AR-201 EAST	347 NM	AR-201 WEST	349 NM	AR-641A	383 NM
AR-650	383 NM	AR-314 EAST	395 NM	AR-643	397 NM	AR-641B	409 NM
AR-635	411 NM	AR-623	416 NM	AR-651	428 NM	AR-657	439 NM
AR-314 WEST	444 NM	AR-642E EAST	464 NM	AR-013 EAST	470 NM	AR-642W WEST	470 NM
AR-113 EAST	479 NM	AR-114	479 NM	AR-104 EAST	483 NM		

**I.2.C.10b** The total number of refueling events within:

500 NM	700 NM
1791	3211

Track	Distance	Events									
AR-201	347 NM	490	AR-314	395 NM	256	AR-013	470 NM	329	AR-113	479 NM	27
AR-114	479 NM	566	AR-104	483 NM	123			0			0
AR-309	625 NM	138	AR-011	632 NM	87	AR-014	632 NM	635	AR-116	634 NM	541

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I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 479NM from the base."

I.2.C.10d Percentage of tanker demand in region: 26.0

Percentage of tankers based in region: 13.0

Tanker saturation within the region has been classified as tanker Poor

I.2.C.11 Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
BASILONE NUEVO	334 NM	✓	✓	✓	0	0
BLACK TOP (CIR)	293 NM		✓	✓	0	0
BOULDER	305 NM	✓	✓	✓	0	0
BRADFORDS FOLLY	326 NM		✓	✓	0	0
BULL	336 NM	✓	✓	✓	0	0
BULLHEAD CIRCUL	251 NM	✓	✓	✓	0	0
BURRIS (N)	255 NM	✓	✓		0	2
CALVIN	335 NM		✓	✓	0	0
CAMELOT CIRCULA	252 NM		✓	✓	0	0
COOLIDGE (CIR))	53 NM		✓		0	0
ELEPHANT BUTTE #1	199 NM	✓	✓		0	0
ELEPHANT BUTTE #2	197 NM	✓	✓		0	0
ELOY (CIRCULAR)	52 NM		✓		0	0
GRANGE NORTH	236 NM	✓	✓	✓	0	0
GRANGE SOUTH	236 NM	✓	✓	✓	0	0
JOSHUA	295 NM	✓	✓	✓	0	0
LA POSA	186 NM	✓	✓	✓	0	0
LAVIC	313 NM		✓	✓	0	0
LEON (H2O)	327 NM		✓		0	0
LILLY ANN	318 NM	✓	✓		0	0
NOAH	335 NM	✓	✓	✓	0	0
O'DELL	243 NM	✓	✓	✓	0	0
PENDLETON AREA	339 NM	✓	✓		0	0
RAKISHLITER	186 NM		✓	✓	0	0
RIO PUERCO (A)	250 NM		✓		0	0
RIO PUERCO (CIR)	250 NM	✓	✓		0	0
ROADRUNNER	181 NM	✓	✓	✓	0	0

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ROBBY	186 NM	✓	✓		0	0
ROCK (A)	331 NM	✓	✓	✓	0	0
ROCK (B)	331 NM	✓	✓	✓	0	0
SANDHILL	294 NM	✓	✓	✓	0	0
SANDTRAP	253 NM		✓	✓	0	0
SIDEWINDER	183 NM	✓	✓	✓	0	0
YUCCA	296 NM	✓	✓	✓	0	0
YUMA AUX 2	186 NM	✓	✓	✓	0	0

## I.2.C.11.a Drop Zone Servicing Instrument and Slow Routes (IRs and SRs)

BURRIS (N)	SR-211	SR-214							
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## I.2.C.12 Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:

AVRA VALLEY ONE 24 NM

## I.2.C.13 Nearest full scale drop zone(s) (minimum size 1000 by 1500 yds) which can be used for personnel drops or night equipment drops:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
RAKISHLITTER	186 NM		✓	✓	0	0
YUMA AUX 2	186 NM	✓	✓	✓	0	0

## I.2.C.14 Name and distance to ground force installation (US Army, USMC) with a restricted airspace capable of supporting tactical aircraft employment (floor no higher than 100 ft AGL, ceiling no lower than 3,00 ft AGL, minimum area 25000 sq NM&gt;

FORT HUACHUCA 44 NM

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**D. Ranges**

**Ranges (Controlled/managed by the base)**

**I.2.D.1      The base Does not control or manage any ranges, questions I.2.D.2 to I.2.D.17 skipped.**

**Ranges (Used by the base)**

**I.2.D.18      The base uses ranges on a regular basis**

**I.2.D.19      The mission and training is Not adversely impacted by training area airspace encroachment or other conflicts.**

**I.2.D.20      MOAs/bombing ranges/other training areas have No scheduling restrictions/limitations.**

**I.2.D.21      MOAs/bombing ranges/other training areas have No projected scheduling restrictions/limitations.**

**I.2.D.22      No significant changes/restrictions/limitations effecting the scheduling of low level routes in progress.**

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**E. Airspace Used by Base****I.2.E.1 Airspaces scheduled or managed by the base:**

AR 639	Air Refueling Track / Anc
AR 639A	Air Refueling Track / Anc
AR 647	Air Refueling Track / Anc
N LATN	Low Alt Tac Nav Area
S LATN	Low Alt Tac Nav Area
Tombstone A MOA	MOA
Tombstone B MOA	MOA
Tombstone C MOA	MOA
VR 1233	MTA
VR 259	MTA
VR 260	MTA
VR 267	MTA
VR 268	MTA
VR 269	MTA

**Details for airspace scheduled or managed by the base:****Airspace: AR 639****I.2.E.2 An environmental analysis has Not 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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- 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:**  
                  **Unlimited.**  
**Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a**      **Hours scheduled:**
- I.2.E.7.b**      **Hours used:**
- I.2.E.8**      **Utilization of the airspace can be increased.**
- I.2.E.9**      **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
- I.2.E.10**      **Description of the volume or area of the Airspace:**  
                  **84NM by 28 NM, 160MSL-FL280**
- I.2.E.11**      **100.00 percent of the airspace is usable.**  
**Airspace: AR 639A**
- I.2.E.2**      **An environmental analysis has Not 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.**

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- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** There are No restrictions currently acting on this airspace
- I.2.E.7** Published availability of the airspace:  
Unlimited.  
Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** Hours scheduled:
- I.2.E.7.b** Hours used:
- I.2.E.8** Utilization of the airspace can Not be increased.
- I.2.E.9** It is Not possible to expand either hours or volume to increase the airspace utilization.
- I.2.E.10** Description of the volume or area of the Airspace:  
84NM by 28 NM, 160MSL-FL280
- I.2.E.11** 100.00 percent of the airspace is usable.  
Airspace: AR 647
- I.2.E.2** An environmental analysis has Not 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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- 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:**  
                  Unlimited.  
**Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a**      **Hours scheduled:** |
- I.2.E.7.b**      **Hours used:**
- I.2.E.8**      **Utilization of the airspace can Not be increased.**
- I.2.E.9**      **It is Not possible to expand either hours or volume to increase the airspace utilization.**
- I.2.E.10**     **Description of the volume or area of the Airspace:**  
                  84NM by 28 NM, 80-100MSL & 100-220MSL.
- I.2.E.11**     **100.00 percent of the airspace is usable.**  
**Airspace: N LATN**
- 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:**  
                  On file as part of Sells MOA EIS
- 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.**

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**Explanation for any lack of reports:**

- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:  
**I.2.E.3.a** Towns under LATN Not Listed  
**I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:  
 airspeed below 250 knots  
 daylight hours
- I.2.E.7** Published availability of the airspace:  
 daylight hours  
 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: -1 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:  
 15NM x 60NM  
**I.2.E.11** 100.00 percent of the airspace is usable.  
 Airspace: S LATN
- 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:

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On file as part of Sells MOA EIS

- 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:  
No supersonic waiver required
- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.3.a** Towns under LATN Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:  
Airspeed  
Hours
- I.2.E.7** Published availability of the airspace:  
Daylight hours  
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: -1 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:  
40 NM x 80 NM

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- I.2.E.11**     **100.00 percent of the airspace is usable.**  
**Airspace: Tombstone A 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:**  
**ON FILE**
- 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:**  
**0600-2100/Mon thru Fri**  
**Range scheduling statistics (yearly average from 1990 to 93.**
- I.2.E.7.a**    **Hours scheduled:    1,097 hrs**
- I.2.E.7.b**    **Hours used:            1,097 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.**

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- I.2.E.10** Description of the volume or area of the Airspace:  
30x90 NM
- I.2.E.11** 100.00 percent of the airspace is usable.  
**Airspace:** Tombstone B 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:  
On file
- 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:**  
no supersonic waiver required
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:  
altitudes  
no supersonic waiver
- I.2.E.7** Published availability of the airspace:  
0600-2100/Mon thru Fri  
Range scheduling statistics (yearly average from 1990 to 93).
- I.2.E.7.a** Hours scheduled: 419 hrs
- I.2.E.7.b** Hours used: 419 hrs

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- 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:  
30 X 90 NM
- I.2.E.11** 100.00 percent of the airspace is usable.  
**Airspace: Tombstone C 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:  
On file
- 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:  
No supersonic waiver required
- I.2.E.3** There are No Noise Sensitive Areas associated with the airspace.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:  
Airspeed  
Hours
- I.2.E.7** Published availability of the airspace:  
Daylight hours  
Range scheduling statistics (yearly average from 1990 to 93).

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**I.2.E.7.a**     **Hours scheduled:**     1,516 hrs

**I.2.E.7.b**     **Hours used:**             1,516 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:**

30 x 90 NM

**I.2.E.11**      **100.00 percent of the airspace is usable.**

**Airspace: VR 1233**

**I.2.E.2**        **An environmental analysis has Not 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**        **List of Noise Sensitive Areas (NSAs) associated with the airspace:**

**I.2.E.4**        **Commercial / civilian encroachment problems associated with the airspace:**

**I.2.E.5**        **There are No planned expansions (including new airspace) to the base's special use airspace.**

**I.2.E.6**        **Restrictions currently acting on this airspace:**

Altitudes

Times



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**I.2.E.6**      **Restrictions currently acting on this airspace:**

    Altitudes  
    Times

**I.2.E.7**      **Published availability of the airspace:**

    1300 - 0530 Z Daily

**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a**     **Hours scheduled:**    475 hrs

**I.2.E.7.b**     **Hours used:**         475 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:**

    6 - 8 NM wide by 250 NM long

**I.2.E.11**     **100.00 percent of the airspace is usable.**

**Airspace: VR 260**

**I.2.E.2**      **An environmental analysis has Not 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**      **List of Noise Sensitive Areas (NSAs) associated with the airspace:**

**I.2.E.3.a**     **Santa Rita Abbey**                      **Not Listed**

**I.2.E.3.b**     **No affect on or threat to the quality of training or the mission.**

**I.2.E.4**      **Commercial / civilian encroachment problems associated with the airspace:**

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**I.2.E.5**      **There are No planned expansions (including new airspace) to the base's special use airspace.**

**I.2.E.6**      **Restrictions currently acting on this airspace:**

altitudes  
hours

**I.2.E.7**      **Published availability of the airspace:**

1300 - 0530 Z daily

**Range scheduling statistics (yearly average from 1990 to 93.**

**I.2.E.7.a**      **Hours scheduled:    574 hrs**

**I.2.E.7.b**      **Hours used:            574 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:**

6 - 8 NM wide by 250 NM long

**I.2.E.11**      **100.00 percent of the airspace is usable.**

**Airspace: VR 267**

**I.2.E.2**      **An environmental analysis has Not 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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- I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.3.a** Christmas AZ Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Industrial Complex Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:
- Altitudes |
- Times
- I.2.E.7** Published availability of the airspace:
- 1300 - 0530 Z daily
- Range scheduling statistics (yearly average from 1990 to 93.
- I.2.E.7.a** Hours scheduled: 429 hrs
- I.2.E.7.b** Hours used: 429 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:
- 6 - 8 NM wide by 250 NM long
- I.2.E.11** 100.00 percent of the airspace is usable.
- Airspace: VR 268
- I.2.E.2** An environmental analysis has Not been conducted for this airspace.
- I.2.E.2.a** Status of the environmental analysis and supplement:

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**I.2.E.2.b** There are problems No associated with the environmental analysis.

**I.2.E.2.c** The current Description of Proposed Actions/Alternatives (DOPAA) does Not define base operations.  
The DOPAA was Not used in the latest environmental analysis and supersonic waiver.  
Explanation for any lack of reports:

**I.2.E.3** List of Noise Sensitive Areas (NSAs) associated with the airspace:

**I.2.E.3.a** Christmas AZ Not Listed

**I.2.E.3.b** No affect on or threat to the quality of training or the mission.

**I.2.E.3.a** Industrial Complex Not Listed

**I.2.E.3.b** No affect on or threat to the quality of training or the mission.

**I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:

**I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.

**I.2.E.6** Restrictions currently acting on this airspace:

Altitudes

Times

**I.2.E.7** Published availability of the airspace:

1300 - 0530Z daily

Range scheduling statistics (yearly average from 1990 to 93.

**I.2.E.7.a** Hours scheduled: 88 hrs

**I.2.E.7.b** Hours used: 88 hrs

**I.2.E.8** Utilization of the airspace can be increased.

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- 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:  
6 - 8 NM wide by 250 NM long
- I.2.E.11** 100.00 percent of the airspace is usable.  
**Airspace:** VR 269
- I.2.E.2** An environmental analysis has Not 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** List of Noise Sensitive Areas (NSAs) associated with the airspace:
- I.2.E.3.a** Christmas AZ Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.3.a** Industrial Complex Not Listed
- I.2.E.3.b** No affect on or threat to the quality of training or the mission.
- I.2.E.4** Commercial / civilian encroachment problems associated with the airspace:
- I.2.E.5** There are No planned expansions (including new airspace) to the base's special use airspace.
- I.2.E.6** Restrictions currently acting on this airspace:  
Altitudes  
Times
- I.2.E.7** Published availability of the airspace:

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1300 - 0500Z daily

Range scheduling statistics (yearly average from 1990 to 93).

I.2.E.7.a Hours scheduled: 64 hrs

I.2.E.7.b Hours used: 64 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:

6 - 8 NM wide by 250 NM long

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:
Avra Valley	Civilian
Cochise County	Civilian
Eloy Muni	General Aviation
Fort Huachuca	Military
Nogales Intl	Commercial
Pinal AirPark	Civilian
Ryan Field	Civilian
San Manuel	Civilian
Sells	Civilian
Tombstone Muni	General Aviation
Tucson Intl	Commercial

I.2.E.14 Civilian/commercial operators or other airspace users do Not pose scheduling, operational, or environmental constrains or limits.

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**F. Potential for Growth in Training Airspace (Area)**

- I.2.F.1**      **Expansion of training airspace is possible.**
- I.2.F.1.a**    **Estimated expansion potential is 50.0 percent. Rationale for estimate:**  
                  Tombstone MOA cannot be expanded. It is constrained on two sides by US/Mexico border. West side constrained by Restricted area 2303A and 2303B. V-16 airway constrains MOA on north side. All other MTRs and LATNs can be expanded.
- I.2.F.2**      **Current access will remain the same.**
- I.2.F.3**      **No reductions in training airspace are expected.**
- I.2.F.4**      **Current special use airspace and training areas meet all training requirements.**
- I.2.F.4.a**    **Deployed, off-station training is not required to meet training requirements.**

**G. Composite / Integrated Force Training**

- I.2.G.1**      **Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:**  
                  FORT HUACHUCA  
                  44 NM from the base.
- I.2.G.2**      **DELETED**
- I.2.G.3**      **Nearest Naval unit where joint training can be accomplished:**  
                  MAG 13  
                  263 mi from the base.
- I.2.G.4**      **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**  
                  944 FG  
                  85 mi from the base.
- I.2.G.5**      **DELETED**

**H. Missile Bases (AF Space Command)**

**Applies to missile bases only. Responses are classified.**

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**I. Technical Training (Air Education and Training Command)**

**I.2.1** No technical training mission.

**J. Weather Data (AF Environmental Technical Applications Center)**

**I.2.J.1** Percentage of time the weather is at or above (ceiling / visibility)

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
100.0	99.9	99.7	99.4	99.3

**I.2.J.2** Crosswind component to the primary runway:

**I.2.J.2.a** Is at or below 15 knots 97.9 percent of the time

**I.2.J.2.b** Is at or below 25 knots 99.8 percent of the time

**I.2.J.3** 2 Days have freezing participation (mean per year).

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## Section II

## 1. Installation Capacity &amp; Condition

## A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	D-M AFB	Main Base	10,613	9,826	787
II.1.A.2	Missile Site 12	Remote (D.O.E)	330	12	
II.1.A.3	Missile Site 8	Remote (Museum)	10	10	
II.1.A.4	Mt Lemmon	Remote Comm	2	2	
		<b>TOTALS:</b>	10,955	9,850	787

## B. Facilities

## II.1.B.1 From real property records:

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	3	3	100.0	0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	3	3	100.0	0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	24,536	94.0	0.0	6.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	397,860	67.0	30.0	3.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	132,444	181,585	62.0	37.0	1.0	49,141
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	2,688	2,688	100.0	0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	3,128	3,128	100.0	0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	148,339	61.0	12.0	27.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	11,224	7,530	100.0	0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	14,273	10,693	100.0	0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	20,950	20,950	100.0	0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	740,075	69.0	26.0	5.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	291,328	287,622	86.0	2.0	12.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0

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II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	3,989	3,989	100.0	0.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	60,000	46,603	45.0	54.0	1.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	55,015	20,239	100.0	0.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	28,260	28,260	95.0	0.0	5.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	201,169	138,884	65.0	35.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	121,816	156,524	35.0	65.0	0.0	34,708
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	29,904	30,004	55.0	45.0	0.0	100
II.1.B.1.e.xiii	211-183	Test Cell	SF	18,750	18,750	100.0	0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g	214	Maintenance-Automotive	SF	N/A	86,139	55.0	4.0	41.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	35,285	58,213	33.0	6.0	61.0	22,928
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	4,500	3,636	100.0	0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	17,500	16,865	100.0	0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	3,500	24,044	60.0	40.0	0.0	20,544
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	105,524	33.0	60.0	7.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	48,780	22,011	82.0	0.0	18.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	9,180	6,940	100.0	0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	21,303	30,782	76.0	0.0	24.0	9,479
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	11,135	11,724	66.0	0.0	34.0	589
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	7,200	6,811	100.0	0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	78,203	83.0	8.0	9.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	1,152	100.0	0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	64,822	201,000	0.0	100.0	0.0	136,178
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	68,974	47.0	53.0	0.0	N/A

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II.1.B.1.i	422-253	Multi-Cubicle Magazine Storage	SF	27,265	27,265	0.0	100.0	0.0	0
II.1.B.1.ii	422-258	Above Ground Magazine	SF	625	2,065	100.0	0.0	0.0	1,440
II.1.B.1.iii	422-264	Igloo Magazine	SF	81,199	38,506	75.0	25.0	0.0	0
II.1.B.1.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	21,600	21,600	100.0	0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	135,840	94.0	0.0	6.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	317,259	94.0	0.0	6.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	6,104	40,617	98.0	1.0	1.0	34,513
II.1.B.1.v.ii	442-258	LOX Storage	GA	15,000	15,000	100.0	0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	188,018	172,366	81.0	8.0	11.0	0
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	23,000	9,200	93.0	7.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	29,000	17,428	71.0	29.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	145,253	28.0	59.0	13.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	2,403	100.0	0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	13,326	0.0	100.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	554,351	81.0	11.0	8.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	14,044	4,842	100.0	0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	1,660	84.0	8.0	8.0	0
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	1,287	1,326	90.0	0.0	10.0	39
II.1.B.1.cc	722	Dining Hall	SF	N/A	15,955	18.0	82.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	20,800	15,955	0.0	100.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	168	100.0	0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	105,626	89.0	8.0	3.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	468,042	75.0	24.0	1.0	N/A
II.1.B.1.gg	852-273	Act Support Equipment Storage	SY	27,000	10,600	100.0	0.0	0.0	0

## II.1.B.2 From in-house survey:

Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111 Aircraft Pavement-Runway(s)	SY	303,221	0.0	100.0	0.0
II.1.B.1.b	112 Airfield Pavements-Taxiways	SY	365,591	64.0	36.0	0.0
II.1.B.1.c	113 Airfield Pavement-Apron(s)	SY	876,331	100.0	0.0	0.0
II.1.B.1.d	116-662 Dangerous Cargo Pad	SY	66,000	100.0		0.0

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II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	840,143	61.0	39.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	2,170	100.0	0.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	380,439	100.0	0.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	454,480	82.0	18.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	3,967	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	1,430,073	79.0	21.0	0.0
II.1.B.1.k	852	VehEquip Parking	SY	818,251	94.0	6.0	0.0

**C. Family Housing (Facility Category Code 711)**

**II.1.C.1 Capacity (housing Inventory)**

II.1.C.1.a Number of adequate units from current DD Form 1410, line 18d:

1239

II.1.C.1.b Number of substandard units from current DD Form 1410, line 18e:

0

II.1.C.1.c Current deficit (-) or surplus units in validated Market Analysis:

-53

(includes E-1 - E3 requirements)

II.1.C.1.c.i A Market Analysis was used to answer the questions in Section II.1.C.

II.1.C.1.d FY95/4 projected net housing deficit (-) or surplus of units:

-40

(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)

**II.1.C.2 Condition**

II.1.C.2.a Number of adequate units meeting current whole-house standards of accommodation and state of repair:

134

(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)

II.1.C.2.a Number of adequate units requiring whole-house renovation or replacement:

1105

(Units meeting whole-house standards are those that were programmed/ renovated after FY88).

II.1.C.2.a Number of new housing units projected to meet current deficit.

0

II.1.C.3 Percentage of military families living on base as compared to the total number of families (officer and enlisted) assigned to the base

II.1.C.3.a 37.0 percent of officer families live on base.

II.1.C.3.b 44.9 percent of enlisted families live on base.

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II.1.C.3.a 43.8 percent of all military families live on base.

## 2. Airfield Characteristics

## II.2 Runway Table:

Primary Designation		Dimensions: Length Width		Cross Runway	Aircraft Arresting Systems (II.2.D) Number Types	
12	Primary	13645 ft	200 ft	No	6	BAK 12/BAK 9/MAIA

II.2.A There are 1 active runways.

II.2.A.1 There are NO cross runways

II.2.B There are NO parallel runways.

II.2.C Dimensions of the primary runway (12).

II.2.C.1 Length: 13,645 ft

II.2.C.2 Width: 200 ft

II.2.D Dimensions of all secondary runways are in the runway table.

II.2.E The primary taxiway is 75 ft wide.

II.2.F Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency(AFCESA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).

An AFCESA Pavement Evaluation Report was used to complete this section.

Aircraft Group				Primary Pavements			
Criteria		Runways	Taxiways	Aprons			
II.2.F.1	Fighter	F-15	61 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.5	Tanker	KC-135R	320 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Supports Now	Upgrade Needed	Supports Now
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Supports Now	Upgrade Needed	Supports Now
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now

II.2.F.9 Work required to upgrade pavement to the required strength:

Pavement:	Aircraft:	(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Aprons	B-1B	SY	642,000	Replace 15/16" conc with 22" conc

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Taxiway	B-1B	SY	175,000	Replace 14" conc with 22" conc
Runway	B-1B	sy	91,000	Replace 15" touchdowns with 22" conc
Aprons	B-52	SY	624,000	Replace 15/16" conc with 18" conc
Taxiway	B-52	SY	175,000	Replace 14" conc with 18" conc
Runway	B-52	sy	91,000	Replace 15" touchdowns with 18" conc
Taxiway	C-5B	SY	64,000	Replace asphalt with 16" conc
Taxiway	KC-10	SY	64,000	Replace asphalt with 16" conc

II.2.G Excess aircraft parking capacity for operational use.

II.2.G.1 The total usable apron space for aircraft parking is 482,883 Sq Yds.

II.2.G.1.a Specifications for individual parking areas (irregularly shaped areas are approximated by rectangle).

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
305 RQS 1	170 ft	400 ft	Primary Aircraft	MH-60 Helos
305 RQS Area	150 ft	720 ft	Primary Aircraft	MH-60 Helos
Alert Ramp	175 ft	190 ft	Primary Aircraft	F-16 Aircraft
North Ramp	370 ft	1,700 ft	Neither	Snow Bird Ops
OPS Ramp	630 ft	4,050 ft	Primary Aircraft	A-10 Aircraft
West Ramp - North	220 ft	1,800 ft	Primary Aircraft	C-130 Aircraft
West Ramp- South	220 ft	1,060 ft	Neither	Vacant
Whiskey Ramp	150 ft	1,500 ft	Primary Aircraft	C-130 Aircraft
Whiskey Ramp 1	170 ft	600 ft	Primary Aircraft	C-130 Aircraft
TRANS RAMP	550 ft	1,850 ft	Transient Aircraft	C-130

II.2.G.2 Permanently assigned aircraft currently require 347,667 Sq Yds of parking space.

II.2.G.3 135,216 Sq Yds of parking space is available for parking additional non-transient aircraft.

II.2.G.4 The following factors limit aircraft parking capability:

NONE

II.2.H The dimensions of the (largest) transient parking area:

II.2.I Details of operational aircraft arresting systems on each runway are in the Runway Table (II.2)

II.2.J There are No critical features relative to the airfield pavement system that limit its capacity:

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**3. Utility Systems**

**II.3.A The overall system capacity and percent current usage for utility system categories:**

Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1 Water:	5.8 MG/D	MG/D - million gallons per day	41 %
II.3.A.2 Sewage:	1.9 MG/D		47 %
II.3.A.3 Electrical distribution:	22.9 MW	MW - million watts	52 %
II.3.A.4 Natural Gas:	3.34 MCF/D	MCF/D - million cubic feet per day	74 %
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, electrical, and gas usage figures are yearly averages. Percent capacity usage varies by season.

**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:** 129 **Nose Dock**  
**Current Use:** EC-130 Maint Dock

**II.4.A.2 Size (SF):** 20,706 SF

**II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** EC-130

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	160 ft	46 ft	
II.4.A.6 Largest unobstructed space inside the facility:	165 ft	46 ft	102 ft

**II.4.A.1 Facility number:** 136 **Hanger**  
**Current Use:** EC-130 FUEL CELL

**II.4.A.2 Size (SF):** 16,364 SF

**II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-7

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	150 ft	40 ft	
II.4.A.6 Largest unobstructed space inside the facility:	157 ft	40 ft	89 ft

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II.4.A.1 Facility number: 1144 Hanger  
Current Use: US CUSTOMS HANGER

II.4.A.2 Size (SF): 26,452 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-140

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	196 ft	32 ft	
II.4.A.6 Largest unobstructed space inside the facility:	196 ft	32 ft	85 ft

II.4.A.1 Facility number: 1244 Hanger  
Current Use:

II.4.A.2 Size (SF): 21,656 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-140

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	196 ft	32 ft	
II.4.A.6 Largest unobstructed space inside the facility:	196 ft	32 ft	85 ft

II.4.A.1 Facility number: 1447 Hanger  
Current Use: FIGHTER HANGER

II.4.A.2 Size (SF): 13,320 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-104

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	112 ft	20 ft	
II.4.A.6 Largest unobstructed space inside the facility:	105 ft	20 ft	112 ft

II.4.A.1 Facility number: 1749 Hanger  
Current Use: AERO CLUB

II.4.A.2 Size (SF): 7,966 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-140

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	142 ft	37 ft	
II.4.A.6 Largest unobstructed space inside the facility:	142 ft	37 ft	66 ft

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II.4.A.1 Facility number: 1750 Hanger  
Current Use: HELICOPTER HANGER

II.4.A.2 Size (SF): 28,816 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-111

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	156 ft	27 ft	
II.4.A.6 Largest unobstructed space inside the facility:	158 ft	34 ft	76 ft

II.4.A.1 Facility number: 4809 Hanger  
Current Use: A-10 MAINTENANCE HANGER

II.4.A.2 Size (SF): 35,460 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:	90 ft	23 ft	
II.4.A.6 Largest unobstructed space inside the facility:	94 ft	32 ft	92 ft

II.4.A.1 Facility number: 5251 Hanger  
Current Use: A-10 MAINTENANCE HANGER

II.4.A.2 Size (SF): 35,258 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: A-10

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	90 ft	23 ft	
II.4.A.6 Largest unobstructed space inside the facility:	94 ft	32 ft	92 ft

II.4.A.1 Facility number: 5255 Hanger  
Current Use: CORROSION CONTROL

II.4.A.2 Size (SF): 19,100 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-5

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	148 ft	21 ft	
II.4.A.6 Largest unobstructed space inside the facility:	152 ft	50 ft	70 ft

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II.4.A.1 Facility number: 5256 Hanger

Current Use: FUEL CELL

II.4.A.2 Size (SF): 13,540 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: A-37

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	89 ft	18 ft	
II.4.A.6 Largest unobstructed space inside the facility:	92 ft	34 ft	90 ft

II.4.A.1 Facility number: 5430 Hanger

Current Use: A-10 MAINTENANCE HANGER

II.4.A.2 Size (SF): 26,250 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-140

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	130 ft	26 ft	
II.4.A.6 Largest unobstructed space inside the facility:	138 ft	36 ft	92 ft

II.4.A.1 Facility number: 5607 Nose Dock

Current Use: MAINT DOCK

II.4.A.2 Size (SF): 18,933 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: A-10

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	89 ft	23 ft	
II.4.A.6 Largest unobstructed space inside the facility:	94 ft	32 ft	92 ft

## 5. Unique Facilities

II.5.A Unique (one-of-a-kind) Air Force facilities which must be replaced if the base is closed:

A.1 Name or type of facility	A.2 Total square footage	A.3 Category code	A.4 Present use
AFMC's AMARC	719,257 SF		AFMC's AEROSPACE MAINTENANCE AND REGENERATION CENTER (AMARC) is the only unique facility at Davis-Monthan AFB which must be replicated. AMARC area totals 2597 acres with 100 buildings (719,257 SF).

## 6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures

## Local/Regional Land Encroachment

II.6.A Percent current off base incompatible land use:

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	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN
II.6.A.1	12	CZ	0	206	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	30	CZ	0	206	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.A.2	12	APZ 1	467	344	14.0	Sig Incompat	7.0	1.0	41.0	49.0	0.0	2.0
	30	APZ 1	476	344	0.0	Gen Compat	0.0	0.0	19.0	26.0	0.0	55.0
II.6.A.3	12	APZ 2	4,532	482	86.0	Sig Incompat	84.0	5.0	0.0	2.0	10.0	0.0
	30	APZ 2	4,532	482	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.A.4	65-70	2,553	2,229	10	Incompat	10.0	1.0	20.0	1.0	1.0	68.0
II.6.A.5	70-75	10	491	3	Gen Compat	0.0	0.0	21.0	3.0	0.0	76.0
II.6.A.6	75-80	0	91	0	Gen Compat	0.0	0.0	41.0	0.0	0.0	59.0
II.6.A.7	80+	0	696	0	Gen Compat	0.0	0.0	41.0	0.0	0.0	59.0

## II.6.B Percent future off base incompatible land use:

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.1	12	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	30	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.B.2	12	APZ 1	467	344	14	Sig Incompat	7.0	1.0	41.0	48.0	0.0	2.0
	30	APZ 1	0	344	0	Gen Compat	0.0	0.0	65.0	35.0	0.0	0.0
II.6.B.3	12	APZ 2	4,532	482	86	Sig Incompat	84.0	5.0	0.0	2.0	10.0	0.0
	30	APZ 2	0	482	0	Gen Compat	0.0	0.0	100.0	0.0	0.0	0.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.4	65-70	2,553	2,229	9	Incompat	10.0	0.0	84.0	6.0	0.0	0.0
II.6.B.5	70-75	10	491	0	Gen Compat	0.0	0.0	96.0	4.0	0.0	0.0
II.6.B.6	75-80	0	91	0	Gen Compat	0.0	0.0	100.0	0.0	0.0	0.0
II.6.B.7	80+	0	0	0	Gen Compat	0.0	0.0	100.0	0.0	0.0	0.0

II.6.C The most recent, publicly released AICUZ study is dated Feb 92

II.6.D Current AICUZ study's flying activities subsection reflects all currently assigned aircraft

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Subsection reflects the number of daily flying operations conducted by all assigned aircraft  
 Current AICUZ study's flight track figure/map reflects current flight tracks.

**II.6.E The AICUZ study was last updated on Mar 94**

The study is no longer valid. Milestones for updateing the study:

**II.6.E.1 NA**

**II.6.F Local governments have incorporated AICUZ recommendations into land use controls**

**II.6.F.1 AICUZ recommended height restrictions.**

<b>Government name:</b>	<b>Types of controls in place</b>	<b>Types of encroachment limited:</b>
City of Tucson	Zoning Ordinance	All Structures
Pima County	Zoning Ordinance	All Structures

**II.6.F.2 AICUZ recommended development limits for Accident Potential Zone 1.**

<b>Government name:</b>	<b>Types of controls in place</b>	<b>Types of encroachment limited:</b>
City of Tucson	Zoning Ordinance	Residential, Commercial and Industrial
Pima County	Zoning Ordinance	Residential, Commercial and Industrial

**II.6.F.3 AICUZ recommended development limits for Accident Potential Zone 2.**

<b>Government name:</b>	<b>Types of controls in place</b>	<b>Types of encroachment limited:</b>
City of Tucson	Zoning Ordinance	Residential, Commercial and Industrial
Pima County	Zoning Ordinance	Residential, Commercial and Industrial

**II.6.F.4 AICUZ recommended development limits between the 65 Ldn and 70 Ldn Noise Contours.**

**Government name:            Types of controls in place            Types of encroachment limited:**

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	City of Tucson	Zoning Ordinance	Residential, Commercial and Industrial
	Pima County	Zoning Ordinance	Residential, Commercial and Industrial
<b>II.6.F.5</b>	<b>AICUZ recommended development limits between the 70 Ldn and 75 Ldn Noise Contours.</b>		
	<b>Government name:</b>	<b>Types of controls in place</b>	<b>Types of encroachment limited:</b>
	City of Tucson	Zoning Ordinance and Building Codes	Residential, Commercial and Industrial
	Pima County	Zoning Ordinance	Residential, Commercial and Industrial
<b>II.6.F.6</b>	<b>AICUZ recommended development limits between the 75 Ldn and 80 Ldn Noise Contours.</b>		
	<b>Government name:</b>	<b>Types of controls in place</b>	<b>Types of encroachment limited:</b>
	City of Tucson	On Base only, so AF regs apply	
	Pima County	Zoning Ordinance	
<b>II.6.F.7</b>	<b>AICUZ recommended development limits between the 80 Ldn and above Ldn Noise Contours.</b>		
	<b>Government name:</b>	<b>Types of controls in place</b>	<b>Types of encroachment limited:</b>
	City of Tucson	On Base only, so AF regs apply	
	Pima County	On base only, so AF regs apply	
<b>II.6.G</b>	<b>Assessment of significant development (i.e., residential subdivision, shopping mall, or center, industrial park, etc.) existing or anticipated within any of the 7 AICUZ zones.</b>		
	No significant development currently exists in any AICUZ zone.		
	No significant development is projected for any AICUZ zone.		
	Long range (20 year) development trends in the 7 AICUZ zones:		

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**II.6.H Population figures and projections:****II.6.H.1 Communities in the vicinity of the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
City of Tucson Population Information	212892	262933	330537	405390	455703

**II.6.H.2 Metropolitan area encompassing the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Tucson Metropolitan Area	265660	351667	531443	666860	836274

**II.6.H.3 County (ies) encompassing the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Pma County	265660	351667	531443	666860	836274

**II.6.I All clear zone acquisition has been completed.****II.6.J Existing on base facilities not sited in accordance with AICUZ recommendations:**

Type of facility:	Approximate number of occupants	Zone with violation	Reason the incompatibility is necessary
# 136-FUEL CELL	50	CZ	CZ criteria change
# 140- SQD OPS	100	CZ	CZ criteria change
# 145 PARTS STORE	10	CZ	CZ criteria change
#030-STORAGE	0	CZ	Predates AICUZ Program
#104EOR SHACK	1	CZ	Mission, waived
#139 SQUAD MAINT	50	CZ	CZ criteria change

All planned on base facilities will be sited in accordance with AICUZ recommendations.

**Air Space Encroachment****II.6.K Noise complaints are received from off base residents.****II.6.K.1 18.0 noise complaints per month (average) are received from off base residents.****II.6.L The base has implemented noise abatement procedures as follows:**

UNCLASSIFIED

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**II.6.L.1** HQ ACC directs daily "quiet hours" from 2230-0600 local time. Runway 12 is the primary departure runway for noise abatement and Runway 30 is the primary arrival runway for noise abatement. Maximum performance climbs are not authorized. Aircraft

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#### Section III

#### 1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 3 C-141 equivalent aircraft can be loaded or unloaded at one time.

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.1.a The limiting factor is MHE

III.1.A.1.b Current MHE: 605X0-10, 40K Loader-1, 25K Loader-2, 10K Forklift-11, 9 Ton Highlift-1

III.1.A.2 8 C-141 equivalent aircraft can be refueled at one time.

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B The base can land, taxi, park, and refuel widebody aircraft as follows:

Aircraft	Widebody Capabilities:				Remarks:
	Can land	Can taxi	Can park	Can refuel	
747					
C-5					
KC-10					

III.1.C The base has an operational fuel hydrant system:

III.1.C.1 The fuel hydrant system is available to transient aircraft.

III.1.C.2 4 hydrant pits are operational.

Description of base fuel hydrant system:

System Type:	Total Pumping Rate (GPM):	Number of Laterals:	Number of Usable Refueling Positions:	Number of SIMULTANEOUS aircraft refuelings of	
				Narrow	Widebody
One Panero	2400	9	4	4	4

III.1.C.3 14 fuel storage tanks support the operational fuel hydrant system:

Storage tank Capacity:	Tanks with this capacity
38000	9

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- III.1.C.4 The hydrant system is 2.5 miles from the bulk storage area.
- III.1.C.5 2 pits are certified for hot pit operations.
- III.1.D The base bulk storage facility is serviced by a pipeline.
- III.1.D.1 The pipeline is the primary fuel source for the bulk storage facility.
- III.1.D.2 Limitations to continuous service from the primary source:  
The only limitation to continuous service from the primary source is predicated on the contractor's (SFPPL's) maximum fuel shipment tender (735,000 gallons)
- III.1.D.3 3,046,606 gallons or 72,443 BBLs  
Based on normal requirements in the Fuel Logistics Area Summary (FLAS) or Inventory Management Plan (IMP). Storage for others is excluded.
- III.1.D.4 Other receipt modes available: Tank Cars/Tank Trucks  
Number of offload headers: 22  
3 tank trucks can be simultaneously offloaded  
6 tank cars can be simultaneously offloaded
- III.1.D.5 5 refueling unit fillstands are available.
- III.1.D.5.a 5 refuelers can be filled simultaneously.
- III.1.D.6 Current dispensing capabilities as defined in AFR 144-1      sustained: 24388  
   maximum: 52717
- III.1.D.7 The base is Not directly supported by an intermediate Defense Fuels Supply Point.
- III.1.E Cat 1.1 and 1.2 munitions storage requirements and capacity.
- |  | Cat 1.1 | Cat 1.2  |
|--|---------|----------|
| III.1.E.1 Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity: | 6743073 | 10557900 |
| Square footage available (including physical capacity limit):  | 151459  | 312690   |
| III.1.E.2 Normal installation mission storage requirement:     | 819332  | 3829     |
- III.1.F The base has a dedicated hot cargo pad.

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- III.1.F.1** Access to the hot cargo pad is not limited.
- III.1.F.2** The size of the hot cargo pad is 1,200,000 sq feet.
- III.1.F.3** The sited explosive capacity of the hot cargo pad is 3,000
- III.1.F.4** The hot pad access is turn around.
- III.1.F.5** The taxiway servicing the hot pad is 75 ft wide and has a pavement classification number (PCN) of 82.
- III.1.F.6** Aircraft using pad over the last 5 years:  
A-10 and F-16
- III.1.G** Proximity (within 150 NM) to mobilization elements.
- III.1.G.1** The base is proximate to a ground force installation.  
Active ground force installations within 150 NM:  

FORT HUACHUCA	44 NM
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- III.1.G.2** The base is proximate to a railhead.  
Railheads within 150 NM:  

Tuscon - Wilmot	3 NM
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- III.1.G.3** The base is over 150 NM from a port.
- III.1.H** The base has a dedicated passenger terminal.
- III.1.I** The base has a dedicated deployment facility capable of handling DoD standardized cargo pallets.
- III.1.J** The base medical treatment facility does Not routinely receive referral patients.
- III.1.K** No military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.
- III.1.L** Unique missions performed by the base medical facility:

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Yes. We have three (3) air transportable clinics, one (1) fifty (50) bed air transportable hospital (ATH) (158 personnel), one (1) blood don

Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,

**III.1.M Base medical facilities project planned to begin before to 1999:**

Construction of Out Patient Clinic, an addition to the Dental Clinic and a new WRM facility

Facilities projects include military construction program (MCP) or Operations and Maintenance (O&M) alterations.

**III.1.M.1 The project has Not been approved.**

**III.1.M.2 No major MCP has been completed since 1989.**

**III.1.N Base facilities have a total excess storage capacity of 44,287 sq ft.**

**III.1.N.1 Base facilities have a total covered storage capacity of 198,994 sq ft.**

**III.1.N.2 Breakout of the total covered storage capacity:**

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	159,199 sq ft
Mobility storage:	9,200 sq ft
War Readiness Support Kits (WRSK) storage:	30,595 sq ft

**III.1.O 259 light military vehicles are on base.**

**III.1.P 518 heavy military and special vehicles are on base.**

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## Section IV

## 1. Base Budget

## IV.1 Non-payroll portion of the base budget for prior years:

IV.1.A	xxx56	Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	1,806.76 \$sK	0.00 \$sK	1,806.76 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	819.53 \$sK	0.00 \$sK		819.53 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	443.59 \$sK	0.00 \$sK			443.59 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	326.00 \$sK	0.00 \$sK				326.00 \$sK
		xxx56 TOTALS:			1,806.76 \$sK	819.53 \$sK	443.59 \$sK	326.00 \$sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		FY94	0.00 \$sK	0.00 \$sK	0.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		FY94	0.00 \$sK	0.00 \$sK		0.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		FY94	336.05 \$sK	179.42 \$sK			515.47 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		FY94	140.00 \$sK	0.00 \$sK				140.00 \$sK
		xxx76 TOTALS:			0.00 \$sK	0.00 \$sK	515.47 \$sK	140.00 \$sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	0.00 \$sK	0.00 \$sK	0.00 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	0.00 \$sK	0.00 \$sK		0.00 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	3,348.19 \$sK	1,080.58 \$sK			4,428.76 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	2,905.00 \$sK	326.40 \$sK				3,231.40 \$sK
		xxx78 TOTALS:			0.00 \$sK	0.00 \$sK	4,428.76 \$sK	3,231.40 \$sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				

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		3400	99.92 \$sK	0.00 \$sK	99.92 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	62.96 \$sK	0.00 \$sK		62.96 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	121.06 \$sK	0.00 \$sK			121.06 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	51.00 \$sK	0.00 \$sK				51.00 \$sK
			xxx90 TOTALS:		99.92 \$sK	62.96 \$sK	121.06 \$sK	51.00 \$sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	2,119.51 \$sK	2.91 \$sK	2,122.42 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	1,461.47 \$sK	4.88 \$sK		1,466.35 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,608.63 \$sK	14.26 \$sK			1,622.89 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	957.00 \$sK	0.00 \$sK				957.00 \$sK
			xxx95 TOTALS:		2,122.42 \$sK	1,466.35 \$sK	1,622.89 \$sK	957.00 \$sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	6,183.50 \$sK	78.54 \$sK	6,262.04 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	4,424.45 \$sK	101.36 \$sK		4,525.82 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	10,455.46 \$sK	2,182.97 \$sK			12,638.44 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	8,084.80 \$sK	592.50 \$sK				8,677.30 \$sK
			xxx96 TOTALS:		6,262.04 \$sK	4,525.82 \$sK	12,638.44 \$sK	8,677.30 \$sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	3,642.27 \$sK	134.30 \$sK	3,776.57 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	5,624.13 \$sK	155.78 \$sK		5,779.91 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	6,536.38 \$sK	180.90 \$sK			6,717.28 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				

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3400	2,820.79 \$sK	117.00 \$sK				2,937.79 \$sK
	<b>MFH TOTALS:</b>		3,776.57 \$sK	5,779.91 \$sK	6,717.28 \$sK	2,937.79 \$sK

**2. Relocation Costs**

**IV.2 -Large, unusual items integral to the unit mission, but which cannot be moved as regular freight:**

**Total relocation costs: \$ 0.00 K**

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**Section IV/V Level Playingfield COBRA Data**

**One time closure costs: 360\$sM**

**Twenty year Net Present Value (16)\$sM**

**Steady state savings 25\$sM per year**

**Manpower savings associated with closure 761**

**Return on Investment (years): 17**

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**Section VI Economic Impact****Economic Area Statistics:****Tuscon, AZ MSA****Total population: 690,000 (FY 92)****Total employment: 334,470 (FY 93)****Unemployment Rates (FY93/3 Year Average/10 Year Average)****4.3% / 4.5% / 4.8%****Average annual job growth: 5,133****Average annual per capita income: \$16,651****Average annual increase in per capita income: \$4.3%****Projected economic impact:**

<b>Direct Job Loss:</b>	<b>7,031</b>	
<b>Indirect Job Loss:</b>	<u><b>3,040</b></u>	
<b>Closure Impact:</b>	<b>10,071</b>	<b>( 3.0% of employment total)</b>
<b>Other BRAC Losses:</b>	<u><b>0</b></u>	
<b>Cumulative Impact:</b>	<b>10,071</b>	<b>( 3.0% of employment total)</b>

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#### Section VII

##### 1. Community Infrastructure

Describe the off-base housing situation.

- VII.1.A.1 Off-base housing is affordable
- VII.1.A.2 Units are available for families
- VII.1.A.2 Units are available for single members.
- VII.1.A.3 9.7 Percent of off-base housing was rated as unsuitable in the latest VHA survey
- VII.1.A.4 Median monthly cost of off-base housing based on latest VHA survey: \$730

Describe the transportation systems.

- VII.1.B.1 The base is served by **REGULARLY SCHEDULED**, public transportation. The following services are available:

Yes. Davis-Monthan AFB is served by the City of Tucson's SunTran Bus System.

- VII.1.B.2 Distance to the nearest municipal airport with scheduled, commercial air traffic: 7 miles
- VII.1.B.2 Airport name: Tucson International Airport
- VII.1.B.3 Number of commercial air carriers available at the airport: 11
- VII.1.B.4 Average round trip commuting time to work: 37 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

Facility Subcategory Type	Name of Nearest Facility	Distance to:	Drive Time		
VII.1.C.1 Swimming pool	Freedom Park Pool	2	Hrs.	10	Min.
VII.1.C.2 Movie theater	Cineplex Theatres	4	Hrs.	10	Min.
VII.1.C.3 Public golf course	Fred Enke	4	Hrs.	15	Min.
VII.1.C.4 Bowling lane	Tucson Bowl	4	Hrs.	15	Min.
VII.1.C.5 Boating	Patagonia Lake	60	Hrs.	75	Min.
VII.1.C.6 Fishing	Reid Park	4	Hrs.	15	Min.
VII.1.C.7 Zoo	Reid Park	4	Hrs.	15	Min.
VII.1.C.8 Aquarium	San Diego (Sea World)	350	7 Hrs.		Min.
VII.1.C.9 Family theme park	Disneyland	450	8 Hrs.		Min.
VII.1.C.10 Professional sports	Hi Corbet Field	4	Hrs.	15	Min.
VII.1.C.11 Collegiate sports	University of Arizona	6	Hrs.	20	Min.

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VII.1.C.12	Camping facilities	Mount Lemmon	25		Hrs.	60	Min.
VII.1.C.13	Beaches (lake or ocean)	Rocky Point	350	7	Hrs.		Min.
VII.1.C.14	Outdoor winter sports	Mount Lemmon	30		Hrs.	80	Min.

## VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):

Park Mall 5 min (4 Miles)

## VII.1.E Nearest Metropolitan center (population in excess of 100,000):

Tucson 0 min (0 Miles)

## Local area crime rate:

VII.1.F.1 Violent crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Violent crime is defined as the sum of homicide, rape, robbery, felony assault, and simple assault.) 1023

VII.1.F.2 Property crime rate (per 100,000) in the local area: (Note: The most current annual FBI Statistics Report used as the source document. Property crime is defined as the sum of auto theft, burglary, theft, and arson.) 9453

## 2. Education

VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 30 to 1

VII.2.B Local high schools offer a four-year English program.

VII.2.B Local high schools offer a four-year Math program.

VII.2.B Local high schools offer four-year Foreign Language programs.

VII.2.C Local high schools offer an Honors program.

VII.2.D 43.0 percent of high school students go on to either a two- or four-year college

VII.2.E There are opportunities for off-base education within 25 miles of the base.

VII.2.E.1 Opportunities for off-base VOCATIONAL/TECHNICAL TRAINING provided by the following institutions:

ABC Vocational Technical Institute

VII.2.E.2 Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:

University of Arizona

VII.2.E.3 Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:

University of Arizona

## 3. Spousal Employment

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- VII.3.A** 89.0 percent of spouses are able to find employment (within 3 months) in the local community.
- VII.3.B** 71.5 percent of spouses find employment commensurate with job skills, work experience, and education.
- VII.3.C** 4.3 percent unemployment in the local area (Department of Labor Statistics)
- VII.3.D** 4.8 percentage rate of job growth in the local area (Department of Labor Stastics)

**4. Local Medical Care**

- VII.4.A** Current ratio of active, non-federal physicians in the community: 3.0 physicians/1000 people
- VII.4.B** Current ratio of hospital beds in the community: 3.2 beds/1000 people

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**Section VIII****1. Air Quality - Clean Air Act**

**VIII.1.A** Air Quality Management District for the base: Pima County Air Quality Control District

**VIII.1.B** The base is NOT located within a maintenance or non-attainment area for pollutants.

**VIII.1.B.1**

**VIII.1.B.2**

**VIII.1.C** There are critical air quality regions within 100 kilometers of the base

(Critical air quality regions are non-attainment areas, national parks, etc.)

**VIII.1.D** On- or off-base activities have been restricted or delayed due to air quality considerations.

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

**VIII.1.D.1** The base has NOT been required to impliment emissions reduction through special actions

(i.e. carpooling or emissions credit transfer)

**VIII.1.E** Restrictions placed on operations by state or local air quality regulatory agencies:

**VIII.E.1** Aerospace Ground Equipment (AGE):

**E.1.a** The state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

**E.1.b** The state or local air quality regulatory agency Requires permits for such units.

**E.1.c** No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

**E.1.d** No state or local air quality regulatory agency Requires retrofit controls for AGE.

**VIII.E.2** Infrastructure Maintenance / Public Works

**E.2.a** No state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

**E.2.b** No state or local air quality regulatory agency Limits the hours of these activities.

**E.2.c** No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

**E.2.d** No state or local air quality regulatory agency Requires emission offsets for these activities.

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#### VIII.E.3 Open Burn/Open Detonation

- E.3.a No state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training
- E.3.b The state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.
- E.3.c No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.
- E.3.d No state or local air quality regulatory agency Requires periodic emission testing.

#### VIII.E.4 Fire Training

- E.4.a No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.
- E.4.b No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

#### VIII.E.5 Signal Flares

- E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

#### VIII.E.6 Emergency Generators

- E.6.a The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.
- E.6.b The state or local air quality regulatory agency Limits the hours of emergency operation of generators.
- E.6.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergency generators.
- E.6.d The state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.
- E.6.d No state or local air quality regulatory agency Requires emission offsets.

#### VIII.E.7 Short-term Activities

- E.7.a The state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).
- E.7.b No state or local air quality regulatory agency Limits the operation for short-term activities.
- E.7.c No state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.
- E.7.d No state or local air quality regulatory agency Prohibits any short-term activities.

#### VIII.E.8 Monitoring

- E.8 No state or local air quality regulatory agency Has continuous emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

#### VIII.E.9 BACT/LAER

- E.9 No state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

## 2. Water - Potable

VIII.2.A The base potable water supply is On-base and the source is:

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**Aquifer**

**VIII.2.B** There are no constraints to the base water supply.

**VIII.2.C** The base potable water supply does not constrain operations

(Contamininants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

**3. Water - Ground Water**

**VIII.3.A** Base or local community groundwater is contaminated.

**VIII.3.A.1** Nature of contamination. JP-4 Fuel Leak

**VIII.3.A.2** The contaminated groundwater is a potable water source

**VIII.3.B** The base is actively involved in groundwater remediation activities.

**VIII.3.C** 11 water wells exist at the base.

**VIII.3.D** 6 wells have been abandoned for the following reasons:

Wells are old, collapsed or do not produce adequate water flow rate.

**4. Water - Surface Water**

**VIII.4.A** There No perennial bodies of water located on base.

**VIII.4.A.2** These bodies do Not receive water runoff or treated wastewater discharge from the base.

**VIII.4.A.3** The base is Not located within a specified drainage basin.

**VIII.4.B** Special permits are Not required

(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

**VIII.4.C** There is No known contamination to the base or local community surface water

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#### 5. Wastewater

VIII.5.A Base wastewater is treated by Local Community facilities.

VIII.5.C There are discharge (treatment) violations or outstanding discharge (treatment) open enforcement actions pending.

VIII.5.C.1	Violation date	Nature of violation	Current status of violation	Compliance attainment date
	Dec 93	Bioenvironmental Engineering did not collect samples for August and September 1993.	The County agreed to close-out the OEA. The close-out is expected by May 1994.	May 94

#### 6. Discharge Points / Impoundments

VIII.6.A Describe the National Pollutant Elimination System permits in effect:

Discharging untreated rainwater, collected in the diked area of the bulk fuels storage facility to the natural storm drainage.

VIII.6.B The base currently discharges treated wastewater OFF-Base. Description of treated wastewater discharge location:

The base does not treat wastewater.

VIII.6.C The base has discharge impoundments.

VIII.6.C.1 There are 3 water/wastewater treatment impoundments.

VIII.6.C.2 There are No industrial wastewater treatment impoundments.

VIII.6.D There are no discharge violations or outstanding discharge open enforcement actions pending.

#### 7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A 37.0 percent of facilities have been surveyed for asbestos.

VIII.7.A.1 55.0 percent of the facilities surveyed are identified as having asbestos.

VIII.7.A.2 0 facilities are considered regulated areas or have restricted use due to friable asbestos.

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Davis-Monthan AFB - ACC

#### 8. Biological - Habitat

- VIII.8.A There are No ecological or wildlife management areas ON the base. There are No ecological or wildlife management areas ADJACENT TO the base.
- VIII.8.A.1 Natural areas on or adjacent to the base are not recognized as important ecological sites.
- VIII.8.B No critical/sensitive habitats have been identified on base .
- VIII.8.C The base has a cooperative agreement for conducting a hunting and fishing program.  
Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.

#### 9. Biological - Threatened and Endangered Species

- VIII.9.A There are No Threatened or endangered species identified on the base.

Species	Kingdom			Remarks
Ferruginous Hawk	Animal	Federa	Candidate	Threatened
Loggerhead Shrike	Animal	Federa	Candidate	Threatened

- VIII.9.B Special Concern species identified on the base:

Species	Kingdom			Remarks
Saguaro Cactus	Plant	State		Special Concern Highly Safeguarded, Occur in low numbers on-base

- VIII.9.C The presence of these species does Not constrain current or future construction activities or operations.

#### 10. Biological - Wetlands

- VIII.10.A There are No wetlands, estuaries, or other special aquatic features present on the base.
- VIII.10.A.2 The base is Not involved in jointly-managed programs for protection of these resources.
- VIII.10.B The base has Not been surveyed for wetlands in accordance with established federally approved guidelines.

## 1995 AIR FORCE BASE QUESTIONNAIRE

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VIII.10.C No part of the base is located in a 100-year floodplain.

VIII.10.D The presence of these resources does Not constrain current or future construction activities or operations.

#### 11. Biological - Floodplains

VIII.11.A There are No floodplains on the base.

#### 12. Cultural

VIII.12.A Historic,prehistoric, archaeological sites or other cultural resources located on the base:

VIII.12.A.1 Sites:

Significant status:

AZ BB:13.385	Campsite for processing cacti, palo verde, and mesquite fruit
AZ BB:13.386	Campsite for processing cacti, palo verde, and mesquite fruit
AZ BB:13.387	Campsite for processing cacti, palo verde, and mesquite fruit
AZ BB:13.389	Campsite for processing cacti, palo verde, and mesquite fruit
AZ BB:13.390	Campsite for processing cacti, palo verde, and mesquite fruit
AZ BB:13.391	Campsite for processing cacti, palo verde, and mesquite fruit
AZ BB:13.392	Campsite for processing cacti, palo verde, and mesquite fruit

VIII.12.B 3 percent of the buildings on base are over 50 years old.

VIII.12.C No Historic Landmark/Districts, or NRHP properties are located on base.

VIII.12.C.1 Some properties have been determined to be or may be eligible for the NRHP.

VIII.12.C.2 Buildings and structures have not been surveyed for Cold War or other historical significance.

VIII.12.D The base has been archeologically surveyed.

VIII.12.D.1 45 percent of the base has been surveyed.

VIII.12.D.2 Archeological sites have been found.

VIII.12.D.3 No archeological collections are housed on base.

VIII.12.D.4 No Native Americans or others use/identified sacred areas or burial sites on or near base.

VIII.12.E The base has no agreements with historic preservation agencies.

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Davis-Monthan AFB - ACC**

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**Agreements include Programmatic Agreements and Memorandum of Agreements.**

**Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.**

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Davis-Monthan AFB - ACC

#### 13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 46 IRP sites have been identified

VIII.13.A.2 1 IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 1998

VIII.13.B The installation is Not a National Priority List (NPL) site nor proposed as an NPL site.

VIII.13.C There are no existing Federal Agency Agreements to clean up the base.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There reported or known uncontrolled or unregulated occurrences of specific contaminate types and sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E No sites or SWMUs are currently being investigated and remediated pursuant to the RCRA.

SWMU - Solid Waste Management Units

RCRA - Resource Conservation and Recovery Act

VIII.13.F The IRP currently restricts construction (siting) activities/operations on-base.

#### 14. Compliance / IRP Costs (\$000)

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	\$100.000 K	\$100.000 K	\$80.000 K	\$80.000 K	\$80.000 K
IRP	\$1,333.000 K	\$682.000 K	\$1,500.000 K	\$2,000.000 K	\$2,000.000 K
Natural Resources					
Permits	\$40.000 K	\$40.000 K	\$40.000 K	\$40.000 K	\$40.000 K
UST SITE INVESTIGATION	\$20.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K
UST UPGRADE	\$650.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K
HAZ WASTE ANALYSIS	\$80.000 K	\$60.000 K	\$60.000 K	\$60.000 K	\$60.000 K
RCRA TSD FACILITY COMPLIANCE	\$60.000 K	\$20.000 K	\$20.000 K	\$20.000 K	\$20.000 K
WASTE WATER COMPLIANCE	\$800.000 K	\$60.000 K	\$60.000 K	\$60.000 K	\$60.000 K
solid waste compliance	\$120.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K
WASTE WATER ANALYSIS	\$20.000 K	\$20.000 K	\$20.000 K	\$20.000 K	\$20.000 K

#### 15. Other Issues

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Davis-Monthan AFB - ACC**

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**VIII.15.A There are no additional activities which may constrain or enhance base operations.**

**16. Air Quality - Clean Air Act**

**VIII.16.A Air Quality Control Area (AQCA) geographic region in which the base is located:**  
Pima County Air Quality Control District

**VIII.16.B Air quality regulatory agency responsible for the AQCA:.** Pima County Department of Environmental Quality

**VIII.16.B Name and phone number of the AQCA program manager for issues pertaining to the base:**  
Mr Bill Maxwell (602) 740-3383

**The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:**

**VIII.16.C.1 In Attainment for Ozone**

**VIII.16.C.2 In Attainment for Carbon Monoxide**

**VIII.16.C.3 In Attainment for Particulate matter (PM-10)**

**VIII.16.C.4 In Attainment for Sulfur Dioxide**

**VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx)**

**VIII.16.C.6 In Attainment for Lead**

**VIII.16.C.7 The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT**

**VIII.16.D.1 Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located:** 0.12 ppm

**VIII.16.D.2 Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:** 9.0 ppm

**VIII.16.D.3 Ozone Design value is 100.0% of NAAQS**

**VIII.16.D.4 Carbon monoxide Design value is 100.0% of NAAQS**

**Air Quality Survey complete, No additional data required.**

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Davis-Monthan AFB - ACC**

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# Document Separator

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Dobbins ARB - AFRES

#### Section I

#### 1. Force Structure

##### I.1.A List of all on base NAF and non-Air Force activities:

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	116 FW (plus OSUs)	171	1473	8	1652
I.1.A.2	151 High Capacity Air Amb BAT	7	105	-	112
I.1.A.3	345 Medical Company	6	33	86	125
I.1.A.4	4th Force Services SPTG	47	302	-	349
I.1.A.5	AAFES	-	-	87	87
I.1.A.6	AFOSI Det 712, OL-1	-	2	3	5
I.1.A.7	Army ASF #2	3	22	1	26
I.1.A.8	Army Aviation Support Fac #2 (Res)	-	-	-	0
I.1.A.9	Army Support Facility #42	-	6	21	27
I.1.A.10	Army Support Facility #42 (Res)	-	-	-	0
I.1.A.11	Consolidated Account & Finance Office	-	2	57	59
I.1.A.12	Defense Accounting Office	-	-	60	60
I.1.A.13	Defense Intelligence Service	2	-	-	2
I.1.A.14	Defense Plant Ref Ofc OLA	129	13	376	518
I.1.A.15	Defense Plant Rep Office #6	10	3	100	113
I.1.A.16	Dental	2	4	-	6
I.1.A.17	Federal Credit Union	-	-	7	7
I.1.A.18	Fleet Logistics Spt Sq (R-46)	30	125	-	155
I.1.A.19	Fleet Logistics Spt Sq 46 (Res)	13	82	-	95
I.1.A.20	Force Service Spt Group	-	-	-	0
I.1.A.21	Lockheed Aeronautical Sys Div	-	-	11299	11299
I.1.A.22	Marine Air Group 42	26	224	-	250
I.1.A.23	Marine Aircraft Group 42 (Res)	71	439	-	510
I.1.A.24	Medical	1	2	-	3
I.1.A.25	Naval Air Station Atlant (Res)	467	876	-	1343
I.1.A.26	Naval Air Station Atlanta	31	184	153	368
I.1.A.27	Navy Attack Squadron 205 (Res)	44	162	-	206

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Dobbins ARB - AFRES

I.1.A.28	PSD	1	20	10	31
I.1.A.29	RAIMD	8	157	-	165
I.1.A.30	RIPO	1	4	-	5
I.1.A.31	ROICC	1	-	-	1
I.1.A.32	Regional Equip Oper Tng Sit/Svs Trng Ctr	-	23	1	24
I.1.A.33	Trans Proficiency Trng Ctr	-	6	1	7
I.1.A.34	US Army Corp of Eng Laboratory	-	-	31	31
I.1.A.35	US Army Corp of Eng Resident Off	-	-	4	4
I.1.A.36	US Marshalls Service	-	-	-	0
<b>TOTAL:</b>					17645

**I.1.B Remote/Geographically Separated Units receiving more than 50% of Base Operational Support from the base:**

- I.1.B.1 **Supported Unit:** 129 TCS/118 TCS                      REM                      **GSU - Geographically Separated Unit**  
**Location:** Kennesaw, GA    **REM - Remote Unit**  
**Support provided:** All BOS HTSA
- I.1.B.2 **Supported Unit:** 202 EIS                                      REM                      **GSU - Geographically Separated Unit**  
**Location:** Macon, GA    **REM - Remote Unit**  
**Support provided:** All BOS HTSA
- I.1.B.3 **Supported Unit:** GA State HQ                                  REM                      **GSU - Geographically Separated Unit**  
**Location:** Atlanta, GA    **REM - Remote Unit**  
**Support provided:** All BOS HTSA

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Dobbins ARB - AFRES

#### 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
GCA	1	9543	1010	8533	478	4615	0
Tower	3	94767	37209	57558	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 11

70000 operations were conducted this runway during calander year 1993

I.2.A.5 Known or potential airspace problems that may prevent mission accomplishment:

Due to Atlanta Hartsfield airspace saturation during peak travel times, aircraft are limited to a single instrument approach to Runway 29 for training.

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): 0

The total number of sorties per month: 8270

The average length of the delays: 0:05

I.2.A.6.b There is a common rationale for the delays:

Approximately 6 ATC delays per year occur at Dobbins due to airspace saturation at Hartsfield Atlanta Airport.

##### B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: ANNISTON ARMY DEPOT distance 69 NM

Nearest major primary airdrop customer: FORT BENNING distance 98 NM

I.2.B.2 Distance to foward deployment Air Bases:

Lajes AB: 2788 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Dobbins ARB - AFRES

Rota AB: 3831 NM  
 Hickam AFB: 3952 NM  
 RAF Mildenhall: 3817 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway $\geq$ 3,000ft	LOVELL FLD	75
I.2.B.4	Military airfield, runway $\geq$ 8,000ft	ROBINS AFB	89
I.2.B.5	Military airfield, runway $\geq$ 10,000ft	ROBINS AFB	89
I.2.B.6	Military or civilian airfield, runway $\geq$ 3,000ft	Cobb County McCollum Field	7
I.2.B.7	Military or civilian airfield, runway $\geq$ 8,000ft	Hartsfield Int'l	18
I.2.B.8	Military or civilian airfield, runway $\geq$ 10,000ft	Hartsfield Int'l	18
I.2.B.9	Civilian airfield, runway $\geq$ 8,000ft for capable of conducting short term operations	Hartsfield Int'l	18
I.2.B.10	Civilian airfield, runway $\geq$ 10,000ft for capable of conducting short term operations	Hartsfield Int'l	18
I.2.B.11	Name and distance to an emergency landing airfield compatible with aircraft flown at the base.		
	William B. Hartsfield International		18 NM

### C. Training Areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs))

I.2.C.1 Supersonic Air Combat Training (ACBT) MOAs and warning/restricted areas, with a minimum size of 4,200 sq NM, within 300 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-157A	277 NM	W-151 A,B,C,D	278 NM	W-470 A,B,C,D,E	290 NM
W-132A,B/W-134/W-157A	291 NM	W-132 A,B	293 NM		

I.2.C.2 There are No MOAs or warning/restricted areas (minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft) within 200 NM.

I.2.C.3 Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-151A	257 NM	W-151B	268 NM	W-157A	277 NM
W-151 A,B,C,D	278 NM	W-470 A,B,C,D,E	290 NM	W-132A,B/W-134/W-157A	291 NM
W-132 A,B	293 NM	W-177A	293 NM	W-155 A,B	303 NM

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Dobbins ARB - AFRES

W-161A,B/W-177A,B	311 NM	W-151D	313 NM	W-155B	320 NM
W-157B	335 NM	W-158A	336 NM	W-158B	376 NM
W-122I	377 NM	W-157C	388 NM	W-122J	396 NM
W-122 D	399 NM	W-122 E	399 NM	W-497A	401 NM
W-122F	421 NM	W-122 A,B,C,D,E,F,G,H,I,	424 NM	W-168A	432 NM
W-168 A,B,C	433 NM	W-122 A,B,C,F,G,H,I,J	445 NM	W-122G	446 NM
W-497 A,B	454 NM	W-497B	459 NM	W-122C	485 NM
W-72A	489 NM	W-92	499 NM	W-174A	510 NM
W-72 A,B	533 NM	W-174 A,B,C,D,F,G	543 NM	W-386 A,B,C,D,E	545 NM
W-72B	549 NM	W-108 A,B	556 NM	W-108 A,B	556 NM
W-174B	557 NM	W-387 A,B	569 NM	W-387A	569 NM
W-386B	575 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
GRAND BAY	190 NM	POINSETT	201 NM	TOWNSEND	208 NM
EGLIN C62	214 NM	EGLIN C52	221 NM	SHELBY EAST	280 NM
SHELBY WEST	285 NM	JEFFERSON PROVING G	308 NM	PINECASTLE	321 NM
ATTERBURY	330 NM	CHERRY POINT BT-11	404 NM	AVON PARK BRAVO/FO	408 NM
AVON PARK CHARLIE/E	415 NM	CANNON	436 NM	USAF DARE COUNTY	438 NM
NAVY DARE COUNTY	440 NM	CLAIBORNE	451 NM	RAZORBACK	480 NM
INDIANTOWN GAP	542 NM	WARREN GROVE	598 NM	GRAYLING	657 NM
HARDWOOD	671 NM	FALCON	705 NM	SMOKEY HILL	705 NM
FT DRUM	748 NM				

## I.2.C.5 Nearest electronic combat (EC) range and distance from base:

POINSETT	201 NM
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## I.2.C.6 Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:

TYNDALL ACMI	265 NM
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## I.2.C.7 Nearest full-scale, heavyweight (live drop or inert) range and distance from base:

TOWNSEND	208 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	5	17	20	56	83	112
SR	7	12	13	52	96	141

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Dobbins ARB - AFRES

VR	4	17	24	82	121	191
Total Routes:	16	46	57	190	300	444

## Identify Routes:

SR-035 8 NM	SR-036 8 NM	SR-040 8 NM	SR-037 8 NM	VR-1052 50 NM	SR-102 55 NM
IR-089 59 NM	IR-042 64 NM	VR-1068 64 NM	IR-083 75 NM	VR-092 84 NM	SR-038 94 NM
VR-058 96 NM	IR-069 97 NM	IR-077 98 NM	SR-105 100 NM		
SR-039 102 NM	VR-1055 110 NM	VR-1054 111 NM	VR-1056 111 NM	VR-097 113 NM	IR-066 118 NM
SR-070 118 NM	VR-1051 118 NM	VR-1050 118 NM	SR-072 118 NM	SR-071 118 NM	SR-069 118 NM
IR-067 118 NM	IR-017 119 NM	IR-063 119 NM	VR-1067 119 NM	VR-1017 119 NM	IR-090 119 NM
IR-041 119 NM	IR-075 123 NM	VR-095 124 NM	IR-079 128 NM	IR-080 128 NM	IR-002 129 NM
VR-1049 134 NM	VR-1059 138 NM	VR-1005 140 NM	VR-1070 141 NM	IR-074 145 NM	IR-016 150 NM
IR-023 157 NM	VR-094 163 NM	VR-088 164 NM	VR-060 168 NM	IR-081 172 NM	SR-166 172 NM
IR-036 173 NM	VR-1014 182 NM	VR-1001 193 NM	VR-1066 194 NM	VR-1065 196 NM	
VR-1030 203 NM	VR-1082 204 NM	VR-1084 204 NM	VR-1085 204 NM	IR-015 205 NM	VR-1031 208 NM
VR-1003 211 NM	IR-057 215 NM	IR-059 215 NM	SR-101 215 NM	SR-103 215 NM	SR-106 215 NM
SR-104 215 NM	VR-087 217 NM	VR-1016 218 NM	VR-1002 219 NM	VR-1011 219 NM	IR-091 222 NM
SR-137 222 NM	IR-078 224 NM	IR-018 226 NM	IR-082 226 NM	VR-1004 226 NM	VR-1041 227 NM
IR-021 229 NM	VR-1033 230 NM	IR-030 232 NM	IR-031 232 NM	SR-059 235 NM	SR-060 235 NM
SR-062 235 NM	VR-093 235 NM	SR-061 235 NM	SR-225 238 NM	IR-743 240 NM	VR-1743 240 NM
IR-044 245 NM	IR-019 246 NM	IR-726 247 NM	VR-1726 247 NM	VR-1008 248 NM	VR-1020 248 NM
IR-022 256 NM	VR-1006 259 NM	VR-1007 259 NM	SR-075 263 NM	IR-032 266 NM	IR-037 272 NM
VR-1013 275 NM	SR-031 276 NM	VR-1010 276 NM	VR-1083 276 NM	VR-1060 280 NM	IR-038 284 NM
IR-157 284 NM	IR-174 284 NM	IR-040 287 NM	VR-1021 287 NM	VR-1023 287 NM	VR-1024 287 NM
SR-029 288 NM	VR-1721 288 NM	IR-068 290 NM	IR-033 291 NM	VR-1009 295 NM	SR-073 297 NM
SR-074 297 NM	IR-721 299 NM	SR-874 299 NM	SR-873 299 NM	SR-872 299 NM	SR-871 299 NM
SR-238 304 NM	VR-1072 304 NM	VR-1022 305 NM	VR-1040 306 NM	VR-1668 308 NM	IR-035 310 NM
VR-1069 310 NM	VR-1039 310 NM	IR-012 311 NM	IR-070 313 NM	VR-1032 314 NM	IR-723 327 NM
VR-086 327 NM	VR-1074 327 NM	VR-085 327 NM	VR-1667 329 NM	VR-179 335 NM	SR-030 340 NM
IR-608 345 NM	IR-618 345 NM	VR-619 345 NM	IR-762 346 NM	VR-1722 346 NM	VR-1756 346 NM
VR-1631 346 NM	VR-073 349 NM	IR-046 351 NM	IR-761 351 NM	VR-1632 351 NM	VR-1751 351 NM
VR-1633 351 NM	VR-1679 352 NM	VR-096 353 NM	VR-1097 353 NM	SR-732 356 NM	SR-734 356 NM
SR-735 356 NM	SR-733 361 NM	IR-592 362 NM	VR-1061 365 NM	VR-1046 368 NM	SR-738 370 NM
SR-737 372 NM	VR-1043 373 NM	IR-047 376 NM	IR-020 381 NM	VR-1641 393 NM	VR-1642 393 NM
SR-218 395 NM	SR-229 395 NM	SR-227 395 NM	SR-237 395 NM	SR-232 395 NM	SR-231 395 NM
SR-230 395 NM	SR-219 395 NM	SR-221 395 NM	SR-222 395 NM	SR-226 395 NM	SR-220 395 NM



## 1995 AIR FORCE BASE QUESTIONNAIRE

## Dobbins ARB - AFRES

SR-208	754 NM	SR-217	754 NM	SR-728	757 NM	SR-729	757 NM	SR-900	762 NM	SR-727	764 NM
SR-206	770 NM	VR-168	770 NM	IR-148	771 NM	VR-536	771 NM	VR-1648	771 NM	IR-166	776 NM
IR-147	780 NM	VR-1105	780 NM	VR-1152	780 NM	VR-156	780 NM	VR-1666	781 NM	IR-610	782 NM
SR-904	782 NM	VR-1523	783 NM	SR-233	784 NM	SR-234	784 NM	SR-236	784 NM	SR-240	784 NM
SR-243	784 NM	SR-245	784 NM	SR-244	784 NM	SR-731	784 NM	SR-730	784 NM	SR-273	784 NM
SR-267	784 NM	SR-258	784 NM	SR-255	784 NM	SR-251	784 NM	SR-250	784 NM	SR-249	784 NM
SR-242	784 NM	SR-905	786 NM	VR-607	789 NM	VR-1574	790 NM	IR-503	791 NM	IR-124	793 NM
VR-186	793 NM	IR-149	794 NM	IR-518	794 NM	IR-167	794 NM	SR-216	798 NM	VR-1801	799 NM

**I.2.C.9** IR-430 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 971 NM from the base.

**I.2.C.10** Total number of Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within:

200 NM	300 NM	500 NM
9	19	44

**I.2.C.10.a** Routes and distance to route's control point:

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-216 NORTHEAST	33 NM	AR-216 SOUTHWEST	123 NM	AR-633B	139 NM	AR-633A	146 NM
AR-200	154 NM	AR-207NE NORTHEA	178 NM	AR-315 WEST	188 NM	AR-627	190 NM
AR-203 NORTHEAST	200 NM						
AR-203 SOUTHWEST	204 NM	AR-328	212 NM	AR-600	229 NM	AR-315 EAST	231 NM
AR-455 EAST	233 NM	AR-455 WEST	234 NM	AR-207SW SOUTHW	249 NM	Raccoon MOA	262 NM
AR-111 WEST	267 NM	AR-601	278 NM				
AR-101 SOUTH	309 NM	AR-111 EAST	328 NM	AR-302 WEST	340 NM	AR-202S SOUTH	342 NM
AR-302 EAST	353 NM	AR-202AN ALTERNA	366 NM	AR-103	370 NM	AR-615	375 NM
AR-655	390 NM	AR-110 WEST	400 NM	AR-716	408 NM	AR-101 NORTH	411 NM
AR-202N NORTH	421 NM	AR-620	424 NM	AR-637	443 NM	AR-646	444 NM
AR-218L	458 NM	AR-108 WEST	462 NM	AR-016 SOUTHWEST	464 NM	AR-110 EAST	469 NM
AR-218H	473 NM	AR-618	473 NM	AR-217	483 NM	AR-313 NORTH	493 NM
AR-112 WEST	497 NM						

**I.2.C.10b** The total number of refueling events within:

500 NM	700 NM
5065	5824

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Dobbins ARB - AFRES

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-216	33 NM	64	AR-203	200 NM	223	AR-455	233 NM	372	Racoon	262 NM	1829
AR-111	267 NM	303	AR-101	309 NM	217	AR-302	340 NM	445	AR-110	400 NM	596
AR-218	458 NM	359	AR-108	462 NM	140	AR-016	464 NM	157	AR-112	497 NM	360
AR-206H	633 NM	50	AR-206L	633 NM	20	AR-309	638 NM	138	AR-102	663 NM	10

I.2.C.10c The nearest concentrated receiver area (AR track with at least 500 events) is 262NM from the base."

I.2.C.10d Percentage of tanker demand in region: 27.0

Percentage of tankers based in region: 9.0

Tanker saturation within the region has been classified as tanker Poor

I.2.C.11 Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:

Name	Distance	Night?	Personnel?	Equipment?	Route Count	
					IR	SR
BASTOGNE	221 NM	✓	✓	✓	0	0
BIFF	259 NM	✓	✓		0	0
BIG SANDY (WTR)	230 NM	✓	✓		0	0
BILL BAG	239 NM	✓	✓		0	0
BURMA SPECIAL N	228 NM				3	4
BURMA SPECIAL S	228 NM				3	4
CARENTAN (A)	162 NM		✓	✓	0	1
CASWELL BEACH (WATER)	321 NM	✓	✓		0	0
CAVALIER NORTH	227 NM	✓	✓	✓	3	4
CAVALIER SOUTH	227 NM	✓	✓		3	4
CENTRAL CITY NO	240 NM	✓			0	0
CENTRAL CITY SO	240 NM	✓			0	0
CLERKIN	236 NM	✓	✓		0	0
CORINTH	276 NM	✓			0	0
CORREGIDOR	223 NM		✓	✓	0	0
COTENTIN	274 NM	✓	✓	✓	0	0
DARLINGTON	232 NM	✓	✓	✓	0	0
DAVIS #1	347 NM	✓		✓	0	0
DAVIS #2	348 NM	✓	✓	✓	0	0
DAVIS (CIR)	348 NM				0	0
DEEP CREEK	275 NM		✓		0	0
ELIZABETH WEST	230 NM	✓	✓	✓	3	4

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Dobbins ARB - AFRES

FLYING DUTCHMAN	269 NM	✓			0	0
FORSYTHE	347 NM	✓	✓	✓	0	0
FRAMHART	329 NM	✓	✓	✓	0	0
FRYAR	101 NM	✓	✓	✓	4	6
GALLAHAD #1	189 NM				0	1
GELA	276 NM	✓	✓	✓	0	0
GRAHAM	70 NM	✓	✓	✓	4	6
HARD	276 NM	✓			0	0
HAT TRICK	258 NM	✓			0	1
HOLLAND	269 NM	✓	✓	✓	0	0
HUNTER	205 NM		✓		0	0
JONES	305 NM	✓	✓	✓	6	0
LAURNBERG MAXTN	261 NM	✓	✓	✓	0	0
LOS BANOS	221 NM	✓	✓	✓	0	0
LOWRY LAKE	276 NM	✓	✓		2	0
LUZON	258 NM	✓	✓	✓	0	1
LUZON REVERSE	258 NM	✓			0	1
MALLON	248 NM	✓	✓		0	0
MCKENNA	94 NM	✓	✓	✓	4	6
MITCHELL	123 NM	✓	✓	✓	0	0
MYITKYINA TREE	280 NM	✓	✓		0	0
NETHERLANDS	269 NM	✓	✓	✓	0	0
NETHERLANDS ORI	268 NM	✓	✓	✓	0	0
NIJMEGEN	266 NM	✓	✓	✓	0	0
NORMANDY	274 NM	✓	✓	✓	0	0
NORTHFIELD E-W	172 NM	✓	✓	✓	2	1
NORTHFIELD S-N	172 NM	✓	✓	✓	0	0
PAYNE	312 NM	✓	✓		0	0
PRESTON	120 NM		✓	✓	0	0
QUICK	205 NM	✓			0	0
REMAGEN	175 NM	✓	✓	✓	1	1
REMAGEN REVERSE	175 NM	✓	✓		1	1
SALERNO	272 NM	✓	✓	✓	0	0
SANDY DOG	227 NM	✓	✓	✓	3	4
SHAW, JOHN	288 NM	✓	✓		0	0
SHELBY	284 NM	✓	✓	✓	0	3

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Dobbins ARB - AFRES

SICILY	276 NM	✓	✓	✓	0	0
SICILY DEMO	276 NM	✓	✓	✓	0	0
TAYLORS CREEK	184 NM	✓	✓	✓	1	1
THUNDERBOLT	205 NM	✓	✓		0	0
VOLTURNO	272 NM	✓	✓	✓	0	0
WESTERN KENTUCK	240 NM	✓	✓	✓	0	0
WHITE FALCON	239 NM	✓	✓		3	4

## I.2.C.11.a

## Drop Zone

## Servicing Instrument and Slow Routes (IRs and SRs)

BURMA SPECIAL N	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
BURMA SPECIAL S	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
CARENTAN (A)	SR-225								
CAVALIER NORTH	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
CAVALIER SOUTH	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
ELIZABETH WEST	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
FRYAR	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
	SR-072								
GALLAHAD #1	SR-038								
GRAHAM	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
	SR-072								
HAT TRICK	SR-105								
JONES	IR-034	IR-046	IR-047	IR-048	IR-049	IR-055			
LOWRY LAKE	IR-032	IR-033							
LUZON	SR-105								
LUZON REVERSE	SR-105								
MCKENNA	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
	SR-072								
NORTHFIELD E-W	IR-035	IR-036	SR-166						
REMAGEN	IR-023	SR-038							
REMAGEN REVERSE	IR-023	SR-038							
SANDY DOG	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
SHELBY	SR-029	SR-030	SR-031						
TAYLORS CREEK	IR-023	SR-038							
WHITE FALCON	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		

## I.2.C.12

Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:

MCKENNA

94 NM



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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Dobbins ARB - AFRES**

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**D. Ranges****Ranges (Controlled/managed by the base)**

**I.2.D.1**      **The base Does not control or manage any ranges, questions I.2.D.2 to I.2.D.17 skipped.**

**Ranges (Used by the base)**

**I.2.D.18**      **The base uses ranges on a regular basis**

**I.2.D.19**      **The mission or training is adversely impacted by training area airspace encroachment or other conflicts.**  
**The mission/training is Not impacted by training area airspace encroachment.**

**The mission/training is not impacted by training area airspace noise abatement procedures.**

**The mission/training is impacted by training area traffic procedures as follows:**

Scheduling & availability of Snowbird MOA is determined by traffic volume at Atlanta Hartsfield Airport.

**Nature and extent of the conflicts:**      Scheduling and availability of Snowbird MOA is determined by traffic volume at Atlanta Hartsfield Airport.

**I.2.D.20**      **MOAs/bombing ranges/other training areas have scheduling restrictions/limitations as follows:**

**I.2.D.20.a**      **Snowbird MOA**      Scheduling is coordinated around peak traffic hours at Atlanta Hartsfield; limitations are: for subsonic operations only and operating altitudes are 11,000' to 29,000'.

**I.2.D.21**      **MOAs/bombing ranges/other training areas have No projected scheduling restrictions/limitations.**

**I.2.D.22**      **No significant changes/restrictions/limitations effecting the scheduling of low level routes in progress.**



## 1995 AIR FORCE BASE QUESTIONNAIRE

### Dobbins ARB - AFRES

I.2.E.7.b Hours used: 120 hrs

I.2.E.7.c Reasons for non-use:  
ATLANTA CENTER VOLUME

I.2.E.8 Utilization of the airspace can Not be increased.

I.2.E.9 It is Not possible to expand either hours or volume to increase the airspace utilization.

I.2.E.10 Description of the volume or area of the Airspace:  
30NM X 40NM, 11,000 TO 29,000'

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
Aerie	Uncontrolled
Air Acres	Uncontrolled
Apalachee Bluff	Uncontrolled
Ayresouth	Uncontrolled
Bellah Int.	Uncontrolled
Ben Ammons	Uncontrolled
Berry Hill	Uncontrolled
Bishops	Uncontrolled
Brookridge	Uncontrolled
C & R Farms	Uncontrolled
Cedar Ridge	General Aviation
Cherokee Co	General Aviation
Cline	Uncontrolled
Cobb County	General Aviation
Cole	Uncontrolled
Coleman	Uncontrolled
Cornelius Moore	General Aviation
Covington	General Aviation
Coweta County	General Aviation

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Dobbins ARB - AFRES

David	General Aviation
Deerfield Landing	General Aviation
Dekalb Peachtree	General Aviation
Diamond R	Uncontrolled
Eagles Landing	Uncontrolled
Elliot	Uncontrolled
Erlin	Uncontrolled
Etowah Bend Glider Port	General Aviation
Fagundes	Uncontrolled
Falcons Aerie	Uncontrolled
Fenner	Uncontrolled
Flying H	Uncontrolled
Flying N	Uncontrolled
Fulton Co. Brown Field	General Aviation
Gable Branch	Uncontrolled
Game Field	Uncontrolled
Gilmer County	General Aviation
Griffen-Sapulding Co.	General Aviation
Gum Creek	Uncontrolled
Gwinett Co. Briscoe Field	General Aviation
Henry Co.	General Aviation
Hickory Level	General Aviation
Howard	Uncontrolled
Kennedy Intl.	Uncontrolled
Kitchen	Uncontrolled
Klockner	Uncontrolled
Kolibri	Uncontrolled
Lee Gilmer Memorial	General Aviation
Lenora	Uncontrolled
Lumpkin Co.	General Aviation
Lyons	Uncontrolled
Mallards Landing	Uncontrolled
Mathis	General Aviation
McKintosh	Uncontrolled

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Dobbins ARB - AFRES

Meadowlark	Uncontrolled
Merler	Uncontrolled
Monroe-Walton City	General Aviation
Peachstate	General Aviation
Peachtree Fallon	General Aviation
Pegasus Run	Uncontrolled
Pickens Co.	General Aviation
Pine Wood	Uncontrolled
Poole	Uncontrolled
Powers	Uncontrolled
Richard B. Russell	General Aviation
Riverside	Uncontrolled
Rust	General Aviation
S & S	Uncontrolled
Seven Lakes	Uncontrolled
Shade Tree	Uncontrolled
Shannon	Uncontrolled
Sleepy Hollow	Uncontrolled
South Expressway	General Aviation
South Fulton Co.	General Aviation
Stockmar	Uncontrolled
Stone Mountain	General Aviation
Vintage	Uncontrolled
West GA Regional	General Aviation
Whispering Pines	Uncontrolled
William B. Hartsfield	Commercial
Willow Pond	Uncontrolled
Winder	General Aviation
Windy Hill	Uncontrolled
Zack	Uncontrolled
Zips	Uncontrolled

**I.2.E.14** Civilian/commercial operators or other airspace users constrain or limit operations:

**I.2.E.14.a** Description of impacts: Volume of traffic at Atlanta Hartsfield International Airport is the primary factor in MOA scheduling and availability.

UNCLASSIFIED

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Dobbins ARB - AFRES**

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Dobbins ARB - AFRES**

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**F. Potential for Growth in Training Airspace (Area)**

- I.2.F.1**      **Expansion of training airspace is possible.**
- I.2.F.1.a**    **Estimated expansion potential is 50.0 percent. Rationale for estimate:**  
                  Would not impact NSAs or encroach on commercial and civilian operations.
- I.2.F.2**      **Current access will remain the same.**
- I.2.F.3**      **No reductions in training airspace are expected.**
- 
- I.2.F.4**      **Current special use airspace and training areas meet all training requirements.**
- I.2.F.4.a**    **Deployed, off-station training is not required to meet training requirements.**

**G. Composite / Integrated Force Training**

- I.2.G.1**      **Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:**  
                  **FORT MCCLELLAN**  
                  64 NM from the base.
- I.2.G.2**      **DELETED**
- I.2.G.3**      **Nearest Naval unit where joint training can be accomplished:**  
                  Co-located with NAS Atlanta  
                  0 mi from the base.
- I.2.G.4**      **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**  
                  Co-located with NAS Atlanta  
                  0 mi from the base.
- I.2.G.5**      **DELETED**

**H. Missile Bases (AF Space Command)**

Applies to missile bases only. Responses are classified.

**I. Technical Training (Air Education and Training Command)**

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**1995 AIR FORCE BASE QUESTIONNAIRE**
**Dobbins ARB - AFRES**


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I.2.1 No technical training mission.

**J. Weather Data (AF Environmental Technical Applications Center)**

I.2.J.1 Percentage of time the weather is at or above (ceiling / visibility)

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.0	97.9	85.3	79.4	76.0

I.2.J.2 Crosswind component to the primary runway:

I.2.J.2.a Is at or below 15 knots 99.2 percent of the time

I.2.J.2.b Is at or below 25 knots 100.0 percent of the time

I.2.J.3 7 Days have freezing participation (mean per year).

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Dobbins ARB - AFRES

#### Section II

#### 1. Installation Capacity & Condition

##### A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Dobbins ARB GA	Main Base	1,666	1,340	326
		<b>TOTALS:</b>	1,666	1,340	326

##### B. Facilities

#### II.1.B.1 From real property records:

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	0	0		0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	8,706	88.0	0.0	12.0	0
II.1.B.1.c	141	Operations-Buildings	SF	N/A	43,658	86.0	0.0	14.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	31,676	31,676	94.0	0.0	6.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	155,220	62.0	32.0	6.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	0	0		0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	0	0		0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	205,127	100.0	0.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	81,501	81,501	100.0	0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	35,000	27,912	100.0	0.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	2,600	4,020	100.0	0.0	0.0	1,420
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	6,047	6,047	86.0	14.0	0.0	0

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Dobbins ARB - AFRES

II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	22,432	22,432	100.0	0.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	31,588	31,588	100.0	0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	31,387	31,387	100.0	0.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	23,676	89.0	0.0	11.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	19,003	19,003	100.0	0.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	1,765	1,765	100.0	0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	16,217	16,217	94.0	0.0	6.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	20,598	20,598	100.0	0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	9,082	100.0	0.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	17,400	9,082	100.0	0.0	0.0	0
II.1.B.1.j.ii	217-712a	LANTIRN	SF	0	0		0.0	0.0	0
II.1.B.1.j.iii	217-713	ECM Pod Shop and Storage	SF	0	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	11,800	8,805	51.0	0.0	49.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	9,089	9,089	100.0	0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	0	0		0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	20,570	87.0	0.0	13.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	10,000	7,081	100.0	0.0	0.0	0
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	5,577	62.0	0.0	38.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Dobbins ARB - AFRES

II.1.B.1.t.iii	422-264	Igloo Magazine	SF	2,577	2,577	19.0	0.0	81.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	70,229	64.0	0.0	36.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	495	495	100.0	0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	59,159	59,159	65.0	32.0	3.0	0
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	0	0		0.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	7,380	7,380	100.0	0.0		0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	115,244	94.0	0.0	6.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	198	100.0	0.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	0	10	100.0	0.0	0.0	10
II.1.B.1.cc	722	Dining Hall	SF	N/A	9,728	100.0	0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	13,000	9,728	100.0	0.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	48	100.0	0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	20,461	14.0	68.0	18.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	67,961	100.0	0.0	0.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	1,716	1,716	100.0	0.0	0.0	0

## II.1.B.2 From in-house survey:

Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111 Aircraft Pavement-Runway(s)	SY	333,333	100.0	0.0	0.0
II.1.B.1.b	112 Airfield Pavements-Taxiways	SY	233,479	100.0	0.0	0.0
II.1.B.1.c	113 Airfield Pavement-Apron(s)	SY	242,983	100.0	0.0	0.0
II.1.B.1.d	116-662 Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812 Elec Power-Trans & Distr Lines	LF	413,013	100.0	0.0	0.0
II.1.B.1.f	822 Heat-Trans & Distr Lines	LF	20,934	100.0	0.0	0.0

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II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	52,926	100.0	0.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	54,341	100.0	0.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	820	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	336,261	100.0	0.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	171,080	100.0	0.0	0.0

## 2. Airfield Characteristics

### II.2 Runway Table:

Primary Designation	Dimensions:		Cross Runway	Aircraft Arresting Systems (II.2.I)	
	Length	Width		Number	Types
11	Primary	10000 ft	300 ft	No	2 E-5 Arresting Gear (AFRES)

II.2.A There are 1 active runways.

II.2.A.1 There are NO cross runways

II.2.B There are NO parallel runways.

II.2.C Dimensions of the primary runway (11).

II.2.C.1 Length: 10,000 ft

II.2.C.2 Width: 300 ft

II.2.D Dimensions of all secondary runways are in the runway table.

II.2.E The primary taxiway is 75 ft wide.

II.2.F Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency(AFCESA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).

An AFCESA Pavement Evaluation Report was used to complete this section.

Aircraft Group	Criteria	Primary Pavements		
		Runways	Taxiways	Aprons
II.2.F.1 Fighter	F-15 61 Kips 300,000 Passes	Supports Now	Supports Now	Upgrade Needed
II.2.F.2 Fighter	F-16C/D 37 Kips 300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3 Bomber	B-52 450 Kips 15,000 Passes	Supports Now	Upgrade Needed	Upgrade Needed
II.2.F.4 Bomber	B-1B 450 Kips 50,000 Passes	Supports Now	Supports Now	Upgrade Needed
II.2.F.5 Tanker	KC-135R 320 Kips 50,000 Passes	Supports Now	Supports Now	Upgrade Needed
II.2.F.6 Tanker	KC-10 550 Kips 15,000 Passes	Supports Now	Supports Now	Upgrade Needed
II.2.F.7 Airlift	C-5B 800 Kips 50,000 Passes	Supports Now	Supports Now	Upgrade Needed

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Dobbins ARB - AFRES

II.2.F.8    Airlift    C-141    325 Kips    50,000 Passes    Supports Now    Supports Now    Upgrade Needed

II.2.F.9    Work required to upgrade pavement to the required strength:

Pavement:	Aircraft:	(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Aprons	B-1B	SY	60,378	Replace existing concrete pavement with 17" PCC to upgrade primary apron features A7B and A8B to support B-1B aircraft.
Aprons	B-52	SY	60,378	Replace existing concrete pavement with 20" PCC to upgrade primary apron features A7B and A8B to support B-52 aircraft.
Taxiway	B-52	SY	74,903	Replace existing concrete pavement with 18.5" PCC to upgrade primary taxiway features T3A, T5A, T7A, T8A, T9A, T10A, and T11A to support B-52 aircraft.
Aprons	C-141	SY	60,378	Replace existing concrete pavement with 15" PCC to upgrade primary apron features A7B and A8B to support C-141 aircraft.
Aprons	C-5B	SY	60,378	Replace existing concrete pavement with 16.5" PCC to upgrade primary apron features A7B and A8B to support C-5B aircraft.
Aprons	F-15	SY	60,378	Replace existing concrete pavement with 12" PCC to upgrade primary apron features A7B and A8B to support F-15 aircraft.
Aprons	KC-10	SY	60,378	Replace existing concrete pavement with 21" PCC to upgrade primary apron features A7B and A8B to support KC-10 aircraft.
Aprons	KC-135R	SY	60,378	Replace existing concrete pavement with 16.5" PCC to upgrade primary apron features A7B and A8B to support KC-135R aircraft.

II.2.G    Excess aircraft parking capacity for operational use.

II.2.G.1    The total usable apron space for aircraft parking is 183,161 Sq Yds.

II.2.G.1.a    Specifications for individual parking areas (irregularly shaped areas are approximated by rectangle).

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
	C-130 Ramp	1,100 ft	494 ft	Primary Aircraft
F-15 Ramp	1,325 ft	834 ft	Neither	F-15 Ramp
Transient Ramp	2,161 ft	740 ft	Transient Aircraft	Transient Ramp

II.2.G.2    Permanently assigned aircraft currently require 125,406 Sq Yds of parking space.

II.2.G.3    0 Sq Yds of parking space is available for parking additional non-transient aircraft.

II.2.G.4    The following factors limit aircraft parking capability:

There are no limiting factors in Dobbins parking capability. All kinds of aircraft can be accomodated.

II.2.H    The dimensions of the (largest) transient parking area:    2,161 Ft    740 Ft

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**1995 AIR FORCE BASE QUESTIONNAIRE**

**Dobbins ARB - AFRES**

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- II.2.I**      **Details of operational aircraft arresting systems on each runway are in the Runway Table (II.2)**
- II.2.J**      **There are No critical features relative to the airfield pavement system that limit its capacity:**

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Dobbins ARB - AFRES

## 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:	14.0 MG/D	MG/D - million gallons per day	30 %
II.3.A.2 Sewage:	7.0 MG/D		35 %
II.3.A.3 Electrical distribution:	5.8 MW	MW - million watts	60 %
II.3.A.4 Natural Gas:	0.019 MCF/D	MCF/D - million cubic feet per day	75 %
II.3.A.5 High temperature water/steam generation/distribution:	23.0 MBTUH	MBTUH - million British thermal units per hour	67 %

II.3.B Characteristics regarding the utility system that should be considered:

Excess Capacity, Highly Efficient Usage.

## 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: 731 Hanger  
Current Use: Maintenance & aircraft washes & painting.

II.4.A.2 Size (SF): 22,311 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-130

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	165 ft	28 ft	
II.4.A.6 Largest unobstructed space inside the facility:	165 ft	28 ft	102 ft

II.4.A.1 Facility number: 746 Nose Dock  
Current Use: Maintenance, support equipment shop, repair shop.

II.4.A.2 Size (SF): 15,794 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-130

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	194 ft	30 ft	
II.4.A.6 Largest unobstructed space inside the facility:	60 ft	30 ft	194 ft

## 1995 AIR FORCE BASE QUESTIONNAIRE

## Dobbins ARB - AFRES

II.4.A.1 Facility number: 747 Nose Dock  
Current Use: Major & minor inspections on C-130 aircraft.

II.4.A.2 Size (SF): 15,794 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-130

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	194 ft	30 ft	
II.4.A.6 Largest unobstructed space inside the facility:	60 ft	30 ft	194 ft

II.4.A.1 Facility number: 838  
Current Use: Maintenance Hangar

II.4.A.2 Size (SF): 80,635 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: C-130

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	156 ft	33 ft	
II.4.A.6 Largest unobstructed space inside the facility:	90 ft	32 ft	117 ft

II.4.A.1 Facility number: 904  
Current Use: Maintenance Dock

II.4.A.2 Size (SF): 6,561 SF

II.4.A.3-4 Largest aircraft the hanger/ nose dock can COMPLETELY enclose: F-15

DIMENSIONS:	Width	Height	Length
II.4.A.5 Door Opening:	71 ft	24 ft	
II.4.A.6 Largest unobstructed space inside the facility:	ft	ft	ft

## 5. Unique Facilities

II.5.A There are No unique (one-of-a-kind) Air Force facilities which must be replaced if the base is closed.

## 6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures

## Local/Regional Land Encroachment

II.6.A Percent current off base incompatible land use:

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/ FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN
II.6.A.1 11	CZ	16	206	15.0	Sig Incompat	2.0	2.0	11.0	78.0	0.0	7.0
29	CZ	0	206	48.0	Sig Incompat	0.0	18.0	30.0	43.0	0.0	9.0

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Dobbins ARB - AFRES

II.6.A.2	11	APZ 1	1,946	344	79.0	Sig Incompat	72.0	8.0	4.0	7.0	0.0	9.0
	29	APZ 1	1,322	344	78.0	Sig Incompat	29.0	49.0	1.0	9.0	0.0	12.0
II.6.A.3	11	APZ 2	2,205	482	93.0	Sig Incompat	93.0	1.0	0.0	0.0	0.0	6.0
	29	APZ 2	1,288	482	60.0	Sig Incompat	7.0	53.0	0.0	0.0	0.0	40.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.A.4	65-70	22,109	5,258	10	Incompat	50.0	14.0	7.0	5.0	10.0	14.0
II.6.A.5	70-75	14,613	3,431	10	Incompat	43.0	17.0	12.0	5.0	3.0	20.0
II.6.A.6	75-80	4,395	1,469	38	Sig Incompat	29.0	24.0	19.0	9.0	1.0	18.0
II.6.A.7	80+	2,888	916	35	Sig Incompat	27.0	25.0	27.0	8.0	0.0	12.0

**II.6.B Percent future off base incompatible land use:**

Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES						
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.1	11	CZ	16	206	15	Sig Incompat	2.0	2.0	11.0	78.0	0.0	7.0
	29	CZ	0	206	48	Sig Incompat	0.0	18.0	30.0	43.0	0.0	9.0
II.6.B.2	11	APZ 1	1,946	344	79	Sig Incompat	72.0	8.0	4.0	7.0	0.0	9.0
	29	APZ 1	1,322	344	78	Sig Incompat	29.0	49.0	1.0	9.0	0.0	12.0
II.6.B.3	11	APZ 2	2,205	482	93	Sig Incompat	93.0	1.0	0.0	0.0	0.0	6.0
	29	APZ 2	1,288	482	60	Sig Incompat	7.0	53.0	0.0	0.0	0.0	40.0

DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES						
					RES	COM	IND	PUB/SEMI	REC	OPEN/AG/LOW DEN	
II.6.B.4	65-70	22,109	5,258	10	Incompat	50.0	14.0	7.0	5.0	10.0	14.0
II.6.B.5	70-75	14,613	3,431	10	Incompat	43.0	17.0	12.0	5.0	3.0	20.0
II.6.B.6	75-80	4,395	1,469	38	Sig Incompat	29.0	24.0	19.0	9.0	1.0	18.0
II.6.B.7	80+	2,888	916	35	Sig Incompat	27.0	25.0	27.0	8.0	0.0	12.0

**II.6.C** The most recent, publicly released AICUZ study is dated Aug 92

**II.6.D** Current AICUZ study's flying activities subsection reflects all currently assigned aircraft  
 Subsection reflects the number of daily flying operations conducted by all assigned aircraft  
 Current AICUZ study's flight track figure/map reflects current flight tracks.

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Dobbins ARB - AFRES

**II.6.E** The AICUZ study was last updated on Aug 92  
The study is still valid.

**II.6.F** Local governments have incorporated AICUZ recommendations into land use controls

**II.6.F.1** AICUZ recommended height restrictions.

Government name:	Types of controls in place	Types of encroachment limited:
Cobb County	Established an airport hazard district in their zoning ordinance in 1972 but not enforced ordinance.	None

**II.6.G** Assessment of significant development (i.e., residential subdivision, shopping mall, or center, industrial park, etc.) existing or anticipated within any of the 7 AICUZ zones.

No significant development currently exists in any AICUZ zone.

No significant development is projected for any AICUZ zone.

No long range (20 year) development trends in the 7 AICUZ zones are evident.

**II.6.H** Population figures and projections:

**II.6.H.1** Communities in the vicinity of the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Marietta, GA	25500	27200	30800	44100	0

**II.6.H.3** County (ies) encompassing the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Cobb County	114200	196800	297700	475900	666500

**II.6.I** Clear zone acquisition has Not been completed.

Runway approach	Extent of acquisition	Expected acquisition date	Expected acquisition cost
11	1 acres	TBD	\$ 1 M
29	72 acres	TBD	\$ 29 M

**II.6.J** Existing on base facilities not sited in accordance with AICUZ recommendations:

Type of facility:	Appoximate number of occupants	Zone with violation	Reason the incompatibility is necessary
Equipment	2	75-80	Co-located with ball fields. Renovation scheduled for FY 95.

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### Dobbins ARB - AFRES

Office A	15	70-75	Predates AICUZ
Office A	10	75-80	Predates AICUZ
Office B	40	70-75	Predates AICUZ
Office B	20	75-80	Predates AICUZ
Office C	5	70-75	Interim facility awaiting Predates AICUZ

All planned on base facilities will be sited in accordance with AICUZ recommendations.

#### Air Space Encroachment

**II.6.K** Noise complaints are received from off base residents.

**II.6.K.1** 7.0 noise complaints per month (average) are received from off base residents.

**II.6.L** The base has implemented noise abatement procedures as follows:

**II.6.L.1** Engine runs are restricted, minimum altitude areas & no turns areas are established. Flight operations are restricted. Arrival and departure routes have been established. Departures are controlled. No command directed procedures apply.

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Dobbins ARB - AFRES

#### Section III

##### 1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1    3 C-141 equivalent aircraft can be loaded or unloaded at one time.

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.1.a    The limiting factor is Load Crews

III.1.A.1.b    Current MHE: 1-40K Aircraft Loader, 6-25K Aircraft Loaders, 5-10K Adverse Terrain Forklifts, 7-10K Standard Forklifts, 2-15K Standard Forklifts, 2-6K Forklifts, 2-4K Forklifts, 4-4K Warehouse Tugs.

III.1.A.2    3 C-141 equivalent aircraft can be refueled at one time.

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B    The base can land, taxi, park, and refuel widebody aircraft as follows:

Aircraft	Widebody Capabilities:				Remarks:
747	Can land	Can taxi	Can park	Can refuel	
C-5	Can land	Can taxi	Can park	Can refuel	
KC-10	Can land	Can taxi	Can park	Can refuel	

III.1.C    The base does Not have an operational fuel hydrant system.

III.1.D    The base bulk storage facility is Not serviced by a pipeline.

**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Dobbins ARB - AFRES**

**III.1.D.3 0.**  
 Based on normal requirements in the Fuel Logistics Area Summary (FLAS) or Inventory Management Plan (IMP).  
 Storage for others is excluded.

**III.1.D.4 Other receipt modes available:** Tank trucks.  
 Number of offload headers: 2  
 2 tank trucks can be simultaneously offloaded  
 Tank cars can Not be offloaded.

**III.1.D.5 2 refueling unit fillstands are available.**

**III.1.D.5.a 2 refuelers can be filled simultaneously.**

**III.1.D.6 Current dispensing capabilities as defined in AFR 144-1**  
 sustained: 8573  
 maximum: 17142

**III.1.D.7 The base is directly supported by an intermediate Defense Fuels Supply Point (DFSP).**

**III.1.D.7.a Supporting DFSP:** DFR-South, Beeman DFSP.

**III.1.E Cat 1.1 and 1.2 munitions storage requirements and capacity.**

**III.1.E.1 Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:**  
 Square footage available (including physical capacity limit):

	Cat 1.1	Cat 1.2
	0	10000
	625	1458
	278	63

**III.1.E.2 Normal installation mission storage requirement:**

**Physical Limits for Cat 1.1 Munitions:**

No more room exists.

**Physical Limits for Cat 1.2 Munitions:**

No more room exists.

**III.1.F The base has a dedicated hot cargo pad.**

**III.1.F.1 Access to the hot cargo pad is not limited.**

**III.1.F.2 The size of the hot cargo pad is 47,500 sq feet.**

**III.1.F.3 The sited explosive capacity of the hot cargo pad is 30,000**

**III.1.F.4 The hot pad access is turn around.**

**III.1.F.5 The taxiway servicing the hot pad is 150 ft wide and has a pavement classification number (PCN) of 0.**

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Dobbins ARB - AFRES

**III.1.F.6** Aircraft using pad over the last 5 years:

C-130

**III.1.G** Proximity (within 150 NM) to mobilization elements.

**III.1.G.1** The base is proximate to a ground force installation.

**Active ground force installations within 150 NM:**

FORT BENNING	98 NM
FORT GORDON	123 NM
FORT MCCLELLAN	64 NM

**III.1.G.2** The base is proximate to a railhead.

**Railheads within 150 NM:**

Albany - Acree	144 NM
Anniston - Bynum	74 NM
Anniston - Fort McClellan	66 NM
Augusta - Fort Gordon	122 NM
Columbus - Fort Benning	97 NM
Norcross - Doraville	12 NM
Ooltewah - Tyner	75 NM
Tulahoma - Arnold AFS	120 NM
Warner Robins	92 NM

**III.1.G.3** The base is over 150 NM from a port.

**III.1.H** The base does Not have a dedicated passenger terminal.

**III.1.I** The base does not have a dedicated deployment facility capable of handling DoD standardized cargo pallets.

**III.1.J** The base medical treatment facility does Not routinely receive referral patients.

**III.1.K** No military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.

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**1995 AIR FORCE BASE QUESTIONNAIRE**
**Dobbins ARB - AFRES**


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**III.1.L** The base medical facility performs No unique missions.

Unique medical missions include aeromedical staging facilities, environmental health laboratories, area dental laboratories, physiological training units, wartime taskings,

**III.1.M** Base medical facilities have No facilities projects planned to begin before to 1999.

Facilities projects include military consruction program (MCP) or Operations and Maintenance (O&M) alterations.

**III.1.N** Base facilities have No excess storage capacity.

**III.1.N.1** Base facilities have a total covered storage capacity of 70,229 sq ft.

**III.1.N.2** Breakout of the total covered storage capacity:

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	52,522 sq ft
Mobility storage:	13,480 sq ft
War Readiness Support Kits (WRSK) storage:	7,380 sq ft

**III.1.O** 20 light military vehicles are on base.

**III.1.P** 141 heavy military and special vehicles are on base.

**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Dobbins ARB - AFRES**

**Section IV**

**1. Base Budget**

**IV.1 Non-payroll portion of the base budget for prior years:**

					FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
<b>IV.1.A</b>	<b>xxx56</b>	<b>Environmental Compliance</b>						
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3740	587.88 \$sK	0.00 \$sK	587.88 \$sK			
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3740	327.21 \$sK	1.25 \$sK		328.45 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3740	270.93 \$sK	0.00 \$sK			270.93 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3740	556.00 \$sK	0.00 \$sK				556.00 \$sK
		<b>xxx56 TOTALS:</b>			587.88 \$sK	328.45 \$sK	270.93 \$sK	556.00 \$sK
<b>IV.1.B</b>	<b>xxx76</b>	<b>Real Property Maintenance A</b>			<b>FY 91 Total</b>	<b>FY 92 Total</b>	<b>FY 93 Total</b>	<b>FY 94 Total</b>
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3740	0.00 \$sK	0.00 \$sK	0.00 \$sK			
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3740	2,709.07 \$sK	264.07 \$sK		2,973.13 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3740	64.95 \$sK	0.00 \$sK			64.95 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3740	60.00 \$sK	0.00 \$sK				60.00 \$sK
		<b>xxx76 TOTALS:</b>			0.00 \$sK	2,973.13 \$sK	64.95 \$sK	60.00 \$sK
<b>IV.1.C</b>	<b>xxx78</b>	<b>Real Property Maintenance S</b>			<b>FY 91 Total</b>	<b>FY 92 Total</b>	<b>FY 93 Total</b>	<b>FY 94 Total</b>
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3740	0.00 \$sK	0.00 \$sK	0.00 \$sK			
	<b>FY-92</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3740	127.12 \$sK	0.00 \$sK		127,124.00 \$sK		
	<b>FY-93</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3740	2,069.16 \$sK	0.00 \$sK			2,069.16 \$sK	
	<b>FY-94</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				
		3740	1,745.00 \$sK	0.00 \$sK				1,745.00 \$sK
		<b>xxx78 TOTALS:</b>			0.00 \$sK	127,124.00 \$sK	2,069.16 \$sK	1,745.00 \$sK
<b>IV.1.D</b>	<b>xxx90</b>	<b>Audio Visual</b>			<b>FY 91 Total</b>	<b>FY 92 Total</b>	<b>FY 93 Total</b>	<b>FY 94 Total</b>
	<b>FY-91</b>	<b>Appropriation</b>	<b>Direct</b>	<b>Reimbursable</b>				

1995 AIR FORCE BASE QUESTIONNAIRE

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		3740	1.27 \$sK	0.00 \$sK	1.27 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3740	1.19 \$sK	0.00 \$sK		1.19 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3740	2.01 \$sK	0.00 \$sK			2.01 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3740	2.00 \$sK	0.00 \$sK				2.00 \$sK
			xxx90 TOTALS:		1.27 \$sK	1.19 \$sK	2.01 \$sK	2.00 \$sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3740	869.87 \$sK	14.52 \$sK	884.39 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3740	2,142.85 \$sK	9.49 \$sK		2,152.33 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3740	2,641.45 \$sK	9.10 \$sK			2,650.55 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3740	1,990.00 \$sK	12.00 \$sK				2,002.00 \$sK
			xxx95 TOTALS:		884.39 \$sK	2,152.33 \$sK	2,650.55 \$sK	2,002.00 \$sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3740	8,020.79 \$sK	40.00 \$sK	8,060.79 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3740	1,779.79 \$sK	80.06 \$sK		1,859.85 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3740	7,760.60 \$sK	512.38 \$sK			8,272.97 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3740	3,847.00 \$sK	150.00 \$sK				3,997.00 \$sK
			xxx96 TOTALS:		8,060.79 \$sK	1,859.85 \$sK	8,272.97 \$sK	3,997.00 \$sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		7045	18.88 \$sK	0.00 \$sK	18.88 \$sK			
	FY-92	Appropriation	Direct	Reimbursable				
		7045	7.57 \$sK	0.00 \$sK		7.57 \$sK		
	FY-93	Appropriation	Direct	Reimbursable				
		7045	9.94 \$sK	0.00 \$sK			9.94 \$sK	
	FY-94	Appropriation	Direct	Reimbursable				

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**1995 AIR FORCE BASE QUESTIONNAIRE**
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7045	4.00 \$sK	0.00 \$sK				4.00 \$sK
	<b>MFH TOTALS:</b>		18.88 \$sK	7.57 \$sK	9.94 \$sK	4.00 \$sK

**2. Relocation Costs**

IV.2 -Large, unusual items integral to the unit mission, but which cannot be moved as regular freight:

**Total relocation costs: \$ 0.00 K**

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**1995 AIR FORCE BASE QUESTIONNAIRE**

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**Section IV/V Level Playingfield COBRA Data**

**One time closure costs: 20\$sM**

**Twenty year Net Present Value (110)\$sM**

**Steady state savings 10\$sM per year**

**Manpower savings associated with closure 145**

**Return on Investment (years): 3**

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
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**Section VI Economic Impact****Economic Area Statistics:****Atlanta, GA MSA****Total population: 3,133,000 (FY 92)****Total employment: 1,923,937 (FY 93)****Unemployment Rates (FY93/3 Year Average/10 Year Average)****5.2% / 5.5% / 5.2%****Average annual job growth: 50,456****Average annual per capita income: \$21,858****Average annual increase in per capita income: \$5.2%****Projected economic impact:**

<b>Direct Job Loss:</b>	<b>7,052</b>	
<b>Indirect Job Loss:</b>	<u><b>3,722</b></u>	
<b>Closure Impact:</b>	<b>10,774</b>	<b>( 0.6% of employment total)</b>
<b>Other BRAC Losses:</b>	<u><b>0</b></u>	
<b>Cumulative Impact:</b>	<b>10,774</b>	<b>( 0.6% of employment total)</b>

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
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**Section VII**

**1995 AIR FORCE BASE QUESTIONNAIRE**  
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**Section VIII****1. Air Quality - Clean Air Act**

**VIII.1.A** Air Quality Management District for the base: Atlanta, GA

**VIII.1.B** The base is located within a maintenance or non-attainment area for specific pollutants.

**VIII.1.B.1** No pollutants in maintenance

**VIII.1.B.2** Non-attainment area regulated pollutant(s) and severity:

Ozone	Serious
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**VIII.1.C** There are NO critical air quality regions within 100 kilometers of the base

(Critical air quality regions are non-attainment areas, national parks, etc.)

**VIII.1.D** On- or off-base activities have NOT been restricted or delayed due to air quality considerations.

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

**VIII.1.D.1** The base has NOT been required to impliment emissions reduction through special actions

(i.e. carpooling or emissions credit transfer)

**VIII.1.E** Restrictions placed on operations by state or local air quality regulatory agencies:

**VIII.E.1** Aerospace Ground Equipment (AGE):

**E.1.a** No state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

**E.1.b** No state or local air quality regulatory agency Requires permits for such units.

**E.1.c** No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

**E.1.d** No state or local air quality regulatory agency Requires retrofit controls for AGE.

**VIII.E.2** Infrastructure Maintenance / Public Works

**E.2.a** No state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

**E.2.b** No state or local air quality regulatory agency Limits the hours of these activities.

**E.2.c** No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

**E.2.d** No state or local air quality regulatory agency Requires emission offsets for these activities.

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Dobbins ARB - AFRES

#### VIII.E.3 Open Burn/Open Detonation

- E.3.a No state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training
- E.3.b No state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.
- E.3.c No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.
- E.3.d No state or local air quality regulatory agency Requires periodic emission testing.

#### VIII.E.4 Fire Training

- E.4.a No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.
- E.4.b No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

#### VIII.E.5 Signal Flares

- E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

#### VIII.E.6 Emergency Generators

- E.6.a No state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.
- E.6.b No state or local air quality regulatory agency Limits the hours of emergency operation of generators.
- E.6.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergency generators.
- E.6.d No state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.
- E.6.d No state or local air quality regulatory agency Requires emission offsets.

#### VIII.E.7 Short-term Activities

- E.7.a No state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).
- E.7.b No state or local air quality regulatory agency Limits the operation for short-term activities.
- E.7.c No state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.
- E.7.d No state or local air quality regulatory agency Prohibits any short-term activities.

#### VIII.E.8 Monitoring

- E.8 No state or local air quality regulatory agency Has continuous emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

#### VIII.E.9 BACT/LAER

- E.9 No state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

## 2. Water - Potable

VIII.2.A The base potable water supply is Local Community and the source is:

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Municipal Supply - Cobb County

**VIII.2.B** There are no constraints to the base water supply.

**VIII.2.C** The base potable water supply does not constrain operations

(Contamininants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

**3. Water - Ground Water**

**VIII.3.A** Base or local community groundwater is contaminated.

**VIII.3.A.1** Nature of contamination. Benzene, TCE, Lead, Chromium and Cadmium above MCLS at IRP Site DP-05, AVGAS Sludge Burial Site A.

**VIII.3.A.2** The contaminated groundwater is Not a potable water source.

**VIII.3.B** The base is Not actively involved in groundwater remediation activities.

**VIII.3.C** No water wells exist on the base.

**VIII.3.D** 8 wells have been abandoned for the following reasons:

Back-up/Emergency supply unnecessary.

**4. Water - Surface Water**

**VIII.4.A** The following perennial bodies of water are located on base.

<b>VIII.4.A.1</b>	<b>Location</b>	<b>Surface area size</b>
	Big Lake	8.00 Acres
	Little Lake	2.00 Acres

**VIII.4.A.2** These bodies receive water runoff or treated wastewater discharge from the base.

**VIII.4.A.3** The base is located within a specified drainage basin.

**VIII.4.B** Special permits are Not required

(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

**VIII.4.C** There is No known contamination to the base or local community surface water

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**5. Wastewater**

- VIII.5.A** Base wastewater is treated by Local Community facilities.
- VIII.5.C** There are No discharge violations or outstanding open enforcement actions pending.

**6. Discharge Points / Impoundments**

- VIII.6.A** Describe the National Pollutant Elimination System permits in effect:  
General NPDES Permit No. GAR000000, Storm Water Discharges from Industrial Activities.
- VIII.6.B** The base currently discharges treated wastewater OFF-Base. Description of treated wastewater discharge location:  
Local Treatment Plant
- VIII.6.C** The base has No discharge impoundments.
- VIII.6.D** There are no discharge violations or outstanding discharge open enforcement actions pending.

**7. HAZARDOUS MATERIALS - Asbestos**

- VIII.7.A** 100.0 percent of facilities have been surveyed for asbestos.
- VIII.7.A.1** 64.0 percent of the facilities surveyed are identified as having asbestos.
- VIII.7.A.2** 0 facilities are considered regulated areas or have restricted use due to friable asbestos.



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**1995 AIR FORCE BASE QUESTIONNAIRE**  
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**11. Biological - Floodplains**

- VIII.11.A Floodplains are present on the base.
- VIII.11.A.1 Floodplains do Not constrain construction (siting) activities or operations.
- VIII.11.A.2 Periodic flooding does Not constrain base operations.

**12. Cultural**

- VIII.12.A Historic, prehistoric, archaeological sites or other cultural resources located on the base:
- |                            |                                  |
|----------------------------|----------------------------------|
| VIII.12.A.1 Sites:         | Significant status:              |
| J. C. Bankston Rock House. | Exterior architectural features. |
- VIII.12.B 5 percent of the buildings on base are over 50 years old.
- VIII.12.C Historic Landmark/Districts, or properties listed in the National Register of Historic Places (NRHP) located on base:  
J. C. Bankston Rock House.
- VIII.12.C.1 No properties have been determined to be or may be eligible for the NRHP.
- VIII.12.C.2 Buildings and structures have not been surveyed for Cold War or other historical significance.
- VIII.12.D The base has been archeologically surveyed.
- VIII.12.D.1 100 percent of the base has been surveyed.
- VIII.12.D.2 No archeological sites have been found.
- VIII.12.D.3 No archeological collections are housed on base.
- VIII.12.D.4 No Native Americans or others use/identified sacred areas or burial sites on or near base.
- VIII.12.E The base has no agreements with historic preservation agencies.  
Agreements include Programmatic Agreements and Memorandum of Agreements.  
Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

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**13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)**

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 7 IRP sites have been identified

VIII.13.A.2 No IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 1997

VIII.13.B The installation is Not a National Priority List (NPL) site nor proposed as an NPL site.

VIII.13.C There are no existing Federal Agency Agreements to clean up the base.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There are no known uncontrolled or unregulated occurrences of specific contaminate types or sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E No sites or SWMUs are currently being investigated and remediated pursuant to the RCRA.

SWMU - Solid Waste Management Units

RCRA - Resource Conservation and Recovery Act

VIII.13.F The IRP does Not currently restrict construction (siting) activities/operations on-base.

**14. Compliance / IRP Costs (\$000)**

VIII.14.A Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K
IRP	\$897.000 K	\$5,800.000 K	\$467.000 K	\$0.000 K	\$0.000 K
Natural Resources	\$0.000 K	\$150.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Other(s) Specify: Storm Water Compliance	\$828.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Other(s) Specify: UST Compliance	\$200.000 K	\$0.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Other(s) Specify: UST Remediation	\$0.000 K	\$100.000 K	\$0.000 K	\$0.000 K	\$0.000 K
Other(s) Specify: Waste Water Compliance	\$0.000 K	\$0.000 K	\$0.000 K	\$1,420.000 K	\$0.000 K
Permits	\$0.000 K	\$100.000 K	\$0.000 K	\$0.000 K	\$0.000 K

**15. Other Issues**

VIII.15.A There are no additional activities which may constrain or enhance base operations.

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Dobbins ARB - AFRES**

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**16. Air Quality - Clean Air Act**

**VIII.16.A Air Quality Control Area (AQCA) geographic region in which the base is located:**

Atlanta, GA

**VIII.16.B Air quality regulatory agency responsible for the AQCA:.** Georgia Department of Natural Resources, Environmental Protection Division,  
Air Quality Branch

**VIII.16.B Name and phone number of the AQCA program manager for issues pertaining to the base:**

Mr. Robert Colom

404-363-7000

**The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:**

**VIII.16.C.1 In Non-Attainment for Ozone**

**VIII.16.C.2 In Attainment for Carbon Monoxide**

**VIII.16.C.3 In Attainment for Particulate matter (PM-10)**

**VIII.16.C.4 In Attainment for Sulfur Dioxide**

**VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx)**

**VIII.16.C.6 In Attainment for Lead**

**VIII.16.C.7 The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT**

**VIII.16.D.1 Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located:** 0.00 ppm

**VIII.16.D.2 Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:** 9.0 ppm

**VIII.16.D.3 Ozone Design value is 0.0% of NAAQS**

**VIII.16.D.4 Carbon monoxide Design value is 100.0% of NAAQS**

**VIII.16.E.1 The EPA-designated severity of nonattainment for OZONE is Serious**

**VIII.16.E.2 Atlanta, GA**

**VIII.16.E.3**

**VIII.16.E.4 The base is Not in a rural transport area**

**VIII.16.E.5 The EPA has Not proposed that the AQCA severity of nonattainment for OZONE be redesignated**

**VIII.16.G. Specific ozone precursor (Volatile organic compounds(VOCs) and nitrogen oxides (NOx)) emissions for the base:**

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Dobbins ARB - AFRES

		based on the AQCA 1990 baseline Inventory.		AND	in the required attainment year			
		VOCs		NOx	VOCs		NOx	
Mobile Source Including Aircraft	G.1.a	14	G.1.d	25	G.2.a	307	G.2.d	386
Military Aircraft Associated with the Base	G.1.b	10	G.1.e	34	G.2.b	349	G.2.e	140
Stationary Source	G.1.c	22	G.1.f	18	G.2.c	25	G.2.f	50

Amount of reduced annual emissions of VOCs and NOx resulting from permanent reductions in base activity levels, process changes, or any other measures implemented at the base since 1 Jan 1990

		VOCs		NOx	
Mobile Source Including Aircraft	G.3.a	0	G.3.c	0	
Stationary Source	G.3.b	0	G.3.d	0	

Amount of increased annual emissions of VOCs and NOx resulting from increased activity levels, facility expansion, process changes, or other means implemented at the base since 1 Jan 1990

Mobile Source Including Aircraft	G.4.a	0	G.4.c	0
Stationary Source	G.4.b	0	G.4.d	0

Computed allowable growth		VOCs		NOx	
Mobile Source Including Aircraft	G.5.a	2092.86%	G.5.c	1444.00%	
Stationary Source	G.5.b	13.64%	G.5.d	177.78%	
TOTAL	G.5.e	822.22%	G.5.f	913.95%	

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**1995 AIR FORCE BASE QUESTIONNAIRE**  
**Dobbins ARB - AFRES**

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**Section IX****ARC Installations and Bases with ARC Units**

- IX.1** All regularly used ground training facilities are on base.
- IX.2** Flying units supporting Aeromed/Arial ports accomplish training locally.
- IX.3** Available dormitory space will house 0.0 percent of the population requiring billets
- IX.3.A** 22.0 percent of the reservists/guardsmen require billeting during drill weekends.
- IX.3.B** 50.0 percent drill billeting requirements are met with commercial billeting establishihments.
- IX.4** Adequate dining facilities are available.
- IX.5** A physical fitness center is available.  
The fintess center is adequate
- IX.6** A consolidated club is available.  
The consolidated club is adequate, remarks follow:
- IX.7** Ninety percent of the unit's population  
Is within 60 min travel time from the base.  
Lives within 43 miles of the base.
- IX.8** 53.4 Percent of the recruiting areas's population is in the recruitable range.
- IX.9** 5,270,233 is the total population of the recruiting area.
- IX.10** 29.0 percent of the recruitable population has completed high school.
- IX.11** Authorization data over the last 5 years is not available.
- IX.12** There are a total of 5 other reserve components in the local recruiting area:  
Air National Guard, Navy Reserve, Marine Corps Reserve, Army Reserve, Georgia Army Guard.
- IX.13** The current total reserve component population is 0.20 percent of the recruitable age range.
- IX.14** 91.4 percent is the average AFRES/ANG personnel retention rate.

## 1995 AIR FORCE BASE QUESTIONNAIRE

### Dobbins ARB - AFRES

*Retention rate uses data from the last 2 fiscal years. One time events which may have caused abnormalities include unit moves and/or weapons system conversions.*

**IX.15** Unit reservist/guardsman participated in 29.0 (ave) title 10 and/or title 32 active duty days beyond Annual Tours and Drill periods for FY92-3, and FY94 (est)

**IX.16** Other government aviation units are collocated on the airfield. Base operating support is provided as follows:

<b>IX.16.A</b>	<b>POL:</b>	Joint Facilities	<i>Definitions:</i>	
<b>IX.16.B</b>	<b>Security:</b>	Host Unit	<i>Host Unit</i>	<i>At least 75% provided by the installation host</i>
<b>IX.16.C</b>	<b>Base Supply:</b>	Host Unit	<i>Tenant Unit</i>	<i>At least 75% provided by collocated tenant unit</i>
<b>IX.16.D</b>	<b>Tower/ATC:</b>	Tenant Unit	<i>Separate</i>	<i>At least 75% provided internally by each collocated unit</i>
<b>IX.16.E</b>	<b>Base CE:</b>	Separate	<i>Joint facilities</i>	<i>More than 25% provided in a shared arrangement between collocated DOD units</i>
			<i>Civil</i>	<i>All support provided through contract or civilian airport authority</i>

# Document Separator

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# DOBBINS ARB DRAFT DATA SHEET

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31-Jan-95

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**MAJOR COMMAND:** AFRES  
**BRAC CATEGORY:** Large AC(T)  
**JOINT CROSS-SERVICE GROUP:**  
**STATE:** GA  
**NEAREST CITY:** Atlanta  
**INSTALLATION TYPE:** Reserve Base  
**RESOURCES:** 15-F16('95 to Robins @B1), 8-C130(R)  
**MAJOR UNITS ASSIGNED:** 22 Air Force(AFRES), NAS Atlanta, 94th Airlift Wing (AFRES), 116 Fighter Wing (ANG)(To Robins in 95), 151st Military Intelligence Battalion (ARNG), 345 Medical Company (USAR)  
**INSTALLATION MISSION:** AFRES base. Hq 22d Air Force (AFRES), NAS Atlanta shares airfield.  
**AUTHORIZED MILITARY:** 50  
**AUTHORIZED CIVILIAN:** 1,050  
**AVERAGE NUMBER OF STUDENTS:**  
**FY 93 OPERATING COSTS:**  
**NATIONAL PRIORITY LIST SITE:** No  
**TOTAL ACRES:**  
**TOTAL BUILDING SQUARE FOOTAGE:**  
**FAMILY HOUSING UNITS:** 5  
**UNACCOMPANIED OFFICER HOUSING UNITS:**  
**UNACCOMPANIED ENLISTED HOUSING SPACES:**  
**AREA COST FACTOR:**  
**RUNWAY LENGTH:**  
**HOSPITAL BEDS:**  
**IMPACT OF PREVIOUS BRAC:**  
**GOVERNOR:** Zell Miller  
**SENATORS:** Sam Nunn  
Paul Coverdell  
**REPRESENTATIVE:** Bob Barr

**DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION  
1700 NORTH MOORE STREET, SUITE 1425  
ARLINGTON, VIRGINIA 22209  
(703) 696-0504**

**MEMORANDUM OF MEETING**

**DATE:** September 27, 1994

**TIME:** 2:00

**MEETING WITH:** Eddington, Wade and Sanders

**SUBJECT:** Dobbins AFB

**PARTICIPANTS:**

*Name/Title/Phone Number:*

**Mark Sanders**

**Rogers Wade**

*Commission Staff:*

**Tom Houston: Staff Director**

**Cece Carman; Congressional & Intergovernmental Affairs**

**\*Frank Cirillo; Air Force Team Leader**

**Bob Cook; Interagency Issues Team Leader**

**Alex Yellin; Navy Team Leader**

**Ben Borden; Director of R&A**

**MEETING PURPOSE:** Visitors have been retained by Cobb County to defend Dobbins AFB. They are also supporting NAS Atlanta which is a tenant on Dobbins. Mention also made of Plant 6. We provided the process briefing to the visitors at their request. They had been involved with the communities defending Moody AFB in '91 and Robins AFB in '93. We mentioned some of the deficiencies to include encroachment, ATC delays and range access. fc

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**USAF BASE FACT SHEET**  
**DOBBINS AIR RESERVE BASE, GEORGIA**

**MAJCOM/LOCATION/SIZE:** AFR base two miles south of Marietta with 1,903 acres

**MAJOR UNITS/FORCE STRUCTURE:**

- 22nd Air Force
- 94th Airlift Wing
  - 8 C-130H
- 622nd Regional Support Group
- 116th Fighter Wing (ANG)
  - 15 F-15A/B and 1 C-26B
- Air Force Plant 6 is also located at Dobbins ARB

**USAF MANPOWER AUTHORIZATIONS:** (As of FY 95/2)

MILITARY--ACTIVE	12
GUARD	1,058
RESERVE	1,495
CIVILIAN	<u>378</u>
<b>TOTAL</b>	<b>2,943</b>

**ANNOUNCED ACTIONS:**

- Beginning in mid-1995, the 116th Fighter Wing will relocate to Robins AFB, GA, and convert from 15 F-15A/B to 8 B-1B aircraft. This gradual conversion/relocation results in a decrease of 1058 guard manpower authorizations.

**MILITARY CONSTRUCTION PROGRAM (\$000):**

**FISCAL YEAR 94:**

Flight Simulation Center (Congress Insert)	6,000
Firing Range (Congress Insert)	<u>1,900</u>
<b>TOTAL</b>	<b>7,900</b>

**FISCAL YEAR 95:**

Fire Fighter Development Center	1,100
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**SIGNIFICANT INSTALLATION ISSUES/PROBLEMS:** None

Basing Manager: Mr DiCamillo/XOOB/53019

Editor: Ms Wright/XOOBD/46675/1 Mar 95

FRED M. HAYSLETT  
Administrative Assistant

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