DCN 1269

THE DEPUTY SECRETARY OF DEFENSE
WASHINGTON, D.C. 20301-1000

9 May 1995

The Honorable Alan J. Dixon
Chairman, Defense Base Closure
and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Chairman Dixon:

This letter follows up on my testimony before the Commission on March 1, and responds to your letter to me of March 24, concerning the proposed realignment of Grand Forks AFB through inactivation of the 321st Missile Group, and interagency review of associated treaty issues.

As you will recall, our recommendation concerning Grand Forks was made subject to a possible determination by the Secretary relating to Ballistic Missile Defense (BMD) options. Specifically, we recommended that Grand Forks AFB be realigned and the 321st Missile Group inactivated, "unless the Secretary of Defense determines that the need to retain [BMD] options effectively precludes this action." That, in turn, has been the focus of a legal review of treaty issues by representatives of the Department of Defense (including the Office of the Chairman, Joint Chiefs of Staff), the Department of State, the Arms Control and Disarmament Agency, and the National Security Council staff.

I am pleased to report that the interagency review has been completed and that the contingency has been favorably resolved. There will be no determination by the Secretary that would require retention of the missile group at Grand Forks. Realignment of Minot AFB and inactivation of the 91st Missile Group is no longer a necessary alternative. Consequently, our recommendation, as transmitted on February 28, remains that Grand Forks AFB be realigned and the 321st Missile Group inactivated.

I trust that this will enable the Commission to proceed with the formulation of its recommendation to the President.

Sincerely yours,

John Deutch

5/9/95 Letter from DepSecDef to BRAC Chairman

Fax to:

The Honorable Alan J. Dixon
Chairman, Defense Base Closure
and Realignment Commission

FAX: 703/696-0550
TEL: 703/696-0504

Document Separator

BASE SCENARIOS

Close Grand Forks(Option 1): Move the 10 B-1s and the 7 KC-135Rs to Ellsworth AFB. Move the Minuteman III ICBMs to Malmstrom AFB as a replacement for the Minuteman IIs. Move the 4 HH-1Hs to Grand Forks International Airport to be used for missile field destruction contractor support. **Close entire base.**

Grand Forks (Option 2): Move the Minuteman III ICBMs to Malmstrom AFB as a replacement for the Minuteman IIs. Move the 4 HH-1Hs to Grand Forks International Airport to be used for missile field destruction contractor support. **Close missile field but leave the bomber and refueling missions intact.**

Grand Forks (Option 3): Move the 10 B-1s and the 7 KC-135s to Ellsworth AFB. **Close Flying mission portion of base but retain the missile field.**

Bergstrom/Carswell Scenario (Option 1): Close Bergstrom AFB cantonment area. Move; the 704th Fighter Squadron (AFRES) with its F-16 aircraft, the 924th Fighter Group (AFRES) support units, and the 10th Air Force (AFRES) Headquarters, to the expanded cantonment area at Carswell AFB.

Bergstrom/Carswell Scenario (Option 2): Keep Bergstrom AFB cantonment area open. Move the 301st Fighte Wing from Carswell AFB to the Bergstrom AFB cantonment area. **This scenario should reflect a cost reduction in the Navy's move to the Carswell cantonment area since the Navy will obviously need far less MILCON money.**

Dave Combs/5-26-93

Grand Forks Air Force Base, North Dakota

Commissioner Add for Consideration: Study for closure or realignment because K.I. Sawyer community raised Grand Forks as an alternative to K.I. Sawyer AFB

Category: Large Aircraft/Missile Base

LAND (Acres)	BUILDINGS (Million Square Feet)	FAMILY HOUSING (Units)	PERSONNEL (Mil/Stu/Civ)

PERMANENT FACILITIES (%)	ANNUAL OPERATING COST ($ M)	COST FACTORS (Construction/Per Diem)	VHA (Officer/Enlisted)

ISSUE		DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
MILITARY VALUE RANKING	BOMBER	Group 3 of 3		12 of 18 (115/155)
	TANKER	Group 3 of 3		12 of 21 (85/120)
UNIQUE MILITARY ASSETS		150 Minuteman III missiles ABM Site	University of North Dakota's Center for Aerospace Sciences	
ABM SITE		Awaiting response	Extremely important, community cites State Department & Arms negotiators	
ONE OF 4 MISSILE FIELDS		SECAF stated "Retain four missile fields" for pre START flexibility	Can't close	

Grand Forks Air Force Base, North Dakota
(Continued)

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
IS CLOSING A MISSILE BASE A FORCE STRUCTURE ISSUE?		Yes	
COST OF LAND BASED MISSILES CHEAPER THAN SUBMARINE BASED MISSILES	Maintain flexibility prior to START ratification		
CLOSING GRAND FORK'S MISSILE FIELD WOULD ELIMINATE ABOUT 25% OF U.S. MISSILE BASING CAPABILITY		Yes	150 Minuteman III missiles could be moved from Grand Forks to Malmstrom AFB to replace its 150 Minuteman II missiles. Maintain AF position of 550 missile silos
GRAND FORKS AFB IS THE ONLY TREATY COMPLIANT ABM SITE IN THE UNITED STATES (TREATY AND SUBSEQUENT PROTOCAL REQUIRES ABM SITE TO BE 150 KILOMETERS OF A MISSILE FIELD OR THE NATIONS CAPITOL)	General Horner say's Treaty "contains no strict obligation to defend a missile site" if an ABM site is constructed. Awaiting official OSD position	True	
GRAND FORKS AFB IS IDEALLY SITUATED TO SERVE AS A PRINCIPAL TANKER BASE FOR FUTURE FORCES	Pending funding and compliance with environmental laws Grand Forks will become AMC base with air refueling wing of 40 KC-135R tankers	True	

Grand Forks Air Force Base, North Dakota
(Continued)

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
AIR FORCE BCEG PROCESSS GRADED THE CONDITION OF MILITARY FAMILY HOUSING (MFH) UNITS AS AN "R" AS OPPOSED TO AF REAL PROPERTY RECORDS WHICH RATES ALL MFH UNITS AS CONDITION CODE 1	AF rated "R" based on fact that all units required "whole house upgrade"	Military Family Housing units should have been rated "G" based current condition	
FAIRCHILD AFB, WASHINGTON HAS GREATER ENCROACHMENT PROBLEM THAN DOES GRAND fORKS AFB	Air Force Analyses and Recommendations (Volume V) scored both bases essentially the same	Fairchild has significant encroachment problems. Grand Forks has no encroachment problems	Grand Forks given best score to indicate no encroachment problems. Fairchild given worse score to indicate serious encroachment problem

Grand Forks Air Force Base, North Dakota
(Continued)

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
ONE-TIME COSTS ($ M) (CONST/HOUSING)	Total 118.1		
PERSONNEL POSITIONS ELIMINATED (MIL/CIV)	1101/243		
STEADY STATE SAVINGS ($ M)	69.8		
BREAK EVEN YEAR	1996 (Year 3)		
PERSONNEL IMPACT DIRECT/INDIRECT			
ECONOMIC IMPACT (%) (93/CUMULATIVE)			

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DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
BASE SUMMARY SHEET

GRAND FORKS AIR FORCE BASE, ND.

INSTALLATION MISSION: Air Combat Command. 319th Bomb Wing (16-B-1b's); 321st Missile Wing (150 Minuteman III missiles and 4 HH-1H aircraft); and 905th Air Refueling Squadron (12 KC-135R's, Air Mobility Command).

RECOMMENDATION: None.

JUSTIFICATION: N/A

ITEMS OF SPECIAL INTERESTS: One of SECAF's four missile fields

COST CONSIDERATIONS: $118.1 Million

MANPOWER IMPLICATIONS:

	BASELINE	NET CHANGE
MILITARY	4903	0
CIVILIAN	470	0

ENVIRONMENTAL CONSIDERATIONS:
- Not on National Priority List
- Not in an Air Quality Area

REPRESENTATION:

US Senators:	Byron Dorgan
	Kent Conrad
US Representative:	Earl Pomeroy
Governor:	Ed Schafer

SIGNIFICANT ISSUES

MILITARY ISSUES:
- DoD recommended that the KC-135 aircraft at Griffis AFB, New York realign to Grand Forks.
- B-1 aircraft currently at Grand Forks would realign to Ellsworth AFB, South Dakota.

ECONOMIC ISSUES: Unknown.

COMMUNITY CONCERNS: None.

David Combs/AF Team/ 17May93

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ISSUES FOR DELIBERATION

GRAND FORKS AFB:

- Anti-Ballistic Missile (ABM) radar system (Cavilier site).
- START- one of four missile fields retained by SECDEF guidance.
- low cost to close.($118.1 M).
- currently a receiver site of KC-135's from Griffis AFB.
- Is closing a missile base messing with force structure and if so, can commission can commission legally do this?
- Can we fully support our independent analysis scores? Can this analysis become an issue(subjectivity)?
- Differing views concerning START among Air Force, State Department, and Arms Control officials.

CARSWELL/BERGSTROM REDIRECT:

- Since Bergstrom community lived up to its end of the bargain, is the Commission bound by its recommendation.
- Can Af, Navy Army, and Marines recruit the number of reservisits required to fill all units to be assigned to Carswell AFB? Affect on readiness?
- Would it be more efficient, effective, and economical to realign the AF Reserve unit to Bergstrom?

NAS AGANA/ANDERSEN AFB:

- Should we take the people of Guam request to close NAS Agana and relocate the Navy mission to Andersen AFB.

Document Separator

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 930627-31

FROM: JAMES F. BOATRIGHT	TO: JIM COURTER
TITLE: DEPUTY ASSISTANT SECRETARY	TITLE: CHAIRMAN
ORGANIZATION: USAF	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED:	

OFFICE OF THE CHAIRMAN	INFO COPY	ACTION COPY	INIT	COMMISSION MEMBERS	INFO COPY	ACTION COPY	INIT
CHAIRMAN COURTER	✓			COMMISSIONER BOWMAN			
STAFF DIRECTOR	✓			COMMISSIONER BYRON			
SPECIAL ASSISTANT				COMMISSIONER COX			
GENERAL COUNSEL				COMMISSIONER JOHNSON			
MILITARY EXECUTIVE				COMMISSIONER LEVITT			
				COMMISSIONER MCPHERSON			
DIR./CONGRESSIONAL LIAISON				COMMISSIONER STUART			
PRESS SECRETARY				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A			
DIR./EXECUTIVE SECRETARIAT			A...	DEPUTY DIRECTOR OF R & A			
				ARMY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				NAVY TEAM LEADER			
CHIEF FINANCIAL OFFICER				AIR FORCE TEAM LEADER			
DIRECTOR OF TRAVEL				ISSUES TEAM LEADER			
SYSTEMS ADMINISTRATOR				COBRA MODEL ANALYST			
DIR./INFO SERVICES DIVISION				DATABASE ANALYST (GIS)			

TYPE OF ACTION REQUIRED

	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response (coordinate w/ Exec.Sec.)
	Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

⇒ CLARIFICATION/CORRECTIONS TO THE ERRORS MADE BY DBCRC STAFF PRESENTATIONS.

↳ RE: KI SAWYER + GRIFFISS AFB's.

Due Date: —	Routing Date: 6-27-93	Date Received: 6-24-93	Mail Date: —

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

JUN 2 3 1993

SAF/MII
1660 Air Force Pentagon
Washington, DC 20330-1660

The Honorable Jim Courter
Chairman, Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Please refer to this number when responding 930627-31

Dear Mr. Chairman

I need to call your attention to some errors in your staff's presentation today.

One option your staff presented on KI Sawyer (Scenario 3), used COBRA numbers which the Air Force did not provide. We ran a COBRA model using the exact assumptions presented in that scenario (Atch 1) and found that the correct savings are less than $1.0 million, with an associated cost of over $16.0 million with a corresponding ROI of greater than 100 years. Clearly, this is not a cost effective option.

Additionally, your staff briefer implied that the Air Force did not evaluate bases for missions other than those presently at the installations. That is incorrect. On 16 Feb 93, closure and realignment candidate bases in the flying operations subcategory were evaluated for the capability to support another flying operations mission. The purpose of this analysis was to determine whether any closure candidates had the flexibility to support other missions besides their own and should not be recommended for closure. The Base Closure Executive Group concluded, as reflected in the minutes from that day, that Homestead should not be retained for a bomber, tanker, airlift, or mobility mission, and that KI Sawyer, March, McGuire, and Griffiss did not warrant retention for different large aircraft missions or a fighter mission.

My final issue concerns the 10th Infantry (Light) Division and its relationship with Griffiss AFB. The DoD recommended Griffiss be realigned in such a way as to support the 10th Division with a runway on an "on call, as needed" basis. The Commissioner of Aviation at Hancock Field, Syracuse, New York, has stated that Hancock Field is capable of

accommodating mobility assets and Ft Drum deployments (Atch 2). Indeed, the Air Force has surveyed Hancock Field and concluded that the airfield can support mobility operations. Air Force units at Hancock Field deployed in support of Desert Shield/Storm.

Sincerely

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

Atchs
1. COBRA Run.
2. Hancock Field Letter.

COBRA REALIGNMENT SUMMARY (COBRA v4.04)
Data As Of 15:30 06/23/1993, Report Created 16:47 06/23/1993

Group : Large Aircraft
Service : USAF
Option Package : Grand Forks

Starting Year : 1994
Break Even Year: 2094+ (Year 101+)
ROI Year : 2100+ (100+ Years)

Option NPV in 2013 ($K) : 7,722
Total One-Time Cost ($K) : 16,368

Net Costs ($K) Constant Dollars

	1994	1995	1996	1997	1998	1999	Beyond
Misn	0	0	0	0	0	0	0
Pers	0	0	271	271	271	271	271
Ovhd	1,170	635	2,045	-1,268	-1,268	-1,268	-1,268
Cons	4,400	0	0	0	0	0	0
Movg	0	3,500	4,429	0	0	0	0
Othr	0	0	1,334	0	0	0	0
TOT	5,570	4,135	8,079	-997	-997	-997	-997

	1994	1995	1996	1997	1998	1999	TOTAL
FORCE STRUCTURE REDUCTIONS							
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Civilian	0	0	0	0	0	0	0
POSITIONS ELIMINATED							
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Civilian	0	0	0	0	0	0	0
PERSONNEL REALIGNMENTS							
Officers	0	0	218	0	0	0	218
Enlisted	0	0	1,275	0	0	0	1,275
Students	0	0	0	0	0	0	0
TOT MIL	0	0	1,493	0	0	0	1,493
Civilian	0	0	46	0	0	0	46
TOTAL	0	0	1,539	0	0	0	1,539

Summary:

B-1 --> Ellsworth, KC-135 --> KI Sawyer

KC-135 Ellsworth --> McConnell

COBRA REALIGNMENT SUMMARY (COBRA v4.04) - Page 2
Data As Of 15:30 06/23/1993, Report Created 16:47 06/23/1993

Costs ($K) Constant Dollars

	1994	1995	1996	1997	1998	1999	Beyond
Misn	0	0	0	0	0	0	0
Pers	0	0	271	271	271	271	271
Ovhd	1,170	635	2,045	-1,268	-1,268	-1,268	-1,268
Cons	4,400	0	0	0	0	0	0
Movg	0	3,500	7,376	0	0	0	0
Othr	0	0	1,334	0	0	0	0
TOT	5,570	4,135	11,026	-997	-997	-997	-997

Savings ($K) Constant Dollars

	1994	1995	1996	1997	1998	1999	Beyond
Misn	0	0	0	0	0	0	0
Pers	0	0	0	0	0	0	0
Ovhd	0	0	0	0	0	0	0
Cons	0	0	0	0	0	0	0
Movg	0	0	2,947	0	0	0	0
Othr	0	0	0	0	0	0	0
TOT	0	0	2,947	0	0	0	0

NET PRESENT VALUES REPORT (COBRA v4.04)
Data As Of 15:30 06/23/1993, Report Created 16:47 06/23/1993

Year	Cost($)	Inflated Cost($)	NPV($)
1994	5,570,000	5,570,000	5,384,722
1995	4,134,708	4,134,708	9,120,398
1996	8,078,876	8,078,876	15,942,081
1997	-997,132	-997,132	15,155,199
1998	-997,132	-997,132	14,419,796
1999	-997,132	-997,132	13,732,504
2000	-997,132	-997,132	13,090,174
2001	-997,132	-997,132	12,489,866
2002	-997,132	-997,132	11,928,830
2003	-997,132	-997,132	11,404,498
2004	-997,132	-997,132	10,914,468
2005	-997,132	-997,132	10,456,496
2006	-997,132	-997,132	10,028,484
2007	-997,132	-997,132	9,628,474
2008	-997,132	-997,132	9,254,632
2009	-997,132	-997,132	8,905,247
2010	-997,132	-997,132	8,578,719
2011	-997,132	-997,132	8,273,553
2012	-997,132	-997,132	7,988,351
2013	-997,132	-997,132	7,721,807
2014	-997,132	-997,132	7,472,701
2015	-997,132	-997,132	7,239,891
2016	-997,132	-997,132	7,022,311
2017	-997,132	-997,132	6,818,966
2018	-997,132	-997,132	6,628,924
2019	-997,132	-997,132	6,451,315
2020	-997,132	-997,132	6,285,325
2021	-997,132	-997,132	6,130,193
2022	-997,132	-997,132	5,985,211
2023	-997,132	-997,132	5,849,714
2024	-997,132	-997,132	5,723,081
2025	-997,132	-997,132	5,604,732
2026	-997,132	-997,132	5,494,126
2027	-997,132	-997,132	5,390,755
2028	-997,132	-997,132	5,294,148
2029	-997,132	-997,132	5,203,860
2030	-997,132	-997,132	5,119,479
2031	-997,132	-997,132	5,040,618
2032	-997,132	-997,132	4,966,917
2033	-997,132	-997,132	4,898,036
2034	-997,132	-997,132	4,833,663
2035	-997,132	-997,132	4,773,500
2036	-997,132	-997,132	4,717,274
2037	-997,132	-997,132	4,664,725
2038	-997,132	-997,132	4,615,615
2039	-997,132	-997,132	4,569,717
2040	-997,132	-997,132	4,526,822
2041	-997,132	-997,132	4,486,733
2042	-997,132	-997,132	4,449,267

2043	-997,132	-997,132	4,414,252
2044	-997,132	-997,132	4,381,528
2045	-997,132	-997,132	4,350,944
2046	-997,132	-997,132	4,322,361
2047	-997,132	-997,132	4,295,648
2048	-997,132	-997,132	4,270,683
2049	-997,132	-997,132	4,247,351
2050	-997,132	-997,132	4,225,545
2051	-997,132	-997,132	4,205,166
2052	-997,132	-997,132	4,186,120
2053	-997,132	-997,132	4,168,321
2054	-997,132	-997,132	4,151,685
2055	-997,132	-997,132	4,136,138
2056	-997,132	-997,132	4,121,608
2057	-997,132	-997,132	4,108,028
2058	-997,132	-997,132	4,095,337
2059	-997,132	-997,132	4,083,477
2060	-997,132	-997,132	4,072,392
2061	-997,132	-997,132	4,062,032
2062	-997,132	-997,132	4,052,350
2063	-997,132	-997,132	4,043,301
2064	-997,132	-997,132	4,034,845
2065	-997,132	-997,132	4,026,941
2066	-997,132	-997,132	4,019,555
2067	-997,132	-997,132	4,012,652
2068	-997,132	-997,132	4,006,200
2069	-997,132	-997,132	4,000,171
2070	-997,132	-997,132	3,994,536
2071	-997,132	-997,132	3,989,270
2072	-997,132	-997,132	3,984,348
2073	-997,132	-997,132	3,979,748
2074	-997,132	-997,132	3,975,449
2075	-997,132	-997,132	3,971,431
2076	-997,132	-997,132	3,967,677
2077	-997,132	-997,132	3,964,167
2078	-997,132	-997,132	3,960,888
2079	-997,132	-997,132	3,957,823
2080	-997,132	-997,132	3,954,958
2081	-997,132	-997,132	3,952,281
2082	-997,132	-997,132	3,949,779
2083	-997,132	-997,132	3,947,441
2084	-997,132	-997,132	3,945,255
2085	-997,132	-997,132	3,943,213
2086	-997,132	-997,132	3,941,304
2087	-997,132	-997,132	3,939,520
2088	-997,132	-997,132	3,937,853
2089	-997,132	-997,132	3,936,295
2090	-997,132	-997,132	3,934,839
2091	-997,132	-997,132	3,933,478
2092	-997,132	-997,132	3,932,206
2093	-997,132	-997,132	3,931,017

2094	-997,132	-997,132	3,929,906

BASE ONE-TIME COST REPORT (COBRA v4.04)
Data As Of 15:30 06/23/1993, Report Created 16:47 06/23/1993

Base: Grand Forks, ND
(All values in Dollars)

MilCon w/o Avoidances	0
+ Moving	7,068,937
+ Eliminated Military PCS	0
+ Administrative/Support	1,480,000
+ Mothball/Shutdown	0
+ Civilian RIF	50,695
+ Civilian Early Retirement	14,391
+ Civilian New Hires	0
+ Civilian PPS	0
+ Land Purchases	0
+ Environmental Mitigation	0
+ One-Time Unique Costs	0
+ HAP / RSE	1,228,533
+ Unemployment	15,035
+ Info Management Account	0
= Total One-Time Costs	9,857,592

Milcon Cost Avoidances	0
+ Procurement Cost Avoidances	0
+ Land Sales	0
= Total One-Time Savings	0

Total One-Time Costs	9,857,592
- Total One-Time Savings	0
= Total Net One-Time Costs	9,857,592

BASE ONE-TIME COST REPORT (COBRA v4.04) - Page 2
Data As Of 15:30 06/23/1993, Report Created 16:47 06/23/1993

Base: Base X, KS
(All values in Dollars)

MilCon w/o Avoidances	0
+ Moving	0
+ Eliminated Military PCS	0
+ Administrative/Support	0
+ Mothball/Shutdown	0
+ Civilian RIF	0
+ Civilian Early Retirement	0
+ Civilian New Hires	0
+ Civilian PPS	0
+ Land Purchases	0
+ Environmental Mitigation	0
+ One-Time Unique Costs	0
+ HAP / RSE	0
+ Unemployment	0
+ Info Management Account	0
= Total One-Time Costs	0

Milcon Cost Avoidances	0
+ Procurement Cost Avoidances	0
+ Land Sales	0
= Total One-Time Savings	0

Total One-Time Costs	0
- Total One-Time Savings	0
= Total Net One-Time Costs	0

BASE ONE-TIME COST REPORT (COBRA v4.04) - Page 3
Data As Of 15:30 06/23/1993, Report Created 16:47 06/23/1993

Base: Ellsworth, ND
(All values in Dollars)

MilCon w/o Avoidances	4,400,000
+ Moving	860,041
+ Eliminated Military PCS	0
+ Administrative/Support	1,225,625
+ Mothball/Shutdown	0
+ Civilian RIF	15,933
+ Civilian Early Retirement	4,523
+ Civilian New Hires	0
+ Civilian PPS	0
+ Land Purchases	0
+ Environmental Mitigation	0
+ One-Time Unique Costs	0
+ HAP / RSE	0
+ Unemployment	4,725
+ Info Management Account	0
= Total One-Time Costs	6,510,847

Milcon Cost Avoidances	0
+ Procurement Cost Avoidances	0
+ Land Sales	0
= Total One-Time Savings	0

Total One-Time Costs	6,510,847
- Total One-Time Savings	0
= Total Net One-Time Costs	6,510,847

BASE ONE-TIME COST REPORT (COBRA v4.04) - Page 4
Data As Of 15:30 06/23/1993, Report Created 16:47 06/23/1993

Base: K.I. Sawyer AFB, MI
(All values in Dollars)

MilCon w/o Avoidances	0
+ Moving	0
+ Eliminated Military PCS	0
+ Administrative/Support	0
+ Mothball/Shutdown	0
+ Civilian RIF	0
+ Civilian Early Retirement	0
+ Civilian New Hires	0
+ Civilian PPS	0
+ Land Purchases	0
+ Environmental Mitigation	0
+ One-Time Unique Costs	0
+ HAP / RSE	0
+ Unemployment	0
+ Info Management Account	0
= Total One-Time Costs	0

Milcon Cost Avoidances	0
+ Procurement Cost Avoidances	0
+ Land Sales	0
= Total One-Time Savings	0

Total One-Time Costs	0
- Total One-Time Savings	0
= Total Net One-Time Costs	0

BASE ONE-TIME COST REPORT (COBRA v4.04) - Page 5
Data As Of 15:30 06/23/1993, Report Created 16:47 06/23/1993

Base: McConnell AFB, KS
(All values in Dollars)

MilCon w/o Avoidances	0
+ Moving	0
+ Eliminated Military PCS	0
+ Administrative/Support	0
+ Mothball/Shutdown	0
+ Civilian RIF	0
+ Civilian Early Retirement	0
+ Civilian New Hires	0
+ Civilian PPS	0
+ Land Purchases	0
+ Environmental Mitigation	0
+ One-Time Unique Costs	0
+ HAP / RSE	0
+ Unemployment	0
+ Info Management Account	0
= Total One-Time Costs	0

Milcon Cost Avoidances	0
+ Procurement Cost Avoidances	0
+ Land Sales	0
= Total One-Time Savings	0

Total One-Time Costs	0
- Total One-Time Savings	0
= Total Net One-Time Costs	0

TOTAL ONE-TIME COST REPORT (COBRA v4.04)
Data As Of 15:30 06/23/1993, Report Created 16:47 06/23/1993

(All values in Dollars)

MilCon w/o Avoidances	4,400,000
+ Moving	7,928,978
+ Eliminated Military PCS	0
+ Administrative/Support	2,705,625
+ Mothball/Shutdown	0
+ Civilian RIF	66,628
+ Civilian Early Retirement	18,914
+ Civilian New Hires	0
+ Civilian PPS	0
+ Land Purchases	0
+ Environmental Mitigation	0
+ One-Time Unique Costs	0
+ HAP / RSE	1,228,533
+ Unemployment	19,760
+ Info Management Account	0
= Total One-Time Costs	16,368,439

Milcon Cost Avoidances	0
+ Procurement Cost Avoidances	0
+ Land Sales	0
= Total One-Time Savings	0

Total One-Time Costs	16,368,439
- Total One-Time Savings	0
= Total Net One-Time Costs	16,368,439

MILITARY CONSTRUCTION ASSETS (COBRA v4.04)
Data As Of 15:30 06/23/1993, Report Created 16:47 06/23/1993

Group : Large Aircraft
Service : USAF
Option Package : Grand Forks

MilCon for Base: Grand Forks, ND

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0

Total Construction Cost:	0
+ Cost for Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	0

* MilCon Costs include Site Preparation Costs, Design Costs, Contingency Planning Costs and SIOH Costs where applicable

MILITARY CONSTRUCTION ASSETS (COBRA v4.04) - Page 2
Data As Of 15:30 06/23/1993, Report Created 16:47 06/23/1993

Group : Large Aircraft
Service : USAF
Option Package : Grand Forks

MilCon for Base: Base X, KS

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0

Total Construction Cost:	0
+ Cost for Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	0

* MilCon Costs include Site Preparation Costs, Design Costs, Contingency Planning Costs and SIOH Costs where applicable

MILITARY CONSTRUCTION ASSETS (COBRA v4.04) - Page 3
Data As Of 15:30 06/23/1993, Report Created 16:47 06/23/1993

Group : Large Aircraft
Service : USAF
Option Package : Grand Forks

MilCon for Base: Ellsworth, ND

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
(none given)	Maint	0	0	0	0	0
Munitions	AmmoS	0	n/a	30,000	n/a	3,500
(none given)	POLSt	0	0	0	0	0
BOS Tail	Other	0	n/a	0	n/a	500
Plan and Design	Other	0	n/a	0	n/a	400
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0
(none given)	Opt-A	0	0	0	0	0

Total Construction Cost:	4,400
+ Cost for Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	4,400

* MilCon Costs include Site Preparation Costs, Design Costs, Contingency Planning Costs and SIOH Costs where applicable

MILITARY CONSTRUCTION ASSETS (COBRA v4.04) - Page 4
Data As Of 15:30 06/23/1993, Report Created 16:47 06/23/1993

Group : Large Aircraft
Service : USAF
Option Package : Grand Forks

MilCon for Base: K.I. Sawyer AFB, MI

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
(none given)	Horiz	0	0	0	0	0

Total Construction Cost:	0
+ Cost for Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	0

* MilCon Costs include Site Preparation Costs, Design Costs, Contingency Planning Costs and SIOH Costs where applicable

MILITARY CONSTRUCTION ASSETS (COBRA v4.04) - Page 5
Data As Of 15:30 06/23/1993, Report Created 16:47 06/23/1993

Group : Large Aircraft
Service : USAF
Option Package : Grand Forks

MilCon for Base: McConnell AFB, KS

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
Total Construction Cost:						0
+ Cost for Land Purchases:						0
- Construction Cost Avoid:						0
TOTAL:						0

* MilCon Costs include Site Preparation Costs, Design Costs, Contingency Planning Costs and SIOH Costs where applicable

Data As Of 15:30 06/23/1993, Report Created 16:47 06/23/1993

All Costs in $K

Base Name	Total MilCon	Land Purchase	Cost Avoid	Total Cost
Grand Forks	0	0	0	0
Base X	0	0	0	0
Ellsworth	4,400	0	0	4,400
K.I. Sawyer AFB	0	0	0	0
McConnell AFB	0	0	0	0
Totals:	4,400	0	0	4,400

PERSONNEL MOVEMENT REPORT (COBRA v4.04)
Data As Of 15:30 06/23/1993, Report Created 16:46 06/23/1993

Grand Forks, ND		Gains	Losses	Net Gains
1994:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
1995:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
1996:	Civilians	0	35	-35
	+ Students	0	0	0
	+ Enlisted	0	1,051	-1,051
	+ Officers	0	179	-179
	Total	0	1,265	-1,265
1997:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
1998:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
1999:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
TOTAL:	Civilians	0	35	-35
	+ Students	0	0	0
	+ Enlisted	0	1,051	-1,051
	+ Officers	0	179	-179
	Total	0	1,265	-1,265

PERSONNEL MOVEMENT REPORT (COBRA v4.04) - Page 2
Data As Of 15:30 06/23/1993, Report Created 16:46 06/23/1993

Base X, KS		Gains	Losses	Net Gains
1994:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
1995:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
1996:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
1997:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
1998:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
1999:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
TOTAL:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0

PERSONNEL MOVEMENT REPORT (COBRA v4.04) - Page 3
Data As Of 15:30 06/23/1993, Report Created 16:46 06/23/1993

Ellsworth, ND		Gains	Losses	Net Gains
1994:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
1995:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
1996:	Civilians	28	11	17
	+ Students	0	0	0
	+ Enlisted	855	224	631
	+ Officers	144	39	105
	Total	1,027	274	753
1997:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
1998:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
1999:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
TOTAL:	Civilians	28	11	17
	+ Students	0	0	0
	+ Enlisted	855	224	631
	+ Officers	144	39	105
	Total	1,027	274	753

PERSONNEL MOVEMENT REPORT (COBRA v4.04) - Page 4
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K.I. Sawyer AFB, MI		Gains	Losses	Net Gains
1994:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
1995:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
1996:	Civilians	7	0	7
	+ Students	0	0	0
	+ Enlisted	196	0	196
	+ Officers	35	0	35
	Total	238	0	238
1997:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
1998:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
1999:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
TOTAL:	Civilians	7	0	7
	+ Students	0	0	0
	+ Enlisted	196	0	196
	+ Officers	35	0	35
	Total	238	0	238

PERSONNEL MOVEMENT REPORT (COBRA v4.04) - Page 5
Data As Of 15:30 06/23/1993, Report Created 16:46 06/23/1993

McConnell AFB, KS		Gains	Losses	Net Gains
1994:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
1995:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
1996:	Civilians	11	0	11
	+ Students	0	0	0
	+ Enlisted	224	0	224
	+ Officers	39	0	39
	Total	274	0	274
1997:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
1998:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
1999:	Civilians	0	0	0
	+ Students	0	0	0
	+ Enlisted	0	0	0
	+ Officers	0	0	0
	Total	0	0	0
TOTAL:	Civilians	11	0	11
	+ Students	0	0	0
	+ Enlisted	224	0	224
	+ Officers	39	0	39
	Total	274	0	274

Grand Forks, ND

	START	END	CHANGE
Officers	634	455	-179
Enlisted	3,662	2,611	-1,051
Students	0	0	0
TOTAL MIL	4,296	3,066	-1,230
Civilians	457	422	-35
TOTAL	4,753	3,488	-1,265

Base X, KS

	START	END	CHANGE
Officers	687	687	0
Enlisted	3,106	3,106	0
Students	0	0	0
TOTAL MIL	3,793	3,793	0
Civilians	774	774	0
TOTAL	4,567	4,567	0

Ellsworth, ND

	START	END	CHANGE
Officers	616	721	+105
Enlisted	3,385	4,016	+631
Students	0	0	0
TOTAL MIL	4,001	4,737	+736
Civilians	480	497	+17
TOTAL	4,481	5,234	+753

K.I. Sawyer AFB, MI			
	START	END	CHANGE
Officers	302	337	+35
Enlisted	2,052	2,248	+196
Students	0	0	0
TOTAL MIL	2,354	2,585	+231
Civilians	351	358	+7
TOTAL	2,705	2,943	+238

McConnell AFB, KS			
	START	END	CHANGE
Officers	827	866	+39
Enlisted	4,507	4,731	+224
Students	0	0	0
TOTAL MIL	5,334	5,597	+263
Civilians	1,265	1,276	+11
TOTAL	6,599	6,873	+274

APPROPRIATIONS DETAIL (COBRA v4.04)
Data As Of 15:30 06/23/1993, Report Created 16:47 06/23/1993

Group : Large Aircraft
Service : USAF
Option Package : Grand Forks

COSTS($K)	1994	1995	1996	1997	1998	1999	Beyond
MilCon	4,400	0	0	0	0	0	0
FAM HOUSING							
Construct	0	0	0	0	0	0	0
Operations	0	0	0	0	0	0	0
O&M							
RPMA	0	0	97	97	97	97	97
BOS	0	0	2,179	1,819	1,819	1,819	1,819
UniqOperat	0	0	0	0	0	0	0
CIV SALARY							
Civ RIF	0	0	67	0	0	0	0
Civ Retir	0	0	19	0	0	0	0
CIV MOVING							
Per Diem	0	0	70	0	0	0	0
POV Miles	0	0	3	0	0	0	0
Home Purc	0	0	244	0	0	0	0
HHG	0	0	168	0	0	0	0
Misc	0	0	18	0	0	0	0
Hous Hunt	0	0	50	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	108	0	0	0	0
FREIGHT							
Packing	0	0	354	0	0	0	0
Freight	0	0	355	0	0	0	0
Vehicles	0	0	136	0	0	0	0
Driving	0	0	78	0	0	0	0
Loss Rate	0	0	11	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0
Unemploymt	0	0	20	0	0	0	0
OTHER							
Caretaker	0	0	0	0	0	0	0
AdminPlan	1,170	877	658	0	0	0	0
Shutdown	0	0	0	0	0	0	0
Maintain	0	162	324	324	324	324	324
New Hire	0	0	0	0	0	0	0
1TimeMove	0	3,500	0	0	0	0	0
Unique	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Elim PCS	0	0	0	0	0	0	0
Per Diem	0	0	221	0	0	0	0
POV Miles	0	0	189	0	0	0	0
HHG	0	0	4,323	0	0	0	0
Misc	0	0	1,045	0	0	0	0

Hous Allow	0	0	3,991	3,991	3,991	3,991	3,991
Procurement	0	0	0	0	0	0	0
HAP / RSE	0	0	1,228	0	0	0	0
Envir Mitig	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
OTHER							
Mission	0	0	0	0	0	0	0
One-Time	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0
TOT COSTS	5,570	4,539	15,960	6,231	6,231	6,231	6,231

SAVINGS($K)	1994	1995	1996	1997	1998	1999	Beyond
MILCON							
Cost Avoid	0	0	0	0	0	0	0
FAM HOUSING							
Construct	0	0	0	0	0	0	0
Operations	0	0	0	0	0	0	0
O&M							
RPMA	0	405	1,214	1,619	1,619	1,619	1,619
BOS	0	0	0	1,890	1,890	1,890	1,890
UniqOperat	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0
UniqOther	0	0	0	0	0	0	0
MIL PERSONNEL							
SALARY							
Officer	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Mil Moving	0	0	2,947	0	0	0	0
Hous Allow	0	0	3,720	3,720	3,720	3,720	3,720
Procurement	0	0	0	0	0	0	0
HAP / RSE	0	0	0	0	0	0	0
Envir Mitig	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
OTHER							
Mission	0	0	0	0	0	0	0
LandRevenue	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0
TOT SAVINGS	0	405	7,881	7,228	7,228	7,228	7,228

APPROPRIATIONS DETAIL (COBRA v4.04) - Page 3
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NETCOST($K)	1994	1995	1996	1997	1998	1999	Beyond
MilCon	4,400	0	0	0	0	0	0
FAM HOUSING							
Construct	0	0	0	0	0	0	0
Operations	0	0	0	0	0	0	0
O&M							
RPMA	0	-405	-1,117	-1,521	-1,521	-1,521	-1,521
BOS	0	0	2,179	-71	-71	-71	-71
UniqOperat	0	0	0	0	0	0	0
Civ Salary	0	0	85	0	0	0	0
Civ Moving	0	0	662	0	0	0	0
Other	1,170	4,539	1,937	324	324	324	324
MIL PERSONNEL							
Mil Salary	0	0	0	0	0	0	0
Mil Moving	0	0	2,831	0	0	0	0
Other	0	0	271	271	271	271	271
Procurement	0	0	0	0	0	0	0
HAP / RSE	0	0	1,228	0	0	0	0
Envir Mitig	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0
TOT NETCOST	5,570	4,135	8,079	-997	-997	-997	-997

INPUT SCREEN ONE - GENERAL SCENARIO (COBRA v4.04)
Data As Of 15:30 06/23/1993, Report Created 16:46 06/23/1993

Group : Large Aircraft
Service : USAF
Option Package : Grand Forks

Model Year One : FY 1994

Model does Time-Phasing of Construction/Shutdown: No

Base Name	Strategy:
Grand Forks, ND	Realignment
Base X, KS	Realignment
Ellsworth, ND	Realignment
K.I. Sawyer AFB, MI	Realignment
McConnell AFB, KS	Realignment

Summary:
B-1 --> Ellsworth, KC-135 --> KI Sawyer

KC-135 Ellsworth --> McConnell

INPUT SCREEN TWO - DISTANCE TABLE (COBRA v4.04) - Page 2
Data As Of 15:30 06/23/1993, Report Created 16:46 06/23/1993

From Base:	To Base:	Distance:
Grand Forks, ND	Base X, KS	1,000.0 mi
Grand Forks, ND	Ellsworth, ND	594.0 mi
Grand Forks, ND	K.I. Sawyer AFB, MI	539.0 mi
Grand Forks, ND	McConnell AFB, KS	not given
Base X, KS	Ellsworth, ND	not given
Base X, KS	K.I. Sawyer AFB, MI	not given
Base X, KS	McConnell AFB, KS	not given
Ellsworth, ND	K.I. Sawyer AFB, MI	not given
Ellsworth, ND	McConnell AFB, KS	696.0 mi
K.I. Sawyer AFB, MI	McConnell AFB, KS	not given

INPUT SCREEN THREE - MOVEMENT TABLE (COBRA v4.04) - Page 3
Data As Of 15:30 06/23/1993, Report Created 16:46 06/23/1993

Transfers from Grand Forks, ND to Base X, KS

	1994	1995	1996	1997	1998	1999
Officers:	0	0	0	0	0	0
Enlisted:	0	0	0	0	0	0
Civilians:	0	0	0	0	0	0
Students:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Mil Light Vehic:	0	0	0	0	0	0
Heavy/Spec Vehic:	0	0	0	0	0	0

Transfers from Base X, KS to Grand Forks, ND

	1994	1995	1996	1997	1998	1999
Officers:	0	0	0	0	0	0
Enlisted:	0	0	0	0	0	0
Civilians:	0	0	0	0	0	0
Students:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Mil Light Vehic:	0	0	0	0	0	0
Heavy/Spec Vehic:	0	0	0	0	0	0

Transfers from Grand Forks, ND to Ellsworth, ND

	1994	1995	1996	1997	1998	1999
Officers:	0	0	144	0	0	0
Enlisted:	0	0	855	0	0	0
Civilians:	0	0	28	0	0	0
Students:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	2,000	0	0	0
Suppt Eqpt (tons):	0	0	1,000	0	0	0
Mil Light Vehic:	0	0	321	0	0	0
Heavy/Spec Vehic:	0	0	174	0	0	0

Transfers from Ellsworth, ND to Grand Forks, ND

	1994	1995	1996	1997	1998	1999
Officers:	0	0	0	0	0	0
Enlisted:	0	0	0	0	0	0
Civilians:	0	0	0	0	0	0
Students:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Mil Light Vehic:	0	0	0	0	0	0
Heavy/Spec Vehic:	0	0	0	0	0	0

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Transfers from Grand Forks, ND to K.I. Sawyer AFB, MI

	1994	1995	1996	1997	1998	1999
Officers:	0	0	35	0	0	0
Enlisted:	0	0	196	0	0	0
Civilians:	0	0	7	0	0	0
Students:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	500	0	0	0
Suppt Eqpt (tons):	0	0	250	0	0	0
Mil Light Vehic:	0	0	0	0	0	0
Heavy/Spec Vehic:	0	0	0	0	0	0

Transfers from K.I. Sawyer AFB, MI to Grand Forks, ND

	1994	1995	1996	1997	1998	1999
Officers:	0	0	0	0	0	0
Enlisted:	0	0	0	0	0	0
Civilians:	0	0	0	0	0	0
Students:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Mil Light Vehic:	0	0	0	0	0	0
Heavy/Spec Vehic:	0	0	0	0	0	0

Transfers from Ellsworth, ND to McConnell AFB, KS

	1994	1995	1996	1997	1998	1999
Officers:	0	0	39	0	0	0
Enlisted:	0	0	224	0	0	0
Civilians:	0	0	11	0	0	0
Students:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	1,000	0	0	0
Suppt Eqpt (tons):	0	0	500	0	0	0
Mil Light Vehic:	0	0	0	0	0	0
Heavy/Spec Vehic:	0	0	0	0	0	0

Transfers from McConnell AFB, KS to Ellsworth, ND

	1994	1995	1996	1997	1998	1999
Officers:	0	0	0	0	0	0
Enlisted:	0	0	0	0	0	0
Civilians:	0	0	0	0	0	0
Students:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Mil Light Vehic:	0	0	0	0	0	0
Heavy/Spec Vehic:	0	0	0	0	0	0

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Name: Grand Forks, ND

Homeowner Assistance Program: Yes
Unique Activity Information: No

Total Officer Employees:	634
Total Enlisted Employees:	3,662
Total Student Employees:	0
Percent of Military Families Living On Base:	75.0%
Total Civilian Employees:	457
Percent of Civilians Not Willing To Move:	10.0%
Officer Housing Units Available:	0
Enlisted Housing Units Available:	0
Total Base Facilities (Square Feet):	2,872,831
Total Acreage on Base (Acres):	5,418
Officer Variable Housing Allowance ($/Month):	0
Enlisted Variable Housing Allowance ($/Month):	0
Per Diem Rate ($/Day):	72
Freight Cost ($/Ton/Mile):	0.10
Area Cost Factor:	0.96
RPMA Non-Payroll Costs ($K/Year):	15,500
RPMA Payroll Costs ($K/Year):	0
Communications Costs ($K/Year):	700
Base Ops Non-Payroll Costs ($K/Year):	6,400
Base Ops Payroll Costs ($K/Year):	0
Family Housing Costs ($K/Year):	7,400
CHAMPUS On-Base In-Patient Cost/Visit ($):	200
CHAMPUS On-Base Out-Patient Cost/Visit ($):	20
CHAMPUS Shift To Medicare	0.0%

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Name: Base X, KS

Homeowner Assistance Program: No
Unique Activity Information: No

Total Officer Employees:	687
Total Enlisted Employees:	3,106
Total Student Employees:	0
Percent of Military Families Living On Base:	44.0%
Total Civilian Employees:	774
Percent of Civilians Not Willing To Move:	10.0%
Officer Housing Units Available:	0
Enlisted Housing Units Available:	0
Total Base Facilities (Square Feet):	3,125,215
Total Acreage on Base (Acres):	6,370
Officer Variable Housing Allowance ($/Month):	72
Enlisted Variable Housing Allowance ($/Month):	48
Per Diem Rate ($/Day):	80
Freight Cost ($/Ton/Mile):	1.00
Area Cost Factor:	1.00
RPMA Non-Payroll Costs ($K/Year):	17,118
RPMA Payroll Costs ($K/Year):	0
Communications Costs ($K/Year):	903
Base Ops Non-Payroll Costs ($K/Year):	6,465
Base Ops Payroll Costs ($K/Year):	0
Family Housing Costs ($K/Year):	5,306
CHAMPUS On-Base In-Patient Cost/Visit ($):	200
CHAMPUS On-Base Out-Patient Cost/Visit ($):	20
CHAMPUS Shift To Medicare	0.0%

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Name: Ellsworth, ND

Homeowner Assistance Program: No
Unique Activity Information: No

Total Officer Employees:	616
Total Enlisted Employees:	3,385
Total Student Employees:	0
Percent of Military Families Living On Base:	48.6%
Total Civilian Employees:	480
Percent of Civilians Not Willing To Move:	10.0%
Officer Housing Units Available:	0
Enlisted Housing Units Available:	0
Total Base Facilities (Square Feet):	4,193,219
Total Acreage on Base (Acres):	6,217
Officer Variable Housing Allowance ($/Month):	23
Enlisted Variable Housing Allowance ($/Month):	17
Per Diem Rate ($/Day):	89
Freight Cost ($/Ton/Mile):	0.10
Area Cost Factor:	1.02
RPMA Non-Payroll Costs ($K/Year):	13,600
RPMA Payroll Costs ($K/Year):	0
Communications Costs ($K/Year):	600
Base Ops Non-Payroll Costs ($K/Year):	5,300
Base Ops Payroll Costs ($K/Year):	0
Family Housing Costs ($K/Year):	6,800
CHAMPUS On-Base In-Patient Cost/Visit ($):	200
CHAMPUS On-Base Out-Patient Cost/Visit ($):	20
CHAMPUS Shift To Medicare	0.0%

Name: K.I. Sawyer AFB, MI

Homeowner Assistance Program: No
Unique Activity Information: No

Total Officer Employees:	302
Total Enlisted Employees:	2,052
Total Student Employees:	0
Percent of Military Families Living On Base:	64.0%
Total Civilian Employees:	351
Percent of Civilians Not Willing To Move:	10.0%
Officer Housing Units Available:	0
Enlisted Housing Units Available:	0
Total Base Facilities (Square Feet):	2,126,652
Total Acreage on Base (Acres):	5,214
Officer Variable Housing Allowance ($/Month):	45
Enlisted Variable Housing Allowance ($/Month):	2
Per Diem Rate ($/Day):	67
Freight Cost ($/Ton/Mile):	0.10
Area Cost Factor:	1.21
RPMA Non-Payroll Costs ($K/Year):	8,800
RPMA Payroll Costs ($K/Year):	0
Communications Costs ($K/Year):	1,000
Base Ops Non-Payroll Costs ($K/Year):	5,100
Base Ops Payroll Costs ($K/Year):	0
Family Housing Costs ($K/Year):	4,300
CHAMPUS On-Base In-Patient Cost/Visit ($):	200
CHAMPUS On-Base Out-Patient Cost/Visit ($):	20
CHAMPUS Shift To Medicare	0.0%

Name: McConnell AFB, KS

Homeowner Assistance Program: No
Unique Activity Information: No

Total Officer Employees:	827
Total Enlisted Employees:	4,507
Total Student Employees:	0
Percent of Military Families Living On Base:	68.0%
Total Civilian Employees:	1,265
Percent of Civilians Not Willing To Move:	10.0%
Officer Housing Units Available:	0
Enlisted Housing Units Available:	0
Total Base Facilities (Square Feet):	2,584,320
Total Acreage on Base (Acres):	2,594
Officer Variable Housing Allowance ($/Month):	137
Enlisted Variable Housing Allowance ($/Month):	30
Per Diem Rate ($/Day):	88
Freight Cost ($/Ton/Mile):	0.10
Area Cost Factor:	0.92
RPMA Non-Payroll Costs ($K/Year):	9,500
RPMA Payroll Costs ($K/Year):	0
Communications Costs ($K/Year):	600
Base Ops Non-Payroll Costs ($K/Year):	6,400
Base Ops Payroll Costs ($K/Year):	0
Family Housing Costs ($K/Year):	2,500
CHAMPUS On-Base In-Patient Cost/Visit ($):	200
CHAMPUS On-Base Out-Patient Cost/Visit ($):	20
CHAMPUS Shift To Medicare	0.0%

Name: Grand Forks, ND

	1994	1995	1996	1997	1998	1999
1-Time Unique($K):	0	0	0	0	0	0
1-Time Moving($K):	0	3,500	0	0	0	0
Env Mitig Req($K):	0	0	0	0	0	0
Act Misn Cost($K):	0	0	0	0	0	0
Misc Rec Cost($K):	0	0	0	0	0	0
Property (Acres):	0	0	0	0	0	0
Property ($K):	0	0	0	0	0	0

(Positive indicates buys, negative indicates sales)

Construc Sched(%):	100%	0%	0%	0%	0%	0%
Shutdown Sched(%):	0%	50%	50%	0%	0%	0%
Constr Avoid ($K):	0	0	0	0	0	0
FamHousAvoid ($K):	0	0	0	0	0	0
Procur Avoid ($K):	0	0	0	0	0	0

Facility Shut Down (SqFt): 300,000
Percent of Family Housing ShutDown: 0.0%

Name: Base X, KS

	1994	1995	1996	1997	1998	1999
1-Time Unique($K):	0	0	0	0	0	0
1-Time Moving($K):	0	0	0	0	0	0
Env Mitig Req($K):	0	0	0	0	0	0
Act Misn Cost($K):	0	0	0	0	0	0
Misc Rec Cost($K):	0	0	0	0	0	0
Property (Acres):	0	0	0	0	0	0
Property ($K):	0	0	0	0	0	0

(Positive indicates buys, negative indicates sales)

Construc Sched(%):	100%	0%	0%	0%	0%	0%
Shutdown Sched(%):	0%	50%	50%	0%	0%	0%
Constr Avoid ($K):	0	0	0	0	0	0
FamHousAvoid ($K):	0	0	0	0	0	0
Procur Avoid ($K):	0	0	0	0	0	0

Facility Shut Down (SqFt): 0
Percent of Family Housing ShutDown: 0.0%

Name: Ellsworth, ND

	1994	1995	1996	1997	1998	1999
1-Time Unique($K):	0	0	0	0	0	0
1-Time Moving($K):	0	0	0	0	0	0
Env Mitig Req($K):	0	0	0	0	0	0
Act Misn Cost($K):	0	0	0	0	0	0
Misc Rec Cost($K):	0	0	0	0	0	0
Property (Acres):	0	0	0	0	0	0
Property ($K):	0	0	0	0	0	0
(Positive indicates buys, negative indicates sales)						
Construc Sched(%):	100%	0%	0%	0%	0%	0%
Shutdown Sched(%):	0%	50%	50%	0%	0%	0%
Constr Avoid ($K):	0	0	0	0	0	0
FamHousAvoid ($K):	0	0	0	0	0	0
Procur Avoid ($K):	0	0	0	0	0	0

Facility Shut Down (SqFt): 0
Percent of Family Housing ShutDown: 0.0%

Name: K.I. Sawyer AFB, MI

	1994	1995	1996	1997	1998	1999
1-Time Unique($K):	0	0	0	0	0	0
1-Time Moving($K):	0	0	0	0	0	0
Env Mitig Req($K):	0	0	0	0	0	0
Act Misn Cost($K):	0	0	0	0	0	0
Misc Rec Cost($K):	0	0	0	0	0	0
Property (Acres):	0	0	0	0	0	0
Property ($K):	0	0	0	0	0	0
(Positive indicates buys, negative indicates sales)						
Construc Sched(%):	100%	0%	0%	0%	0%	0%
Shutdown Sched(%):	0%	50%	50%	0%	0%	0%
Constr Avoid ($K):	0	0	0	0	0	0
FamHousAvoid ($K):	0	0	0	0	0	0
Procur Avoid ($K):	0	0	0	0	0	0

Facility Shut Down (SqFt): 0
Percent of Family Housing ShutDown: 0.0%

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Name: McConnell AFB, KS

	1994	1995	1996	1997	1998	1999
1-Time Unique($K):	0	0	0	0	0	0
1-Time Moving($K):	0	0	0	0	0	0
Env Mitig Req($K):	0	0	0	0	0	0
Act Misn Cost($K):	0	0	0	0	0	0
Misc Rec Cost($K):	0	0	0	0	0	0
Property (Acres):	0	0	0	0	0	0
Property ($K):	0	0	0	0	0	0

(Positive indicates buys, negative indicates sales)

Construc Sched(%):	100%	0%	0%	0%	0%	0%
Shutdown Sched(%):	0%	50%	50%	0%	0%	0%
Constr Avoid ($K):	0	0	0	0	0	0
FamHousAvoid ($K):	0	0	0	0	0	0
Procur Avoid ($K):	0	0	0	0	0	0

Facility Shut Down (SqFt): 0

Percent of Family Housing ShutDown: 0.0%

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Name: Grand Forks, ND

	1994	1995	1996	1997	1998	1999
Officer FS Chg:	0	0	0	0	0	0
Enlisted FS Chg:	0	0	0	0	0	0
Civilian FS Chg:	0	0	0	0	0	0
Officers Elim:	0	0	0	0	0	0
Enlisted Elim:	0	0	0	0	0	0
Civilians Elim:	0	0	0	0	0	0
Caretakers - Mil:	0	0	0	0	0	0
Caretakers - Civ:	0	0	0	0	0	0
CHAMPUS InPat/Yr:	0	0	0	0	0	0
CHAMPUS OutPat/Yr:	0	0	0	0	0	0

Name: Base X, KS

	1994	1995	1996	1997	1998	1999
Officer FS Chg:	0	0	0	0	0	0
Enlisted FS Chg:	0	0	0	0	0	0
Civilian FS Chg:	0	0	0	0	0	0
Officers Elim:	0	0	0	0	0	0
Enlisted Elim:	0	0	0	0	0	0
Civilians Elim:	0	0	0	0	0	0
Caretakers - Mil:	0	0	0	0	0	0
Caretakers - Civ:	0	0	0	0	0	0
CHAMPUS InPat/Yr:	0	0	0	0	0	0
CHAMPUS OutPat/Yr:	0	0	0	0	0	0

Name: Ellsworth, ND

	1994	1995	1996	1997	1998	1999
Officer FS Chg:	0	0	0	0	0	0
Enlisted FS Chg:	0	0	0	0	0	0
Civilian FS Chg:	0	0	0	0	0	0
Officers Elim:	0	0	0	0	0	0
Enlisted Elim:	0	0	0	0	0	0
Civilians Elim:	0	0	0	0	0	0
Caretakers - Mil:	0	0	0	0	0	0
Caretakers - Civ:	0	0	0	0	0	0
CHAMPUS InPat/Yr:	0	0	0	0	0	0
CHAMPUS OutPat/Yr:	0	0	0	0	0	0

Name: K.I. Sawyer AFB, MI

	1994	1995	1996	1997	1998	1999
Officer FS Chg:	0	0	0	0	0	0
Enlisted FS Chg:	0	0	0	0	0	0

Civilian FS Chg:	0	0	0	0	0	0
Officers Elim:	0	0	0	0	0	0
Enlisted Elim:	0	0	0	0	0	0
Civilians Elim:	0	0	0	0	0	0
Caretakers - Mil:	0	0	0	0	0	0
Caretakers - Civ:	0	0	0	0	0	0
CHAMPUS InPat/Yr:	0	0	0	0	0	0
CHAMPUS OutPat/Yr:	0	0	0	0	0	0

INPUT SCREEN SIX - BASE PERSONNEL INFO (COBRA v4.04) - Page 16
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Name: McConnell AFB, KS

	1994	1995	1996	1997	1998	1999
Officer FS Chg:	0	0	0	0	0	0
Enlisted FS Chg:	0	0	0	0	0	0
Civilian FS Chg:	0	0	0	0	0	0
Officers Elim:	0	0	0	0	0	0
Enlisted Elim:	0	0	0	0	0	0
Civilians Elim:	0	0	0	0	0	0
Caretakers - Mil:	0	0	0	0	0	0
Caretakers - Civ:	0	0	0	0	0	0
CHAMPUS InPat/Yr:	0	0	0	0	0	0
CHAMPUS OutPat/Yr:	0	0	0	0	0	0

Name: Grand Forks, ND

Description	Category	New Con	Rehab	Cost($K)
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0

Name: Base X, KS

Description	Category	New Con	Rehab	Cost($K)
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0

Name: Ellsworth, ND

Description	Category	New Con	Rehab	Cost($K)
	MaintShp	0	0	0
Munitions	AmmoStor	30,000	0	3,500
	POLStore	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
BOS Tail	(Other)	0	0	500
Plan and Design	(Other)	0	0	400
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0
	OptCat-A	0	0	0

Name: K.I. Sawyer AFB, MI

Description	Category	New Con	Rehab	Cost($K)
	Horizont	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0

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Name: McConnell AFB, KS

Description	Category	New Con	Rehab	Cost($K)
NONE REQUIRED - B-1	(Other)	0	0	0
SPACE VACATED	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0
	(Other)	0	0	0

Percentage of Officers Married	75.90%
Percentage of Enlisted Married	66.40%
Enlisted Housing Military Construction	80.00%
Officer Salary ($/Year)	76,301.00
Officer BAQ with Dependents	7,677.00
Enlisted Salary ($/Year)	34,030.00
Enlisted BAQ with Dependents	4,744.00
Average Unemployment Cost ($/Week)	247.00
Unemployment Eligibility Period (Weeks)	16
Civilian Salary ($)	42,986.00
Civilian Turnover Rate	15.00%
Civilian Early Retirement Rate	10.00%
Civilian Quitting Rate	3.80%
Civilian RIF Pay Factor	31.00%
Civilian Retirement Pay Factor	8.80%
Priority Placement Service	30.00%
PPS Actions Involving PCS	41.00%
Civilian PCS Costs ($)	34,663.00
New Hire Cost ($)	0.00
National Median Home Price ($)	109,180.00
Home Sale Reimbursement	10.00%
Maximum Home Sale Reimbursement ($)	21,485.00
Home Purch Reimbursement	5.00%
Maximum Home Purch Reimbursement ($)	10,742.00
Civilian Homeowning Rate	64.20%
HAP Home Value Reimbursement Rate	37.50%
HAP Homeowner Receiving Rate	20.00%
RSE Home Value Reimbursement Rate	0.00%
RSE Homeowner Receiving Rate	0.00%

Standard Factors File Description:

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RPMA Building SF Cost Index	1.00
BOS Index (RPMA vs population)	1.00
(Indices are used as exponents)	
Support for Move Factor	10.00%
Caretaker Costs:	
---	---
Administrative Space Needs (SF/Caretaker)	148.00
Percentage of Original RPMA Cost	20.00%
Mothball Cost ($/SqFt)	0.85

Discount Rate for NPV.RPT/ROI: 7.0%
Inflation Rate for NPV.RPT/ROI: 0.0%

Inflation Rate	1994	1995	1996	1997	1998	1999
for FINANCE.RPT:	0.0%	3.8%	3.8%	3.4%	3.4%	3.4%

Average Bachelor Quarters Size (SF):	256.00
Average Family Quarters Size (SF):	1,320.00
Rehabilitation Cost vs. New Construction Cost	70.00%
Information Management Account	0.00%
Design Rate	0.00%
Supervision, Inspection, OverHead Rate	0.00%
Contingency Planning Rate	0.00%
Site Preparation Rate	0.00%

Material per Assigned Person (Lbs)	710
HHG Weight Per Officer Family (Lb)	12,000.00
HHG Weight Per Enlisted Family (Lb)	8,500.00
HHG Weight Per Military Single (Lb)	6,000.00
HHG Weight Per Civilian (Lb)	18,000.00
Household Goods Cost ($/100Lb) (Includes Packing, Unpacking, Storage, and Misc. Costs)	32.81
Shipping Loss Rate	2.0%
Equipment Packing & Crating Cost ($/Ton)	0.00
Military Light Vehicle Cost ($/Mile)	0.41
Heavy or Special Vehicle Cost ($/Mile)	1.32
Pers Owned Vehic Reimburse ($/Mile)	0.21
Air Transport Per Passenger Mile ($)	0.18
Misc Expenses Per Direct Employee ($)	700.00
Avg Military Service Tour Length (Years)	3.00
Routine PCS Costs/Person/Tour ($)	5,922.00
One-Time Officer PCS Cost ($)	8,493.18
One-Time Enlisted PCS Cost ($)	5,205.76

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Category:	Units:	Cost/UM($):
Horizontal	(SY)	59
Waterfront	(LF)	89
Air Operations	(SF)	133
Operational	(SF)	101
Administrative	(SF)	84
School Buildings	(SF)	99
Maintenance Shops	(SF)	110
Bachelor Quarters	(SF)	87
Family Quarters	(ea)	100,000
Covered Storage	(SF)	44
Dining Facilities	(SF)	171
Recreation Facilities	(SF)	92
Communications Facilities	(SF)	0
Shipyard Maintenance	(SF)	0
RDT & E Facilities	(SF)	0
POL Storage	(BL)	0
Ammunition Storage	(SF)	0
Medical Facilities	(SF)	0
Environmental	( )	0
Optional Category A	( )	0
Optional Category B	( )	0
Optional Category C	( )	0
Optional Category D	( )	0
Optional Category E	( )	0
Optional Category F	( )	0
Optional Category G	( )	0
Optional Category H	( )	0
Optional Category I	( )	0
Optional Category J	( )	0
Optional Category K	( )	0
Optional Category L	( )	0
Optional Category M	( )	0
Optional Category N	( )	0
Optional Category O	( )	0
Optional Category P	( )	0

RALPH E. NAPOLITANO
Commissioner

MARTHA J. CARSWELL
First Deputy Commissioner

DEPARTMENT OF AVIATION
THOMAS G. YOUNG, MAYOR

June 18, 1993

Honorable John M. McHugh
U.S. House of Representatives
416 Cannon House Office Building
Washington, DC 20515

Dear Congressman McHugh:

It is our understanding that Syracuse Hancock International Airport has been discussed as a point of embarkation for the 10th Mountain Division (Light Infantry) stationed at Fort Drum, New York. I would like to assure you that the Syracuse Airport has been and would continue to be highly supportive of such a mission.

We are NATO-certified, and our 9,000-foot runway has accommodated C141's and C5's as well as all other aircraft utilized by the Air Force to move a division.

In addition to the Airport's three aircraft parking ramps, the National Guard has a major aircraft parking area, and there are turn-around spaces available to accommodate the parking and loading and unloading of aircraft. The Airport has a 24-hour tower operation with CAT II navigational aid equipment available. Our snow removal record takes a second seat to none as this past year we were recognized by winning the International Snow Removal Award for the best job at medium hub airports.

The Syracuse Airport is closer to Fort Drum than other major civilian or military facilities. There is a dedicated airport exit from Interstate 81 when heading either south or north on that highway. The Airport facility is located only 2,000 yards from the interstate with one traffic light between the exit and our aircraft apron. Driving time from Fort Drum to Hancock International Airport is approximately one hour. Fort Drum, of course, is located adjacent to the same interstate highway.

Very truly yours,

Ralph E. Napolitano
Commissioner of Aviation

REN:kr

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

MEMORANDUM OF MEETING

DATE: April 14, 1995

TIME: 10:00 A.M.

MEETING WITH: Grand Forks AFB, ND Representatives

SUBJECT: 1972 ABM Treaty

PARTICIPANTS:

Name/Title/Phone Number:

Ambassador Edward L. Rowny
George Schlossberg, Kutak Rock, (202) 828-2319
Jennifer Pepper Kutak Rock

Commission Staff:

Frank Cantwell, Air Force Team
Frank Cirillo, Air Force Team Leader
Ralph Kaiser, Counsel
David Olson, Air Force Team
Chip Walgren, City and State Liaison

MEETING PURPOSE:

Ambassador Rowny reiterated his concern that the proposed inactivation of the Grand Forks missile field will perturbate ongoing negotiations with former Soviet republics on ballistic missile defense and on START. He has written to SecState, SecDef, DACDA, and CJCS articulating these concerns and agreed to provide copies of the letters and respective responses. We assured the ambassador that efforts to hasten development of an interagency position on the Grand Forks recommendation are welcome.

Copy to
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S. Tenn

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Commission Staff:

Frank Cantwell, Air Force Team
Frank Cirillo, Air Force Team Leader
Ralph Kaiser, Counsel
David Olson, Air Force Team
Chip Walgren, City & State Liaison

MEETING PURPOSE:

Briefing on the implications of closing Grand Forks AFB and corresponding ICBM missile range on the 1972 ABM Treaty by Ambassador Rowny (LTG USA, Ret.), who was JCS Representative to the SALT II talks in Geneva from 1973-1979, and members of Kutak Rock law firm representing Grand Forks, ND.

Grand Forks

INTERNATIONAL NEGOTIATING CONSULTANTS, INC.

2700 Calvert Street, NW
Washington, DC 20008
Tele: (202) 986-4752
Fax: (202) 986-4752

#9412121

December 9, 1994

General Ronald R. Fogleman
Chief of Staff,
United States Air Force
The Pentagon, #4E924
Washington, DC 20310

Dear General Fogleman:

It is my considered judgement that closing the military facilities at Grand Forks, North Dakota, would be prejudicial to the national security interest of the United States.

For nearly two decades I took part in, or was in charge of, negotiations with the USSR on nuclear strategic issues. In 1982 I was a member of the first five-year review of the ABM Treaty and in 1987-1988 conducted the second five-year review of the Treaty. Based on my experience and continued contacts with officials of the Department of Defense and members of the U.S. Congress, I am convinced that closure of the military facilities of Grand Forks would be a serious mistake. I strongly recommend that no consideration be given to closing Grand Forks AFB.

There are three main reasons for making this recommendation. First, some officials of Russia and other republics of the former Soviet Union could consider closing Grand Forks a signal that the United States intends unilaterally to change the ABM Treaty. Second, it could seriously jeopardize programs for developing and employing theater and strategic anti-ballistic systems to defend the United States. And third, it would alienate many members of the United State Senate and House of Representatives. I will not discuss other reasons why closing Grand Forks would not be a good move, such as the cost effectiveness of moving hardware to, or replacing it at, other locations.

To elaborate the first reason, Russia and the other Republics of the former Soviet Union have agreed to abide by the terms of the ABM Treaty, signed between the USSR and US in 1972 and amended in 1974. Over the past two decades the Soviets, and now their

successors, have felt that the United States intends to walk away from its obligations under the ABM Treaty. In fact, the United States is interested in strengthening the ABM Treaty. Since the collapse of the Soviet Union, military officials of Russia and other nuclear states, Ukraine, Kazakhstand and Belarus have indicated that they would be amendable to working within the ABM Treaty parameters so as to permit all parties to work jointly to develop defenses to protect against ballistic missile attacks. The Grand Forks missile field is intricately linked to the ABM Treaty in that Article III of the Treaty limits an ABM system deployment area to 150 kilometers of ICBM silo launchers. Moreover, in the Agreed Statements and common Understandings to accompany the Treaty, it was agreed that the United States ABM system deployment area for defense of ICBM silo launchers "will be centered in the Grand Forks ICBM silo launcher deployment area." If the United States were to close Grand Forks before it worked out details with the nuclear republics of the former Soviet Union, it could give some officials grounds for believing that the United States was attempting unilaterally to change the ABM Treaty rather than work jointly to strengthen it.

The second effect of a closure of Grand Forks would be to inhibit, if not entirely prohibit, the development of a future U.S. defensive system. The ABM Treaty, as originally signed in 1972, permitted each side to deploy defenses at two sites: the national command authority and a ballistic missile complex. Subsequently, the Protocol to the ABM Treaty, signed in 1974, permitted each side to have defenses at only one site. The Soviet Union chose to defend a ballistic missile complex. By statements attached to the Protocol, these locations were specified as Moscow and Grand Forks. Moving to another site would entail negotiating a treaty change with the Russians and possibly other former Republics of the Soviet Union for dismantling the Grand Forks site in accordance with Treaty procedures. In other words, it could complicate plans to build a new site and even plans for eventually establishing a multiple site defense of the United States.

The third harmful effect of the closure of Grand Forks would be the alienation of many members of the United States Senate and House of Representatives. In the Missile Defense Act of 1991, the Congress specified that the development of U.S. programs for strategic defenses must be "treaty compliant". To be treaty compliant the United States can plan to defend only one site. In the 1992 amendment to the Missile Defense Act, the Congress repeated its stipulation that planned strategic defenses by "treaty compliant", and further stated that the one permitted site be Grand Forks. Thus, any action to close Grand Forks AFB as part of abase closure exercise without prior consultations with the Congress and resolution of the open AFB Treaty issues

would be considered by them to be a breach of faith and could complicate, or even prohibit, the implementation of any Air Force recommendation to close Grand Forks, ABM.

While I am not aware of any plans to close Grand Forks ABM, I am convinced that any such move would be a serious mistake. Because of the AFB Treaty implications of such an action, it would be a cause for concern by officials of the Former Soviet Union, could prevent us from developing a sound defensive system to protect the United States and alienate members of the U.S. Congress. In short, it is not in the national security interest of the United States to close Grand Forks ABM.

Respectfully,

Edward L. Rowny
Ambassador (Lt. Gen., USA, Retired)
Former Chief U.S. START Negotiator
Advisor to Presidents Reagan and
Bush on Arms Control Matters

cc: Honorable Warren M. Christopher, Secretary of State
Honorable William J. Perry, Secretary of Defense
General John M. Shalikashvili, Chairman, Joint Chiefs of Staff
General Gordon R. Sullivan, Chief of Staff, U.S. Army
Honorable John D. Holum, Director, Arms Control and Disarmament Agency
Honorable Alan J. Dixon, Chairman, Defense Base Closure and Realignment Commission
Honorable Kent Conrad
Honorable Byran Dorgan
Honorable Earl Pomeroy
John Marshall, Esquire

Document Separator

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

MEMORANDUM OF MEETING

DATE: May 3, 1995

TIME: 10:00 a.m.

MEETING WITH: Greater Pittsburgh IAP reservists

SUBJECT: Recommendation on Greater Pittsburgh IAP

PARTICIPANTS:

Name/Title/Phone Number:

Chip Holsworth, Air Reserve
Joe Knepick, Air Reserve
Joe Poznick, Air Reserve
Rick Moslein, Air Reserve
Patty Stohlnacker, Office of Sen. Santorum

Commission Staff:

Chip Walgren, Manager, State and Local Liaison
Jim Schufreider; Manager, House Liaison
Ben Borden, Director, Review & Analysis
Frank Cirillo, Air Force Team Leader
Bob Cook, Interagency Issues Team Leader

MEETING PURPOSE: **(mm-pitts.doc)**

Document Separator

1995 AIR FORCE BASE QUESTIONNAIRE
Greater Pittsburgh IAP ANGS - NGB

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

Greater Pittsburgh IAP ANGS - NGB

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	540488	530385	10103	0	0	0
Tower	3	421009	413110	7899	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 10L

120000 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: 2374

The average length of the delays: 0:30

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

ATC equipment failure (radar, computer, and radio)

B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: LETTERKENNY ARMY DEPOT distance 122 NM

Nearest major primary airdrop customer: FORT MEADE distance 181 NM

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

Lajes AB: 2458 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Greater Pittsburgh IAP ANGS - NGB

Rota AB:	3472 NM
Hickam AFB:	4108 NM
RAF Mildenhall:	3376 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	YOUNGSTOWN MUNI	50
I.2.B.4	Military airfield, runway >= 8,000ft	MANSFIELD LAHM MUNI	106
I.2.B.5	Military airfield, runway >= 10,000ft	RICKENBACKER INTL	130
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Allegheny County	16
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Mansfield Lahm	106
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Port Columbus Int'l	125
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Mansfield Lahm	16
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Rickenbacker AFB	130

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

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

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-108 A,B	299 NM	W-108 A,B	299 NM		

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

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-108 A,B	299 NM	W-108 A,B	299 NM	W-107A	328 NM
W-386 A,B,C,D,E	329 NM	W-107 A,D,E,F	337 NM	W-107 A,D,E,F,	337 NM
W-386B	352 NM	W-72A	355 NM	W-387 A,B	379 NM
W-387A	379 NM	W-122 A,B,C,F,G,H,I,J	394 NM	W-122 D	399 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Greater Pittsburgh IAP ANGS - NGB

W-122 E	399 NM	W-72 A,B	403 NM	W-72B	426 NM
W-105 A,B,D,E,G	433 NM	W-155 A,B,D,E,G	433 NM	W-122F	436 NM
W-177A	441 NM	W-105A	443 NM	W-122I	443 NM
W-105E	446 NM	W-122 A,B,C,D,E,F,G,H,I,	448 NM	W-122C	455 NM
W-161A,B/W-177A,B	460 NM	W-122G	476 NM	W-122J	497 NM
W-132 A,B	500 NM	W-132A,B/W-134/W-157A	533 NM	W-157A	550 NM
W-157B	555 NM	W-102 LOW	564 NM	W-157C	591 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	163 NM	JEFFERSON PROVING G	255 NM	WARREN GROVE	275 NM
ATTERBURY	278 NM	FT DRUM	308 NM	GRAYLING	325 NM
NAVY DARE COUNTY	352 NM	USAF DARE COUNTY	354 NM	CHERRY POINT BT-11	376 NM
POINSETT	400 NM	HARDWOOD	491 NM	TOWNSEND	543 NM
CANNON	584 NM	GRAND BAY	589 NM	EGLIN C62	659 NM
EGLIN C52	665 NM	PINECASTLE	685 NM	SHELBY EAST	703 NM
SHELBY WEST	708 NM	RAZORBACK	727 NM	AVON PARK BRAVO/FO	769 NM
AVON PARK CHARLIE/E	775 NM				

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

JEFFERSON PROVIN	255 NM

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

OCEANA TACTS	359 NM

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

BLOODSWORTH ISL	237 NM

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

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	0	2	5	29	59	97
SR	5	31	41	54	81	112
VR	1	8	17	66	103	146
Total Routes:	**6**	**41**	**63**	**149**	**243**	**355**

Identify Routes:

SR-817	21 NM	SR-815	25 NM	SR-822	25 NM	SR-816	25 NM	SR-818	29 NM	VR-1758	89 NM
IR-608	110 NM	SR-802	112 NM	SR-804	112 NM	SR-803	112 NM	SR-808	112 NM	SR-807	112 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Greater Pittsburgh IAP ANGS - NGB

SR-806	112 NM	SR-707	113 NM	SR-708	113 NM	SR-713	113 NM	SR-714	113 NM	SR-711	113 NM
SR-710	113 NM	SR-737	117 NM	SR-823	117 NM	SR-738	118 NM	IR-723	119 NM	VR-1757	119 NM
SR-709	127 NM	SR-715	127 NM	SR-712	127 NM	SR-733	131 NM	VR-1631	133 NM	VR-1632	133 NM
VR-1633	133 NM	VR-708	134 NM	SR-732	136 NM	SR-735	136 NM	SR-734	136 NM	VR-704	138 NM
VR-705	138 NM	SR-871	147 NM	SR-873	147 NM	SR-872	147 NM	SR-874	147 NM		
VR-1722	156 NM	IR-761	177 NM	VR-1751	177 NM	VR-1617	178 NM	VR-1638	178 NM	VR-707	185 NM
IR-721	189 NM	IR-762	189 NM	VR-1756	189 NM	SR-820	190 NM	SR-821	190 NM	SR-835	190 NM
SR-701	191 NM	SR-703	191 NM	SR-825	192 NM	SR-702	195 NM	VR-1759	196 NM	VR-1624	199 NM
VR-1625	199 NM	SR-800	200 NM	SR-801	200 NM	SR-805	200 NM				
VR-1711	203 NM	VR-1713	203 NM	VR-1712	203 NM	VR-1721	206 NM	IR-726	214 NM	VR-1726	214 NM
IR-743	218 NM	VR-1743	218 NM	VR-1709	220 NM	IR-720	225 NM	SR-844	230 NM	SR-845	230 NM
SR-846	230 NM	IR-719	236 NM	SR-867	241 NM	VR-093	246 NM	VR-1061	248 NM	VR-073	255 NM
VR-1668	255 NM	VR-1640	258 NM	IR-716	265 NM	SR-847	266 NM	VR-096	268 NM	IR-714	273 NM
VR-1754	273 NM	IR-760	273 NM	IR-715	276 NM	IR-718	276 NM	VR-1667	279 NM	VR-664	280 NM
VR-1641	282 NM	VR-1642	282 NM	VR-1753	283 NM	VR-1755	283 NM	VR-1626	286 NM	VR-1627	287 NM
VR-1628	287 NM	IR-081	294 NM	VR-1752	303 NM	SR-782	304 NM	SR-781	313 NM	VR-085	317 NM
VR-086	317 NM	IR-022	318 NM	IR-079	322 NM	IR-082	322 NM	IR-080	322 NM	VR-1645	322 NM
IR-075	325 NM	VR-1644	325 NM	VR-1647	325 NM	IR-618	326 NM	VR-619	326 NM	VR-724	328 NM
VR-725	328 NM	IR-002	337 NM	IR-074	337 NM	VR-634	339 NM	VR-087	343 NM	SR-105	344 NM
VR-1055	344 NM	VR-088	350 NM	VR-097	350 NM	VR-1679	351 NM	IR-062	352 NM	IR-610	354 NM
SR-900	360 NM	VR-058	360 NM	SR-901	365 NM	VR-095	365 NM	VR-1043	369 NM	VR-1046	373 NM
VR-1060	374 NM	IR-083	378 NM	VR-1801	379 NM	IR-012	380 NM	VR-1057	380 NM	IR-042	381 NM
VR-1068	381 NM	VR-1058	384 NM	IR-090	385 NM	VR-1636	387 NM	SR-102	391 NM	VR-1059	392 NM
SR-905	397 NM	SR-774	399 NM								
VR-1639	404 NM	IR-035	405 NM	VR-1040	405 NM	VR-1069	405 NM	SR-059	410 NM	SR-060	410 NM
SR-062	410 NM	SR-061	410 NM	SR-225	413 NM	VR-1074	413 NM	IR-036	415 NM	VR-1635	415 NM
IR-614	415 NM	IR-801	418 NM	SR-904	418 NM	VR-615	421 NM	VR-1800	422 NM	SR-771	425 NM
VR-1052	425 NM	VR-092	426 NM	SR-166	429 NM	IR-609	430 NM	SR-773	431 NM	IR-089	437 NM
SR-902	440 NM	VR-1013	441 NM	SR-035	446 NM	SR-036	446 NM	SR-037	446 NM	SR-040	446 NM
VR-1049	462 NM	IR-157	469 NM	IR-174	469 NM	VR-842	469 NM	VR-841	469 NM	VR-840	469 NM
IR-843	483 NM	IR-843A	483 NM	VR-1041	487 NM	IR-023	491 NM	SR-785	491 NM	IR-069	492 NM
IR-078	500 NM	IR-077	501 NM	VR-1648	501 NM	IR-066	505 NM	VR-1051	505 NM	VR-1050	505 NM
IR-067	505 NM	SR-776	507 NM	IR-592	511 NM	VR-1666	511 NM	IR-018	513 NM	VR-1003	519 NM
VR-1650	531 NM	VR-1054	532 NM	VR-1011	533 NM	SR-038	538 NM	SR-039	546 NM	VR-1016	546 NM
VR-1001	547 NM	VR-1056	552 NM	IR-016	553 NM	VR-094	555 NM	IR-041	556 NM	VR-1067	556 NM
IR-063	556 NM	SR-069	556 NM	SR-070	557 NM	SR-072	557 NM	SR-071	557 NM	VR-1629	559 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Greater Pittsburgh IAP ANGS - NGB

SR-075	562 NM	IR-017	563 NM	VR-1017	563 NM	VR-1014	565 NM	IR-527	574 NM	VR-1004	576 NM
VR-607	579 NM	VR-1005	581 NM	VR-1002	582 NM	VR-1070	583 NM	VR-1066	585 NM	IR-091	586 NM
SR-073	590 NM	SR-074	590 NM	SR-137	590 NM	IR-800	595 NM	IR-800A	595 NM	IR-804	595 NM
IR-850	600 NM	IR-852	600 NM	SR-238	600 NM	IR-851	600 NM				
VR-060	601 NM	VR-1031	606 NM	VR-1616	612 NM	SR-727	613 NM	VR-1065	613 NM	IR-802	614 NM
IR-803	614 NM	VR-1030	621 NM	VR-1006	622 NM	VR-1007	622 NM	IR-800B	623 NM	VR-1008	624 NM
VR-604	624 NM	IR-015	625 NM	IR-019	626 NM	IR-033	626 NM	SR-728	631 NM	VR-1033	631 NM
SR-729	631 NM	VR-1009	631 NM	IR-068	632 NM	IR-805	634 NM	IR-044	638 NM	IR-606	647 NM
VR-1082	647 NM	VR-1084	647 NM	VR-1085	647 NM	VR-1010	649 NM	SR-218	651 NM	SR-229	651 NM
SR-227	651 NM	SR-731	651 NM	SR-730	651 NM	SR-237	651 NM	SR-232	651 NM	SR-231	651 NM
SR-230	651 NM	SR-219	651 NM	SR-221	651 NM	SR-222	651 NM	SR-226	651 NM	SR-220	651 NM
VR-1525	652 NM	IR-057	659 NM	IR-059	659 NM	SR-617	659 NM	SR-616	659 NM	SR-106	659 NM
SR-104	659 NM	SR-103	659 NM	SR-101	659 NM	IR-021	672 NM	IR-120	672 NM	VR-1102	672 NM
IR-030	676 NM	IR-031	676 NM	VR-1039	676 NM	IR-502	678 NM	IR-504	678 NM	IR-070	679 NM
SR-239	681 NM	VR-1032	681 NM	VR-1020	683 NM	IR-032	685 NM	SR-618	690 NM	SR-619	690 NM
VR-1072	696 NM	SR-031	699 NM	VR-1083	704 NM	VR-1546	705 NM	IR-037	706 NM	VR-541	713 NM
VR-1182	718 NM	IR-038	720 NM	SR-029	721 NM	IR-040	724 NM	VR-1024	724 NM	VR-1021	724 NM
VR-1023	724 NM	VR-1130	729 NM	VR-511	731 NM	SR-223	732 NM	SR-224	732 NM	IR-121	738 NM
VR-1103	738 NM	VR-1022	740 NM	IR-605	744 NM	VR-1097	749 NM	VR-510	749 NM	IR-046	756 NM
VR-512	756 NM	IR-047	759 NM	VR-179	764 NM	VR-540	764 NM	SR-030	768 NM	IR-517	772 NM
VR-1520	772 NM	VR-1515	772 NM	IR-048	773 NM	IR-020	775 NM	IR-505	776 NM	VR-533	786 NM
IR-049	787 NM	VR-1104	787 NM	VR-1098	787 NM	IR-509	787 NM	IR-508	787 NM	IR-164	787 NM
IR-050	787 NM	IR-051	787 NM	IR-055	789 NM	VR-545	794 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 884 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	13	39

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

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-218L	17 NM	AR-218H	33 NM	AR-217	75 NM	AR-206H	190 NM
AR-206L	190 NM						
AR-455 WEST	215 NM	AR-328	239 NM	AR-203 SOUTHWEST	263 NM	AR-632A	269 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Greater Pittsburgh IAP ANGS - NGB

AR-315 WEST	276 NM	AR-455 EAST	279 NM	AR-632B	298 NM	AR-633A	300 NM
AR-609	309 NM	AR-216 SOUTHWEST	322 NM	AR-315 EAST	328 NM	AR-633B	328 NM
AR-207SW SOUTHW	335 NM	AR-107	342 NM	AR-640B	351 NM	AR-612	352 NM
AR-600	381 NM	AR-636	390 NM	AR-321	413 NM	AR-631	418 NM
AR-640A	424 NM	AR-203 NORTHEAST	432 NM	AR-207NE NORTHEA	433 NM	AR-204 NORTHEAST	435 NM
AR-212 NORTHEAST	435 NM	AR-111 WEST	438 NM	AR-016 SOUTHWEST	441 NM	AR-216 NORTHEAST	445 NM
AR-109H WEST	453 NM	AR-109L WEST	453 NM	AR-601	462 NM	Racoon MOA	467 NM
AR-777	476 NM	AR-202S SOUTH	482 NM				

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

500 NM	700 NM
4265	5121

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-218	17 NM	359	AR-206H	190 NM	50	AR-206L	190 NM	20	AR-455	215 NM	372
AR-203	263 NM	223	AR-216	322 NM	64	AR-204	435 NM	319	AR-212	435 NM	356
AR-111	438 NM	303	AR-016	441 NM	157	AR-109	453 NM	213	Racoon	467 NM	1829

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 467NM from the base."**

I.2.C.10d **Percentage of tanker demand in region:** 17.0
Percentage of tankers based in region: 25.0

Tanker saturation within the region has been classified as tanker Rich

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

Name	Distance	Night?	Personnel?	Equipment?	Route IR	Count SR
AEGIS	197 NM	✔	✔	✔	0	1
ANDREWS	185 NM		✔		0	1
BLACKSTONE	231 NM	✔	✔	✔	0	1
CARENTAN (A)	314 NM		✔	✔	0	1
CHUTE (CIR)	299 NM	✔	✔	✔	0	1
CORINTH	325 NM	✔			0	0
COTENTIN	324 NM	✔	✔	✔	0	0
DEEP CREEK	324 NM		✔		0	0
DOVE - FT PICKETT	232 NM	✔	✔	✔	0	1
FLYING DUTCHMAN	323 NM	✔			0	0
FRAMHART	141 NM	✔	✔	✔	0	0

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GELA	325 NM	✔	✔	✔	0	0
HARD	325 NM	✔			0	0
HAT TRICK	331 NM	✔			0	1
HOLLAND	323 NM	✔	✔	✔	0	0
JERSEY DEVIL	270 NM	✔	✔	✔	0	5
LAURNBERG MAXTN	345 NM	✔	✔	✔	0	0
LUZON	331 NM	✔	✔	✔	0	1
LUZON REVERSE	331 NM	✔			0	1
MCLEAN	164 NM	✔		✔	0	0
MOUNTAIN	307 NM	✔		✔	1	0
MYITKYINA TREE	321 NM	✔	✔		0	0
NETHERLANDS	323 NM	✔	✔	✔	0	0
NETHERLANDS ORI	323 NM	✔	✔	✔	0	0
NIJMEGEN	326 NM	✔	✔	✔	0	0
NORMANDY	324 NM	✔	✔	✔	0	0
PANTHER	299 NM	✔	✔	✔	1	0
PUDGY	270 NM	✔	✔	✔	0	5
SALERNO	324 NM	✔	✔	✔	0	0
SEAL WATER	291 NM	✔	✔		0	0
SICILY	325 NM	✔	✔	✔	0	0
SICILY DEMO	325 NM	✔	✔	✔	0	0
SWAN CREEK	197 NM	✔	✔	✔	0	0
TATER EAST	68 NM	✔		✔	0	0
VOLTURNO	324 NM	✔	✔	✔	0	0
WOODLAWN BEACH	151 NM		✔		0	1
ZIMMER	299 NM	✔	✔	✔	1	0
ZIPGUN-WATER	292 NM	✔	✔		0	0

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

AEGIS	SR-800								
ANDREWS	SR-820								
BLACKSTONE	SR-867								
CARENTAN (A)	SR-225								
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				

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LUZON	SR-105								
LUZON REVERSE	SR-105								
MOUNTAIN	IR-801								
PANTHER	IR-801								
PUDGY	SR-801	SR-805	SR-844	SR-845	SR-846				
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:**

MARTINSBURG 122 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	Route Count SR
AEGIS	197 NM	✔	✔	✔	0	0
WOODLAWN BEACH	151 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 KNOX 309 NM

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D. Ranges

Ranges (Controlled/managed by the base)

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

Ranges (Used by the base)

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

I.2.D.19

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

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

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

I.2.D.20

I.2.D.21

I.2.D.22

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E. Airspace Used by Base

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

AR 217	Air Refueling Track / Anc
AR 218L	Air Refueling Track / Anc

Details for airspace scheduled or managed by the base:

Airspace: AR 217

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

Propose the 171 ARW become the scheduling agency for existing AR tracks: 218H, 206H, 206L. Status: initial planning stage. No community reaction.

I.2.E.5.b **Primary Rationale:** Give the171 ARW control over the AR tracks that are nearby and frequently used for the 171 ARW.

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

Altitude
Times of use

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

1530 - 1900Z / 0030 - 0700Z / Daily

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Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a Hours scheduled: 600 hrs

I.2.E.7.b Hours used: 540 hrs

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

Adverse weather in the area.

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:

FL 190 - FL 220

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

Airspace: AR 218L

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

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

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

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

I.2.E.5.a

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

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

ALTITUDE
Times of use

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

1530-1900Z, 0030-0700Z, daily

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 600 hrs

I.2.E.7.b **Hours used:** 540 hrs

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

Adverse weather in the area.

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:**

FL190 to FL220

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:
Aero Flight	Uncontrolled
Alderman	General Aviation
Allegheny Co	Commercial
Alliance	Uncontrolled
Armitage E. Artman Delmont	Uncontrolled
Atwood Lodge	Uncontrolled
Bandel	Uncontrolled
Barber	Uncontrolled
Barnes Farmland	Uncontrolled
Bartholow	Uncontrolled
Beaver Co	Commercial
Brocker	Uncontrolled
Bulick	Uncontrolled
Butler Co/Scholter	General Aviation
Butler Farm Show	General Aviation

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Carrol County	General Aviation
Cedar Run	Uncontrolled
Columbiana	General Aviation
Connelsville	General Aviation
Culmerville	Uncontrolled
Dew	Uncontrolled
Dunbar	Uncontrolled
Dunlea	Uncontrolled
Finleyville	Uncontrolled
Flying Acres	Uncontrolled
Flying M Ranch	Uncontrolled
Friendship	General Aviation
Giovannon	Uncontrolled
Glendale	Uncontrolled
Graove City	General Aviation
Green Co	General Aviation
Gregg	Uncontrolled
Gwin	Uncontrolled
Harrison Co	General Aviation
Hermitage	Uncontrolled
Herron	General Aviation
Hibbetts	Uncontrolled
Home Safe	Uncontrolled
Inter Co	Uncontrolled
J & W	Uncontrolled
Jefferson Co	General Aviation
Johnston	Uncontrolled
Kindelberger	Uncontrolled
Koons	Uncontrolled
Lake Arthur	General Aviation
Lake Hill	Uncontrolled
Lansdown	General Aviation
Lindsay	Uncontrolled
Marshall Co	General Aviation

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Mcclain	Uncontrolled	
Mcville	Uncontrolled	
Miller	Uncontrolled	
Miller 2	General Aviation	
Minerva	Uncontrolled	
Morris	Uncontrolled	
Mt Pleasant Scottdale	Uncontrolled	
Nelson Run	Uncontrolled	
New Castle	General Aviation	
Pabst Blue Ribbon	Uncontrolled	
Parsons	Uncontrolled	
Petersburg	Uncontrolled	
Pine Acres	Uncontrolled	
Pitt Boquet	General Aviation	
Pitt Monroeville	General Aviation	
Pittsburgh Metro	General Aviation	
Postraver	General Aviation	
R & F	Uncontrolled	
Sagulla	Uncontrolled	
Salem	General Aviation	
Salem Lake Front	Uncontrolled	
Schneider Mohawk	Uncontrolled	
Shearer South	Uncontrolled	
Sugar Bob	Uncontrolled	
Tappan	Uncontrolled	
Tri City	General Aviation	
Twinash	Uncontrolled	
Uphill	General Aviation	
Waltman	Uncontrolled	
Washington County	General Aviation	
West Middlesex	Uncontrolled	
West Penn	General Aviation	
Westmoreland Co	Commercial	
Wheeling Ohio Co	Commercial	

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Willie	Uncontrolled
Wyatt	Uncontrolled
Ye Royal Strip	Uncontrolled
Youngstown Elser	General Aviation
Youngstown Exec	General Aviation
Zelienople	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: Due to adverse weather in the area, ATC occasionally denies use of AR tracks 217 and 218L

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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 INDIANTOWN GAP

167 NM from the base.

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

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

Norfolk NAS

282 mi from the base.

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

Pittsburgh (AFres)

1 mi from the base.

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

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

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I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

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

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
98.7	97.4	83.5	72.5	67.8

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

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

I.2.J.2.b Is at or below 25 knots 99.8 percent of the time

I.2.J.3 72 Days have freezing partcipitation (mean per year).

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Pittsburgh IAP (ANG)	Main Base (leased)	180	74	106
		TOTALS:	180	74	106

B. Facilities

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

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	8	11	100.0	0.0	0.0	3
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	5,280	1.2	98.8	0.0	N/A
II.1.B.1.c	141	Operations Buildings	SF	N/A	37,274	0.0	100.0	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	37,600	35,453	0.0	100.0	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	32,606	0.0	97.5	2.5	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	128,623	13.5	84.2	2.3	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	52,600	53,442	0.0	100.0	0.0	842
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	34,800	15,684	2.0	66.0	32.0	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	2,143	0.0	0.0	100.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	10,000	14,042	0.0	94.3	5.7	4,042

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II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	18,000	17,229	0.0	99.0	1.0	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	44,300	26,083	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	5,930	0.0	0.0	100.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	8,400	5,930	0.0	0.0	100.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	1,700	1,000	0.0	0.0	100.0	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	5,050	0.0	100.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	10,800	5,050	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	7,200	11,080	0.0	100.0	0.0	3,880
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	10,600	3,297	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	14,548	2.5	97.5	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	20,000	9,220	0.0	100.0	0.0	0
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0

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II.1.B.1.t.iii	422-264	Igloo Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	34,922	0.0	100.0	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	34,000	30,922	0.0	100.0	0.0	0
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	4,000	4,000	0.0	100.0	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	21,315	0.0	98.0	2.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	0		0.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	0	0		0.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	11,164	0.0	100.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	12,100	11,164	0.0	100.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	0		0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	12,405	0.0	57.2	42.8	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	7,054	0.0	31.0	69.0	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	30,371	0.0	100.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	152,576	0.0	100.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	26,186	100.0	0.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	0			

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II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	8,102	0.0	100.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	21,003	0.0	100.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	546	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	56,986	0.0	100.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	27,604	0.0	100.0	0.0

Notes for specific Cat Codes:

II.1.B.1.a 111 Base does not own or control the four runways

2. Airfield Characteristics

II.2 Runway Table:

Primary Designation		Dimensions: Length	Width	Cross Runway
14	Secondary	8100 ft	150 ft	Yes
28C	Secondary	8039 ft	150 ft	No
28L	Secondary	11500 ft	200 ft	No
10L	Primary	10502 ft	150 ft	No

Aircraft Arresting Systems (II.2.I)

Number	Types
None	

II.2.A There are 4 active runways.

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

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

II.2.C Dimensions of the primary runway (10L).

II.2.C.1 Length: 10,502 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).

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	Upgrade Needed	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

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

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

Pavement:	Aircraft:	(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Aprons	B-1B	SY	152,476	12" fully bonded concrete overlay
Taxiway	B-1B	SY	30,371	12" fully bonded concrete overlay
Aprons	B-52	SY	152,476	14" fully bonded concrete overlay
Taxiway	B-52	SY	30,371	14" fully bonded concrete overlay
Aprons	C-141	SY	75,158	8" fully bonded concrete overlay
Taxiway	C-141	SY	15,371	8" fully bonded concrete overlay
Aprons	C-5B	SY	75,158	6" fully bonded concrete overlay
Taxiway	C-5B	SY	15,371	6" fully bonded concrete overlay
Aprons	F-15	SY	75,158	4" fully bonded concrete overlay
Taxiway	F-15	SY	15,371	4" fully bonded concrete overlay
Aprons	KC-10	SY	75,158	6" fully bonded concrete overlay
Taxiway	KC-10	SY	15,371	6" fully bonded concrete overlay
Aprons	KC-135R	SY	75,158	6" fully bonded concrete overlay
Taxiway	KC-135R	SY	15,371	6" fully bonded 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 143,679 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.)	
East ramp	828 ft	828 ft	Primary Aircraft	Aircraft parking
West ramp	780 ft	780 ft	Primary Aircraft	Aircraft parking

II.2.G.2 **Permanently assigned aircraft currrently require 138,561 Sq Yds of parking space.**

II.2.G.3 **5,118 Sq Yds of parking space is available for parking additional non-transient aircraft.**

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

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Taxiways to parking spots.

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

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

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

Load capacity of different sections of pavement.

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3. Utility Systems

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

	Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1	Water:	2.7 MG/D	MG/D - million gallons per day	1 %
II.3.A.2	Sewage:	20.3 MG/D		2 %
II.3.A.3	Electrical distribution:	1.5 MW	MW - million watts	79 %
II.3.A.4	Natural Gas:	2.088 MCF/D	MCF/D - million cubic feet per day	12 %
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:**

Base utilities are supplied by public authorities. There is no U.S. Government owned source of utilities.

4. Aircraft Maintenance Hangar Facilities

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

II.4.A.1 **Facility number:** 301 Hanger

Current Use: Phase hangar

II.4.A.2 **Size (SF):** 52,844 SF

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

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	130 ft	30 ft	
II.4.A.6	Largest unobstructed space inside the facility:	145 ft	44 ft	167 ft

II.4.A.1 **Facility number:** 302 Hanger

Current Use: Phase hangar

II.4.A.2 **Size (SF):** 48,447 SF

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

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	130 ft	30 ft	
II.4.A.6	Largest unobstructed space inside the facility:	145 ft	44 ft	167 ft

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II.4.A.1 **Facility number:** 304 Nose Dock

Current Use:

II.4.A.2 **Size (SF):** 26,083 SF

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

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	195 ft	29 ft	
II.4.A.6	Largest unobstructed space inside the facility:	195 ft	29 ft	95 ft

5. Unique Facilities

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

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

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

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.1	10	CZ	0	0	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	10C	CZ	0	0	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	10L	CZ	0	0	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	10R	CZ	0	0	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	11	CZ	0	0	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	14	CZ	5	7	3.0	Sig Incompat	4.0	0.0	0.0	0.0	0.0	97.0
	28	CZ	0	0	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	28C	CZ	0	0	25.0	Sig Incompat	0.0	25.0	0.0	0.0	0.0	75.0
	28L	CZ	0	0	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	28R	CZ	80	13	8.0	Sig Incompat	6.0	2.0	0.0	0.0	0.0	92.0
	29	CZ										
	32	CZ	0	0	25.0	Sig Incompat	0.0	25.0	0.0	0.0	0.0	75.0
II.6.A.2	10	APZ 1	0	0	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	10C	APZ 1	0	0	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	10L	APZ 1	70	11	3.0	Gen Compat	3.0	0.0	0.0	0.0	0.0	97.0
	10R	APZ 1	87	14	4.0	Gen Compat	4.0	0.0	0.0	0.0	0.0	96.0
	11	APZ 1	0	0	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

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	14	APZ 1	170	27	16.0	Sig Incompat	8.0	16.0	0.0	0.0	0.0	76.0
	28	APZ 1	0	0	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	28C	APZ 1	5	8	2.0	Gen Compat	2.0	0.0	0.0	0.0	0.0	98.0
	28L	APZ 1	5	1	1.0	Gen Compat	9.0	0.0	0.0	0.0	0.0	90.0
	28R	APZ 1	563	90	44.0	Sig Incompat	26.0	18.0	0.0	0.0	0.0	56.0
	29	APZ 1										
	32	APZ 1	0	0	25.0	Sig Incompat	0.0	50.0	0.0	0.0	0.0	50.0
II.6.A.3	10	APZ 2	0	0	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	10C	APZ 2	0	0	0.0	Gen Compat	0.0	0.0	31.0	0.0	0.0	69.0
	10L	APZ 2	318	51	10.0	Incompat	10.0	0.0	0.0	0.0	0.0	90.0
	10R	APZ 2	331	53	11.0	Sig Incompat	11.0	5.0	10.0	0.0	0.0	74.0
	11	APZ 2	0	0	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	14	APZ 2	718	115	24.0	Sig Incompat	24.0	11.0	0.0	0.0	0.0	65.0
	28	APZ 2	0	0	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	28C	APZ 2	180	29	6.0	Incompat	6.0	0.0	0.0	0.0	0.0	94.0
	28L	APZ 2	490	79	17.0	Sig Incompat	17.0	0.0	0.0	0.0	6.0	83.0
	28R	APZ 2	1,280	205	42.0	Sig Incompat	42.0	43.0	0.0	0.0	0.0	15.0
	29	APZ 2										
	32	APZ 2	0	0	0.0	Gen Compat	0.0	25.0	7.0	0.0	0.0	68.0

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.4	65-70	1,225	3,513	0	Gen Compat	6.0	10.0	1.0	0.0	2.0	81.0
II.6.A.5	70-75	27	518	0	Gen Compat	1.0	5.0	0.0	0.0	0.0	94.0
II.6.A.6	75-80	0	26	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.7	80+	0	1	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

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

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.1	10	CZ	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	10C	CZ	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	10L	CZ	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	10R	CZ	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	11	CZ	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	14	CZ	5	7	4	Sig Incompat	4.0	0.0	0.0	0.0	0.0	96.0

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	28	CZ	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	28C	CZ	0	0	25	Sig Incompat	0.0	25.0	0.0	0.0	0.0	75.0
	28L	CZ	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	0.0
	28R	CZ	0	0	0	Gen Compat	0.0	2.0	0.0	0.0	0.0	98.0
	29	CZ										
	32	CZ	0	0	25	Sig Incompat	0.0	25.0	0.0	0.0	0.0	75.0
II.6.B.2	10	APZ 1	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	10C	APZ 1	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	10L	APZ 1	0	0	0	Gen Compat	0.0	2.0	2.0	0.0	0.0	96.0
	10R	APZ 1	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	11	APZ 1	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	14	APZ 1	170	27	16	Sig Incompat	8.0	16.0	0.0	0.0	0.0	76.0
	28	APZ 1	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	28C	APZ 1	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	28L	APZ 1	5	1	9	Incompat	0.0	9.0	0.0	0.0	0.0	91.0
	28R	APZ 1	563	90	44	Sig Incompat	26.0	18.0	0.0	0.0	0.0	56.0
	29	APZ 1										
	32	APZ 1	0	0	25	Sig Incompat	0.0	50.0	0.0	0.0	0.0	50.0
II.6.B.3	10	APZ 2	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	10C	APZ 2	0	0	0	Gen Compat	0.0	0.0	31.0	0.0	0.0	69.0
	10L	APZ 2	318	51	10	Incompat	10.0	8.0	9.0	0.0	0.0	72.0
	10R	APZ 2	143	23	5	Gen Compat	5.0	5.0	10.0	0.0	0.0	80.0
	11	APZ 2	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	14	APZ 2	718	115	24	Sig Incompat	24.0	11.0	0.0	0.0	0.0	65.0
	28	APZ 2	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	28C	APZ 2	130	21	4	Gen Compat	4.0	0.0	0.0	0.0	0.0	96.0
	28L	APZ 2	318	51	11	Sig Incompat	11.0	0.0	0.0	0.0	0.0	89.0
	28R	APZ 2	1,280	205	42	Sig Incompat	42.0	43.0	0.0	0.0	0.0	15.0
	29	APZ 2										
	32	APZ 2	0	0	0	Gen Compat	0.0	25.0	7.0	0.0	0.0	68.0

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.4	65-70	1,027	2,151	0	Gen Compat	8.0	12.0	1.0	0.0	2.0	77.0
II.6.B.5	70-75	27	201	0	Gen Compat	2.0	6.0	0.0	0.0	0.0	92.0
II.6.B.6	75-80	0	8	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

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II.6.B.7	80+	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

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

II.6.E **The AICUZ study was last updated on Jul 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:
Findlay Township	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150.
Independence Townshi	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150.
Moon Township	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150.
North Fayette Townsh	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150.

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

Government name:	Types of controls in place	Types of encroachment limited:
Findlay Township	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150
Independence Townshi	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150.

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Moon Township	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150.
North Fayette Townsh	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150

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

Government name:	Types of controls in place	Types of encroachment limited:
Findlay Township	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150
Independence Townshi	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150.
Moon Township	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150.
North Fayette Townsh	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150.

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:
Findlay Township	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150
Independence Townshi	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150.
Moon Township	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150.
North Fayette Townsh	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150.

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

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

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Findlay Township	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150
Independence Townshi	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150.
Moon Township	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150.
North Fayette Townsh	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150.

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:
Findlay Township	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150
Independence Townshi	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150.
Moon Township	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150.
North Fayette Townsh	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150.

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:
Findlay Township	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150
Independence Townshi	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150.
Moon Township	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150.

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North Fayette Townsh	Comprehensive plans, zoning ordinances, building codes	All encroachment restricted by FAR Part 150.

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.

Significant development is projected for one or more AICUZ zone.

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

Areas Impacted	Type of Development	Status	Projected Completion	Jurisdiction	Other details and size of the development
APZ 2	Commercial	Planned	Dec 96	Findlay Township	Unknown

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
North Fayette	6224	5626	7351	9537	14051
Moon	10642	18317	20935	19631	23879
Independence	1256	1761	2534	2563	2671
Findlay	4537	4602	4573	4500	6246

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Allegheny County	1290390	1340085	1450174	1336449	1545408

II.6.I **Clear zone acquisition has Not 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 **No noise complaints are received from off base residents.**

II.6.L **The base has implemented noise abatement procedures as follows:**

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II.6.L.1 **The international airport uses altitude restrictions and RADAR vectored ground tracks to minimize noise profiles for all aircraft departing the air field.**

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 2 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: Three 10K forklifts

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 has an operational fuel hydrant system:

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

III.1.C.2 11 hydrant pits are operational.

Description of base fuel hydrant system:

System Type:	Total Pumping Rate (GPM):	Number of Laterals:	Nomber of Usable Refueling Positions:	Number of SIMULTANEOUS aircraft refuelings of Narrow	Widebody
Phillips type III	1200	1	11	3	3

III.1.C.3 2 fuel storage tanks support the operational fuel hydrant system:

III.1.C.3.a

Storage tank Capacity:	Tanks with this capacity
210000	2

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

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

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

III.1.D.3 None

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: 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 despensing capabilities as defined in AFR 144-1 sustained: 1200
maximum: 1200

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 Central

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

	Cat 1.1	Cat 1.2
III.1.E.1 Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:	0	0
Square footage available (including physical capacity limit):	0	0
III.1.E.2 Normal installation mission storage requirement:	85	1

Physical Limits for Cat 1.1 Munitions:

No storage capacity exists.

Physical Limits for Cat 1.2 Munitions:

No storage capacity exists.

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

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

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

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

Railheads within 150 NM:

Chambersburg - Culbertson	123 NM
Columbus - East Columbus	127 NM
Mechanicsburg	149 NM
Port Clinton	137 NM
Ravenna - Atlas	63 NM

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

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

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

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

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

III.1.L **The base medical facility performs No unique missions.**

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

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

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

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

III.1.N.1 Base facilities have a total covered storage capacity of 38,922 sq ft.

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	30,922 sq ft
Mobility storage:	0 sq ft
War Readiness Support Kits (WRSK) storage:	8,000 sq ft

III.1.O 46 light military vehicles are on base.

III.1.P 70 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				
		3850						
		3840	15.00 $sK	0.00 $sK	15.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	100.40 $sK	0.00 $sK		100.40 $sK		
		3850						
	FY-93	Appropriation	Direct	Reimbursable				
		3840	53.50 $sK	0.00 $sK			53.50 $sK	
		3850						
	FY-94	Appropriation	Direct	Reimbursable				
		3840	40.80 $sK	0.00 $sK				40.80 $sK
		3850						
				xxx56 TOTALS:	15.00 $sK	100.40 $sK	53.50 $sK	40.80 $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				
		3840	270.90 $sK	0.00 $sK	270.90 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	46.20 $sK	0.00 $sK		46.20 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3840	116.30 $sK	0.00 $sK			116.30 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3840	10.40 $sK	0.00 $sK				10.40 $sK
				xxx76 TOTALS:	270.90 $sK	46.20 $sK	116.30 $sK	10.40 $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				
		3840	374.30 $sK	0.00 $sK	374.30 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	321.20 $sK	0.00 $sK		321.20 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3840	420.50 $sK	0.00 $sK			420.50 $sK	
	FY-94	Appropriation	Direct	Reimbursable				

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		3840	177.90 $sK	0.00 $sK				177.90 $sK
				xxx78 TOTALS:	374.30 $sK	321.20 $sK	420.50 $sK	177.90 $sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3840	0.00 $sK	0.00 $sK	0.00 $sK			
				xxx90 TOTALS:	0.00 $sK			
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3840	175.90 $sK	0.00 $sK	175.90 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	37.70 $sK	0.00 $sK		37.70 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3840	23.10 $sK	0.00 $sK			23.10 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3840	49.00 $sK	0.00 $sK				49.00 $sK
				xxx95 TOTALS:	175.90 $sK	37.70 $sK	23.10 $sK	49.00 $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				
		3840	865.30 $sK	0.00 $sK	865.30 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	802.10 $sK	0.00 $sK		802.10 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3840	707.10 $sK	0.00 $sK			707.10 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3840	922.30 $sK	0.00 $sK				922.30 $sK
				xxx96 TOTALS:	865.30 $sK	802.10 $sK	707.10 $sK	922.30 $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				
		3840	0.00 $sK	0.00 $sK	0.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	0.00 $sK	0.00 $sK		0.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3840	0.00 $sK	0.00 $sK			0.00 $sK	
				MFH TOTALS:	0.00 $sK	0.00 $sK	0.00 $sK	

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Section IV/V Level Playingfield COBRA Data

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Section VI Economic Impact

Economic Area Statistics:

Allegheny-Fayette-Washington-Westmoreland Co, PA

Total population: 2,060,000 (FY 92)

Total employment: 1,112,994 (FY 93)

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

6.8% / 6.5% / 7.0%

Average annual job growth: 7,334

Average annual per capita income: $21,784

Average annual increase in per capita income: $6.2%

Projected economic impact:

Direct Job Loss:	441	
Indirect Job Loss:	266	
Closure Impact:	707	(0.1% of employment total)
Other BRAC Losses:	0	
Cumulative Impact:	707	(0.1% of employment total)

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Section VIII

1. Air Quality - Clean Air Act

VIII.1.A **Air Quality Management District for the base:** Southwest Pennsylvania Intrastate Air Quality Control Area

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

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

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

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

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

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

(i.e. carpooling or emissions credit transfer)

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

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

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

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

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

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

VIII.E.2 Infrastructure Maintenance / Public Works

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

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

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

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

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VIII.E.3 Open Burn/Open Detonation

E.3.a 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 No state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

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

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

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

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

VIII.E.7 Short-term Activities

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

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

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

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

VIII.E.8 Monitoring

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

VIII.E.9 BACT/LAER

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

2. Water - Potable

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

Moon Township Municipal 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

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:**

Water Obstruction and Encroachment Permit

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

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

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5. Wastewater

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

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

6. Discharge Points / Impoundments

VIII.6.A There any No National Pollutant Elimination System permits in effect.

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

The base does not discharge treated wastewater.

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

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

7. HAZARDOUS MATERIALS - Asbestos

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

VIII.7.A.1 36.0 percent of the facilities surveyed are identified as having asbestos.

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

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8. Biological - Habitat

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

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

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

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

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

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

9. Biological - Threatened and Endangered Species

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

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

10. Biological - Wetlands

VIII.10.A Wetlands, estuaries, or other special aquatic features present on the base:

VIII.10.A.1	Identification and type of wetland:	Approximate acreage:
	Wetland	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 May 91

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

VIII.10.C No 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:**

Future construction would require replacement of any disturbed wetlands.

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 **None of the buildings on-base are over 50 years old.**

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

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

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

VIII.12.D **The base has Not been archeologically surveyed.**

VIII.12.D.1 **Not Applicable.**

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

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

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

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

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

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

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

VIII.13.A.1 8 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 SWMU's 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	$135.000 K	$40.000 K	$40.000 K	$40.000 K	$40.000 K
IRP	$1,200.000 K	$1,000.000 K	$500.000 K	$50.000 K	$50.000 K
Natural Resources	$12.200 K	$7.000 K	$4.000 K	$4.000 K	$4.000 K
Other(s) Specify:	$0.000 K	$0.000 K	$0.000 K	$0.000 K	$0.000 K
Permits	$0.300 K	$0.300 K	$0.300 K	$0.300 K	$0.300 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:
Allegheny County Air Basin in Southwest Pennsylvania Interstate Air Quality Control Region

VIII.16.B Air quality regulatory agency responsible for the AQCA:. Allegheny County Health Department, Bureau of Air Pollution Control

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

Ronald Chleboski 412-578-8131

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

VIII.16.C.1 In Non-Attainment for Ozone

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

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

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

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

VIII.16.C.6 In 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: 0.4 ppm

VIII.16.D.3 Ozone Design value is 99.2% of NAAQS

VIII.16.D.4 Carbon monoxide Design value is 4.4% of NAAQS

VIII.16.E.1 The EPA-designated severity of nonattainment for OZONE is Moderate

VIII.16.E.2 Allegheny County Air Basin in Southwest Pennsylvania Interstate Air Quality Control Region

VIII.16.E.3 Multi-state ozone transport region for the base: Northeast Transport Region

VIII.16.E.4 The base is Not in a rural transport area

VIII.16.E.5 The EPA has proposed that the AQCA severity of nonattainment for OZONE be redesignated

VIII.16.E.5. The EPA has proposed a designation of Attainment in the Federal Register

VIII.16.G. Specific ozone precursor (Volatile organic compounds(VOCs) and nitrogen oxides (NOx)) emissions for the base:

	based on the AQCA 1990 baseline inventory.				AND in the required attainment year			
	VOCs		NOx		VOCs		NOx	
Mobile Source Including Aircraft	G.1.a	69	G.1.d	17	G.2.a	69	G.2.d	17

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Military Aircraft Associated with the Base	G.1.b	68	G.1.e	13	G.2.b	68	G.2.e	13
Stationary Source	G.1.c	36	G.1.f	11	G.2.c	36	G.2.f	11

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	41	G.3.c	11
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	4	G.4.d	0

Computed allowable growth		VOCs		NOx
Mobile Source Including Aircraft	G.5.a	59.42%	G.5.c	64.71%
Stationary Source	G.5.b	-11.11%	G.5.d	0
TOTAL	G.5.e	35.24%	G.5.f	39.29%

1995 AIR FORCE BASE QUESTIONNAIRE

Greater Pittsburgh IAP ANGS - 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:**

	Facilties:	Estimated travel time.
IX.1.B.1	Dallas/Fort Worth ,TX (American Airlines Simulator	3 hrs

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:**

	Training:	Estimated travel time.
IX.2.B.1	A/G	min

IX.3 **Dormitory space not available at installation or not applicable.**

IX.3.A **8.0 percent of the reservists/guardsmen require billeting during drill weekends.**

IX.3.B **41.0 percent drill billeting requirements are met with commercial billeting establishihments.**

IX.4 **Adequate dining facilities are Not available.**

Description of shortages: Physical space

and workarounds used: Dining hall hours have to be expanded and the unit has a designated SUTA.

IX.5 **A physical fitness center is available.**

The fintess center is inadequate for the following reasons:
A/G

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 120 min travel time from the base.
Lives within 100 miles of the base.

IX.8 **29.0 Percent of the recruiting areas's population is in the recruitable range.**

IX.9 **3,235,008 is the total population of the recruiting area.**

IX.10 **41.9 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 6 other reserve components in the local recruiting area:**

1995 AIR FORCE BASE QUESTIONNAIRE

Greater Pittsburgh IAP ANGS - NGB

Army Reserve, Navy Reserve, US Marine Corps Reserve, Army National Guard, Air Force Reserve, Coast Guard Reserve

IX.13 **The current total reserve component population is 2.00 percent of the recruitable age range.**

IX.14 **90.3 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 18.0 (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 colocated on the airfield. Base operating support is provided as follows:**

IX.16.A	**POL:**	Separate
IX.16.B	**Security:**	Separate
IX.16.C	**Base Supply:**	Separate
IX.16.D	**Tower/ATC:**	Civil
IX.16.E	**Base CE:**	Separate

Definitions:

Host Unit	*At least 75% provided by the installation host*
Tenant Unit	*At least 75% provided by collocated tenant unit*
Separate	*At least 75% provided internally by each collocated unit*
Joint facilities	*More than 25% provided in a shared arrangement between collocated DOD units*
Civil	*All support provided through contract or civilian airport authority*

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STATE OF UTAH

DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT
DIVISION OF BUSINESS AND ECONOMIC DEVELOPMENT

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Mayor

140 East Center
Clearfield, Utah 84015

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HR&A

HAMILTON, RABINOVITZ & ALSCHULER, INC.

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STEVEN J. DiMEO
Executive Director

GRPC
GRIFFISS REDEVELOPMENT PLANNING COUNCIL

325 Brooks Road, Suite 210
Griffiss Air Force Base, NY 13441-4501
Phone (315) 338-0393
Fax (315) 338-5694

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

MEMORANDUM OF MEETING

DATE: January 16, 1995

TIME: 10:00

MEETING WITH: Rome Lab Delegation

SUBJECT: Rome Lab, Griffiss AFB, NY

PARTICIPANTS:

Name/Title/Phone Number:

The Honorable Joe Griffo; Mayor, Rome, NY
Ray Meier; Oneida County Executive
The Honorable RoAnn Destito; State Assembly Member
Ted Cupp; Griffis Local Development Corp.
Jane Rees; Griffis Local Development Corp.
Ellen Baer; Principal HR&A
Steve DeMeo; Executive Director, GRPC
Scott MacConomy; Sen. Moynihan's Office
Eric Webster; Rep. Boehlert's Office
Kevin Linsky; Sen. D'Amato's Office
Jess Franco; Consultant
Cyndi Purkiss; Consultant
Jennifer Orsted; Consultant

Commission Staff:

David Lyles, Staff Director
Cece Carman, Director of Congressional and Intergovernmental Affairs
Ben Borden, Director, Review & Analysis
Frank Cirillo, Air Force Team Leader
Bob Cook, Interagency Issues Team Leader
Alex Yellin, Navy Team Leader
Liz King, Counsel
Bob Bivins, COBRA Analyst, Interagency Issues Team
Mike Kennedy, Army Team
Ann Reese, Cross-Service Team
Dick Helmer, Cross-Service Team

MEETING PURPOSE: (SEE NEXT PAGE)

MEMO OF MEETING - ROME LAB/JAN16 - CONTINUED

MEETING PURPOSE: David gave intro remarks and Frank gave Process presentation. Group was appreciative on the update of the process pitch as they some members had been involved in the '93 Round realignment of Griffiss AFB. The group was particularly interested in the Cross-Servise approached and asked several questions in this area. They were specifically interested as to how Military Value would be assessed as related to labs. We noted that a major factor will be DoD's assessment and data which would be available after 1 March. The group also asked about the Adds process. They did comment on they C4I rloe of Rome as well as several unique facilities.

A major thrust of the groups presentation involed a review of the Griffiss redevelopment plan which appeared to be moving well. The base of the plan was using Rome Lab as an "Anchor Tenant" to draw industry. Thet also commented on the DFAS decision which will provide 750 jobs and noted a delay in the realignment of the 485th Eingineering Installation Group - set to go to Hill AFB, UT ≈ 700 jobs. fc

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

MEMORANDUM OF MEETING

DATE: January 17, 1995

TIME: 2:00

MEETING WITH: Rome Lab Delegation

SUBJECT: Rome Lab, Griffis AFB, NY

PARTICIPANTS:

Name/Title/Phone Number:

The Honorable Joe Griffo; Mayor, Rome, NY
Ray Meier; Oneida County Executive
The Honorable RoAnn Destito; State Assembly Member
Ted Cupp; Griffis Local Development Corp.
Jane Rees; Griffis Local Development Corp.
Ellen Baer
Steve DeMeo, Executive Director GRPC
Eric Webster; Rep. Boehlert's Office
Kevin Linsky; Sen. D'Amato's Office
Jess Franco; Consultant
Cyndi Purkiss; Consultant
Jennifer Orsted; Consultant
Scott MacConomy Sen. Moynihan

Commission Staff:

David Lyles, Staff Director
~~**Charles Smith, Executive Director/Special Assistant**~~
Cece Carman, Director of Congressional and Intergovernmental Affairs
Ben Borden, Director, Review & Analysis
~~**Ed Brown, Army Team Leader**~~
Frank Cirillo, Air Force Team Leader
Bob Cook, Interagency Issues Team Leader
~~**Jim Owsley, Cross-Service Team Leader**~~ 2 BOB, ANN,

Alex Yellin, Navy Team Leader
Liz King, Counsel
Bob Bivins, COBRA Analyst, Interagency Issues Team
Mike Kennedy, Army Team
Dick Helmer, Cross-Service Team

MEETING PURPOSE:

Mayor

Steve Dimoo

Mil Value – How Cobs Fit in to
Mil Value – Specific Assets ~~of~~ issue

Asked several questions –
Does the Commo have mill to add yes

C4E

Redevelopment discussion – did not wallow in Doom & Gloom
But pressed on – Mentioned DFAS (250 Jobs).
$6.1 mil to plan – C4I also has great commercial
~~dev~~ interest. Took inventory of Regional Economy.
3 Categories for Long term ① Large Scale Demolition (3 mil SF Avail)
(2½ = RDMC, DFAS, DRMO, NEADS) — (
② Look at what site works well for econ conversion)
(2200 acres avail – 600 Acres to convert) —
→ plan complete — AF trying to realign priority
③ Occupancy is a key to redevelopment — 2½ mil existing gives
an employment base – (AF might pay for conversion cost-gas)
Aug 1 94 conversion (Rome 850 (100% avail)
N Y S Tech Enterprise Corporation)

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Rand File + Base File

The GRIFFISS Journal

January 1995 *Volume 2, Issue 1*

GRPC Approves Master Reuse Plan

At a December, 1994 joint meeting of the Griffiss Redevelopment Planning Council and the Griffiss Local Development Corporation, master plan consultants from Hamilton, Rabinovitz, & Alschuler presented the final draft reuse plan for approval.

The master plan is the community's blue print for future development of the realigned Griffiss Air Force Base. Therefore, it includes consideration for future land use, economics of development by the GLDC, and fiscal impact on the region. It is a long-term development strategy that will be implemented by a comprehensive marketing program, which is in formative stages.

In the early stages of this project, the GRPC set forth the guiding principles for plan development. These principles must be accomplished for the plan to succeed:

- The plan sets forth a job-generating program that, to the extent possible:
  - Replaces or augments the number of civilian jobs lost with wages equal or above those typical of the region
  - Does not divert workers from existing jobs
- The plan focuses on realistic, long-term objectives.
- All uses in the plan will be compatible with retained functions, especially Rome Lab and the Defense Finance and Accounting Service Center, and other uses that will develop as a result of natural market evolution.
- The plan minimizes fiscal and economic burdens on the local community.
- The plan must have a positive impact on the GLDC's balance sheet.
- It complies with community development needs that are consistent with local planning policy.
- Interested community organizations with valid needs for base location and long-term financial funding will be given the opportunity to locate on base.

As a result of community input at two public hearings and three cluster group sessions, held at each of the three phases of development, the master plan includes the following aspects of primary concern to the public:

- Incorporation of educational and training uses.
- Integration of an affordable home ownership program into single-family housing area.
- Addition of east-west connections to the proposed parkway, thereby minimizing disruption to existing Black River Boulevard businesses.
- Alignment of the parkway and a phased demolition program to accommodate current facilities with reuse potential.
- Recognition of the reuse potential of the rail lines.
- Retention of the golf course in its present configuration as either a privately run facility, dedicated openspace, or part of an MVCC expansion program.

JOB GENERATION MAJOR KEY TO REDEVELOPMENT

The GLDC expects to receive the master plan in its final form in January. After review of the plan, the final stage of the process will be the submission of the plan to the Departments of the Air Force and Defense. Endorsement of the plan by the Air Force is anticipated in early Spring 1995, along with the final Environmental Impact Statement, a prerequisite for final approval. The approved plan must be in place in order to accomplish the transfer of both real and personal property, which are the key components of the reuse plan.

Implementation of the plan will progress through the Griffiss Local Development Corporation, which recently succeeded the Griffiss Redevelopment Planning Council.

INSIDE THIS ISSUE

◊ LOCAL DEVELOPMENT CORPORATION FORMED

◊ ROC UPDATE

◊ NYSTEC CENTER PROPOSED

◊ MASTER PLAN DETAILED WITH MAP

◊ DFAS STARTUP

◊ CARETAKER AGREEMENT

Griffiss Local Development Corporation Formed

The organizational meeting of the newly-formed **Griffiss Local Development Corporation** (GLDC) was held on October 3, 1994. The GLDC succeeded the **Griffiss Redevelopment Planning Council** (GRPC) upon completion and acceptance of the base reuse plan in December.

The GLDC is now charged with implementing the reuse plan upon its acceptance by the local community and the Department of Defense. The GLDC's role is to oversee the redevelopment of base property and to stimulate the local economy through the attraction of new business and jobs.

The local development corporation was formed under state legislation, with the assistance of $700,000 in state funding. The GLDC also will receive $557,219 in Office of Economic Adjustment (OEA) funds and $48,210 in Oneida County funding. Fifteen unpaid directors, who represent a cross-section of state and local business and political interests, were appointed.

Appointments to the board include: County Executive Raymond A. Meier, the board chairman; Rome Mayor Joseph A. Griffo; Secretary of State Gail S. Shaffer; Alan Sullivan, of the New York State Urban Development Corporation; and Carmen Arcuri, retired president of the Utica Transit Authority.

Also appointed were Frederick J. Tillman, former commander of the 416th Bomb Wing, now with Tucker Anthony, Inc.; Jane Rees, president of Stonehedge Nursing Home; Julian Warrick, director of the Electrical Engineering Division of Martin Marietta Corp. in Utica; Charles M. Sprock, chairman, president, and chief executive officer of Rome Savings Bank; Ted Cupp, owner and president of Rome Country Club; and Joseph A. Ryan, president of Nunn's Hospital Supply Co.

The remaining directors include State Senator William R. Sears; Assemblywoman Roann M. Destito; Richard Smith of Basloe, Levin and Cuccaro, Utica insurance adjusters; and Dr. Patricia K. Laino, executive director of the Entrepreneur Center of the Mohawk Valley.

At the organizational meeting, the new directors were briefed by **Hamilton Rabinovitz and Alschuler**, (HR&A) lead consultants for the master plan. HR&A discussed the status of the base reuse plan being developed by the Griffiss Redevelopment Planning Council and advised the new board members of the importance of their involvement in guiding the community through the implementation of the plan.

ROC Counsels Civilian Base Employees

If you have not already made an appointment to visit the Regional Opportunity Center (ROC) for counseling or retraining, now is the time to take that first step. The ROC offers workshops in Financial Management, Stress Management, the Labor Market, Resume/Interview Techniques, and Achieving Your Potential. Also offered are courses on going into business.

The GRIFFISS Journal

Published by:
Griffiss Local Development Corporation
153 Brooks Road
GAFB, New York 13441

(315)338-0393
(315)338-5694 Fax

Steven J . DiMeo - Executive Director
Mark W. Reynolds - Land Use Planner
Donna J. Skibitski - Community Development Planner
Lorna A. Perry - Office Manager

Check This Out!

Counselors at the ROC will administer general aptitude tests to determine a person's most marketable skills and then direct each client to the most appropriate retraining sessions.

Registration for seminars, workshops, and retraining sessions is underway. New classes begin on a rolling basis and are free of charge.

To date, over 600 civilian employees have been assisted through the efforts of the caring intake counselors at the Regional Opportunity Center. Make the transition to new employment after realignment easier on yourself by visiting the center as soon as possible to see just how they can help you.

Call **330-1829**, **330-1831**, or **334-9161** or stop in at either of their offices at 584 Phoenix Drive, GAFB, or Rome City Hall, Liberty Plaza.

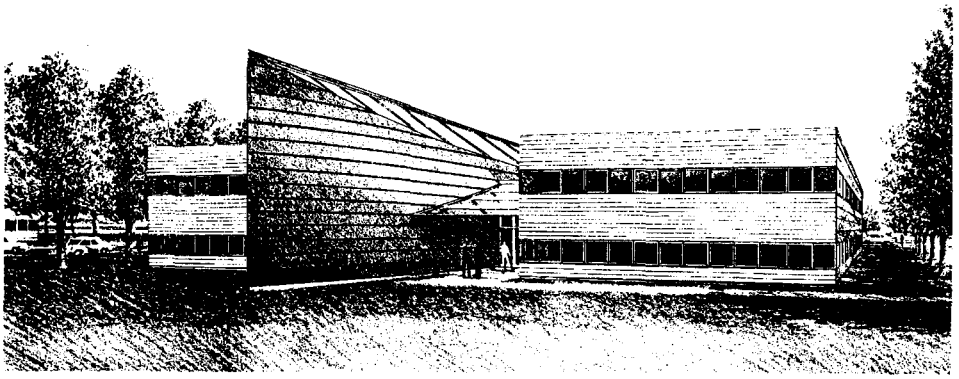
NYSTEC Center for Technology Proposed

In an effort to promote Rome Laboratory's role in technology transfer, the Griffiss Local Development Corporation has proposed undertaking the construction of a new, 50,000 square foot building proposed to be occupied by the New York State Technology Enterprise Corporation (NYSTEC) and Rome Laboratory. This project, viewed as the centerpiece to kick-off the initial redevelopment efforts, would be located in the Rome Lab/ Research and Development corridor of the proposed master plan (currently the parade grounds.)

The high-tech building would be constructed with $6.8 million, of which $3.2 million was allocated previously from the state budget, through the Urban Development Corporation (UDC). The balance of the project funding will include additional state and local dollars.

Architects from Sasaki, Inc., a Watertown, Massachusetts, firm, have proposed a contemporary structure to be located on the current parade grounds, adjacent to present Rome Lab facilities.

The location will be visible and accessible from the proposed parkway, and will showcase the transition from military technology to private industry applications.



RFP Issued

In a related NYSTEC matter, the New York State Science and Technology Foundation issued a Request for Proposal (RFP) for the planning, creation, staffing, and implementation of NYSTEC. According to the RFP, "***This undertaking will seek to create a partnership between the State of New York and the federal government to advance the resources at Rome Laboratory to strengthen the commercial industrial sector and to promote dual-use development efforts, nationwide.***"

The Foundation, in issuing the RFP, sought the services of a qualified organization or consortium to organize, establish, and operate NYSTEC, which is a not-for-profit organization. This operating consortium will work with Rome Laboratory management to build the technical support necessary for collaboration with non-military industry and the development of technology transfer applications and marketing.

Proposals were accepted through late November, after which interviews were arranged with the three highest ranking bidders to acquire additional information and determine the compatibility of the organization to complete the requirements of the RFP and establish a successful NYSTEC organization. The announcement of the award is scheduled for February 1995.

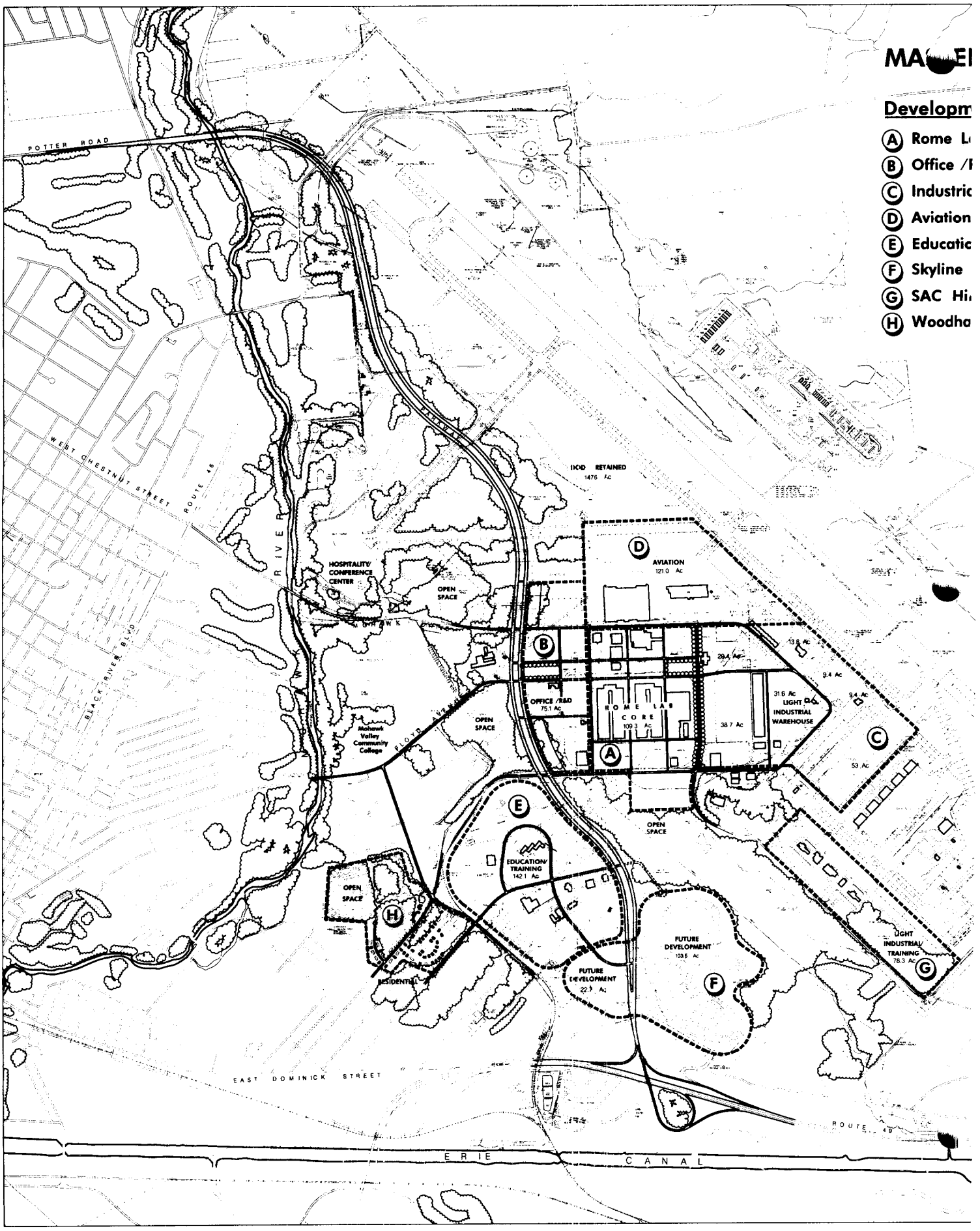
FOR ADDITIONAL INFORMATION OR TO RECEIVE GLDC MAILINGS, CALL, FAX, OR WRITE TO:

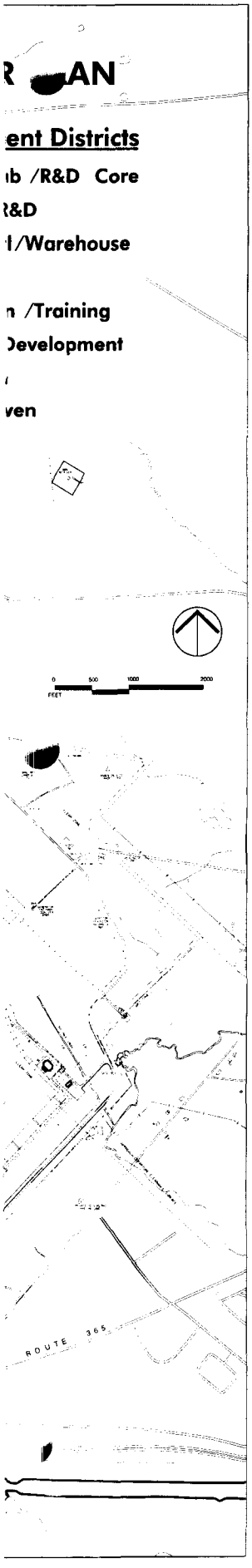
GRIFFISS LOCAL DEVELOPMENT CORPORATION

153 Brooks Road

Griffiss AFB, New York 13441

Phone (315)338-0393 or Fax (315)338-5694


MA EI
Developm
A Rome L
B Office /
C Industric
D Aviation
E Educatic
F Skyline
G SAC Hi
H Woodha
POTTER ROAD
WEST CHESTNUT STREET ROUTE 46
BLACK RIVER BLVD
RIVER
DOD RETAINED
1476 Ac
HOSPITALITY CONFERENCE CENTER
OPEN SPACE
D
AVIATION
121.0 Ac
B
OFFICE /R&D
75.1 Ac
ROME LAB CORE
109.3 Ac
38.7 Ac
31.6 Ac
LIGHT INDUSTRIAL WAREHOUSE
9.4 Ac
C
53 Ac
A
Mohawk Valley Community College
FLOYD AVENUE
OPEN SPACE
E
EDUCATION/ TRAINING
142.1 Ac
OPEN SPACE
H
RESIDENTIAL
FUTURE DEVELOPMENT
103.5 Ac
F
FUTURE DEVELOPMENT
22.7 Ac
LIGHT INDUSTRIAL TRAINING
78.3 Ac
G
EAST DOMINICK STREET
ROUTE 49
ERIE CANAL



Development Districts Detailed

The eight districts, and conceptual possibilities for their respective future developments, are:

A) ***The Rome Lab/Research & Development Core (R&D)***: Most of this **104 acre** area, which will be occupied at realignment, is focused on Rome Lab, the New York State Technology Enterprise Corporation, and the Defense Finance and Accounting Services Center. Future development opportunities include infill for R&D uses, small disadvantaged businesses, and incubator spaces. The new road system, as well as a new park and generous green space along Otis Street, will be used to distinguish this district from its neighbors.

B) ***The Office/R&D District***: This area contains **75 acres** to the west of the Rome Lab/R&D Core and is designed to be marketed as discrete, new development parcels for office and R&D use at the front door between the Rome Lab Core and the parkway. Future development opportunities include prime office uses fronting on the parkway and landscaped mall, as well as supporting retail on the ground floor of new development. Should passenger aviation uses prove feasible in the future, a terminal and related uses can be accommodated in this district.

C) ***The Industrial District***: **160 acres** to the east of the Rome Lab/R&D Core, that can be marketed to a single user or smaller subdivisions. Future development potential includes a variety of light and heavier manufacturing uses including those which value direct rail access, available steam, and/or very large sites.

D) ***The Aviation District***: consists of **121 acres** to the north of the Rome Lab/R&D Core, that could be developed as part of the Industrial District or as a separate, aviation-focused district if a civilian aviation market develops. The site features two large buildings that are accessible through extension of the rail lines as well as by road.

E) ***The Education and Training District***: **142 acres** which currently comprises the base community center, theater, recreational facilities, chapel, and one of the dormitories. Future development should focus on maintenance of a campus-like environment and integration of this site into the open space network. Development opportunities include a Mohawk Valley Community College expansion, a local high school, a specialized science high school, a job-training facility, or other similar facilities, especially those that can take advantage of the proximity to Rome Lab. Reuse of the hospital and day care center are compatible uses within this district.

F) ***Skyline Development***: Containing **126 acres**, is our gateway site. With its excellent visibility, access, and views, this is the prime, long-term development site on the base. It provides an opportunity to create an office park in a less urban setting than in the Core and adjacent sites. It should be reserved for developers or users needing a prominent site and good highway access. As a gateway site, industrial, warehousing, and large scale retail uses are discouraged.

G) ***SAC Hill***: **78 acres** that are relatively removed from the rest of the base. In the short term, retraining and educational facilities or small private businesses may find the existing laboratory buildings good candidates for reuse. Over the long term, development of the adjacent Skyline and Rome Lab/R&D Core districts may create value, after which formulation of a comprehensive redevelopment strategy may prove attractive.

H) ***Woodhaven Housing***: a **69 acre** site at the southwestern corner of the base. Nineteen single family units in the current Skyline area are proposed to be relocated to the southeastern portion of this site, and together with 39 single family unites currently located in Woodhaven, renovated to provide moderate income home ownership opportunities to the region's residents. In addition, up to 32 units in 12 buildings in the northeastern portion of Woodhaven are proposed to be renovated to provide transitional housing opportunities. The central, 28-acre portion of the district would be set aside as part of the regional open space network adjacent to the Mohawk River corridor.

Physical Characteristics of the Master Plan Detailed

In viewing the Master Plan on pages 4 & 5, you will see that the plan envisions eight distinct development districts and a rational circulation system featuring a major regional parkway. At build-out, the site also will represent a major addition to the region's open space resources. To understand how the Master Plan was developed and what comprises the eight distinct development districts, first an understanding of the factors driving redevelopment is necessary.

After a series of design meetings with local governmental officials, business leaders, and community representatives, the various phases of the Master Plan were presented to the community. From these meetings, and sessions of the Griffiss Redevelopment Planning Council and its various committees, the plan began taking shape.

Guiding principles led to the formation of priorities in order that the development of a realigned Griffiss could proceed carefully in order to phase in capital costs and to minimize operating costs and the fiscal burden on the community.

It became clear that it would be necessary for the GLDC priorities to coincide with the period of the Caretaker Agreement, when all or most of the operating costs would be assumed by the Air Force, through the Air Force Base Conversion Agency (AFBCA). The priorities, as seen by the GLDC, include:

- Compliance with Regulatory Requirements
- Marketing
- Initiation of the Infrastructure Program
- Accommodation of First Tenants and Purchasers

Because build-out of the realigned base is projected to be long-term, these observations were incorporated into the Master Plan and the vision for redevelopment:

- Compatible uses must be concentrated in particular development districts, not scattered haphazardly across the base.
- Location of tenants and purchasers should respect, when possible, the site's advantage as a location of very large development sites.
- The development program must remain flexible enough to meet the needs of potential tenants as they become identified.
- New infrastructure should be phased to coincide with investments by tenants and purchasers.

The project team's belief in the long-term economic and fiscal benefit accruing to the site is based, in part, on an assessment of the site's and the region's sizable competitive advantages, which are detailed below:

- A low cost, highly productive local work force
- A total of 577 acres available for development, with the possibility of large sites (over 100 acres)
- Presence of retained uses providing "anchors" for prospective tenants/purchasers, which reduce common area maintenance charges and provide a more hospitable environment
- One of the most sophisticated state-of-the-art telecommunications infrastructures in the country, in part because it is one of 12 NYNET nodes, as well as a complete industrial infrastructure
- The availability of rail access will provide additional benefit for those industries using large volumes of raw materials in production or relying on rail for other production uses
- Special facilities such as the steam plant; over 600,000 square feet of hangar space; an 11,820 foot runway; and the location of several attractive on-site farmhouses
- Finally, the Master Plan itself, which sets the stage for formal planning and proposes site amenities to convert the base into an attractive campus setting

The circulation plan contemplates a parkway linking the base to regional highways and providing a direct north-south connection between Route 49/365 and Black River Boulevard/Route 46 at Potter Road, with east-west connections to the City of Rome and some of its major shopping districts at Ellsworth Road, Floyd Avenue, and West Chestnut Street (Mohawk Drive). Additional east-west connections will facilitate movement among the development districts. The parkway will link the major development districts and provide a front door for Rome Lab. The parkway's character will be that of a boulevard, with street connections into the major development parcels, but no direct curb cuts to individual businesses, which for the most part, will be set back from the parkway. A 100 foot landscaped median between the lanes of the parkway, (Continued on page 7. See ***Physical Characteristics***)

Physical Characteristics

(Continued from page 6)

linking the northern and southern reforested areas is contemplated as a parkway streetscape. Two four-acre parks in the Rome Lab Core district, plus landscaped buffer areas and streetscapes, will define and organize new development.

The open space plan envisions a comprehensive reforestation program with dedication of open space including natural park lands that extend from the existing golf course, south along the Mohawk and Floyd gateways, across the parkway into the Three Mile Creek area. With the exception of the golf course, these areas will be reforested. The Mohawk Glen Club and golf course are to be used as a hospitality center and educational facility by Mohawk Valley Community College or by a private sector entrepreneur. If a market develops, new housing starts would be considered along portions of the golf course near the Mohawk River.

DFAS Gears for April Startup

The Defense Finance and Accounting Service Center (DFAS), located in Building 1, will begin its formal finance operations on April 1, 1995. At that time, accounting and finance functions from Fort Indian Town Gap, Pennsylvania will be transferred to Griffiss. Duties being housed at Griffiss (DFAS-Rome) will include travel reimbursement, contractual payments, and accounting for Army sites being closed.

In June, functions from Carlisle Barracks, Pennsylvania will be relocated to Griffiss, and in August, Fort Dietrich, Maryland will see their accounting and finance functions reassigned to the new Rome location. During September and October 1995, the future closure of additional sites will be announced, determining the timetable for hiring additional Griffiss employees.

DFAS-Rome expects to hire the majority of its employees in a 3 to 5 year period, the most extensive hiring to occur during fiscal years 96-97, when the full complement is anticipated to reach 700-750 staff members. By the start-up of formal operations in April, the Griffiss DFAS Center will employ approximately 40 people, including its initial management complement.

Heading up the local DFAS management team will be Director Steve Bonta. Mr. Bonta will arrive in Rome in late January from the Army's 5th Signal Command in Worms, Germany. Principal Deputy Director Roy Higgins came on board January 9 from the Security Assistance Defense Accounting Office (DFAS-Denver), located in New Cumberland, Pennsylvania. Deputy directors for Finance, Accounting, and Administration have been named and will be on board within a few weeks. Recently appointed as Deputy Director of Accounting is Larry Baird from Ft. Riley, Kansas. The DFAS Deputy Director of Finance is Larry Kennedy from Carlisle Barracks, PA. Rounding out the appointments is our own Dave Metzgar from the 485th EIG at Griffiss as Deputy Director for Administration.

According to Don Bowen, DFAS Indianapolis, approximately 100 people will be employed by DFAS-Rome by the end of fiscal year 1995 (9/30/95). Much of the new staff will be comprised of priority placements of current civilian Griffiss employees. Only a very small number, as yet undetermined, will be transfers from closing DFAS sites.

Current vacancy announcements are available by visiting the Griffiss Outplacement Assistance Center; 1st Floor Building 14; 592 Market Street; GAFB. An on-site DFAS Personnel Specialist, Mike Diagnon, from Griffiss, also will be available to discuss future employment needs.

We would like to welcome our new DFAS management team and congratulate those Romans who have joined DFAS. We look forward to working with you.

GLDC and AFBCA Agree to Caretaker Operations

The objective of the Caretaker Agreement is to maintain the Griffiss campus in a manner that will facilitate preservation of the base property through aggressive care and maintenance upon departure of the 416th Bomb Wing.

The goal is to enhance the conversion of the base to productive civilian economic use while assuring maximum cost effectiveness and providing maximum opportunity to local and regional displaced workers and/or firms suffering from the impact of the realignment of Griffiss Air Force Base.

The Griffiss Local Development Corporation proposes to operate and maintain the base utilizing an array of sub-contracts. The proposed orientation enhances local involvement in the caretaker process, designates responsible local and/or regional sub-contractors who are knowledgeable of the facility, and provides for significant operational and maintenance efficiencies.

The GLDC proposal was based on separately contracting all start-up, administrative, and operation and maintenance services with the exception of the hiring of one or two supervisory positions to coordinate and support the operation.

Upon formally signing the Caretaker Agreement between the AFBCA and the GLDC, contracts open for bid will be advertised in local media to allow for opportunities for local contractors to participate. To add your company's name to the list of potential bidders, call the GLDC office at 338-0393.

GRIFFISS
Local Development Corporation
153 Brooks Road
Griffiss AFB, New York 13441

BULK RATE
POSTAGE PAID
PERMIT NO. 157
ROME, NY

GLDC

Mr. Frank Cirillo, Jr., PE
Air Force Team Leader
Defense Base Closure & REalignment Commission
1700 N. Moore St., Suite 1425
Arlington, VA 22209

Document Separator

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

Suite 1425
1700 North Moore Street
Arlington, Virginia 22209

FAX COVER SHEET

DATE: March 15,1994

TO: Mr. Jim Kelly, Budget Office, Gov. Cuomo's Office

FAX #: 1-518-474-1976

FROM: Frank Cirillo, Air Force Team Leader

NUMBER OF PAGES (including cover): 7

COMMENTS: Jim (Ref our March 15 telecon)

Per your request I have included back up material for the Griffiss AFB Annual Operating Costs and Steady State Savings (calculated as Net Steady State after closure which is set at six years from the closure decision. Included are:
2) Slide used in final Deliberation Hearing, 3,4) Pages from the Cost of Base Realignment Actions Report - A DoD spreadsheet based product used to cost out various scenarios and 5,6,7) Copies of the USAF Questionnaire as pertaining to Annual Operating Costs for Griffiss.

Hopefully this will help your effort in redevelopment.

fac

IF YOU HAVE TROUBLE RECEIVING THIS FAX PLEASE CALL 703-696-0504.

Large Aircraft - East Coast Mobility Bases

Base Cost Information

INCLUDES Real Property Maintenance Activity (Civil Engineering) & Base Operating Support (Cops, personnel etc) Payroll Costs

ISSUE	GRIFFISS	MCGUIRE	PLATTSBURGH
ANNUAL OPERATING COST	$108.6M *	$95.1M	$79.8M
ONE-TIME COSTS TO CLOSE/REALIGN	$120.8M	$219.2M	$186.3M
COST TO ESTABLISH EAST COAST MOBILITY BASE	$458.1M	$301.8M	$374.6M
STEADY STATE SAVINGS	$39.2M	$47.5M	$51.3M
BREAK EVEN YEAR	1999 (Year 6)	2001 (Year 8)	2000 (Year 7)
ECONOMIC IMPACT (%)			
•93	-6.3	-3.7	-10.5
•CUMULATIVE	-6.3	-3.7	-10.5

* ≈ $25,000 NON Payroll

N

SLIDE AS BRIEFED ON 24 JUNE

1702 21Jun93

Name: Griffiss, NY

Homeowner Assistance Program: Yes
Unique Activity Information: No

Total Officer Employees:	595
Total Enlisted Employees:	3,165
Total Student Employees:	0
Percent of Military Families Living On Base:	29.0%
Total Civilian Employees:	2,320
Percent of Civilians Not Willing To Move:	10.0%
Officer Housing Units Available:	0
Enlisted Housing Units Available:	0
Total Base Facilities (Square Feet):	4,376,692
Total Acreage on Base (Acres):	3,896
Officer Variable Housing Allowance ($/Month):	59
Enlisted Variable Housing Allowance ($/Month):	29
Per Diem Rate ($/Day):	85
Freight Cost ($/Ton/Mile):	0.10
Area Cost Factor:	1.05
RPMA Non-Payroll Costs ($K/Year):	13,600
RPMA Payroll Costs ($K/Year):	0
Communications Costs ($K/Year):	400
Base Ops Non-Payroll Costs ($K/Year):	5,900
Base Ops Payroll Costs ($K/Year):	0
Family Housing Costs ($K/Year):	4,900
CHAMPUS On-Base In-Patient Cost/Visit ($):	1,000
CHAMPUS On-Base Out-Patient Cost/Visit ($):	0
CHAMPUS Shift To Medicare	0.0%

ANNUAL NON PAY ROLL operating costs

COBRA SCREEN #4

10 MAR 1993

COBRA REALIGNMENT SUMMARY (COBRA v4.04)
Data As Of 16:47 02/20/1993, Report Created 10:36 02/21/1993

Group : Large Aircraft
Service : USAF
Option Package : Griffiss

Starting Year : 1994
Break Even Year: 1999 (Year 6)
ROI Year : 1999 (3 Years)

Option NPV in 2013 ($K) :-267,487
Total One-Time Cost ($K) : 120,829

Net Costs ($K) Constant Dollars

	1994	1995	1996	1997	1998	1999	Beyond
Misn	0	0	0	0	0	0	0
Pers	0	-6,888	-26,083	-26,083	-26,083	-26,083	-26,083
Ovhd	2,370	4,236	-7,766	-11,825	-11,825	-11,825	-11,825
Cons	3,798	41,298	-701	-4,669	-4,691	-7,895	0
Movg	0	45,508	0	0	0	0	0
Othr	0	18,737	-1,336	-1,336	-1,336	-1,336	-1,336
TOT	6,168	102,892	-35,887	-43,913	-43,935	-47,139	-39,244

Net steady state savings (After 6yrs) = $39.2 M

	1994	1995	1996	1997	1998	1999	TOTAL
FORCE STRUCTURE REDUCTIONS							
Officers	0	0	0	0	0	0	0
Enlisted	0	0	0	0	0	0	0
Civilian	0	0	0	0	0	0	0
POSITIONS ELIMINATED							
Officers	0	82	0	0	0	0	82
Enlisted	0	388	0	0	0	0	388
Civilian	0	314	0	0	0	0	314
PERSONNEL REALIGNMENTS							
Officers	0	669	0	0	0	0	669
Enlisted	0	3,787	0	0	0	0	3,787
Students	0	0	0	0	0	0	0
TOT MIL	0	4,456	0	0	0	0	4,456
Civilian	0	922	0	0	0	0	922
TOTAL	0	5,378	0	0	0	0	5,378

Summary:

Close Griffiss. Rome lab becomes stand alone.
NEADS converts to ANG, military positions become civilian.
B-52s move to Barksdale (4), Minot (8); KC-135s to G.F.
Cantonment sq ft retained: appr 1 million; 485 EIG to Tinker
MILCON for Griffiss cantonment set to $1.8M vice $6.3M
File name: c:\COBRA\fgriffis.CBR CloseYear - 1995

-- GAFB does support a small training operation with 5 T-37s. However, we do not have the three parallel runways and auxiliary field runway required by ATC for beddown of a flying training mission. Griffiss does have the space available for training facilities, maintenance facilities, apron space and all aircraft maintenance shops that would be necessary to support a flying training mission. We have the necessary hangar space and far exceed the requirements for parking aprons. Airspace area requirements specified by ATC do not exist at this time and would have to be worked out with ARTCC.

3 pages from AF Questionaire from Griffiss AFB responding to Annual operating costs (NON payroll)

4

Also Excludes Military Payroll

SECTION IV/V.

Report the base budget (obligations for prior years) for base operations and support, real property maintenance, communications, and military family housing for 1989, 1990, and 1991 exclusive of civilian payroll. Include direct and reimbursable amounts. Also list, by program element, each support service contract with an annual value greater than $800K. Provide information in the following format:

1989

	PEC	DIRECT	REIMB	TOTAL	
IV.1.A	11856	0.0	0.0	0.0	
IV.1.B	11894	15,070.0	1,041.0	16,111.0	← Civil Engineering upkeep (include maint/util)
IV.1.C	11895	310.0	11.0	321.0	← Communications
IV.1.D	11896	5,367.0	194.0	5,561.0	← Base Operating Support (Non C.E.)
IV.1.E	MFH	4,017.0	66.0	4,083.0	← Military Family Housing upkeep

1990

	PEC	DIRECT	REIMB	TOTAL
IV.2.A	11856	0.0	0.0	0.0
IV.2.B	11894	16,691.0	1,216.0	17,907.0

9

GRIFFISS

IV.2.C	11895	344.0	13.0	357.0
IV.2.D	11896	5,565.0	104.0	5,669.0
IV.2.E	MFH	4,244.0	68.0	4,312.0

1991

	PEC	DIRECT	REIMB	TOTAL
IV.3.A	11856	3,400.0	0.0	3,400.0
IV.3.B	11894	18,782.0	1,319.0	20,101.0
IV.3.C	11895	401.0	40.0	441.0
IV.3.D	11896	6,015.0	107.0	6,122.0
IV.3.E	MFH	4,534.0	77.0	4,611.0

(NOTE: USE SAME FORMAT FOR 1990 & 1991. Additionally, we understand that 11856 numbers aren't available until 1990 and beyond)

SERVICE CONTRACTS

Additional costs

PROGRAM ELEMENT	SERVICE	FY 89	FY 90	FY 91
85-60012	Sanitation	1.2M	-	1.2M
86-60120	Repair Radios	-	-	1.8M
90-D007	MFH	-	935K	923K

MEMORANDUM
March 15, 1994

TO: Frank

FROM: Mary

RE: Information request

Jim Kelly from Gov. Cuomo's office wants to talk to you about how the Commission reached the cost/savings numbers on Griffiss AFB and has some other numbers questions. Could you help him out?

Jim Kelly: 518/474-8457.

Cohen
FAX
518-474-1976

TO (1) Mary Ann
(2) Ben
(3) Bob
(4) Mary INTURN

INFO

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

Suite 1425
1700 North Moore Street
Arlington, Virginia 22209

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Hopefully this will help your effort in redevelopment.

fac

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

MEMORANDUM OF MEETING

DATE: February 16, 1995

TIME: 3:30

MEETING WITH: State of New York's Washington Office

SUBJECT: Military Installations in New York

PARTICIPANTS:

Name/Title/Phone Number:

Chris Mueller

Commission Staff:

Ed Brown, Army Team Leader
Frank Cirillo, Air Force Team Leader

MEETING PURPOSE: Frank and Ed covered the Process Briefing with Chris. He asked specific questions regarding the NY installations as well as details on the "adds" process. I showed him the library and introduced him to Tony. fc

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1995 AIR FORCE BASE QUESTIONNAIRE

Rome Lab - AFMC

Section I

1. Force Structure

I.1.A No NAF or Non-Air Force activities on base.

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

1995 AIR FORCE BASE QUESTIONNAIRE

Rome Lab - AFMC

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:	FORT DRUM	distance	51 NM
	Nearest major primary airdrop customer:	FORT DRUM	distance	51 NM

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

Lajes AB:	2202 NM
Rota AB:	3196 NM
Hickam AFB:	4315 NM
RAF Mildenhall:	3079 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Rome Lab - AFMC

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	GRIFFISS AFB	0
I.2.B.4	Military airfield, runway >= 8,000ft	GRIFFISS AFB	0
I.2.B.5	Military airfield, runway >= 10,000ft	GRIFFISS AFB	0
I.2.B.6	Military or civilian airfield, runway >= 3,000ft		
I.2.B.7	Military or civilian airfield, runway >= 8,000ft		
I.2.B.8	Military or civilian airfield, runway >= 10,000ft		
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations		
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations		

I.2.B.11 **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-105 A,B,D,E,G	268 NM	W-155 A,B,D,E,G	268 NM	W-107 A,D,E,F	269 NM
W-105A	289 NM	W-108 A,B	297 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-107A	267 NM	W-105 A,B,D,E,G	268 NM	W-155 A,B,D,E,G	268 NM
W-105E	269 NM	W-107 A,D,E,F	269 NM	W-105A	289 NM
W-108 A,B	297 NM	W-102 LOW	310 NM	W-386 A,B,C,D,E	345 NM
W-386B	346 NM	W-387 A,B	386 NM	W-387A	386 NM
W-72A	419 NM	W-72 A,B	444 NM	W-72B	460 NM
W-122 A,B,C,F,G,H,I,J	492 NM	W-122 D	525 NM	W-122 E	525 NM
W-122C	539 NM	W-122F	553 NM	W-122 A,B,C,D,E,F,G,H,I,	565 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Rome Lab - AFMC

W-122I	584 NM	W-122G	586 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
FT DRUM	61 NM	INDIANTOWN GAP	177 NM	WARREN GROVE	219 NM
GRAYLING	408 NM	NAVY DARE COUNTY	450 NM	USAF DARE COUNTY	453 NM
CHERRY POINT BT-11	497 NM	JEFFERSON PROVING G	519 NM	ATTERBURY	536 NM
POINSETT	613 NM	HARDWOOD	640 NM	TOWNSEND	762 NM

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

WARREN GROVE	219 NM

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

OCEANA TACTS	434 NM

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

FT DRUM	61 NM

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

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	0	1	1	25	40	59
SR	0	2	6	46	55	76
VR	2	4	5	32	70	96
Total Routes:	**2**	**7**	**12**	**103**	**165**	**231**

Identify Routes:

VR-724	64 NM	VR-725	64 NM								
VR-1801	112 NM	VR-707	121 NM	SR-900	122 NM	SR-825	124 NM	IR-801	148 NM		
VR-1800	151 NM	SR-901	155 NM	SR-905	168 NM	SR-823	172 NM	SR-902	190 NM		
VR-840	205 NM	VR-841	205 NM	VR-842	205 NM	SR-800	207 NM	SR-847	207 NM	SR-805	207 NM
SR-801	207 NM	VR-704	209 NM	VR-705	209 NM	VR-1757	211 NM	IR-843	216 NM	IR-843A	216 NM
SR-904	217 NM	VR-708	225 NM	SR-844	226 NM	SR-845	226 NM	SR-846	226 NM	SR-818	250 NM
SR-802	253 NM	SR-806	253 NM	SR-808	253 NM	SR-807	253 NM	SR-804	253 NM	SR-803	253 NM
IR-610	254 NM	SR-817	258 NM	IR-716	268 NM	VR-1711	271 NM	VR-1712	271 NM	VR-1713	271 NM
VR-1709	278 NM	SR-815	293 NM	SR-835	293 NM	SR-822	293 NM	SR-816	293 NM	SR-820	293 NM
SR-821	293 NM	VR-1758	298 NM	VR-1624	320 NM	VR-1625	320 NM	VR-1759	329 NM	IR-800	333 NM
IR-804	333 NM	IR-800A	333 NM	IR-850	338 NM	IR-852	338 NM	IR-851	338 NM	SR-701	341 NM
VR-1628	341 NM	VR-1627	341 NM	SR-703	341 NM	SR-702	342 NM	IR-800B	351 NM	IR-714	354 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Rome Lab - AFMC

VR-1754	354 NM	SR-782	354 NM	IR-760	354 NM	IR-720	355 NM	VR-1753	356 NM	VR-1755	356 NM
IR-802	357 NM	IR-803	357 NM	SR-867	358 NM	IR-805	363 NM	IR-719	366 NM	VR-1722	366 NM
SR-707	367 NM	SR-714	367 NM	SR-713	367 NM	SR-708	367 NM	SR-710	367 NM	SR-711	367 NM
IR-761	371 NM	VR-1751	371 NM	SR-709	373 NM	SR-715	373 NM	SR-712	373 NM	SR-781	377 NM
IR-762	380 NM	VR-1756	380 NM	IR-608	382 NM	SR-737	382 NM	SR-738	383 NM	IR-723	389 NM
VR-664	392 NM	SR-733	397 NM	IR-715	399 NM	IR-718	399 NM	VR-1626	400 NM	VR-1633	400 NM
VR-1632	400 NM										
SR-732	401 NM	SR-735	401 NM	SR-734	402 NM	VR-1617	402 NM	VR-1631	402 NM	VR-1638	402 NM
VR-1061	405 NM	SR-871	406 NM	SR-872	406 NM	SR-874	406 NM	SR-873	406 NM	VR-1644	408 NM
VR-1645	408 NM	VR-1647	408 NM	IR-721	413 NM	VR-073	420 NM	VR-1752	421 NM	VR-1721	427 NM
VR-096	428 NM	VR-1639	442 NM	VR-634	456 NM	IR-726	458 NM	VR-1726	458 NM	IR-743	464 NM
VR-1743	464 NM	VR-1057	469 NM	VR-1636	469 NM	IR-062	473 NM	VR-093	479 NM	VR-085	483 NM
VR-086	483 NM	VR-1058	486 NM	VR-1640	488 NM	VR-1043	508 NM	VR-1046	515 NM	IR-022	519 NM
VR-1668	519 NM	VR-1641	523 NM	VR-1642	523 NM	IR-082	534 NM	VR-1667	537 NM	IR-081	538 NM
IR-609	539 NM	IR-012	550 NM	VR-087	555 NM	VR-1060	557 NM	IR-035	575 NM	VR-1074	575 NM
VR-1069	575 NM	IR-079	576 NM	IR-080	576 NM	VR-1040	577 NM	IR-074	578 NM	IR-618	580 NM
VR-619	580 NM	VR-088	581 NM	VR-1648	583 NM	IR-075	589 NM	VR-1666	590 NM	VR-097	598 NM
SR-771	599 NM	SR-774	599 NM								
VR-1679	603 NM	SR-105	604 NM	IR-002	606 NM	VR-095	606 NM	VR-1055	610 NM	VR-058	612 NM
SR-773	622 NM	IR-090	624 NM	VR-1059	625 NM	VR-1013	627 NM	IR-083	632 NM	IR-036	636 NM
IR-042	639 NM	VR-1068	639 NM	VR-1629	645 NM	SR-785	647 NM	SR-102	648 NM	SR-166	649 NM
IR-614	651 NM	VR-1635	651 NM	SR-776	664 NM	VR-615	667 NM	VR-1650	674 NM	SR-059	679 NM
SR-060	679 NM	SR-062	679 NM	SR-061	679 NM	SR-225	682 NM	VR-607	689 NM	VR-1052	690 NM
VR-1041	692 NM	VR-1049	693 NM	VR-092	694 NM	VR-604	695 NM	IR-089	703 NM	SR-035	706 NM
SR-036	706 NM	SR-037	706 NM	SR-040	706 NM	IR-023	718 NM	IR-018	722 NM	VR-1003	734 NM
IR-157	736 NM	IR-174	736 NM	IR-606	741 NM	VR-1011	747 NM	SR-727	755 NM	IR-069	759 NM
IR-077	769 NM	IR-592	770 NM	IR-078	771 NM	VR-1001	772 NM	IR-066	774 NM	IR-067	774 NM
VR-1051	774 NM	VR-1050	774 NM	VR-1616	775 NM	SR-728	784 NM	SR-729	784 NM	VR-094	790 NM
IR-016	792 NM	SR-038	795 NM	VR-1004	795 NM	SR-730	797 NM	SR-731	797 NM	VR-1054	798 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 1028 NM from the base.**

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

200 NM	300 NM	500 NM
6	13	24

1995 AIR FORCE BASE QUESTIONNAIRE

Rome Lab - AFMC

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-609	39 NM	AR-206H	100 NM	AR-206L	100 NM	AR-204 NORTHEAST	163 NM
AR-212 NORTHEAST	163 NM	AR-631	165 NM				
AR-218H	238 NM	AR-218L	256 NM	AR-217	276 NM	AR-616B	282 NM
AR-204 SOUTHWEST	298 NM	AR-212 SOUTHEAST	298 NM	AR-205	298 NM		
AR-612	322 NM	AR-616A	336 NM	AR-777	339 NM	AR-632A	347 NM
AR-608	353 NM	AR-636	395 NM	AR-632B	396 NM	AR-020 NORTHEAST	407 NM
AR-107	430 NM	AR-455 WEST	483 NM	AR-328	491 NM		

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

500 NM	700 NM
1519	4005

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-206H	100 NM	50	AR-206L	100 NM	20	AR-204	163 NM	319	AR-212	163 NM	356
AR-218	238 NM	359	AR-205	298 NM	43	AR-455	483 NM	372			0
AR-203	534 NM	223	AR-109	546 NM	213	AR-216	583 NM	64	Racoon	659 NM	1829

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 659NM 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	229 NM	✓		✓	0	1
ANDREWS	274 NM				0	1
CHUTE (CIR)	56 NM	✓		✓	0	1
JERSEY DEVIL	197 NM	✓		✓	0	5
MCLEAN	177 NM	✓		✓	0	0
MEACHAM LAKE	93 NM				0	0
MOUNTAIN	58 NM	✓		✓	1	0
PANTHER	56 NM	✓		✓	1	0
PUDGY	197 NM	✓		✓	0	5

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SWAN CREEK	229 NM	✓		✓	0	0
TATER EAST	207 NM	✓		✓	0	0
TURNER	170 NM	✓		✓	0	2
WOODLAWN BEACH	154 NM				0	1
ZIMMER	56 NM	✓		✓	1	0

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

AEGIS	SR-800								
ANDREWS	SR-820								
CHUTE (CIR)	SR-801								
JERSEY DEVIL	SR-801	SR-805	SR-844	SR-845	SR-846				
MOUNTAIN	IR-801								
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:**

MARTINSBURG 258 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
PANTHER	56 NM	✓		✓	0	0

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

CAMP GRAYLING 407 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 **List of all airfields within a 50 mile radius of the base:**

Airfield:	Airfield:
Fulton Co	General Aviation
Oneida Co	Commercial
Oswego Co	General Aviation
Riverside Elisha Payne	General Aviation
Skaneateles Aerodrome	General Aviation
Syracuse Hancock Int'l	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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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:**

WEST POINT MILITARY RES

51 NM from the base.

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

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

NAVY OCEANA

390 mi from the base.

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

FT DRUM, NY

60 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:
99.4	98.5	87.9	75.0	71.4

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

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

I.2.J.2.b **Is at or below 25 knots 99.8 percent of the time**

I.2.J.3 **98 Days have freezing partcipitation (mean per year).**

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	AVA	REMOTE RESEARCH SITE	297	297	
II.1.A.2	FORESTPORT	REMOTE RESEARCH SITE	184	184	
II.1.A.3	NEWPORT 1	REMOTE RESEARCH SITE	37	37	
II.1.A.4	NEWPORT 2	REMOTE RESEARCH SITE	41	41	
II.1.A.5	QUAKER HILL	LEASED THEODOLITE ST	7	7	
II.1.A.6	ROME LAB	RETAINED ON GRIFFISS	70	70	
II.1.A.7	STOCKBRIDGE	REMOTE RESEARCH SITE	295	295	
II.1.A.8	TUMMONDS HILL	LEASED REM RESH SITE	2	2	
II.1.A.9	VERONA	REMOTE RESEARCH SITE	493	493	
II.1.A.10	VIENNA	LEASED THEODOLITE ST	3	3	
II.1.A.11	YOUNGSTOWN	REMOTE RESEARCH SITE	99	99	
		TOTALS:	1,528	1,528	

B. Facilities

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

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	0	0		0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	7,917	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	10,197	100.0	0.0	0.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0

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II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	0	0		0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	0	0		0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	0	0		0.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	0	0		0.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	0	0		0.0	0.0	0
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	88,272	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	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	101,400	100.0	0.0	0.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	3,865	100.0	0.0	0.0	N/A

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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	497,957	100.0	0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	0	0		0.0	0.0	0
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	3,085	3,085	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	147,954	147,954	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	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	113,981	100.0	0.0	0.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	0		0.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	0	0		0.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	0	0		0.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	0		0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	0	0		0.0	0.0	0

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

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	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	77,501	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	13,204	100.0	0.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	21,127	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	145,258	100.0	0.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	24,104	100.0	0.0	0.0

Notes for specific Cat Codes:

II.1.B.1.e	812	Includes only remote research facilities not facilities on Griffiss AFB, ownership yet to be determined
II.1.B.1.g	832	Includes only remote sites
II.1.B.1.h	842	Includes only remote sites
II.1.B.1.j	851	Includes only remote sites
II.1.B.1.k	852	includes only remote sites

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:** 0

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

II.1.C.1.c **Current deficit (-) or surplus units in validated Market Analysis:** 0 **(includes E-1 - E3 requirements)**

II.1.C.1.c.i **A Market Analysis was 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:** 0 **(includes officers and enlisted extrapolated to FY95 if necessary, uses validated market analysis corrected to include realignment actions)**

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

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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:		(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 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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3. Utility Systems

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

	Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1	Water:	2.25 MG/D	MG/D - million gallons per day	51 %
II.3.A.2	Sewage:	2.25 MG/D		36 %
II.3.A.3	Electrical distribution:	438.0 MW	MW - million watts	21 %
II.3.A.4	Natural Gas:	100.00 MCF/D	MCF/D - million cubic feet per day	5 %
II.3.A.5	High temperature water/steam generation/distribution:	360.0 MBTUH	MBTUH - million British thermal units per hour	20 %

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

The values listed represent the total capacities of the current Griffiss AFB utility systems (on site). It has yet to be determined who the responsibility of ownership will fall upon once GAFB is realigned. Remote sites usage is not included.

4. Aircraft Maintenance Hangar Facilities

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

5. Unique Facilities

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

A.1 Name or type of facility	A.2 Total square footage	A.3 Category code	A.4 Present use
Ava Remote Research Site	12,306 SF	multi	High Frequency Over-the-Horizon Backscatter Research. High power, High Frequency and Very High Frequency transmitter and antenna systems. Propagation sounding systems. 297 Acres are associated with the site.
Forestport Remote Research Sit	16,264 SF	multi	High Power, Very Low Frequency/Low Frequency Communications Research. 184 Acres are associated with this site.
Newport Remote Research Site	19,036 SF	multi	Antenna and antenna systems research for on-aircraft evaluation. Available test be airframes are: F-4, F-111, A-10, F-15, F-16, F-22, RF-4, B-1B sections and AGM-86 cruise missle. 80 Acres are associated with this site.

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Stockbridge Remote Research Si	14,510 SF	multi	Antenna system performance and ECM threat response on large airframes (B-52, KC-135, C-130, and B-1B) and to evaluate airborne reconnaissance and targeting sensors. 295 Acres are associated with this site.
Verona Remote Research Site	68,926 SF	multi	Multi use research facility for ground and air-borne experiments, evaluations and demonstrations of advanced communication techniques, radar system evaluations, ECM/ECCM techniques, data processing and software development. 513 Acres comprise site.

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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:

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III.1.D.5

III.1.D.5.a Refuelers can Not be filled simultaneously.

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

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

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

	Cat 1.1	Cat 1.2
III.1.E.1 Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:	0	0
Square footage available (including physical capacity limit):	0	0
III.1.E.2 Normal installation mission storage requirement:	0	0

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

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

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

Active ground force installations within 150 NM:

FORT DRUM	51 NM

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

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Railheads within 150 NM:

Kendaia	71 NM
Picatinny - Picatiiny	142 NM
Plattsburg	122 NM
Rome	3 NM
Scranton	110 NM
Watertown - Calcium	109 NM
Watervliet	81 NM

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

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

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

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

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

III.1.L **The base medical facility performs No unique missions.**

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

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

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

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

III.1.N.1 **Base facilities have a total covered storage capacity of 147,954 sq ft.**

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	147,954 sq ft
Mobility storage:	0 sq ft
War Readiness Support Kits (WRSK) storage:	0 sq ft

III.1.O **No light military vehicles are on base.**

III.1.P **No heavy military and special vehicles are on base.**

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Section IV

1. **Base Budget**

2. **Relocation Costs**

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

Total relocation costs: $ 14,463.00 K

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Section IV/V Level Playingfield COBRA Data

One time closure costs: 134$sM

Twenty year Net Present Value 112$sM

Steady state savings 1$sM per year

Manpower savings associated with closure 5

Return on Investment (years): 100+

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Section VI Economic Impact

Economic Area Statistics:

Utica - Rome, NY MSA
Total population: 318,000 (FY 92)
Total employment: 154,638 (FY 93)
Unemployment Rates (FY93/3 Year Average/10 Year Average)

6.4% / 7.0% / 6.3%

Average annual job growth: 1,022

Average annual per capita income: $16,870

Average annual increase in per capita income: $5.1%

Projected economic impact:

Direct Job Loss:	**1,641**	
Indirect Job Loss:	**1,633**	
Closure Impact:	**3,274**	**(2.1% of employment total)**
Other BRAC Losses:	**7,070**	
Cumulative Impact:	**10,344**	**(6.7% of employment total)**

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

VII.1.A.1 **Off-base housing is affordable**

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

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

VII.1.A.3 **15.0 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:** $728

Describe the transportation systems.

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

VIP Transportation,Inc.

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

VII.1.B.2 **Airport name:** Oneida County 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:** 33 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	Tosti Park	2		Hrs.	10	Min.
VII.1.C.2	Movie theater	Capital Theater	3		Hrs.	15	Min.
VII.1.C.3	Public golf course	Sleepy Hollow	10		Hrs.	20	Min.
VII.1.C.4	Bowling lane	King Pin Lanes	1		Hrs.	01	Min.
VII.1.C.5	Boating	Lake Delta	10		Hrs.	15	Min.
VII.1.C.6	Fishing	Lake Delta	10		Hrs.	15	Min.
VII.1.C.7	Zoo	Utica Zoo	20		Hrs.	25	Min.
VII.1.C.8	Aquarium	Niagara Falls Aquarium	196	3	Hrs.	30	Min.
VII.1.C.9	Family theme park	Enchanted Forest	40		Hrs.	50	Min.
VII.1.C.10	Professional sports	Rome Free Academy Stadium	20		Hrs.	25	Min.
VII.1.C.11	Collegiate sports	State University of New York Utica	20		Hrs.	25	Min.

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VII.1.C.12	Camping facilities	Lake Delta	10		Hrs.	15	Min.
VII.1.C.13	Beaches (lake or ocean)	Lake Delta	10		Hrs.	15	Min.
VII.1.C.14	Outdoor winter sports	Woods Valley	12		Hrs.	20	Min.

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

Riverside Mall 25 min (22 Miles)

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

Syracuse 45 min (35 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.)** 244

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.)** 3374

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 **82.4 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:**

Mohawk Valley Community College, Board of Cooperative Educaton Services

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

Mohawk Valley Community College, State University of New York Institute of Technology at Utica/Rome, Utica College of Syracuse University

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

Utica College of Syracuse University, State University of New York Institute of Technology at Utica/Rome, State University of NY, Cortland (classes held at SUNY Utica/Rome), Elmira College (classes held in Rome)

3. Spousal Employment

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3. Spouse Employment

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 6.4 percent unemployment in the local area (Department of Labor Statistics)

VII.3.D 0.9 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: 3.0 beds/1000 people

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Section VIII

1. Air Quality - Clean Air Act

VIII.1.A **Air Quality Management District for the base:** CENTRAL NEW YORK AIR QUALITY MANAGEMENT DISTRICT - REGION 6

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

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

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

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

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

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

(i.e. carpooling or emissions credit transfer)

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

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

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

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

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

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

VIII.E.2 Infrastructure Maintenance / Public Works

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

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

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

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

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VIII.E.3 Open Burn/Open Detonation

E.3.a 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 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 No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

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

VIII.E.6 Emergency Generators

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

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

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

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

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

VIII.E.7 Short-term Activities

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

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

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

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

VIII.E.8 Monitoring

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

VIII.E.9 BACT/LAER

E.9 The state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

2. Water - Potable

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

Municipal

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

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

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

3. Water - Ground Water

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

VIII.3.A.1 **Nature of contamination.** Organic solvents, metals, asbestos, PAH's pesticides, PCB's oil and grease, and fuels.

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 **134 water wells exist at the base.**

VIII.3.D **32 wells have been abandoned for the following reasons:**

unacceptable for sampling

4. Water - Surface Water

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

VIII.4.A.1

Location	Surface area size
Base Pond	0.50 Acres
Diversion channel	
Six Mile Creek	
Three Mile Creek	

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**

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:**

State Pollutant Discharge Elimination System Permit (SPDES) issued by New York State in compliance with the Clean Water Act as amended. Permit held at the 416 BW .

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

Discharge from the coal pile leachate filtration unit at the base steam 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 **70.0 percent of facilities have been surveyed for asbestos.**

VIII.7.A.1 **63.0 percent of the facilities surveyed are identified as having asbestos.**

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

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8. Biological - Habitat

VIII.8.A **Ecological or wildlife management areas ON the base:**

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

Mohawk Pond

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.

VIII.8.D **The presence of these resources does not constrain CURRENT construction activities/operations.**

The presence of these resources does not constrain FUTURE construction activities/operations.

9. Biological - Threatened and Endangered Species

VIII.9.A **Threatened and/or endangered species identified on the base:**

Species	Kingdom				Remarks
Pycnanthemum verticillatum variety verticillatum - mountain mint	Plant	State	Listed	Threatened	

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

VIII.9.C **The presence of these species does Not constrain current or future construction activities or operations.**

10. Biological - Wetlands

VIII.10.A **Wetlands, estuaries, or other special aquatic features present on the base:**

VIII.10.A.1

Identification and type of wetland:	Approximate acreage:
New York State fresh water wetland	285

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 Sep 94**

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

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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

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

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

11. Biological - Floodplains

VIII.11.A There are No floodplains on the base.

12. Cultural

VIII.12.A No historic,prehistoric, archaeological sites or other cultural resources are located on the base.

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 Not been archeologically surveyed.

VIII.12.D.1 Not Applicable.

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

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

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

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

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

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

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

VIII.13.A.1 36 IRP sites have been identified

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

VIII.13.A.3 All on-site remediation is estimated to be in place in 2010

VIII.13.B The installation is a National Priority List (NPL) site or has been proposed as an NPL site.

VIII.13.C Federal Facility Agreements to clean up the base are in place.

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

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

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

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

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

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

14. Compliance / IRP Costs ($000)

VIII.14.A

Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
GRIFFISS AFB Cost : Air Compliance	$157.500 K	$165.500 K	$2,374.000 K	$75.000 K	$75.000 K
GRIFFISS AFB COST: IRP	$11,300.000 K	$6,372.000 K	$2,275.000 K	$2,650.000 K	$10,000.000 K
GRIFFISS AFB COST: PCB Management	$403.000 K				
GRIFFISS AFB COST: UST Management	$465.000 K				
GRIFFISS AFB COST: Wastewater Compliance	$157.500 K	$175.000 K			
GRIFFISS AFB Costs : Asbestos Abatement	$135.000 K	$25.000 K			
Hazardous Waste Disposal/Remediation	$839.400 K	$836.000 K			
Natural Resources					
Permits	$35.000 K	$35.000 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:**
Central New York portion of the Ozone Transport Region

VIII.16.B **Air quality regulatory agency responsible for the AQCA:.** New York State Department of Environmental Conservation, Region 6

VIII.16.B **Name and phone number of the AQCA program manager for issues pertaining to the base:**
David Prosser 315-785-2513

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 Moderate**

VIII.16.E.2 **Central New York portion of the Ozone Transport Region**

VIII.16.E.3 **Multi-state ozone transport region for the base:** Central New York

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:**

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based on the AQCA 1990 baseline AND in the required attainment year

inventory.

	VOCs		NOx		VOCs	NOx
Mobile Source Including Aircraft	G.1.a	360	G.1.d	145	G.2.a	G.2.d
Military Aircraft Associated with the Base	G.1.b	330	G.1.e	76	G.2.b	G.2.e
Stationary Source	G.1.c	52	G.1.f	165	G.2.c	G.2.f

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	G.3.c
Stationary Source	G.3.b	G.3.d

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	G.4.c
Stationary Source	G.4.b	G.4.d

Computed allowable growth	VOCs		NOx	
Mobile Source Including Aircraft	G.5.a	Missing data	G.5.c	Missing data
Stationary Source	G.5.b	Missing data	G.5.d	Missing data
TOTAL	G.5.e	Missing data	G.5.f	Missing data

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Section IX

please file in D ES

GRISSOM REDEVELOPMENT AUTHORITY

Post Office Box 398, Peru, Indiana 46970
Phone (317) 689-0159 Fax (317) 689-0216

James B. Clary, Chairman *Ronald L. Wilson, Vice Chairman* *Jack B. Jackson, Secretary/Treasurer*

"The mission of the Grissom Redevelopment Authority is to redevelop Grissom Air Force Base using information, intelligence, and integrity to restore and to enhance the economy of Miami County and the region."

August 23, 1993

Please refer to this number when responding 931207-4

Ms. Mary Hook
Defense Base Closure & Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Mary,

Thank you again for returning my call in reference to Grissom Air Force Base.

I understand that you cannot forward any more information to the Secretary of Defense, but I do appreciate your interest in giving this information to anyone that would possibly have an interest in seeing the Naval Reserve Squadrons stationed at Detroit and Glenview being relocated here at Grissom.

From the information I have received from members of the NAS, we have what is necessary for the NAS to do their mission plus this action would make a sound economical move. The 434th Air Force Reserve are staying here and welcomes the NAS.

Sincerely yours,

Richard H. Blair, Coordinator
Grissom Redevelopment Authority

Encls. 4

The History of Grissom Air Force

• The base was built during 1942 and officially opened by the Navy on July 1 of that year. The official name was Bunker Hill Naval Air Station, but the aircraft carrier painted on the runway led naval personnel to dub it "USS Cornfield."

• The Navy located in the flat lands of North-Central Indiana because pilots needed to be trained to take off and land where room existed for safe operations.

• Bunker Hill NAS was active for four years, where thousands of qualified pilots were turned out for the Navy, Marines and Coast Guard. Many of them won distinction during World War II.

• Historical structures were left behind by the Navy, including one of the world's largest swimming pools and a large athletic field house which still stands today.

• The base closed after the war and was reverted to its former use as farmland. Many buildings were sold to colleges, but the swimming pool became a soy bean storage bin.

• The Air Force needed a location where it could conduct nationwide and worldwide operations with the outbreak of the Korean War. The base reopened as Bunker Hill Air Force Base after negotiations were reached with the Navy. To simplify the legal aspects of construction, it was decided that the navy would let all major contracts and supervise construction of the nearly $25 million in new facilities.

• In 1982, the Air Force gained the title to the base from the Navy.

• The base reopened as a Tactical Air Command base. Its formal opening was June 22, 1954. That year, the 443rd Air Base Squadron and the 323rd Fighter-Bomber Wing called Bunker Hill AFB home.

• In 1955, the Air Defense Command's 319th Fighter Interceptor Squadron joined the forces at the base.

• Strategic Air Command arrived during the mid-'50s and SAC's 8th Air Force assumed jurisdiction of the base on Sept. 1, 1957, when the 323rd was deactivated. Two days later, the 68th Air Refueling Squadron arrived to form the nucleus of the newly-formed 4041st Air Base Group.

• The 305th Bomb Wing brought in its B-47 bombers in May 1959. Two months later, the 4041st was redesignated as the 305th Combat Support Group.

• After 26 years of bearing the name Bunker Hill, the base was renamed on May 12, 1968, after Lt. Col. Virgil I. "Gus" Grissom, a native of Mitchell, Ind., who was one of the original seven astronauts. Col. Grissom was killed during a fire in his Apollo capsule while still on the launching pad at Cape Kennedy, Fla.

• The 1970s began with the redesignation of the 305th Bomb Wing to the 305th Air Refueling Wing during January 1970. The base became the home of the largest aerial refueling wing in the Air Force.

• The 305th Air Refueling Wing remains as the host unit. Other major organizations at Grissom AFB include the 930th Tactical Fighter Group (USAF Reserve) and the 434th Air Refueling Wing (USAF Reserve).

• Realignment of Grissom AFB from active duty to reserve is scheduled for Sept. 30, 1994.

Source: Grissom Air Force Base Public Affairs

HANGAR Information on Alert Facility (Bldg. 747) and Hangar #200

Hangar has 129,006 sq. ft. inside
Inside height has 42" usable.
Doors are 50' x 200" (four doors)
Outside available ramp space is 27,453 sq. yds.
60% is on west side . . . 40% on east side.

ALERT FACILITY

This facility was used for alert aircraft and is self contained. It will sleep 85 people - feed sixty. Kitchen is complete. It has briefing room and lounges. Ramp area is on both sides of the facility and has a total of 86,836 sq. yds.

The alert facility is approximately 300 yards from Hangar 200.

The use of these facilities by the Naval Reserves will in no way interfere with any other military operation located here. . . The two Reserve operations would certainly benefit one another financially on airport operations and would compliment one another.

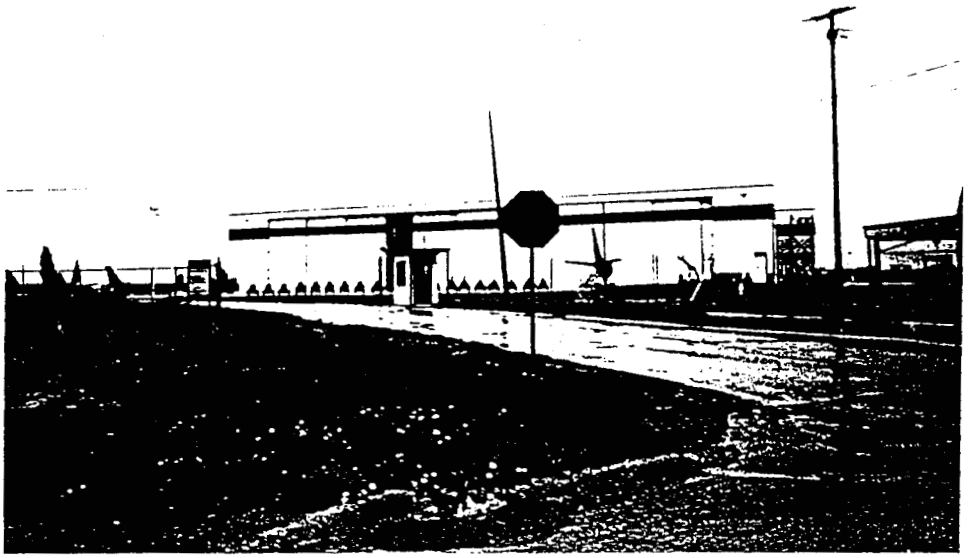
We have 1,128 housing units of which nearly 200 of them have been renovated recently providing good living units for Navy personnel, should it be needed.

The Grissom runway is 12,500 foot long and 200 foot wide. Fuel is piped in in 42 strategic underground areas.

[illegible] AIR FORCE BASE, [illegible]
BUILDING INVENTORY FORM

BUILDING NO.: 206
BUILDING NAME: HANGAR
YEAR BUILT: [illegible]
CURRENT USE: AVIATION

TOTAL SF: 12[illegible]006
NO. OF FLOORS: 1



FOUNDATION: SLAB/PART BASE
FACADE: METAL
ROOF STYLE: FLAT
ROOF MATERIAL: METAL
ROOF CONDITION: AVERAGE
WINDOW FRAMES: NONE
WINDOW STYLE: NONE
INSULATED GLASS: NO
ENTRY DOORS: METAL
OTHER DOORS: AIRCRAFT DOORS
DOOR SIZES: 4 @ 80'X 200'
LOADING DOCKS: NO
LOADING DOCK SIZES:
PARKING: ADEQUATE
INTERIOR FLOOR:
PAINTED CONCRETE

INTERIOR WALLS:
EXPOSED METAL PANELS

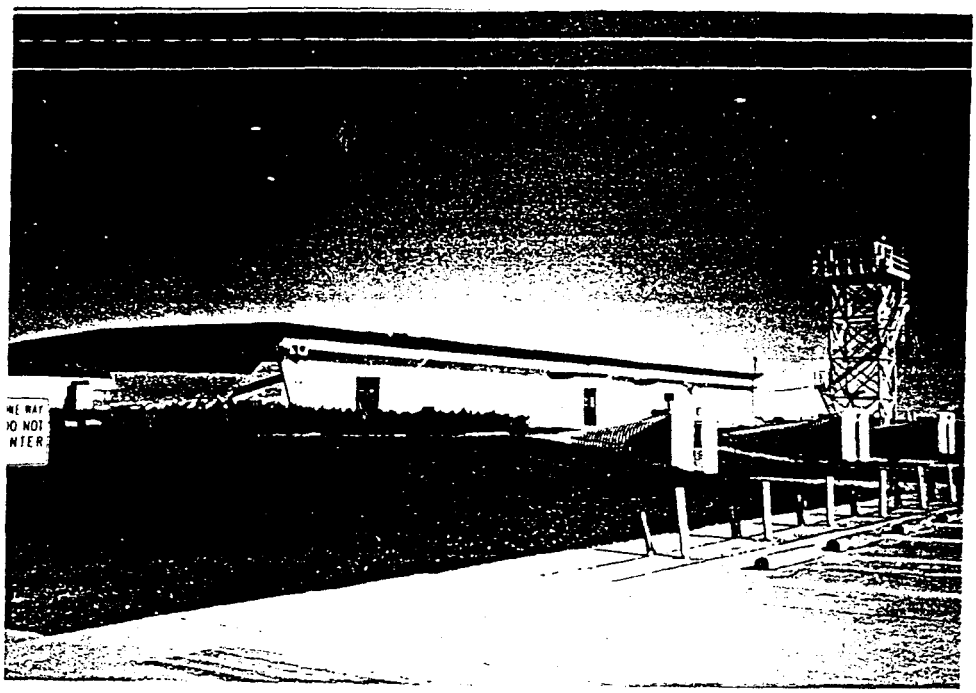
INTERIOR CEILINGS:
EXPOSED TRUSSES TO 40' USABLE

FIRE PROTECTION: SPRINKLERS
HEATING TYPE: STEAM
HEATING FUEL: CTLPLANT
A.C: NONE
GAS METERS: NO
ELECTRIC METER: NO
CRANES: YES
CRANE CAPACITY: DEACTIVATED
COMMENTS:
BLDG HAS AN INDUSTRIAL WASTE PRETREATMENT PLANT, FLOOR DRAINAGE. DOORS ARE OPERATED MANUALLY. THERE ARE SEVERAL 3-STORY OFFICE PODS INSIDE THE HANGAR. ONE OF FOUR ELEVATORS IS FUNCTIONAL.

[illegible]

BUILDING NO.: [illegible]
BUILDING NAME: [illegible]
YEAR BUILT: [illegible]
CURRENT USE: [illegible]

TOTAL SQ. [illegible] 21502
NO. OF FLOORS: [illegible]



FOUNDATION: SLAB
FACADE: BLOCK/ALUMINUM
ROOF STYLE: FLAT
ROOF MATERIAL: BUILTUP
ROOF CONDITION: AVERAGE
WINDOW FRAMES: METAL
WINDOW STYLE: FIXED
INSULATED GLASS: YES
ENTRY DOORS: METAL
OTHER DOORS: NONE
DOOR SIZES: NONE
LOADING DOCKS: YES LOADING DOCK SIZES: 4/X14'X15'
PARKING: ADEQUATE
INTERIOR FLOOR:
CARPETED, IN FAIR CONDITION.

INTERIOR WALLS:
DRYWALL, WALLPAPER AND VINYL COVERED PANELS

INTERIOR CEILINGS:
SUSPENDED [illegible]

FIRE PROTECTION: SPRINKLERS DETECTORS
HEATING TYPE: FHA
HEATING FUEL: PROPANE A/C: 100%
GAS METERS: NO ELECTRIC METER: NO
CRANES: NO CRANE CAPACITY: NONE
COMMENTS:
SELF CONTAINED BUILDING, WITH SLEEPING QUARTERS ON LOWER LEVEL AND KITCHEN, DINING ROOM, BRIEFING ROOM & LOUNGES ON UPPER LEVEL. BLDG SLEEPS 85.

Document Separator

1995 AIR FORCE BASE QUESTIONNAIRE
Grissom AFB - 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	199th Co. (After 15 Oct 94)	-	-	11	11
I.1.A.2	199th Co.(Before 15 Oct 94	3	114	4	121
I.1.A.3	70th Div	16	92	4	112
I.1.A.4	Army Corps of Engineers	-	-	1	1
I.1.A.5	Civil Air Patrol (outside contonement ar	-	-	-	0
I.1.A.6	DIS	-	-	1	1
	TOTAL:				246

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

1995 AIR FORCE BASE QUESTIONNAIRE

Grissom 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
RAPCON	2	46368	26016	19628	5885	0	193

I.2.A.4 The primary instrument runway is designated 23

36826 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: CRANE ARMY AMMUNITION PL distance 56 NM

Nearest major primary airdrop customer: FORT CAMPBELL distance 247 NM

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

Lajes AB: 2728 NM

Rota AB: 3745 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Grissom AFB - AFRES

Hickam AFB: 3820 NM

RAF Mildenhall: 3608 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	FORT WAYNE INTL	48
I.2.B.4	Military airfield, runway >= 8,000ft	FORT WAYNE INTL	48
I.2.B.5	Military airfield, runway >= 10,000ft	FORT WAYNE INTL	48
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Kokomo	8
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Fort Wayne	48
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Fort Wayne	48
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Fort Wayne	48
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Fort Wayne	48

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

Ft Wayne Inter. 48 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	555 NM	W-108 A,B	561 NM	W-108 A,B	561 NM
W-177A	569 NM	W-386 A,B,C,D,E	584 NM	W-122 D	587 NM
W-122 E	587 NM	W-72A	588 NM	W-161A,B/W-177A,B	592 NM
W-107A	597 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

Grissom AFB - AFRES

Area Name	Distance	Area Name	Distance	Area Name	Distance
ATTERBURY	83 NM	JEFFERSON PROVING G	104 NM	GRAYLING	262 NM
HARDWOOD	277 NM	CANNON	335 NM	INDIANTOWN GAP	433 NM
POINSETT	491 NM	RAZORBACK	495 NM	FT DRUM	519 NM
WARREN GROVE	545 NM	SMOKEY HILL	553 NM	NAVY DARE COUNTY	568 NM
USAF DARE COUNTY	568 NM	CHERRY POINT BT-11	571 NM	SHELBY EAST	587 NM
SHELBY WEST	590 NM	TOWNSEND	592 NM	GRAND BAY	599 NM
EGLIN C62	600 NM	EGLIN C52	605 NM	CLAIBORNE	645 NM
FALCON	696 NM	PINECASTLE	724 NM		

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

JEFFERSON PROVIN 104 NM

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

VOLK FIELD MDS 269 NM

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

ATTERBURY 83 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	1	2	2	24	70	121
SR	0	4	21	55	105	123
VR	5	10	14	49	137	184
Total Routes:	**6**	**16**	**37**	**128**	**312**	**428**

Identify Routes:

VR-1640 18 NM	VR-1641 25 NM	VR-1642 25 NM	VR-1667 84 NM	IR-618 94 NM	VR-619 94 NM
VR-1617 102 NM	VR-1638 102 NM	VR-1668 105 NM	VR-1679 111 NM	SR-709 143 NM	SR-712 143 NM
SR-715 143 NM	SR-774 146 NM	IR-614 148 NM	VR-1635 148 NM		
SR-734 153 NM	SR-732 154 NM	SR-735 154 NM	SR-733 155 NM	SR-707 157 NM	SR-714 157 NM
SR-711 157 NM	SR-710 157 NM	SR-708 157 NM	SR-713 157 NM	VR-1632 162 NM	VR-1633 162 NM
VR-615 163 NM	SR-737 164 NM	SR-738 165 NM	VR-1631 166 NM	SR-773 182 NM	SR-701 187 NM
SR-703 187 NM	SR-702 189 NM	SR-771 195 NM			
IR-608 202 NM	VR-1626 215 NM	VR-664 218 NM	VR-1624 219 NM	VR-1625 219 NM	VR-634 224 NM
IR-723 225 NM	SR-059 237 NM	SR-060 237 NM	SR-061 237 NM	SR-062 237 NM	SR-225 238 NM
SR-815 246 NM	SR-816 246 NM	SR-822 246 NM	VR-1645 257 NM	VR-1644 262 NM	VR-1647 262 NM
SR-871 265 NM	SR-874 265 NM	SR-872 265 NM	SR-873 265 NM	IR-157 267 NM	IR-174 267 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Grissom AFB - AFRES

SR-785	268 NM	SR-817	270 NM	SR-818	275 NM	IR-592	277 NM	IR-609	280 NM	SR-776	282 NM
SR-781	282 NM	IR-002	284 NM	VR-1627	286 NM	VR-1628	286 NM	VR-1636	288 NM	SR-782	294 NM
IR-075	304 NM	IR-527	305 NM	VR-1055	308 NM	IR-743	315 NM	VR-1743	315 NM	VR-1650	315 NM
IR-726	319 NM	VR-1726	319 NM	VR-1758	328 NM	IR-078	333 NM	SR-823	333 NM	SR-105	338 NM
IR-079	345 NM	IR-080	345 NM	IR-721	346 NM	VR-092	346 NM	VR-1639	347 NM	VR-1722	350 NM
VR-093	356 NM	IR-081	357 NM	VR-1721	357 NM	VR-1648	360 NM	IR-042	367 NM	VR-1068	367 NM
VR-1052	368 NM	IR-089	370 NM	VR-1666	370 NM	VR-1616	371 NM	SR-802	374 NM	SR-806	374 NM
SR-808	374 NM	SR-807	374 NM	SR-804	374 NM	SR-803	374 NM	IR-761	376 NM	VR-1751	376 NM
SR-102	376 NM	VR-058	376 NM	VR-097	379 NM	IR-083	382 NM	IR-762	385 NM	VR-1756	385 NM
SR-075	385 NM	VR-1525	387 NM	SR-825	388 NM	SR-616	389 NM	SR-617	389 NM	SR-727	389 NM
VR-1757	389 NM	VR-607	390 NM	VR-1016	391 NM	IR-074	392 NM	SR-728	395 NM	SR-729	395 NM
VR-1629	399 NM										
IR-069	401 NM	VR-708	401 NM	SR-073	403 NM	SR-074	403 NM	IR-066	404 NM	IR-067	404 NM
VR-1051	404 NM	VR-1050	404 NM	SR-035	408 NM	VR-704	408 NM	VR-705	408 NM	SR-036	408 NM
SR-040	408 NM	SR-037	408 NM	VR-095	409 NM	SR-238	411 NM	IR-077	413 NM	IR-502	417 NM
IR-504	417 NM	SR-618	420 NM	SR-731	420 NM	SR-619	420 NM	SR-730	420 NM	VR-088	421 NM
IR-090	428 NM	VR-1759	431 NM	SR-218	433 NM	SR-219	433 NM	SR-221	433 NM	SR-226	433 NM
SR-229	433 NM	SR-227	433 NM	SR-237	433 NM	SR-232	433 NM	SR-231	433 NM	SR-230	433 NM
SR-222	433 NM	SR-220	433 NM	IR-082	435 NM	SR-820	441 NM	VR-1014	441 NM	SR-835	441 NM
SR-821	441 NM	IR-091	442 NM	VR-541	442 NM	IR-120	444 NM	VR-1102	444 NM	VR-1054	446 NM
VR-073	447 NM	VR-1059	447 NM	SR-137	448 NM	VR-707	448 NM	VR-087	449 NM	IR-022	450 NM
VR-1061	450 NM	IR-610	451 NM	SR-239	451 NM	IR-720	452 NM	VR-1546	456 NM	IR-719	460 NM
VR-511	460 NM	VR-096	461 NM	VR-1711	461 NM	VR-1713	461 NM	VR-1712	461 NM	IR-606	463 NM
IR-068	464 NM	VR-604	468 NM	SR-800	469 NM	SR-801	469 NM	SR-805	469 NM	SR-867	471 NM
VR-1709	478 NM	VR-1130	481 NM	VR-510	481 NM	VR-1182	481 NM	VR-1031	482 NM	IR-041	483 NM
VR-1067	483 NM	IR-063	483 NM	SR-069	486 NM	VR-512	486 NM	SR-070	487 NM	SR-071	487 NM
VR-1056	487 NM	SR-072	487 NM	IR-036	488 NM	VR-085	489 NM	VR-086	489 NM	IR-715	494 NM
IR-718	494 NM	SR-038	494 NM	VR-540	495 NM	SR-039	498 NM	SR-166	498 NM	SR-844	498 NM
SR-845	498 NM	SR-846	498 NM	SR-223	499 NM	SR-224	500 NM	IR-517	502 NM	VR-1520	502 NM
VR-1515	502 NM	VR-1049	502 NM	IR-044	503 NM	VR-1033	503 NM	IR-505	506 NM	IR-017	511 NM
VR-1017	511 NM	VR-1060	511 NM	IR-714	513 NM	IR-760	513 NM	VR-1754	513 NM	VR-1030	513 NM
VR-060	515 NM	VR-1070	516 NM	VR-1752	516 NM	IR-070	517 NM	VR-1032	519 NM	VR-533	523 NM
VR-545	523 NM	IR-508	524 NM	IR-509	524 NM	VR-1755	524 NM	VR-1753	524 NM	IR-716	530 NM
IR-012	532 NM	IR-023	533 NM	IR-121	534 NM	VR-1103	534 NM	VR-531	535 NM	SR-847	536 NM
VR-534	542 NM	VR-535	542 NM	VR-1521	543 NM	VR-1005	545 NM	VR-1040	549 NM	IR-605	550 NM
VR-1072	550 NM	IR-035	551 NM	VR-1069	551 NM	IR-062	552 NM	VR-1043	553 NM	VR-544	553 NM

1995 AIR FORCE BASE QUESTIONNAIRE

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VR-1046	553 NM	IR-518	554 NM	IR-524	557 NM	IR-016	558 NM	VR-552	559 NM	VR-1013	561 NM
IR-506	562 NM	VR-1522	562 NM	IR-164	563 NM	VR-1104	563 NM	VR-1074	565 NM	VR-1041	568 NM
VR-725	568 NM	VR-724	568 NM	VR-094	569 NM	VR-119	573 NM	VR-532	574 NM	VR-1082	578 NM
VR-1084	578 NM	VR-189	578 NM	VR-1085	578 NM	VR-138	579 NM	VR-1003	580 NM	SR-031	582 NM
IR-018	585 NM	VR-1001	585 NM	VR-1020	586 NM	VR-1523	589 NM	IR-057	590 NM	SR-106	590 NM
SR-101	590 NM	SR-103	590 NM	SR-104	590 NM	IR-059	590 NM	VR-1058	591 NM	VR-1011	593 NM
VR-1083	593 NM	VR-1057	596 NM	IR-021	597 NM	VR-152	600 NM				
VR-1066	601 NM	IR-037	605 NM	IR-507	605 NM	VR-1065	608 NM	SR-900	613 NM	SR-029	615 NM
IR-015	616 NM	IR-185	616 NM	VR-1137	616 NM	VR-1128	616 NM	VR-1113	616 NM	IR-117	616 NM
VR-1002	617 NM	VR-1801	617 NM	IR-030	618 NM	IR-031	618 NM	IR-145	619 NM	IR-146	619 NM
VR-1004	619 NM	VR-536	621 NM	IR-038	623 NM	IR-129	625 NM	IR-040	626 NM	VR-1023	626 NM
VR-1021	626 NM	SR-901	626 NM	VR-1024	626 NM	IR-181	627 NM	IR-183	627 NM	IR-160	628 NM
IR-161	628 NM	IR-175	629 NM	IR-171	632 NM	IR-182	632 NM	SR-296	633 NM	VR-1022	636 NM
VR-1574	636 NM	VR-1196	637 NM	IR-430	642 NM	IR-490	642 NM	IR-492	642 NM	SR-294	646 NM
SR-295	646 NM	VR-1800	647 NM	VR-179	648 NM	IR-801	650 NM	SR-030	650 NM	IR-514	651 NM
IR-019	652 NM	VR-1008	652 NM	SR-905	655 NM	VR-1006	659 NM	VR-1007	659 NM	IR-032	677 NM
VR-1010	681 NM	IR-033	682 NM	SR-228	683 NM	VR-1140	683 NM	SR-904	683 NM	VR-106	684 NM
IR-503	685 NM	VR-1009	686 NM	IR-500	688 NM	IR-501	688 NM	IR-613	688 NM	SR-902	690 NM
VR-188	692 NM	VR-1146	695 NM	SR-205	704 NM	VR-104	704 NM	VR-1141	705 NM	VR-840	709 NM
VR-841	709 NM	VR-842	709 NM	VR-1039	714 NM	VR-1145	715 NM	IR-843	720 NM	IR-843A	720 NM
IR-105	721 NM	VR-1139	721 NM	IR-103	722 NM	VR-163	722 NM	VR-158	724 NM	IR-429	725 NM
IR-476	725 NM	IR-476A	725 NM	IR-499	725 NM	IR-473	725 NM	IR-127	728 NM	VR-187	728 NM
VR-162	729 NM	VR-159	730 NM	SR-206	732 NM	VR-1142	734 NM	VR-1144	734 NM	VR-1138	735 NM
VR-1143	737 NM	SR-208	741 NM	SR-217	741 NM	SR-270	744 NM	VR-1110	745 NM	IR-139	758 NM
IR-046	762 NM	SR-216	763 NM	VR-1097	764 NM	VR-118	770 NM	IR-172	778 NM	IR-173	778 NM
IR-409	780 NM	VR-1124	782 NM	IR-047	785 NM	SR-261	791 NM	IR-020	792 NM	IR-802	795 NM
IR-803	795 NM	IR-925	797 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 642 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
4	22	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

1995 AIR FORCE BASE QUESTIONNAIRE

Grissom AFB - AFRES

AR-640B	170 NM	AR-016 SOUTHWEST	171 NM	AR-455 EAST	179 NM	AR-315 EAST	187 NM
AR-203 SOUTHWEST	223 NM	AR-640A	225 NM	AR-217	231 NM	AR-455 WEST	235 NM
AR-315 WEST	237 NM	AR-632B	237 NM	AR-321	242 NM	AR-111 WEST	244 NM
AR-632A	258 NM	AR-107	261 NM	AR-110 WEST	265 NM	AR-016 NORTHEAST	274 NM
AR-633B	275 NM	AR-203 NORTHEAST	278 NM	AR-218L	285 NM	AR-633A	295 NM
AR-111 EAST	297 NM	AR-218H	298 NM				
AR-318 WEST	305 NM	AR-328	309 NM	AR-109H WEST	313 NM	AR-109L WEST	313 NM
AR-216 SOUTHWEST	317 NM	AR-607	349 NM	AR-637	353 NM	AR-110 EAST	366 NM
AR-109H EAST	379 NM	AR-109L EAST	379 NM	AR-318 EAST	380 NM	AR-216 NORTHEAST	392 NM
AR-206H	405 NM	AR-206L	405 NM	AR-207SW SOUTHWE	462 NM	AR-101 SOUTH	463 NM
AR-330 WEST	466 NM	AR-105 EAST	468 NM	AR-105 WEST	468 NM	AR-309 WEST	477 NM
AR-112 WEST	480 NM	AR-600	490 NM				

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

500 NM	700 NM
3357	7182

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-016	171 NM	157	AR-455	179 NM	372	AR-203	223 NM	223	AR-111	244 NM	303
AR-110	265 NM	596	AR-218	285 NM	359	AR-109	313 NM	213	AR-216	317 NM	64
AR-206H	405 NM	50	AR-206L	405 NM	20	AR-101	463 NM	217	AR-105	468 NM	285
AR-309	477 NM	138	AR-112	480 NM	360			0			0
AR-116	549 NM	541	Racoon	572 NM	1829	AR-302	613 NM	445	AR-024	627 NM	149

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 265NM from the base."**

I.2.C.10d **Percentage of tanker demand in region:** 17.0
Percentage of tankers based in region: 25.0

Tanker saturation within the region has been classified as tanker Rich

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

Name	Distance	Night?	Personnel?	Equipment?	Route IR	Count SR
BADGER	282 NM	✔	✔	✔	0	4
BASTOGNE	250 NM	✔	✔	✔	0	0
BIG SANDY (WTR)	269 NM	✔	✔		0	0
CARENTAN (A)	251 NM		✔	✔	0	1

1995 AIR FORCE BASE QUESTIONNAIRE

Grissom AFB - AFRES

CENTRAL CITY NO	207 NM	✔			0	0
CENTRAL CITY SO	207 NM	✔			0	0
CORREGIDOR	251 NM		✔	✔	0	0
FRAMHART	314 NM	✔	✔	✔	0	0
LOS BANOS	253 NM	✔	✔	✔	0	0
TATER EAST	311 NM	✔		✔	0	0
TOMAH	282 NM	✔	✔	✔	0	4
TUNNEL	282 NM	✔	✔	✔	0	4
WESTERN KENTUCK	208 NM	✔	✔	✔	0	0

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

BADGER	SR-771	SR-773	SR-776	SR-785					
CARENTAN (A)	SR-225								
TOMAH	SR-771	SR-773	SR-776	SR-785					
TUNNEL	SR-771	SR-773	SR-776	SR-785					

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

ANDERSON 79 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
WESTERN KENTUCK	208 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 KNOX 165 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 **Base schedules or manages no airspace, questions I.2.E.2 to I.2.D.12 skipped.**

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

Commercial Aviation Impact

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

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

Airfield:	Airfield:
Anderson Municipal	General Aviation
Delaware County	General Aviation
Elkhart Municipal	General Aviation
Ft Wayne Municipal	Commercial
Goshen Municipal	General Aviation
Indianapolis	Commercial
Indianapolis (Terry)	General Aviation
Kokomo Municipal	General Aviation
Marion Municipal	General Aviation
Michiana Regional	General Aviation
Mt Comfort	General Aviation
Porter County	General Aviation
Purdue University	General Aviation
Warsaw Municipal	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:** If Chicago gets busy or there is bad weather, Hill Top is limited in altitude.

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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 is expected to change.**

I.2.F.3 **Reductions in training airspace are expected**

I.2.F.3.a **Estimated reduction potential is 100.0 percent. Rationale for estimate:**

Due to closure of the 45FS.

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:**

CP ATTERBURY RFTA

70 NM from the base.

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

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

Glenview NAS

110 mi from the base.

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

Wright-Patterson AFB OH

95 mi from the base.

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

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

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I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

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

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
98.8	97.4	85.0	77.4	72.0

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

I.2.J.2.a Is at or below 15 knots 95.1 percent of the time

I.2.J.2.b Is at or below 25 knots 99.4 percent of the time

I.2.J.3 59 Days have freezing partcipitation (mean per year).

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Grissom AFB	Main Base	1,664	1,664	
		TOTALS:	1,664	1,664	

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	24	75.0	0.0	25.0	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	4,659	89.0	0.0	11.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	48,014	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	39,500	35,211	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	146,097	26.0	4.0	70.0	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	2,500	2,500	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	0	0		0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	213,838	87.0	0.0	13.0	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	31,360	59,005	100.0	0.0	0.0	27,645
II.1.B.1.e.iii	211-152a	DASH 21	SF	29,471	29,471	100.0	0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	2,000	3,100	100.0	0.0	0.0	1,100
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	15,900	5,408	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	5,800	10,501	100.0	0.0	0.0	4,701
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	26,083	29,306	5.0	0.0	95.0	3,223
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	78,249	48,368	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	26,083	28,679	100.0	0.0	0.0	2,596
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	39,006	25.0	75.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	18,705	29,123	0.0	100.0	0.0	10,418
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	1,950	2,113	100.0	0.0	0.0	163
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	0		0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	4,369	100.0	0.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	5,400	4,369	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	7,153	4,369	100.0	0.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	4,400	13,194	100.0	0.0	0.0	8,794
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	94,815	40.0	1.0	59.0	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	39,000	87,817	100.0	0.0	0.0	48,817
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	3,000	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	113,242	3.0	92.0	5.0	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	32,883	92,139	4.0	0.0	96.0	59,256
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	3,000	3,000	0.0	0.0	100.0	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	55,704	98.0	0.0	2.0	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	455	0.0	100.0	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	16,191	100.0	0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	16,191	16,191	100.0	0.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	74	0.0	100.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	16,681	4.0	96.0	0.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	11,580	0.0	0.0	100.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	3,522	5,121	100.0	0.0	0.0	1,599

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	277,778	100.0	0.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	235,017	100.0	0.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	250,600	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	108,749	95.0	5.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	49,380	92.5	7.5	0.0

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II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	26,800	100.0	0.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	47,600	100.0	0.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	8,068	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	63,300	90.0	10.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	100,700	85.0	15.0	0.0

Notes for specific Cat Codes:

II.1.B.1.d 116-662 Included in Taxiway #3 Square Yardage

2. Airfield Characteristics

II.2 Runway Table:

Primary Designation		Dimensions: Length	Width	Cross Runway	Aircraft Arresting Systems (II.2.I) Number	Types
23	Primary	12500 ft	200 ft	No	None	

II.2.A There are 1 active runways.

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

II.2.B There are NO parallel runways.

II.2.C Dimensions of the primary runway (23).

II.2.C.1 Length: 12,500 ft

II.2.C.2 Width: 200 ft

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

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

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

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

	Aircraft Group		Criteria		Primary Pavements: Runways	Taxiways	Aprons
II.2.F.1	Fighter	F-15	61 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Supports Now	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

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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	SY	94,900	6-1/2" reinforced conc. overlay is required to upgrade the aprons for the B-1B.
Taxiway	B-1B	SY	102,200	6-1/2" reinforced conc. overlay is required to upgrade taxiways for the B-1B.
Aprons	B-52	SY	250,600	11 1/2" thick concrete overlay required to upgrade aprons to support B-52.
Taxiway	B-52	SY	235,017	11 1/2" thick concrete overlay required to upgrade taxiways to support B-52.
Runway	B-52	SY	277,778	11-1/2" thick reinforced conc. overlay is required to upgrade runway to support 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 78,500 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.)	
A-10	600 ft	600 ft	Neither	
E-4	630 ft	550 ft	Neither	
KC-135	1,295 ft	1,000 ft	Neither	

II.2.G.2 **Permanently assigned aircraft currrently require 143,900 Sq Yds of parking space.**

II.2.G.3 **80,500 Sq Yds of parking space is available for parking additional non-transient aircraft.**

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

Blast fences currently cut through the parking areas.

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

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

II.2.J **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:	2.2 MG/D	MG/D - million gallons per day	50 %
II.3.A.2	Sewage:	2.0 MG/D		35 %
II.3.A.3	Electrical distribution:	8.91 MW	MW - million watts	51 %
II.3.A.4	Natural Gas:	10.80 MCF/D	MCF/D - million cubic feet per day	43 %
II.3.A.5	High temperature water/steam generation/distribution:	281.8 MBTUH	MBTUH - million British thermal units per hour	45 %

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

Electrical substation capacity is 10.6 MVA.

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:** 434 Nose Dock

Current Use: KC-135

II.4.A.2 **Size (SF):** 27,707 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:	199 ft	28 ft	
II.4.A.6	Largest unobstructed space inside the facility:	85 ft	32 ft	199 ft

II.4.A.1 **Facility number:** 435 Nose Dock

Current Use: KC-135

II.4.A.2 **Size (SF):** 28,679 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:	199 ft	28 ft	
II.4.A.6	Largest unobstructed space inside the facility:	85 ft	32 ft	199 ft

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II.4.A.1 **Facility number:** 436 Nose Dock

Current Use: KC-135

II.4.A.2 **Size (SF):** 28,679 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:	199 ft	28 ft	
II.4.A.6	Largest unobstructed space inside the facility:	85 ft	32 ft	199 ft

II.4.A.1 **Facility number:** 437 Nose Dock

Current Use: KC-135

II.4.A.2 **Size (SF):** 31,142 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:	199 ft	28 ft	
II.4.A.6	Largest unobstructed space inside the facility:	85 ft	32 ft	199 ft

II.4.A.1 **Facility number:** 438 Nose Dock

Current Use: KC-135

II.4.A.2 **Size (SF):** 29,471 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:	199 ft	28 ft	
II.4.A.6	Largest unobstructed space inside the facility:	85 ft	32 ft	199 ft

II.4.A.1 **Facility number:** 439 Nose Dock

Current Use: KC-135

II.4.A.2 **Size (SF):** 31,738 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:	199 ft	28 ft	
II.4.A.6	Largest unobstructed space inside the facility:	85 ft	32 ft	199 ft

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II.4.A.1 **Facility number:** 592 Nose Dock

Current Use: A-10

II.4.A.2 **Size (SF):** 68,085 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	26 ft	
II.4.A.6	Largest unobstructed space inside the facility:	220 ft	27 ft	200 ft

5. Unique Facilities

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

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

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

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.1	23	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	95.0	0.0	5.0
	5	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	33.0	0.0	67.0
II.6.A.2	23	APZ 1	13	344	9.0	Incompat	0.0	0.0	9.0	10.0	0.0	81.0
	5	APZ 1	10	344	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.3	23	APZ 2	27	482	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	5	APZ 2	32	482	0.0	Gen Compat	3.0	0.0	0.0	0.0	0.0	97.0

	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	15	451	6	Incompat	1.0	0.0	6.0	0.0	0.0	93.0
II.6.A.5	70-75	1	51	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.6	75-80	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.7	80+	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

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

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.1	23	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	95.0	0.0	5.0

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II.6.B.1	23	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	95.0	0.0	5.0
	5	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	33.0	0.0	67.0
II.6.B.2	23	APZ 1	13	344	9	Incompat	0.0	0.0	9.0	10.0	0.0	81.0
	5	APZ 1	10	344	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.3	23	APZ 2	27	482	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	5	APZ 2	32	482	0	Gen Compat	3.0	0.0	0.0	0.0	0.0	97.0

	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	15	451	6	Incompat	1.0	0.0	6.0	0.0	0.0	93.0
II.6.B.5	70-75	1	51	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.6	75-80	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.7	80+	0	0	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

II.6.C **The most recent, publicly released AICUZ study is dated Jun 78**

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

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

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

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

Projected AICUZ release late 94'.

II.6.E **The AICUZ study was last updated on Feb 94**

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

II.6.E.1 Projected AICUZ release late 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.**

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Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
PERU, IN	14453	14139	13764	12843	10054

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
MIAMI	38000	39264	39820	36897	35000

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

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

Type of facility:	Appoximate number of occupants	Zone with violation	Reason the incompatability is necessary
BLDG 11, VACATED HANGAR	15	CZ	CONSTRUCTED PRIOR TO EXPANSION OF CLEAR ZONE
BLDG 20	0	CZ	BUILDING WAS CONSTRUCTED PRIOR TO EZPANSION OF CLEAR ZONE
BLDG 22 BCE MAINTENANCE SHOP	10	CZ	BUILDING WAS CONSTRUCTED PRIOR TO EXPANSION OF CLEAR ZONE
BLDG 33 - HANGAR	0	CZ	BUILDING WAS CONSTRUCTED PRIOR TO EXPANSION OF CLEAR ZONE
BLDG 37 - BASE SUPPLY ADMIN	50	CZ	BUILDING CONSTRUCTED PRIOR TO EXPANSION OF CLEAR ZONE
LIFE SUPPORT SHOP - BLDG 32	35	CZ	BULDING WAS CONSTRUCTED PRIOR TO EXPANSION OF CLEAR ZONE
WING HEADQUARERS - BLDG 1	60	CZ	FACILITY WAS CONSTRUCTED PRIOR TO EXPANSION OF CLEAR ZONE

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

Air Space Encroachment

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

II.6.K.1 **1.0 noise complaints per month (average) are received from off base residents.**

II.6.L **The base has implemented noise abatement procedures as follows:**

II.6.L.1 **The base schedules engine run-ups primarily during daytime hours and has constructed blast fences to minimize noise. In addition the conversion of KC-135E aircraft to KC-135R model aircraft has reduced noise generation.**

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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 MHE**

III.1.A.1.b **Current MHE:** 1 x 25 K - Loader, 1 x 15K - Forklift, 3 x 10K - Forklift; 1 x 9 Ton Highlift; 1 x 3 Ton Highlift; 4 x 40 Foot Trailer; 1 x 25 Foot Trailer; 4 x 5 Ton Tractors, 1 x 10 Ton Tractor

III.1.A.2 **1 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	restrictions on current parking and taxiing
C-5	Can land	Can taxi	Can park	Can refuel	restrictions on current parking and taxiing
KC-10	Can land	Can taxi	Can park	Can refuel	restrictions on current parking and taxiing

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:	Nomber of Usable Refueling Positions:	Number of SIMULTANEOUS aircraft refuelings of Narrow	Widebody
II	2400	4	0	4	0

III.1.C.3 **6 fuel storage tanks support the operational fuel hydrant system:**

III.1.C.3.a

Storage tank Capacity:	Tanks with this capacity
50000	6

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

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

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

III.1.D.3 48817 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: Tanker truck.

Number of offload headers: 4

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 6 refuelers can be filled simultaneously.

III.1.D.6 Current despensing capabilities as defined in AFR 144-1 sustained: 18514
maximum: 18514

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

III.1.D.7.a Supporting DFSP: Cincinnati, OH

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:	278	56
Square footage available (including physical capacity limit):	504	126
III.1.E.2 Normal installation mission storage requirement:	278	56

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 16,875 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 129.**

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

C-130; C-141; KC-10

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:

CP ATTERBURY RFTA	70 NM

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

Railheads within 150 NM:

Chicago - North Chicago	126 NM
Cincinnati - Delhi	118 NM
Dayton	105 NM
Edinburg	78 NM
Indianapolis - Fort Ben Harrison	48 NM
Indianapolis - Stout Field	54 NM
Joliet - Elwood	99 NM
Lima	93 NM
Odon - Crane	114 NM
Watson - Charlestown	134 NM
West Dana - Newport AAP	73 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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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 project planned to begin before to 1999:**

BRAC project on Facility 596 to relocate clinic into a facility within the reserve cantonment area.

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

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

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

III.1.N **Base facilities have a total excess storage capacity of 132,287 sq ft.**

III.1.N.1 **Base facilities have a total covered storage capacity of 113,242 sq ft.**

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	104,704 sq ft
Mobility storage:	5,538 sq ft
War Readiness Support Kits (WRSK) storage:	3,000 sq ft

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

Facility:	Funding:
209	600

III.1.O **93 light military vehicles are on base.**

III.1.P **34 heavy military and special vehicles are on base.**

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Section IV

1. Base Budget

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Section IV/V Level Playingfield COBRA Data

One time closure costs: 81$sM

Twenty year Net Present Value (161)$sM

Steady state savings 17$sM per year

Manpower savings associated with closure 305

Return on Investment (years): 5

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Section VI Economic Impact

Economic Area Statistics:

Cass- Howard-Miami counties, IN

Total population: 157,000 (FY 92)

Total employment: 87,142 (FY 93)

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

6.2% / 7.3% / 7.2%

Average annual job growth: 518

Average annual per capita income: $17,598

Average annual increase in per capita income: $4.8%

Projected economic impact:

Direct Job Loss:	932	
Indirect Job Loss:	408	
Closure Impact:	1,340	(1.5% of employment total)
Other BRAC Losses:	2,417	
Cumulative Impact:	3,757	(4.3% of employment total)

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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:** Wabash Valley Intrastate Air Quality Region

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

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

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

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

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

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

(i.e. carpooling or emissions credit transfer)

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

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

E.1.a 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 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 No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

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

VIII.E.6 Emergency Generators

E.6.a The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

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

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

E.6.d The state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

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

VIII.E.7 Short-term Activities

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

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

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

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

VIII.E.8 Monitoring

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

VIII.E.9 BACT/LAER

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

2. Water - Potable

VIII.2.A The base potable water supply is 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.** Upper groundwater aquifer (Non-drinking water)

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 **8 water wells exist at the base.**

VIII.3.D **1 wells have been abandoned for the following reasons:**

Outside base cantonment area

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
Golf Course Pond and streams	3.00 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 required as follows:**

Storm runoff permit for construction over 5 acres

(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:**

Industrial Preteatment Plant
Wastewater Treatment Plant

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:**

One permit with five permitted outfalls. One outfall for main wastewater plant, one for industrial pretreatment operation and three for stormwater discharges

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

Discharges to Pipe Creek about 1/2 mile north of Grissom

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 **75.0 percent of facilities have been surveyed for asbestos.**

VIII.7.A.1 **8.0 percent of the facilities surveyed are identified as having asbestos.**

VIII.7.A.2 **10 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 generally recognized as important ecological sites.

0.25 acres of wetland in wooded area

8.5 acres of wetlands in drainage ditches

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 Threatened and/or endangered species identified on the base:

Species	Kingdom			Remarks
Upland Sandpiper	Animal State	Listed	Endangered	

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

VIII.9.C The presence of these species does Not constrain current or future construction activities or operations.

10. Biological - Wetlands

VIII.10.A Wetlands, estuaries, or other special aquatic features present on the base:

VIII.10.A.1

Identification and type of wetland:	Approximate acreage:
Drainage Areas	8
Wooded wetland area	1

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 Jun 93

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

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

US Fish and Wildlife Service National Wetlands Inventory

VIII.10.C **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 **7 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.

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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 10 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 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 1 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	$70.000 K	$70.000 K	$70.000 K	$70.000 K	$70.000 K
IRP	$4,204.000 K	$5,213.000 K	$206.000 K	$206.000 K	$206.000 K
Natural Resources	$0.000 K	$0.000 K	$0.000 K	$0.000 K	$0.000 K
Other(s) Specify:Special Waste Disposal	$7.200 K	$7.200 K	$7.200 K	$7.200 K	$7.200 K
Permits	$12.000 K	$24.000 K	$24.000 K	$24.000 K	$24.000 K

15. Other Issues

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

1995 AIR FORCE BASE QUESTIONNAIRE

Grissom AFB - AFRES

16. Air Quality - Clean Air Act

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

VIII.16.B **Air quality regulatory agency responsible for the AQCA:.** Indiana Department of Environmental Management

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

Paul Dubenetzky 317-232-8222

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:** 1.0 ppm

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

VIII.16.D.4 **Carbon monoxide Design value is 11.1% of NAAQS**

Air Quality Survey complete, No additional data required.

1995 AIR FORCE BASE QUESTIONNAIRE

Grissom AFB - AFRES

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 Wright-Patterson AFB OH	3 hrs

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.3 Available dormitory space will house 100.0 percent of the population requiring billets

IX.3.A 33.0 percent of the reservists/guardsmen require billeting during drill weekends.

IX.3.B 40.0 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 120 min travel time from the base.

Lives within 100 miles of the base.

IX.8 42.3 Percent of the recruiting areas's population is in the recruitable range.

IX.9 5,211,914 is the total population of the recruiting area.

IX.10 42.0 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 7 other reserve components in the local recruiting area:

3 - Air National Guard Units; 1 - Army Reserve Unit; 3 - Army Air National Guard Units

IX.13 The current total reserve component population is 24.20 percent of the recruitable age range.

1995 AIR FORCE BASE QUESTIONNAIRE

Grissom AFB - AFRES

IX.14 84.7 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 16.7 (ave) title 10 and/or title 32 active duty days beyond Annual Tours and Drill periods for FY92-3, and FY94 (est)

IX.16 No other government aviation units are colocated on the airfield.

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

MEMORANDUM OF MEETING

DATE: September 14, 1994

TIME: 3:00

MEETING WITH: Northern Counties Chamber of Commerce (MA)

SUBJECT: Hanscom AFB, MA

PARTICIPANTS:
Name/Title/Phone Number:

Jinny Allen; Executive Director, NCCoC

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: Ms Allen's purpose was to initiate contact with the Commission. She might return with more community representatives (and did use the library on 9/15). I gave the process presentation. We discussed the joint groups as related to labs. Jinny pointed out the preponderance of universities and defense industry surrounding Hanscom. Mentioned the communities active support and outstanding base relationship. We suggested that labs in the other services should be considered as major competitors. fc

Return on Investment: The total estimated one-time cost to implement this recommendation is $0.8 million. The net of all costs and savings during the implementation period is a cost of $0.3 million. Annual recurring savings after implementation are $0.1 million with a return on investment expected in eight years. The net present value of the costs and savings over 20 years is a savings of $0.9 million.

Impacts: This recommendation will not result in a change in the employment in the Riverside-San Bernardino, California Primary Metropolitan Statistical Area because all affected jobs will remain in the economic area. Review of demographic data projects no negative impact on recruiting. Environmental impact from this action is minimal.

Rome Laboratory, New York

Recommendation: Close Rome Laboratory, Rome, New York. Rome Laboratory activities will relocate to Fort Monmouth, New Jersey, and Hanscom AFB, Massachusetts. Specifically, the Photonics, Electromagnetic & Reliability (except Test Site O&M operations), Computer Systems, Radio Communications and Communications Network activities, with their share of the Rome Lab staff activities, will relocate to Fort Monmouth. The Surveillance, Intelligence & Reconnaissance Software Technology, Advanced C2 Concepts, and Space Communications activities, with their share of the Rome Laboratory staff activities, will relocate to Hanscom AFB. The Test Site (e.g., Stockbridge and Newport) O&M operations will remain at its present location but will report to Hanscom AFB.

Justification: The Air Force has more laboratory capacity than necessary to support current and projected Air Force research requirements. The Laboratory Joint Cross-Service Group analysis recommended the Air Force consider the closure of Rome Laboratory. Collocation of part of the Rome Laboratory with the Army's Communications Electronics Research Development Evaluation Command at Fort Monmouth will reduce excess laboratory capacity and increase inter-Service cooperation and common C3 research. In addition, Fort Monmouth's location near unique civilian research activities offers potential for shared research activities. Those activities relocated to Hanscom AFB will strengthen Air Force C3I RDT&E activities by collocating common research efforts. This action will result in substantial savings and furthers the DoD goal of cross-service utilization of common support assets.

Return on Investment: The total estimated one-time cost to implement this recommendation is $52.8 million. The net of all costs and savings during the implementation period is a cost of $15.1 million. Annual recurring savings after implementation are $11.5 million with a return on investment expected in four years. The net present value of the costs and savings over 20 years is a savings of $98.4 million.

100 M legislative

HANSCOM MILCON $15.6M

FORT MONMOUTH + 374
HANSCOM AFB + 509
TOTAL 883

Impacts: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 2,345 jobs (1,067 direct jobs and 1,278 indirect jobs) over the 1996-to-2001 period in the Utica-Rome, New York Metropolitan Statistical Area, which is 1.5 percent of the economic area's employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential decrease equal to 6.2 percent of employment in the economic area. Environmental impact from this action is minimal and ongoing restoration of Rome Laboratory and Griffiss AFB will continue.

Roslyn Air Guard Station, New York

Recommendation: Close Roslyn Air Guard Station (AGS) and relocate the 213th Electronic Installation Squadron (ANG) and the 274th Combat Communications Group (ANG) to Stewart International Airport AGS, Newburg, New York. The 722nd Aeromedical Staging Squadron (AFRES) will relocate to suitable leased space within the current recruiting area.

Justification: Relocation of the 213th Electronic Installation Squadron and 274th Combat Communications Group to Stewart International Airport AGS will produce a more efficient and cost-effective basing structure by avoiding some of the costs associated with maintaining the installation.

Return on Investment: The total estimated one-time cost to implement this recommendation is $2.4 million. The net of all costs and savings during the implementation period is a savings of $0.7 million. Annual recurring savings after implementation are $0.7 million with a return on investment expected in four years. The net present value of the costs and savings over 20 years is a savings of $7.6 million.

Impacts: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 71 jobs (44 direct jobs and 27 indirect jobs) over the 1996-to-2001 period in the Nassau-Suffolk, New York Metropolitan Statistical Area, which is less than 0.1 percent of the area's employment. The cumulative economic impact of all BRAC 95 recommendations and all prior-round BRAC actions in the economic area over the 1994-to-2001 period could result in a maximum potential increase equal to less than 0.1 percent of employment in the Nassau-Suffolk, New York Metropolitan Statistical Area. Review of demographic data projects no negative impact on recruiting. Environmental impact from this action is minimal and ongoing restoration will continue.

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

MEMORANDUM OF MEETING

DATE: November 10, 1994

TIME:3:30 PM

MEETING WITH: Team Hanscom

SUBJECT: Hanscom AFB

PARTICIPANTS:
Name/Title/Phone Number: 202-466-7330

Steve Karalekas; Consultant
Jim Henderson; President of Analytical Systems Engineering
Virginia M. Allen; President, Northern Suberban Chamber of Commerce
Bill Smith; Staff of Governor F. Weld

Commission Staff:

David Lyles; Staff Director
Charles Smith; Executive Director and Special Assistant to the Chairman
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: **Primary purpose of visit was to meet Mr. Lyles and Mr. Smith. No process briefing was provided due to previous visits. Discussion involved actual population of Hanscom (our records indicate 4500 but community states actual figure is 11,500 considering contractors). Group discussed cumulative economic impact of previous rounds on New England. We pointed out that indications thus far from DoD were SMSAs or counties vice States or Regions were to be the impacted area factors for CEI. Group discussed their meetings with DoD officials. fc**

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DATE: November 10, 1994

TIME: 3:30 p.m.

MEETING WITH: Team Hanscom

SUBJECT: Hanscom AFB

PARTICIPANTS:
Name/Title/Phone Number:202/466-7330

Steve Karalekas; Karalekas & Noone
Jim Henderson; President of Analytical System Engineering Corp., Burlington, MA
Virginia M. Allan; President of the North Suburban Chamber of Commerce, Woburn, MA
Bill Smith; Staff of Governor William F. Weld

Commission Staff:

David Lyles; Staff Director
Charles Smith; Executive Director and Special Asst. to the Chairman
Ben Borden; Director of R&A
Cece Carman; Congressional and Intergovernmental Affairs
Frank Cirillo; Air Force Team Leader
Bob Cook; Interagency Issues Team Leader

MEETING PURPOSE:

- Hanscom 4500 + Contractors = 11,500
Comment on Comtecon in New England - only Ports + this cost
→ Met with Craig Lawrence (w/ [illegible]) Views Job of JSG as advisory

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TELECOPIER TRANSMITTAL

TO: Mary E. Woodward
Director of Congressional & Intergovernment Affairs

RECIPIENT'S TELECOPIER NO: 703/696-0550

FROM: S. Steven Karalekas

DATE: November 9, 1994

TIME: 11:45a.

OPERATOR: Elizabeth

NUMBER OF PAGES TRANSMITTING (including cover sheet): 2

MESSAGE/SPECIAL INSTRUCTIONS:

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S. STEVEN KARALEKAS*
*ALSO ADMITTED IN MASSACHUSETTS

JAMES A. NOONE†
†ALSO ADMITTED IN PENNSYLVANIA

November 9, 1994

VIA FAX TRANSMISSION

Mary E. Woodward
Director of Congressional & Intergovernment
Affairs
Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA

Re: Team Hanscom

Dear Mary:

The Chairman and Vice Chairman, respectively, of Team Hanscom will be in Washington making a round of appointments tomorrow, November 10, 1994. Team Hanscom is the community organization which is working in support of the Electronics Systems Center-Hanscom Air Force Base. The chairman is Jim Henderson who in civilian life is the president of Analytical Systems Engineering Corporation, Burlington, Massachusetts and the vice chairperson is Virginia M. Allan, president of the North Suburban Chamber of Commerce, Woburn, Massachusetts.

They have appointments in the morning and early afternoon at the Pentagon and thought it would be useful to meet briefly with Frank Cirillo, the Air Force team leader, and possibly the new chief of staff. I realize this is a last minute request but if something could be set up in the mid-afternoon time frame it would be very much appreciated.

Thanks, Mary. Please call.

Sincerely,

Steve Karalekas

S. Steven Karalekas

SSK:emh

Team Hanscom
Preserving the Knowledge Base

November 23, 1994

Mr. David Lyles
Staff Director
Defense Base Closure and Realignment Commission
1700 N. Moore Street
Suite 1425
Arlington, VA 22209

Dear Mr. Lyles:

On behalf of Team Hanscom, the Commonwealth of Massachusetts and the countless supporters of the Electronic Systems Center-Hanscom AFB, we wish to take this opportunity to thank you and your staff for taking the time to meet with us on November 10, 1994.

We very much appreciated the opportunity to learn of the Commission's expectations for BRAC '95 and to share with you our thoughts on how support installations such as Hanscom could be evaluated. We recognize that BRAC '95 will be the most competitive of all BRACs and wish to leave no stone unturned in our efforts to support Hanscom.

For your information, we have prepared the enclosed white paper which describes the missions, assets and accomplishments of ESC-Hanscom. We hope you will take a moment to read it and to share it with your colleagues as you deem appropriate.

We thank you again for taking the time to meet with us and wish you the very best in your challenging assignment as staff director of the Commission.

Sincerely,

James W. Henderson

Virginia Allan

/sm
Enc

Why Hanscom?

ESC *IS* Air Force and Joint C4I

The Electronic Systems Center at Hanscom Air Force Base is currently an Air Force Center of Excellence for the Development and Acquisition of both Air Force Unique and Joint Service C4I Programs. The types of programs ESC has implemented consist of :

- Space and Missile Warning
- Airspace Management
- Mission Planning
- Battle Management
- Air Surveillance and Control
- Information Distribution
- Intelligence
- Computer Software Design

Examples of Specific Programs currently on-going:

Program	Nature
Airborne Warning and Control System (AWACS)	- Tracks Airborne and Ocean-going targets - Crucial in Desert Storm
Joint Surveillance target Attack Radar (Joint Stars)	- Aircraft mounted radar to detect, identify and track ground vehicles - Crucial in Desert Storm
Tri-Service MILSTAR	- Jam-resistant Secure and Survivable Communications
Joint Tactical Information Distribution System (J-TIDS)	- Secure, Jam-resistant Digital Data

Continued on next page

ESC IS the Engine that Fuels New England Economy

Item	Impact
$3.2 Billion Total Economic Impact on New England Economy	New England has suffered greatly from the impact of both DoD realignment and downturns in the Commercial Computer business
11,500 direct jobs and 19,800 additional jobs would be lost if ESC closes	Current direct payroll is $653 million.
Local Firms and Colleges would suffer greatly	- $120M to Small Businesses - $600M to Universities and Not-for-Profits - $280M to local Large Businesses

Hanscom AFB Is Home of World Class C4I Team

The Hanscom AFB team consists of a unique mix of the Air Force ESC team and supporting Research and Development components critical to the acquisition and development of complex C4I. Some of the critical components of this team are:

Component	Importance
Mitre Corporation	FFRDC involved in design, development and evaluation of C4I systems. Mitre's scientists and engineers are respected world-wide.
MIT Lincoln Laboratory	FFRDC specializing in radar, communications, digital signal processing and optics research.
Rome Laboratory- Electromagnetics and Reliability Directorate	Conducts R&D on solid-state and electro-optical materials and devices, plus develops and tests antennas and infrared systems for surveillance and communications
Phillips Laboratory- Geophysics Directorate	Focal Point for Air Force research in environmental sciences.
Electronic Systems Center	The Air Force center for Research, Development and Acquisition of C4I.

Continued on next page

Why Hanscom, Continued

New England is the "Knowledge Worker" center

Hanscom AFB is located in the midst of the worlds finest collection of Colleges, Universities, Industry Giants, and Small Businesses, all specializing in C4I which provide ESC with the specialty resources , technical knowledge and close working relationships needed for rapid development of these complex C4I systems.

Costs to close just does not make sense!

The minimum cost to move ESC is estimated at $500 million and the estimated payback period is greater than 100 years. In addition, the lost productivity is estimated at $3.2 billion over the first ten years of the move. Closing Hanscom or moving ESC just does not make economic sense.

WE CANNOT AFFORD TO JEOPARDIZE THE DoD's C4I

All of the above provides the nation , the DoD and the Air Force with the world's greatest collection of talent and facilities in a single location. The history of successes in developing and acquiring complex, state-of-the-art C4I systems cannot and should not be jeopardized!

Document Separator

DRAFT

HANSCOM AFB DATA SHEET

09-Nov-94

MAJOR COMMAND:	AFMC
BRAC CATEGORY:	Joint Only
JOINT CROSS-SERVICE GROUP:	Laboratories
STATE:	MA
NEAREST CITY:	Boston
INSTALLATION TYPE:	Laboratory and Systems Center
RESOURCES:	No Flying Mission
MAJOR UNITS ASSIGNED:	Hq Electronic Systems Center, Geophysics Directorate of Phillips Laboratory, Directorate of Electomagnetics and Reliability
INSTALLATION MISSION:	Manages development and aquisition of C4 systems, center for research in terestrial, atmospheric and space environments
AUTHORIZED MILITARY:	2,299
AUTHORIZED CIVILIAN:	2,195
AVERAGE NUMBER OF STUDENTS:	
FY 93 OPERATING COSTS:	
NATIONAL PRIORITY LIST SITE:	No
TOTAL ACRES:	846
TOTAL BUILDING SQUARE FOOTAGE:	
FAMILY HOUSING UNITS:	858
UNACCOMPANIED OFFICER HOUSING UNITS:	
UNACCOMPANIED ENLISTED HOUSING SPACES:	
AREA COST FACTOR:	
HOSPITAL BEDS:	0
IMPACT OF PREVIOUS BRAC:	
GOVERNOR:	William F. Weld
SENATORS:	Edward M. Kennedy John F. Kerry
REPRESENTATIVE:	Peter Torkildsen

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

MEMORANDUM OF MEETING

DATE: September 23, 1994

TIME: 8:45 a.m.

MEETING WITH: Delegation from State of Massachusetts

SUBJECT: DBCRC Process Briefing -- Hanscom AFB

PARTICIPANTS:
Name/Title/Phone Number: 413/784-1580

Jim Kane; Deputy Chief Policy Advisor to Governor William Weld
Bill Smith; Defense Conversion Advisor
Tim Hunt; Deputy Director of the State of Massachusetts Washington Office

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
Mary Woodward; Director of Congressional & Governmental Affairs
Alex Yellin; Navy Team Leader
Ed Brown; Army Team Leader

MEETING PURPOSE: Tom introduced the staff and Frank gave the process briefing in a more detailed version at the groups request. They asked about relevancy of cumulative economic considerations especially as related to the NE sector. We also discussed some "Military Value" considerations as related to Labs, as Hanscom AFB was their primary concern. Alex mentioned that the capability aspects of a specific location were a major factor as were inter service duplications. They mentioned that Hanscom had received a data call as to ability to accept other work load and that the community supported the response. fc

1995 AIR FORCE BASE QUESTIONNAIRE

Hanscom AFB - AFMC

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	94 ARCOM	19	25	14	58
I.1.A.2	AAFES	-	-	122	122
I.1.A.3	AAFES Consessionaires	-	-	22	22
I.1.A.4	Administration	3	3	6	12
I.1.A.5	Aero Club	-	-	4	4
I.1.A.6	Auto Hobby Shop	-	-	6	6
I.1.A.7	Bowling	-	-	18	18
I.1.A.8	Brighton Marine Clinic	-	-	11	11
I.1.A.9	Car Wash	-	-	1	1
I.1.A.10	Child Development Center	-	-	70	70
I.1.A.11	Contract Civ Lincoln Lab	-	-	2872	2872
I.1.A.12	Contract Civ MITRE	-	-	2889	2889
I.1.A.13	DCAA	-	-	1	1
I.1.A.14	DECA	-	-	54	54
I.1.A.15	DEMATS	-	-	16	16
I.1.A.16	DFAS	-	36	27	63
I.1.A.17	Defense Printing Service	-	-	8	8
I.1.A.18	Defense Sys Mgmt College	-	-	2	2
I.1.A.19	Equipment Rental	-	-	4	4
I.1.A.20	Fitness Center	-	3	-	3
I.1.A.21	Fourth Cliff	-	-	3	3
I.1.A.22	Golf Course	-	-	16	16
I.1.A.23	Hanscom Fed Credit Union	-	-	56	56
I.1.A.24	JPSSO	-	-	2	2
I.1.A.25	Laundry	-	-	1	1
I.1.A.26	Library	-	-	4	4
I.1.A.27	Lincoln Schools	-	-	123	123

1995 AIR FORCE BASE QUESTIONNAIRE

Hanscom AFB - AFMC

I.1.A.28	Lodging	-	2	24	26
I.1.A.29	Mini Golf	-	-	3	3
I.1.A.30	NCO Club	-	-	45	45
I.1.A.31	Officer's Club	-	-	45	45
I.1.A.32	Outdoor Recreation Program	-	-	2	2
I.1.A.33	Pool	-	-	9	9
I.1.A.34	Something Special Frame Shop	-	-	3	3
I.1.A.35	Technical Support Contractors	-	-	1100	1100
I.1.A.36	Thomas Cook Travel	-	-	18	18
I.1.A.37	Tickets and Tours	-	-	2	2
I.1.A.38	US Army Corps of Engineers	-	-	2	2
I.1.A.39	US Post Office	-	-	1	1
I.1.A.40	Veterinarian	-	-	1	1
I.1.A.41	Western new England College	-	-	1	1
I.1.A.42	Youth Center	-	-	12	12
			TOTAL:		7711

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

I.1.B.1 **Supported Unit:** 23rd Space Operations Squadr GSU **GSU - Geographically Separated Unit**
Location: New Boston AFS, Amherst, NH **REM - Remote Unit**
Support provided: Legal, Public Affairs, Chaplain, Safety, Admin, Contracting, Budget, Suggestion Program, Civilian Personnel, Social Actions, Munitions Maintainance, Computer Support, Audio Visual, Supply, Transportation, Police, Civil Engineer, Medical

I.1.B.2 **Supported Unit:** 319 AF Recruiting Squadron GSU **GSU - Geographically Separated Unit**
Location: Pease AFB, NH 03803-5000 **REM - Remote Unit**
Support provided: Legal, Public Affairs, Chaplain Safety, Admin, Contracting, Suggestion Program, Civilian Personnel, Social Actions, Computer Support, Supply, Transportation, Suggestion Program, Police, Services, Civil Engineer, Base Plans, Medical

I.1.B.3 **Supported Unit:** 6 Space Warning Squadron GSU **GSU - Geographically Separated Unit**
Location: Cape Cod AFS, Sagamore, MA **REM - Remote Unit**
Support provided: Command, Legal, Public Affairs, Chaplain, Safety, Admin, Contracting, Cost Accounting, Budget, Social Actions, Audio Visual, Computer Support, Supply, Transportation, Civil Engineer, Services, Medical

1995 AIR FORCE BASE QUESTIONNAIRE

Hanscom AFB - AFMC

I.1.B.4 **Supported Unit:** Patent Prosecution Office GSU **GSU - Geographically Separated Unit**

Location: 424 Trapelo Rd, Waltham, MA **REM - Remote Unit**

Support provided: Command, Chaplain, Safety, Admin, Contracting, Suggestion Program, Civilian Personnel, Audio Visual, Computer Support, Supply, Transportation, Police, Services, Medical

1995 AIR FORCE BASE QUESTIONNAIRE

Hanscom AFB - AFMC

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 **Base has No ATC facilities.**

I.2.A.4 **The primary instrument runway is designated 11**

116453 operations were conducted this runway during calander year 1993

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

At present, not aware of any airspace problems.

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

B. Geographic Location

I.2.B.1	**Nearest major primary airlift customer:**	FORT DRUM	**distance**	216 NM
	Nearest major primary airdrop customer:	FORT DEVINS	**distance**	16 NM

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

Lajes AB:	2024 NM
Rota AB:	3021 NM
Hickam AFB:	4520 NM
RAF Mildenhall:	2944 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Hanscom AFB - AFMC

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	MOORE AAF	15
I.2.B.4	Military airfield, runway >= 8,000ft	PEASE INTL TRADE PORT	42
I.2.B.5	Military airfield, runway >= 10,000ft	PEASE INTL TRADE PORT	42
I.2.B.6	Military or civilian airfield, runway >= 3,000ft		
I.2.B.7	Military or civilian airfield, runway >= 8,000ft		
I.2.B.8	Military or civilian airfield, runway >= 10,000ft		
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations		
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations		

I.2.B.11 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-105 A,B,D,E,G	126 NM	W-155 A,B,D,E,G	126 NM	W-105A	150 NM
W-107 A,D,E,F	220 NM	W-107 A,D,E,F,	220 NM	W-108 A,B	286 NM
W-108 A,B	286 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-105E	115 NM	W-105 A,B,D,E,G	126 NM	W-155 A,B,D,E,G	126 NM
W-102 HIGH	150 NM	W-105A	150 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-105E	115 NM	W-105 A,B,D,E,G	126 NM	W-155 A,B,D,E,G	126 NM
W-102 LOW	150 NM	W-105A	150 NM	W-107 A,D,E,F	220 NM
W-107 A,D,E,F,	220 NM	W-107A	226 NM	W-108 A,B	286 NM
W-108 A,B	286 NM	W-386B	309 NM	W-386 A,B,C,D,E	325 NM

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VR-1713	323 NM	VR-1712	323 NM	SR-823	344 NM	IR-802	352 NM	IR-803	352 NM	SR-820	354 NM
SR-835	354 NM	SR-821	354 NM	SR-802	356 NM	SR-803	356 NM	SR-806	356 NM	SR-808	356 NM
SR-807	356 NM	SR-804	356 NM	VR-1753	373 NM	VR-1755	373 NM	IR-714	376 NM	IR-760	376 NM
VR-1754	376 NM	VR-1759	392 NM								
SR-867	401 NM	SR-818	405 NM	IR-720	407 NM	SR-817	412 NM	VR-1758	412 NM	IR-719	414 NM
IR-610	419 NM	IR-715	434 NM	IR-718	434 NM	SR-815	443 NM	SR-822	443 NM	SR-816	443 NM
VR-1752	447 NM	IR-761	456 NM	VR-1751	456 NM	VR-1061	459 NM	IR-762	461 NM	VR-1756	461 NM
VR-1722	461 NM	VR-1057	465 NM	VR-073	476 NM	VR-096	479 NM	VR-1058	488 NM	IR-062	490 NM
VR-1624	505 NM	VR-1625	505 NM	IR-721	508 NM	VR-1721	518 NM	IR-723	524 NM	SR-703	524 NM
SR-701	524 NM	IR-608	525 NM	SR-702	525 NM	SR-871	527 NM	SR-873	527 NM	SR-874	527 NM
VR-1628	527 NM	VR-1627	527 NM	SR-872	527 NM	SR-707	528 NM	VR-085	528 NM	VR-086	528 NM
SR-708	528 NM	SR-711	528 NM	SR-713	528 NM	SR-714	528 NM	SR-710	528 NM	VR-1043	530 NM
SR-737	536 NM	SR-709	537 NM	SR-738	537 NM	SR-715	537 NM	SR-712	537 NM	VR-1046	538 NM
SR-782	540 NM	SR-733	551 NM	VR-1631	552 NM	VR-1633	552 NM	VR-1632	552 NM	SR-732	555 NM
SR-735	555 NM	SR-734	556 NM	IR-726	562 NM	VR-1726	562 NM	SR-781	563 NM	IR-743	569 NM
VR-1743	569 NM	VR-093	572 NM	VR-1617	574 NM	VR-1638	574 NM	VR-664	578 NM	IR-022	582 NM
IR-012	587 NM	VR-1626	587 NM	VR-1644	594 NM	VR-1645	594 NM	VR-1647	594 NM		
VR-1060	604 NM	IR-082	605 NM	VR-1074	605 NM	IR-035	610 NM	VR-1069	610 NM	VR-1040	613 NM
VR-087	624 NM	VR-1639	624 NM	IR-081	635 NM	VR-634	643 NM	VR-1636	655 NM	VR-1640	661 NM
VR-088	662 NM	VR-1013	667 NM	IR-074	668 NM	VR-1668	675 NM	IR-079	680 NM	IR-080	680 NM
VR-1641	693 NM	VR-1642	693 NM	VR-095	695 NM	VR-097	695 NM	VR-1667	698 NM	IR-036	704 NM
VR-1059	704 NM	IR-075	705 NM	IR-090	709 NM	VR-058	711 NM	SR-105	712 NM	SR-166	716 NM
IR-609	726 NM	VR-1055	728 NM	IR-002	729 NM	IR-083	732 NM	VR-1041	743 NM	IR-042	744 NM
VR-1068	744 NM	VR-619	744 NM	IR-618	744 NM	SR-102	753 NM	VR-1049	767 NM	VR-1648	767 NM
VR-1679	768 NM	IR-018	773 NM	VR-1666	775 NM	SR-774	781 NM	SR-771	785 NM	IR-023	786 NM
VR-1003	790 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 1217 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
8	15	19

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

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance

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AR-631	47 NM	AR-616B	128 NM	AR-204 NORTHEAST	132 NM	AR-212 NORTHEAST	132 NM
AR-609	155 NM	AR-608	166 NM	AR-616A	176 NM	AR-777	199 NM
AR-204 SOUTHWEST	224 NM	AR-212 SOUTHEAST	224 NM	AR-205	224 NM	AR-020 NORTHEAST	242 NM
AR-612	278 NM	AR-206H	282 NM	AR-206L	282 NM		
AR-636	351 NM	AR-218H	386 NM	AR-218L	403 NM	AR-217	444 NM

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

500 NM	700 NM
1147	1806

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-204	132 NM	319	AR-212	132 NM	356	AR-205	224 NM	43	AR-206H	282 NM	50
AR-206L	282 NM	20	AR-218	386 NM	359			0			0

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 702NM from the base."**

I.2.C.10d **Percentage of tanker demand in region:** 17.0
Percentage of tankers based in region: 25.0

Tanker saturation within the region has been classified as tanker Rich

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	SR
AEGIS	286 NM	✔	✔	✔	0	1
ANDREWS	336 NM		✔		0	1
CHUTE (CIR)	216 NM	✔	✔	✔	0	1
JERSEY DEVIL	201 NM	✔	✔	✔	0	5
MCLEAN	270 NM	✔		✔	0	0
MEACHAM LAKE	181 NM		✔		0	0
MOUNTAIN	210 NM	✔		✔	1	0
PANTHER	215 NM	✔	✔	✔	1	0
PUDGY	202 NM	✔	✔	✔	0	5
SWAN CREEK	285 NM	✔	✔	✔	0	0
TURNER	17 NM	✔	✔	✔	0	2
WOODLAWN BEACH	335 NM		✔		0	1
ZIMMER	216 NM	✔	✔	✔	1	0

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

AEGIS	SR-800								

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ANDREWS	SR-820								
CHUTE (CIR)	SR-801								
JERSEY DEVIL	SR-801	SR-805	SR-844	SR-845	SR-846				
MOUNTAIN	IR-801								
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:**

MARTINSBURG 355 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
JERSEY DEVIL	201 NM	✔	✔	✔	0	0
MEACHAM LAKE	181 NM		✔		0	0

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

CAMP LEJEUNE 547 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 **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 joint-use (military/civilian).**

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

Airfield:	Airfield:
Beverly	General Aviation
Breaults	Uncontrolled
Brookline	Uncontrolled
Central	General Aviation
Cranland	General Aviation
Fall River	General Aviation
Fitchburg	General Aviation
Gardner	General Aviation
Hampton	General Aviation
Haverhill	General Aviation
Heaton	Uncontrolled
Hopedale-Industrial	General Aviation
Jaffrey	General Aviation
Kallender	Uncontrolled
Lawrence	General Aviation
Lee	Uncontrolled
Logan International	Commercial
Manchester	Commercial
Mansfield	General Aviation
Marlborough	General Aviation
Marshfield	General Aviation

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MInuteman	General Aviation
Moore Army	Military
NAS South Weymouth-Shea	Military
Nashua	General Aviation
New England	Uncontrolled
Norfolk	General Aviation
Norwood	General Aviation
Oxford	General Aviation
Passport	Uncontrolled
Pease International	Commercial
Plum Island	General Aviation
Plymouth	General Aviation
Sherman	Uncontrolled
Shirley	General Aviation
Snow	Uncontrolled
Southbridge	General Aviation
Spencer	General Aviation
Sterling	General Aviation
Strathman	Uncontrolled
Tanner-Hiller	General Aviation
Taunton	General Aviation
Ware	Uncontrolled
Waters	Uncontrolled
Winterwood	Uncontrolled
Worcester	Commercial
Zim	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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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:
99.1	97.8	83.1	77.7	73.6

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

I.2.J.2.a **Is at or below 15 knots 92.0 percent of the time**

I.2.J.2.b **Is at or below 25 knots 98.8 percent of the time**

I.2.J.3 **32 Days have freezing partcipitation (mean per year).**

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Fourth Cliff	Owned, Recreation	56	18	38
II.1.A.2	Hanscom AFB	Main Base	846	667	39
II.1.A.3	Ipswich	Leased, Research	65	27	38
II.1.A.4	Maynard	Leased, Research	60	21	39
II.1.A.5	New Boston, NH	Satellite Comm	2,826	2,826	
II.1.A.6	Prospect Hill	Leased, Research	6	2	4
II.1.A.7	Sagamore Hill	Owned, Research	32	27	5
II.1.A.8	Sudbury	Leased, Research	10	2	8
		TOTALS:	3,901	3,590	171

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	27,747	100.0	0.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	73,438	99.0	1.0	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	3,255	576	0.0	100.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	2,415	2,415	100.0	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	117,010	55.0	44.0	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

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II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	37,846	0.0	0.0	100.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	37,846	37,846	0.0	100.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	0	0		0.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	0	0		0.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	0	0		0.0	0.0	0
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	32,567	24.0	76.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	26,805	27,645	0.0	100.0	0.0	840
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	5,756	5,756	100.0	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	5,525	5,525	100.0	0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	107,417	11.0	54.0	35.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	409,014	9.0	90.0	1.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	37,100	0.0	100.0	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

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II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	1,440,950	42.0	57.0	1.0	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	1,585	100.0	0.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	2,370	1,585	100.0	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	93,616	13.0	86.0	1.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	8,488	8,488	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	77,286	70,258	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	39,614	90.0	10.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	1,617	100.0	0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	7,577	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	260,069	83.0	17.0	0.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	310	0.0	0.0	100.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	414	310	100.0	0.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	11,048	100.0	0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	11,336	11,048	100.0	0.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	111	86.0	14.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	74,060	69.0	31.0	0.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	405,890	44.0	55.0	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

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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	47,733	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	182,620	94.0	6.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	39,493	85.0	15.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	111,684	99.0	1.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	109,785	55.0	45.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	0			
II.1.B.1.j	851	Roads	SY	292,694	100.0	0.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	443,130	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: 858

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

II.1.C.1.c Current deficit (-) or surplus units in validated Market Analysis: 0 **(includes E-1 - E3 requirements)**

II.1.C.1.c.i A Market Analysis was 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: -253 **(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: 631 **(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: 218 **(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

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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 50.0 percent of officer families live on base.

II.1.C.3.b 69.0 percent of enlisted families live on base.

II.1.C.3.a 59.0 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
23	Secondary	5106 ft	150 ft	Yes	None	
11	Primary	7001 ft	150 ft	No	None	

II.2.A There are 2 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 (11).

II.2.C.1 Length: 7,001 ft

II.2.C.2 Width: 150 ft

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

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

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

Procedures in AFM 88-24 were used to perform calculations for this section.

	Aircraft Group		Criteria		Primary Pavements: Runways	Taxiways	Aprons
II.2.F.1	Fighter	F-15	61 Kips	300,000 Passes	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	Upgrade Needed	Supports Now	Upgrade Needed
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Supports Now	Upgrade Needed	Supports Now
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed

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

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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	101,000	6" asphalt overlay
Taxiway	B-1B	SY	20,200	9" asphalt overlay
Runway	B-1B	SY	202,000	6" asphalt overlay
Aprons	B-52	SY	101,000	5" asphalt overlay
Taxiway	B-52	SY	20,200	9" asphalt overlay
Runway	B-52	SY	202,000	5" asphalt overlay
Aprons	C-141	SY	101,000	2" asphalt overlay
Taxiway	C-141	SY	20,200	7" asphalt overlay
Runway	C-141	SY	202,000	2" asphalt overlay
Taxiway	C-5B	SY	20,200	3" asphalt overlay
Aprons	KC-10	SY	101,000	4" asphalt overlay
Taxiway	KC-10	SY	20,200	6" asphalt overlay
Runway	KC-10	SY	202,000	4" asphalt overlay
Aprons	KC-135R	SY	101,000	6" asphalt overlay
Runway	KC-135R	SY	202,000	2" asphalt overlay

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

II.2.G.1 The total usable apron space for aircraft parking is 180,994 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.)	
East Apron No. 1	922 ft	922 ft	Primary Aircraft	Massport
East Apron No. 2	529 ft	529 ft	Primary Aircraft	Massport
Hanscom AFB	655 ft	655 ft	Transient Aircraft	Hanscom AFB
West Apron No. 1	547 ft	547 ft	Primary Aircraft	Massport
West Apron No. 2	447 ft	447 ft	Primary Aircraft	Massport

II.2.G.2 Permanently assigned aircraft currrently require 0 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:

The Air Force did retain 47,733 SY of aircraft parking area. 181,111 SY of parking area is the property of the Massachusetts Port Authority.

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II.2.H	**The dimensions of the (largest) transient parking area:**	655 Ft	655 Ft

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

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

Airfield belongs to Massport, but in the event of a national emergency, all civilian airfield assets would revert to military

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3. Utility Systems

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

	Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1	Water:	3.16 MG/D	MG/D - million gallons per day	27 %
II.3.A.2	Sewage:	2.16 MG/D		61 %
II.3.A.3	Electrical distribution:	26.0 MW	MW - million watts	68 %
II.3.A.4	Natural Gas:	7.368 MCF/D	MCF/D - million cubic feet per day	38 %
II.3.A.5	High temperature water/steam generation/distribution:	191.34 MBTUH	MBTUH - million British thermal units per hour	68 %

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

Yes, Over $4.6 million in sewer repairs '92-93. Central Heat Plant completed $12.1 million overhaul '86. Over 80% underground steam piping replaced, $4.6M. Electric substation overhauled, '89 for $1.1M. 3 of 5 electric circuits replaced, $.95M.

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:** 1715 Hanger

Current Use: Warehouse and Supply

II.4.A.2 **Size (SF):** 1,165,230 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** DC707

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	349 ft	60 ft	
II.4.A.6	Largest unobstructed space inside the facility:	60 ft	72 ft	349 ft

II.4.A.1 **Facility number:** 1718 Nose Dock

Current Use: Storage

II.4.A.2 **Size (SF):** 17,054 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:	193 ft	32 ft	
II.4.A.6	Largest unobstructed space inside the facility:	32 ft	60 ft	193 ft

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II.4.A.1 **Facility number:** 1720 Nose Dock
Current Use: Storage
II.4.A.2 **Size (SF):** 17,054 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:	193 ft	32 ft	
II.4.A.6	Largest unobstructed space inside the facility:	32 ft	60 ft	193 ft

II.4.A.1 **Facility number:** 1722 Hanger
Current Use: Aero Club
II.4.A.2 **Size (SF):** 35,641 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:	160 ft	25 ft	
II.4.A.6	Largest unobstructed space inside the facility:	25 ft	116 ft	160 ft

5. Unique Facilities

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

A.1 Name or type of facility	A.2 Total square footage	A.3 Category code	A.4 Present use
Haskell Observatory	904 SF	310910	Seismology and Inertial Instrumentation Research
High Pres Crystal Growth Lab	6,946 SF	310911	High Pressure Crustal Growth Lab
Ipswich Electr. Measure Site	11,285 SF	131119	Electromagnetic Measurement Facility (Includes Cat Codes 442628, 317,316)
Otis Weather Test Faciltiy	2,600 SF	610811	Meteorlogical research of Fog, High Humidity, and Sea Breezes not duplicated elsewhere in U.S.
Prospect Hill Research Site	4,244 SF	317316	Line of Site Radio/Radar System Experiments
Radiation Effects Facility	7,120 SF	310924	In-house simulation of the Space and Weapons Radiation Environments in support of the 6.1 and 6.2 research efforts
Radiation Effects Facility #2	3,541 SF	310924	In-house simulation of the Space and Weapons Radiation Environments in support of the 6.1 and 6.2 research efforts
SmCndtr. Epi. Flm Grwth Lab	2,210 SF	310924	Semiconductor Epitaxy Thin Film Growth Research

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

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

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

II.6.C **There is No publicly released AICUZ study.**

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

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

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

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

There is no requirement to complete an AICUZ study for Hanscom AFB. AICUZ type information extracted from base comprehensive plan.

II.6.E **The study has not been updated**

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

II.6.E.1

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
Lincoln	5613	7569	7098	7666	0
Lexington	27690	31886	29478	30000	0
Concord	12517	16148	16293	17076	0
Bedford	10969	12378	12085	13203	0

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Middlesex County	1238742	1397268	1367034	1398468	1400000

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

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

Planned on base facilities not sited in accordance with AICUZ recommendations:

Air Space Encroachment

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

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

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 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 MHE

III.1.A.1.b Current MHE: 11

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

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

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

Aircraft	Widebody Capabilities:				Remarks:
747	Can land	Can taxi	Can park	Can't refuel	Taxi Less than 100 passes, fueling is contracted thru commercial sources
C-5	Can land	Can taxi	Can park	Can't refuel	Land and taxi Less than 500 passes, fueling is contracted thru commercial sources
KC-10	Can land	Can taxi	Can park	Can't refuel	Land less than 500 passes, taxi less than 100 passes, fueling is contracted thru commercial sources

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 **N/A**

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:** N/A

There are No offload headers.

Tank trucks can Not be offloaded.

Tank cars can Not be offloaded.

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

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

maximum: 0

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

III.1.D.7.a **Supporting DFSP:** Defense Fuels Supply Center, Region 1, Cameron Station, VA

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:**	312	0
Square footage available (including physical capacity limit):	0	0
III.1.E.2 **Normal installation mission storage requirement:**	0	0

III.1.F **The base 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 10,000 sq feet.**

III.1.F.3 **The sited explosive capacity of the hot cargo pad is 0**

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 85.**

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

C-130, C-9

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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:

Brunswick - NAS	104 NM
E. Greenwich - Davisville	52 NM
Falmouth - North Falmouth	58 NM
Groton - New London	78 NM
Kittery	44 NM
Watervliet	108 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: 89% Increase in Pharmacy; additional 72,000 beneficiaries; primary care time from 2 to 4 days

Facility: Facility will be inadequate to service additional workload.

Manpower: To support the increased workload, two Health Benefit Advisors needed.

Operations & Maintenance Funding: $59,000/month in pharmaceutical expentitures.

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 project planned to begin before to 1999:**

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Three O&M medical projects planned. A. MXRD 920132C FY94 $176,800, Addition to Base Clinic, b. MXRD 920132R FY94 $176,800

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

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

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

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

III.1.N.1 **Base facilities have a total covered storage capacity of 93,616 sq ft.**

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	73,448 sq ft
Mobility storage:	4,704 sq ft
War Readiness Support Kits (WRSK) storage:	0 sq ft

III.1.O **122 light military vehicles are on base.**

III.1.P **130 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	1,932.00 $sK	0.00 $sK	1,932.00 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		3400	2,673.00 $sK	0.00 $sK		2,673.00 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		3400	4,366.00 $sK	0.00 $sK			4,366.00 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		3400	4,050.00 $sK	0.00 $sK				4,050.00 $sK
				xxx56 TOTALS:	1,932.00 $sK	2,673.00 $sK	4,366.00 $sK	4,050.00 $sK
IV.1.B	**xxx76**	Real Property Maintenance A			**FY 91 Total**	**FY 92 Total**	**FY 93 Total**	**FY 94 Total**
	FY-91	**Appropriation**	**Direct**	**Reimbursable**				
		3400	21,876.00 $sK	0.00 $sK	21,876.00 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		3400	24,148.00 $sK	0.00 $sK		24,148.00 $sK		
				xxx76 TOTALS:	21,876.00 $sK	24,148.00 $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-93	**Appropriation**	**Direct**	**Reimbursable**				
		3400	5,924.00 $sK	0.00 $sK			5,924.00 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		3400	5,825.00 $sK	0.00 $sK				5,825.00 $sK
				xxx78 TOTALS:	0.00 $sK		5,924.00 $sK	5,825.00 $sK
IV.1.E	**xxx95**	Communications			**FY 91 Total**	**FY 92 Total**	**FY 93 Total**	**FY 94 Total**
	FY-91	**Appropriation**	**Direct**	**Reimbursable**				
		3400	3,712.00 $sK	0.00 $sK	3,712.00 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		3400	3,425.00 $sK	0.00 $sK		3,425.00 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		3400	3,488.00 $sK	0.00 $sK			3,488.00 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				

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		3400	3,500.00 $sK	0.00 $sK				3,500.00 $sK
				xxx95 TOTALS:	3,712.00 $sK	3,425.00 $sK	3,488.00 $sK	3,500.00 $sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	5,535.00 $sK	0.00 $sK	5,535.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	5,421.00 $sK	0.00 $sK		5,421.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	15,666.00 $sK	0.00 $sK			15,666.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	17,162.00 $sK	0.00 $sK				17,162.00 $sK
				xxx96 TOTALS:	5,535.00 $sK	5,421.00 $sK	15,666.00 $sK	17,162.00 $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				
		7040	9,275.00 $sK	0.00 $sK	9,275.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		7040	8,323.00 $sK	0.00 $sK		8,323.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		7040	8,230.00 $sK	0.00 $sK			8,230.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		7040	8,310.00 $sK	0.00 $sK				8,310.00 $sK
				MFH TOTALS:	9,275.00 $sK	8,323.00 $sK	8,230.00 $sK	8,310.00 $sK

2. Relocation Costs

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

Total relocation costs: 53,992,816.00 K

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Section IV/V Level Playingfield COBRA Data

One time closure costs: 421$sM

Twenty year Net Present Value (158)$sM

Steady state savings 50$sM per year

Manpower savings associated with closure 744

Return on Investment (years): 9

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Section VI Economic Impact

Economic Area Statistics:

Middleset-Norfolk-Plymouth-Suffolk-Essex Co, MA

Total population: 3,763,000 (FY 92)

Total employment: 2,373,945 (FY 93)

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

6.3% / 7.5% / 4.9%

Average annual job loss: 836

Average annual per capita income: $25,911

Average annual increase in per capita income: $5.9%

Projected economic impact:

Direct Job Loss:	**6,811**	
Indirect Job Loss:	**11,612**	
Closure Impact:	**18,423**	**(0.8% of employment total)**
Other BRAC Losses:	**2,314**	
Cumulative Impact:	**20,737**	**(0.9% of employment total)**

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

VII.1.A.1 **Off-base housing is affordable**

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

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

VII.1.A.3 **9.3 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:** $971

Describe the transportation systems.

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

MBTA

VII.1.B.2 **Distance to the nearest municipal airport with scheduled, commercial air traffic:** 25 miles

VII.1.B.2 **Airport name:** Logan International Airport

VII.1.B.3 **Number of commercial air carriers available at the airport:** 15

VII.1.B.4 **Average round trip commuting time to work:** 74 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	Lexington Club	3		Hrs.	06	Min.
VII.1.C.2	Movie theater	Lexington Theater	5		Hrs.	15	Min.
VII.1.C.3	Public golf course	Pine Meadows	5		Hrs.	15	Min.
VII.1.C.4	Bowling lane	Wal-Lex	8		Hrs.	10	Min.
VII.1.C.5	Boating	Southbridge Boathouse	5		Hrs.	10	Min.
VII.1.C.6	Fishing	Walden Pond	5		Hrs.	15	Min.
VII.1.C.7	Zoo	Stoneham Zoo	8		Hrs.	20	Min.
VII.1.C.8	Aquarium	New England Aquarium	20		Hrs.	45	Min.
VII.1.C.9	Family theme park	Canobie Lake Park	30		Hrs.	40	Min.
VII.1.C.10	Professional sports	Boston Gardens	22		Hrs.	30	Min.
VII.1.C.11	Collegiate sports	Northeastern University	20		Hrs.	25	Min.

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VII.1.C.12	Camping facilities	Littleton KOA Campground	15		Hrs.	20	Min.
VII.1.C.13	Beaches (lake or ocean)	Nahant Beach	20		Hrs.	30	Min.
VII.1.C.14	Outdoor winter sports	Nashoba Valley Ski Area	14		Hrs.	30	Min.

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

Burlington Mall 10 min (5 Miles)

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

Boston 30 min (16 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.)** 684

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.)** 2651

2. Education

VII.2.A **The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios:** 25 to 1

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

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

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

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

VII.2.D **95.0 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:**

Franklin Institute, Mass Bay Community College

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

Boston, Northeastern & Harvard Universities

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

Mass Institute of Tech, Tufts & Brandeis Univ

3. Spousal Employment

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VII.3.A **95.0 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **66.0 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **6.3 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **2.0 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:**	5.0 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	6.8 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:** Massachusetts Dept of Environmental Protection, Metro Boston Pollution Control District

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

VIII.1.B.1 **No pollutants in maintenance**

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

Ozone	Serious

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

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

VIII.1.D **On- or off-base activities have 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 been required to impliment emissions reduction through special actions**

(i.e. carpooling or emissions credit transfer)

VIII.1.D.2 **The following actions have been implemented:**

Hascom AFB has implemented a carpooling program by establishing a committee on base which assists base personnel in finding and joining a carpool.

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.

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 emergenct generators.

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

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

VIII.E.7 Short-term Activities

E.7.a 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 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

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

Municipal Supply

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

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

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

3. Water - Ground Water

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

VIII.3.A.1 **Nature of contamination.** TCE, metals, semi-volatiles, petroleum contamination

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 **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
Southeast corner of the base and flows north	4.10 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 required as follows:**

Corps of Engineers Permit and Local Towns Order of Conditions permit

(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 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
Apr 93	A notice of noncompliance was issued by the Mass DEP after they found cooling and floor drains/sump pump connected to the storm drain sytem.	Repiping of the sump pump lines to the sanitary lines will be accomplished by in-house personnel and is scheduled for Apr 94.	May 94

6. Discharge Points / Impoundments

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

The permit is for discharge of treated groundwater from the HAFB groundwater treatment facility located on South Road.

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

City Treatment Plant

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

VIII.6.D **There are discharge (treatment) violations or outstanding discharge (treatment) open enforcement actions pending.**

VIII.6.D.1 **1 violations or enforcement actions are pending. Their status is:**

VIII.6.D.2

7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A **43.9 percent of facilities have been surveyed for asbestos.**

VIII.7.A.1 **52.3 percent of the facilities surveyed are identified as having asbestos.**

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

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8. Biological - Habitat

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

Ecological or wildlife management areas ADJACENT TO the base:

Grassland community surrounding Hanscom to the North is a verified site for breeding populations of two rare bird species, the upland sandpiper and the grasshopper sparrow.

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.

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 **Wetlands, estuaries, or other special aquatic features present on the base:**

VIII.10.A.1

Identification and type of wetland:	Approximate acreage:
freshwater swamps and marshes	27

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

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

The wetlands protection act limits or prohibits construction activities/development in a wetland or within 100 feet of a wetland resource.

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 **None of the buildings on-base are over 50 years old.**

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

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

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

VIII.12.D **The base has Not been archeologically surveyed.**

VIII.12.D.1 **Not Applicable.**

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

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

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

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

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

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

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

VIII.13.A.1 22 IRP sites have been identified

VIII.13.A.2 8 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 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 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
Clean Air Act Compliance	$75.000 K	$405.000 K	$100.000 K	$4,580.000 K	$0.000 K
Hazardous Waste Disposal/Remediation	$1,029.000 K	$427.000 K	$372.000 K	$237.000 K	$1.500 K
IRP	$2,500.000 K	$10.100 K	$1.800 K	$1.800 K	$1.500 K
Natural Resources	$84.000 K	$35.000 K	$0.000 K	$0.000 K	$0.000 K
Permits	$5.000 K	$6.000 K	$6.000 K	$8.000 K	$7.000 K
Solid Waste Mandatory Recycling Requirements	$30.000 K	$30.000 K	$30.000 K	$30.000 K	$30.000 K
Wastewater Compliance	$2,000.000 K	$1,500.000 K	$0.000 K	$200.000 K	$50.000 K

15. Other Issues

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

STATE: Sewer Rehabilitation Project , Clean Air Act

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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:**
Massachusetts Department of Environmental Protection, Metropolitan Boston Pollution Control District

VIII.16.B **Air quality regulatory agency responsible for the AQCA:.** Massachusetts Department of Environmental Protection (DEP)

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

Barbara Kwetz 617-292-5500

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:** 0.17 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 137.5% of NAAQS**

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

VIII.16.E.1 **The EPA-designated severity of nonattainment for OZONE is Serious**

VIII.16.E.2 **Massachusetts Department of Environmental Protection, Metropolitan Boston Pollution Control District**

VIII.16.E.3 **Multi-state ozone transport region for the base:** Ozone Transport Region.

VIII.16.E.4 **The base is Not in a rural transport area**

VIII.16.E.5 **The EPA has Not proposed that the AQCA severity of nonattainment for OZONE be redesignated**

VIII.16.G. **Specific ozone precursor (Volatile organic compounds(VOCs) and nitrogen oxides (NOx)) emissions for the base:**
based on the AQCA 1990 baseline inventory. **AND** **in the required attainment year**

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	VOCs		NOx		VOCs		NOx	
Mobile Source Including Aircraft	G.1.a	27	G.1.d	25	G.2.a	21	G.2.d	2
Military Aircraft Associated with the Base	G.1.b	7	G.1.e	6	G.2.b	3	G.2.e	0
Stationary Source	G.1.c	4	G.1.f	60	G.2.c	3	G.2.f	38

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	-22.22%	G.5.c	-92.00%
Stationary Source	G.5.b	-25.00%	G.5.d	-36.67%
TOTAL	G.5.e	-22.58%	G.5.f	-52.94%

Document Separator

Rick

Interesting. Did I get this from you? -

BACKGROUND PAPER

ON

P-3 BEDDOWN AT HICKAM AFB

ISSUE: VCNO informally requested AF/CV assess the feasibility of bedding down 23 P-3 aircraft at Hickam AFB following closure of NAS Barbers Point in July 1999.

BACKGROUND: In FY 93, SECDEF recommended closure of NAS Barbers Point and relocation of its aircraft, dedicated personnel, equipment and support to MCAS Kaneohe Bay, HI, and NAS Whidbey Island, WA.

- The 1993 BRAC Commission concurred with closing NAS Barbers Point and relocating its assets to MCAS Kaneohe Bay and NAS Whidbey Island.

- VCNO cites excessive costs to relocate to MCAS Kaneohe Bay as rationale to explore capabilities at Hickam AFB.

-- Navy request involves support for 2 Maritime Patrol Squadrons (18 P-3s total), 1 Special Projects Detachment (3 P-3s), and an Executive Transport Division (2 P-3s). The 23 P-3s would require hangar, administrative, supply, ordnance handling, and maintenance space. The beddown would result in an increase of 227 officers, 1,276 enlisted, and 129 civilian manpower authorizations at Hickam AFB.

DISCUSSION: Since the 1993 BRAC Commission directed the Navy relocate the P-3s to MCAS Kaneohe Bay and NAS Whidbey Island, the Navy needed to request a redirect from the 1995 BRAC Commission to change the beddown to Hickam AFB. Although the OSD report to the 1995 BRAC Commission requested a redirect for NAS Barbers Point to retain certain support facilities, it did not include a redirect of the P-3 units. Personnel at the 1995 BRAC Commission feel it may now be too late to request a redirect.

- PACAF/XPP indicated that there are limitations in Hickam AFB's ability to support an additional aviation mission.

-- Spare ramp space is virtually nonexistent due to high volume of transient airlift traffic.
-- Eighty percent of the airfield apron is in deteriorated condition and current missions/ transient aircraft use the better portions of the apron for parking. An FY 96 ($4.55M) MILCON project to address this problem was submitted to Congress for approval.
-- Hickam's portion of the joint use runway is in extremely poor condition. MILCON project for repair has been delayed indefinitely pending negotiations with Honolulu International Airport to transfer the Air Force portion of the runway to the State.
-- Quantity/distance arcs for weapons carried on the P-3 are not compatible with Hickam's airfield layout.
-- Hickam's weapon storage does not have the capacity to store additional weapons or the type of weapon carried on the P-3. A new weapon storage area would need to be constructed. However, finding a site to construct a new storage area would be a problem because of quantity/distance arcs for P-3 weapons.

Lt Col Phelps/XOOB/42124/27 Feb 95

-- Hickam's one hot pad maybe too close to base facilities to support a P-3 loaded with weapons.

-- Hickam's excess operational facilities are being used as administrative and storage space but could be converted at considerable cost and relocation of base missions.

-- Space deficits exist in many support facilities (chapel, recreation center, NCO Club, child development center, Family Support Center, Gym) which will require modifications to support increases in base population.

BOTTOM LINE: There are many obstacles to move the P-3s into Hickam AFB. The first step would be a site survey to fully evaluate Hickam's ability to support the beddown. The Navy POC would need to submit a formal site survey request to AF/XOOB. If the site survey determined the beddown was possible, the Navy would then need to get their P-3 aircraft/units redirected by the 1995 BRAC Commission.

Hickam AF

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

MEMORANDUM OF MEETING

DATE: October 5, 1994

TIME: 10:00 a.m.

MEETING WITH: Representatives from Hawaii Dept. of Business, Economic Development & Tourism

SUBJECT: Review 93 data calls for Hawaii bases -- update on 95 DBCRC process

PARTICIPANTS:

Name/Title/Phone Number:

Roy Yee; Military Affairs Consultant to the State of Hawaii
Rocky Finseth; Branch Chief Special Projects

Commission Staff:

Ed Brown; Army Team Leader
Cece Carman; Congressional & Governmental Affairs
Frank Cirillo; Air Force Team Leader
Bob Cook; Interagency Issues Team Leader
Mary Woodward; Director of Congressional & Governmental Affairs
Alex Yellin; Navy Team Leader

MEETING PURPOSE: **This was the second meeting with Mr. Yee and the first with Mr. Finseth who is working for Gov Wahii. We reviewed the data call and Bob gave the COBRA presentation. Some finer process points were discussed as well. We discussed the latest thoughts on Bellows and the upcoming election for governor and potential impacts.**

C. Rocky Finseth II
Branch Chief
Special Projects Branch
Business Development
and Marketing Division

STATE OF HAWAII
DEPARTMENT OF BUSINESS,
ECONOMIC DEVELOPMENT & TOURISM

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

MEMORANDUM OF MEETING

DATE: July 21, 1994

TIME: 9:30 a.m.

MEETING WITH: Roy Yee

SUBJECT: Hawaiian military facilities

PARTICIPANTS:

Name/Title/Phone Number:

Roy Yee; President, KEMS Kewalo, 808-521-0902

Commission Staff:

Tom Houston; Staff Director
Ed Brown; Army Team Leader
Cece Carman; Congressional & Governmental Affairs
Frank Cirillo; Air Force Team Leader
Bob Cook; Interagency Issues Team Leader
Mary Woodward; Director, Congressional & Governmental Affairs

MEETING PURPOSE: Tom gave a Process briefing to Mr. Yee who represents the Hawaii community. It is Mr. Yee's intent to be very aware of the process to insure appropriate community involvement which he felt was lacking in the 1993 round. Mr. Yee gave the staff an update on several issues including the transfer of Kahoolawe and the transfer agreements involving the new Ford's Island Causeway. He discussed the important military training value of Bellows AFS. Mr. Yee expressed an interest in the Interservicing issues involving the potential of Pearl Harbor Shipyard work on USMC vessles/vehicles. fc

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1995 AIR FORCE BASE QUESTIONNAIRE
Hickam AFB - PACAF

Section I

1. Force Structure

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

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	AIEA Adult Community Center	-	-	2	2
I.1.A.2	American Red Cross	-	-	3	3
I.1.A.3	Bellows MWR Fund	-	-	68	68
I.1.A.4	Billeting Fund	-	-	59	59
I.1.A.5	Central Michigan Univ	-	-	1	1
I.1.A.6	Chaminade Univ	-	-	1	1
I.1.A.7	Civil Air Patrol	-	-	2	2
I.1.A.8	DECA NW	2	1	132	135
I.1.A.9	DFAS	-	-	1	1
I.1.A.10	DOD DIS	-	-	3	3
I.1.A.11	DOD Def Couier Svs	1	7	-	8
I.1.A.12	DOD Def Mapping Agency	2	3	14	19
I.1.A.13	Embry Riddle Univ	-	-	2	2
I.1.A.14	First Hawaiian Bank	-	-	18	18
I.1.A.15	GTE Hawaiian Tel	-	-	72	72
I.1.A.16	Global Maintenance (Housing)	-	-	70	70
I.1.A.17	Hawaii Pacific Univ	-	-	4	4
I.1.A.18	Hickam Fed Credit Union	-	-	42	42
I.1.A.19	Honolulu City College	-	-	3	3
I.1.A.20	INTEL Comm Support Service	-	-	4	4
I.1.A.21	MWR Accounting Support	-	-	26	26
I.1.A.22	MWR Aero Club	-	-	4	4
I.1.A.23	MWR Bowling Lanes	-	-	32	32
I.1.A.24	MWR Child Development	-	-	60	60
I.1.A.25	MWR Fitness Snack Bar	-	-	3	3
I.1.A.26	MWR Fund Administration	-	-	2	2
I.1.A.27	MWR Golf Course	-	-	65	65

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I.1.A.28	MWR Golf Course Restaurant	-	-	9	9
I.1.A.29	MWR Gym	-	-	14	14
I.1.A.30	MWR Harbor/pools	-	-	16	16
I.1.A.31	MWR Human Resources Office	-	-	4	4
I.1.A.32	MWR Library	-	-	7	7
I.1.A.33	MWR Logistics	-	-	3	3
I.1.A.34	MWR Makai Community Relatios	-	-	6	6
I.1.A.35	MWR Marketing	-	-	3	3
I.1.A.36	MWR NCO Club	-	-	137	137
I.1.A.37	MWR Officer's Club	-	-	97	97
I.1.A.38	MWR Rrcreation Equip	-	-	3	3
I.1.A.39	MWR Sea Breeze Restaurant	-	-	398	398
I.1.A.40	MWR Skills Development Center	-	-	43	43
I.1.A.41	MWR Tennis	-	-	4	4
I.1.A.42	MWR Tenth Puka Snack Bar	-	-	7	7
I.1.A.43	MWR Training	-	-	2	2
I.1.A.44	MWR Vet Clinic	-	-	3	3
I.1.A.45	MWR Youth Activities	-	-	30	30
I.1.A.46	Oahu Consolidated Housing	-	-	25	25
I.1.A.47	PACAF MWR Fund	-	-	1	1
I.1.A.48	PACOM JICPAC	-	-	4	4
I.1.A.49	SATO	-	-	6	6
I.1.A.50	Troy Stat Univ	-	-	1	1
I.1.A.51	USA 29th Eng Bn	-	6	-	6
I.1.A.52	USA 4th SOCS	1	8	-	9
I.1.A.53	USA Cent ID Lab	19	125	23	167
I.1.A.54	USA Comm Log Supp Unit	-	-	16	16
I.1.A.55	USA Strat Image Anal Det	1	12	-	13
I.1.A.56	USMC FMFPAC Liaison	-	3	-	3
I.1.A.57	USO	-	-	2	2
I.1.A.58	Univ of Oklahoma	-	-	2	2
I.1.A.59	Wayland Baptist College	-	-	2	2
	TOTAL:				1752

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

I.1.B.1	**Supported Unit:**	10 AIR DEFENSE SQ	GSU	**GSU - Geographically Separated Unit**
	Location:	WHEELER AAF, HI		**REM - Remote Unit**
	Support provided:	GENERAL LOGISTICS		
I.1.B.2	**Supported Unit:**	25 AIR LIAISON SQ	GSU	**GSU - Geographically Separated Unit**
	Location:	WHEELER AAF, HI		**REM - Remote Unit**
	Support provided:	GENERAL LOGISTICS		
I.1.B.3	**Supported Unit:**	324 ELECTRONIC SECURIT	GSU	**GSU - Geographically Separated Unit**
	Location:	WHEELER AAF, HI		**REM - Remote Unit**
	Support provided:	HTSA - GENERAL LOGISTICS		
I.1.B.4	**Supported Unit:**	DET 1, 15 LG	REM	**GSU - Geographically Separated Unit**
	Location:	WAKE ISLAND		**REM - Remote Unit**
	Support provided:	GENERAL LOGISTICS		
I.1.B.5	**Supported Unit:**	DET 1, 15 SPTG	GSU	**GSU - Geographically Separated Unit**
	Location:	BELLOWS AFS, HI		**REM - Remote Unit**
	Support provided:	GENERAL LOGISTICS		
I.1.B.6	**Supported Unit:**	DET 6, 750 SPU GP	GSU	**GSU - Geographically Separated Unit**
	Location:	KAENA PT, HI		**REM - Remote Unit**
	Support provided:	HTSA - GENERAL LOGISTICS		
I.1.B.7	**Supported Unit:**	OL A, 15 CS	GSU	**GSU - Geographically Separated Unit**
	Location:	BELLOWS AFS, HI		**REM - Remote Unit**
	Support provided:	GENERAL LOGISTICS		
I.1.B.8	**Supported Unit:**	OL B, 15 CS	GSU	**GSU - Geographically Separated Unit**
	Location:	WHEELER AAF, HI		**REM - Remote Unit**
	Support provided:	GENERAL LOGISTICS		
I.1.B.9	**Supported Unit:**	OL G, 15 CS	REM	**GSU - Geographically Separated Unit**
	Location:	LEARMONTH AS, AUS		**REM - Remote Unit**
	Support provided:	GENERAL LOGISTICS		

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2. Operational Effectiveness

A. Air Traffic Control

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

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

I.2.A.2 **Base has No ATC facilities.**

I.2.A.4 **The primary instrument runway is designated 8L**

0 operations were conducted this runway during calander year 1993

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

All ATC records are maintained by the FAA, Honolulu International Airport (Air Traffic Control Tower). Hickam AFB is a joint use airfield; runway operations are not counted for individual runways, and the FAA cannot provide this information.

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): 2

The total number of sorties per month: 4512

The average length of the delays: 0:10

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

Aircraft are served on a first come, first serve basis and must compete with civilian commercial aircraft for departures.

B. Geographic Location

I.2.B.1	**Nearest major primary airlift customer:**	SIERRA ARMY DEPOT	**distance**	2230 NM
	Nearest major primary airdrop customer:	FORT LEWIS	**distance**	2305 NM

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

Lajes AB:	6798 NM
Rota AB:	7938 NM
Hickam AFB:	NM
RAF Mildenhall:	7540 NM

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	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	BARBERS POINT NAS	9
I.2.B.4	Military airfield, runway >= 8,000ft	BARBERS POINT NAS	9
I.2.B.5	Military airfield, runway >= 10,000ft	TRAVIS AFB	2114
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Barbers Point	4
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Barbers Point	4
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	San Francisco Int'l	2099
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Hilo In'tl	189
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	San Francisco Int'l	2099

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

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

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

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

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

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

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

CHINA LAKE	2274 NM

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

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NELLIS R71	2331 NM

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

CASTLE ROCK	2194 NM

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

I.2.C.9 **IR-498 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 2678 NM from the base.**

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

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

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

Tanker saturation within the region has been classified as tanker Balanced

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

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

SCHOONOVER 2110 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:**

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Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	SR
PALMER	2105 NM	✔	✔	✔	0	0
SAN PABLO (CIR)	2090 NM	✔	✔		0	0

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

CAMP POHAKULOA 163 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 joint-use (military/civilian).**

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

Airfield:	Airfield:
BARBERS PT NAS OAHU	Military
DILLINGHAM AIRPORT OAHU	Uncontrolled
FORD ISLAND NALF OAHU	Military
HONOLULU INTERNATIONAL OAHU	Civilian
KANEOHE BAY MCAS OAHU	Military
MOLOKAI AIRPORT MOLOKAI	General Aviation
WHEELER AAF OAHU	Military

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:**

HONOLULU

0 NM from the base.

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

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

3rd Marine Div

20 mi from the base.

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

Luke AFB

2512 mi from the base.

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

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

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I.2.1 No technical training mission.

J. Weather Data (AF Environmental Technical Applications Center)

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

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.8	99.8	99.6	96.3	96.2

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 100.0 percent of the time

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

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Bellows AFS	Comm, Trng, Rec	1,562	1,512	30
II.1.A.2	Hickam AFB	Main Base	2,859	2,859	
II.1.A.3	Hickam POL Strg Anx	POL Storage	149	149	
II.1.A.4	Kaala AFS	Comm	7	5	2
II.1.A.5	Kaena Pt STS	Satellite tracking	152	2	151
II.1.A.6	Makua SCL	Sub Comm Cable Site	3	3	
II.1.A.7	Palehua	Solar Observatory	8	8	
II.1.A.8	Punamano AFDS	Comm	14	4	
II.1.A.9	Wahiawa Comm Stn	Comm	9	9	
II.1.A.10	Wake Island	Depl/ENR support	2,600	100	
		TOTALS:	7,363	4,651	183

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	26	26	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	77,015	26.0	73.0	1.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	232,205	63.0	36.0	1.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	34,229	34,229	63.0	37.0	0.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	56,525	56,525	100.0	0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	40,103	40,103	100.0	0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	5,536	5,536	100.0	0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	123,153	13.0	87.0	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	4,953	4,953	100.0	0.0	0.0	0

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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	118,680	100.0	0.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	101,862	101,862	0.0	77.0	23.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	193,178	193,178	2.0	98.0	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	5,861	5,861	53.0	47.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	12,682	11,562	59.0	32.0	9.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	70,454	70,454	0.0	100.0	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	22,500	22,500	100.0	0.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	13,093	13,093	0.0	100.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	0	23,577	75.0	23.0	2.0	23,577
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	38,872	87.0	13.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	59,704	59,704	76.0	21.0	3.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	5,340	5,340	100.0	0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	10,750	10,750	100.0	0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	9,386	9,386	100.0	0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	15,010	96.5	0.0	3.5	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	35,209	35,209	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	44,356	44,356	80.0	20.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	107,600	107,600	10.0	90.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	12,474	12,474	100.0	0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	229,333	37.0	3.0	60.0	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

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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	146,381	100.0	0.0	0.0	146,381
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	19,524	0.0	0.0	100.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	5,453	5,453	0.0	100.0	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	17,565	14,071	92.0	0.0	8.0	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	254,110	21.0	13.0	66.0	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	17,000	17,000	100.0	0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	450,000	529,027	37.0	30.0	33.0	79,027
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	38,569	38,569	100.0	0.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	6,200	6,200	0.0	100.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	86,706	35.0	65.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	4,261	100.0	0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	8,700	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	877,576	29.0	48.0	23.0	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	263	22.0	78.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	0	869	67.0	37.0	0.0	869
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	19,598	17,846	0.0	100.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	179	87.0	13.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	144,962	75.0	22.0	3.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	840,022	58.0	26.0	16.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	34,862	34,862	100.0	0.0	0.0	0

Notes for specific Cat Codes:

II.1.B.1.a.i	121-122	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.c.ii	141-753	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED

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II.1.B.1.c.iii	141-782	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.c.iv	141-784	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.c.v	141-785	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.d	171	Remote site are dramatically different: cat 1 - 90%, cat 2 - 10%
II.1.B.1.d.iii	171-212	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.e.i	211-111	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.e.ii	211-152	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.e.iv	211-153	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.e.v	211-154	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.e.vi	211-157	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.e.viii	211-159	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.e.ix	211-173	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.e.xii	211-179	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.g.i	214-425	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.g.ii	214-467	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.h	215-552	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.i	216-642	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.j.i	217-712	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.j.ii	217-712a	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.k.i	218-712	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.k.ii	218-852	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.k.iii	218-868	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.t.i	422-253	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.t.iii	422-264	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.v.ii	442-258	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.v.iii	442-758	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.v.iv	442-758a	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.v.v	442-758b	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.aa	610	Remote site dramatically different Cat 1 - 98% Cat 2 - 2%
II.1.B.1.bb	721	Remote site dramatically different Cat 1 - 100%
II.1.B.1.bb.i	721-312	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.cc.i	722-351	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED
II.1.B.1.gg	852-273	REQUIREMENTS FILE UNDER DEVELOPMENT; NONE CURRENTLY ESTABLISHED

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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	110,800	0.0	65.0	35.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	246,745	76.0	24.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	1,342,200	19.0	54.0	27.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	3,960	100.0	0.0	0.0
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	683,557	80.0	15.0	5.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	19,835	75.0	25.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	387,571	30.0	60.0	10.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	687,914	45.0	20.0	35.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	8,349	90.0	10.0	0.0
II.1.B.1.j	851	Roads	SY	1,333,879	35.0	40.0	25.0
II.1.B.1.k	852	Veh/Equip Parking	SY	597,314	30.0	35.0	35.0

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:** 2668

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:** 165 **(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:** 155 **(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:** 624 **(includes projects programmed through FY95/4. Units meeting whole-house standards are those that were programmed after FY88)**

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II.1.C.2.a Number of adequate units requiring whole-house renovation or replacement: 2044 (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 11.0 percent of officer families live on base.

II.1.C.3.b 41.0 percent of enlisted families live on base.

II.1.C.3.a 52.0 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
0	Secondary	ft	ft	Yes		
8L	Primary	12380 ft	200 ft	No	1	BAK-9

II.2.A There are 2 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 (8L).

II.2.C.1 Length: 12,380 ft

II.2.C.2 Width: 200 ft

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

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

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

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

	Aircraft Group		Criteria		Primary Pavements: Runways	Taxiways	Aprons
II.2.F.1	Fighter	F-15	61 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Upgrade Needed	Supports Now	Upgrade Needed

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II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Upgrade Needed	Supports Now	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	SY	250,000	8" thick asphalt w/base course
Runway	B-1B	SY	66,500	Runway Keel: 17" thick conc w/base course. Runway Shoulder: 44,320; 6" thick asphalt w/base course
Aprons	B-52	SY	250,000	Parking Apron: 8" thick asphalt w/base course.
Runway	B-52	SY	66,500	Runway Keel: 17" thick conc w/base course. Runway Shoulder: 44,320; 6" thick asphalt w/base course.

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

II.2.G.1 **The total usable apron space for aircraft parking is 672,778 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.)	
15 A-G	1,050 ft	400 ft	Neither	
16 A-F	2,850 ft	200 ft	Neither	
17 A-D	650 ft	350 ft	Neither	
18 A	200 ft	1,200 ft	Neither	
19 A-B	200 ft	1,200 ft	Neither	
20 A-D thru 21 A-D	500 ft	1,000 ft	Neither	
22 A-E	1,100 ft	750 ft	Neither	
23 A-C	2,300 ft	600 ft	Neither	
9 A-C thru 14 A-F	1,800 ft	550 ft	Neither	
DV1-4/1A-E thru 5A-E	850 ft	3,100 ft	Transient Aircraft	
HIANG F-15 AREA	450 ft	450 ft	Neither	
ROW 07 A-F / 8 A-B	450 ft	800 ft	Neither	
ROW 6 A-F	400 ft	250 ft	Neither	

II.2.G.2 **Permanently assigned aircraft currrently require 80,000 Sq Yds of parking space.**

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II.2.G.3 **799,000 Sq Yds of parking space is available for parking additional non-transient aircraft.**

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

Airfield pavements are in a deteriorated condition. An increase in the number of permanently assigned aircraft would require the repavement of approximately 500,000 SY.

II.2.H **The dimensions of the (largest) transient parking area:** 850 Ft | 3,100 Ft

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

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

Airfield pavement deterioration restricts fighter aircraft from parking in badly deteriorated areas.

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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:	4.6 MG/D	MG/D - million gallons per day	100 %
II.3.A.2	Sewage:	1.9 MG/D		100 %
II.3.A.3	Electrical distribution:	38.64 MW	MW - million watts	56 %
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:**

None.

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:** 1055 Hanger

Current Use: Mx shops plus one open bay; door width is 275' x 2

II.4.A.2 **Size (SF):** SF

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

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	580 ft	35 ft	
II.4.A.6	Largest unobstructed space inside the facility:	275 ft	35 ft	202 ft

II.4.A.1 **Facility number:** 2020 Hanger

Current Use: Nose dock

II.4.A.2 **Size (SF):** 13,093 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C130

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	180 ft	60 ft	
II.4.A.6	Largest unobstructed space inside the facility:	180 ft	60 ft	72 ft

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II.4.A.1 **Facility number:** 2021 Hanger
Current Use: Nose dock
II.4.A.2 **Size (SF):** 13,093 SF
II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C130

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	180 ft	60 ft	
II.4.A.6	Largest unobstructed space inside the facility:	180 ft	60 ft	72 ft

II.4.A.1 **Facility number:** 3400 Hanger
Current Use: HIANG F-15 Maintenance shops
II.4.A.2 **Size (SF):** 75,401 SF
II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** 135

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	173 ft	60 ft	
II.4.A.6	Largest unobstructed space inside the facility:	160 ft	60 ft	146 ft

5. Unique Facilities

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

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

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

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.1	26R	CZ										
	8L	CZ	0									
II.6.A.2	26R	APZ 1										
	8L	APZ 1										
II.6.A.3	26R	APZ 2										
	8L	APZ 2	0	200	60.0	Sig Incompat	60.0				20.0	

	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		70	80	Sig Incompat	80.0				10.0	10.0

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II.6.A.5	70-75		130	60	Sig Incompat	60.0				20.0	20.0
II.6.A.6	75-80										
II.6.A.7	80+										

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

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.1	26R	CZ										
	8L	CZ										
II.6.B.2	26R	APZ 1										
	8L	APZ 1										
II.6.B.3	26R	APZ 2										
	8L	APZ 2		200	60	Sig Incompat	60.0				20.0	20.0

	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		70	80	Sig Incompat	80.0				10.0	10.0
II.6.B.5	70-75		130	60	Sig Incompat	60.0				20.0	20.0
II.6.B.6	75-80										
II.6.B.7	80+										

II.6.C **There is No publicly released AICUZ study.**

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

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

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

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

Hickam AFB does not do the AICUZ Study. The Honolulu International Airport, with which we have a shared runway, is responsible for the study.

II.6.E **The AICUZ study was last updated on Aug 91**

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.**

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Government name:	Types of controls in place	Types of encroachment limited:
C&C of Honolulu	Dept of Land Utilization controls heights in approach path.	

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

Government name:	Types of controls in place	Types of encroachment limited:
C&C of Honolulu	Runway protection zone	No development is allowed in the RPZ. APZ I is not recognized by HIA.

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
City and County of Honolulu	500409	630528	762565	836231	920190

II.6.H.2 **Metropolitan area encompassing the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
City and County of Honolulu	500409	630528	762565	836231	920190

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
County of Honolulu	500409	630528	762565	836231	920190

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.**

Type of facility:	Appoximate number of occupants	Zone with violation	Reason the incompatability is necessary
Military Family Housing	120	APZ 1	Grandfathered (existed since 1917)

Planned on base facilities not 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 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 Base quiet hours are established between 2000 - 0630 hours L Monday through Friday and 2000 - 0800 hours L Saturday and Sunday.

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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 MHE

III.1.A.1.b Current MHE: Five 40K loaders, two 25K loaders, fourteen 10K forklifts, two wide body loaders.

III.1.A.2 13 C-141 equivalent aircraft can be refueled at one time.

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

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

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

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

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

III.1.C.2 26 hydrant pits are operational.

Description of base fuel hydrant system:

System Type:	Total Pumping Rate (GPM):	Number of Laterals:	Nomber of Usable Refueling Positions:	Number of SIMULTANEOUS aircraft refuelings of Narrow	Widebody
Phillips	3600	0	14	10	4
Pritchard (A)	2100	6	9	6	0
Pritchard (B)	429	1	3	1	0

III.1.C.3 5 fuel storage tanks support the operational fuel hydrant system:

III.1.C.3.a

Storage tank Capacity:	Tanks with this capacity:

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Capacity:	this capacity
2000000	2
50000	3

III.1.C.4 **The hydrant system is 0.4 miles from the bulk storage area.**

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

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

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

III.1.D.2 **The are No limitations to continious service from the primary source.**

III.1.D.3 **No excess capacity.**

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

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

Number of offload headers: 4

2 tank trucks can be simultaneously offloaded

Tank cars can Not be 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 despensing capabilities as defined in AFR 144-1** **sustained:** 66
maximum: 7863

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

III.1.D.7.a **Supporting DFSP:** Pearl Harbor DFSP

		Cat 1.1	Cat 1.2
III.1.E	**Cat 1.1 and 1.2 munitions storage requirements and capacity.**		
III.1.E.1	**Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:**	622	30000
	Square footage available (including physical capacity limit):	0	0
III.1.E.2	**Normal installation mission storage requirement:**	2016	2940

Physical Limits for Cat 1.2 Munitions:

16 Bays, 12x12x60

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

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

Pad is surrounded by the active airfield; airfield driving privileges or escort are required. Since the airfield is joint use, positioning of cargo

III.1.F.2 **The size of the hot cargo pad is 55,380 sq feet.**

III.1.F.3 **The sited explosive capacity of the hot cargo pad is 29,000**

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 25.**

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

C141, C5, C130, and various helicopters

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:

HONOLULU	0 NM

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

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

Deep water ports within 150 NM:

Barbers Point	11 NM
Honolulu	3 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 **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: Slight reduction; requirement for support of Barber's Pt NAS Physical Therapist will be deleted.

Facility: Barber's Pt NAS clinic

Manpower: Possible loss of one manpower authorization (under evaluation)

Operations & Maintenance Funding: None expected.

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III.1.K.2 **Facility modifications are needed to absorb the additional workload, estimated cost is $0.**

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

Hickam supports the Hawaii State Water Quality Laboratory, the US Army's Central Identification Laboratory, and the Tri-Service Alcohol

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:**

13.8 M dollar contract to construct 34,000 sq ft addition and renovation of existing building 559, scheduled for completion by Oct 95. Cur

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

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

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

III.1.N **Base facilities have a total excess storage capacity of 51,200 sq ft.**

III.1.N.1 **Base facilities have a total covered storage capacity of 648,429 sq ft.**

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	529,027 sq ft
Mobility storage:	10,200 sq ft
War Readiness Support Kits (WRSK) storage:	38,569 sq ft

III.1.O **297 light military vehicles are on base.**

III.1.P **256 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	741.70 $sK	0.00 $sK	741.70 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	2,375.60 $sK	0.00 $sK		2,375.60 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	2,435.30 $sK	0.00 $sK			2,435.30 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	1,210.00 $sK	0.00 $sK				1,210.00 $sK
				xxx56 TOTALS:	741.70 $sK	2,375.60 $sK	2,435.30 $sK	1,210.00 $sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	33,212.90 $sK	2,984.40 $sK	36,197.30 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	23,460.50 $sK	3,875.30 $sK		27,335.80 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	-420.30 $sK	159.60 $sK			-260.70 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	0.00 $sK	0.00 $sK				0.00 $sK
				xxx76 TOTALS:	36,197.30 $sK	27,335.80 $sK	-260.70 $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-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	24,069.30 $sK	743.80 $sK			24,813.10 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	12,277.40 $sK	893.90 $sK				13,171.30 $sK
				xxx78 TOTALS:	0.00 $sK	0.00 $sK	24,813.10 $sK	13,171.30 $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	272.90 $sK	0.60 $sK	273.50 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	157.30 $sK	3.50 $sK		160.80 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	304.40 $sK	1.50 $sK			305.90 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	152.90 $sK	1.50 $sK				154.40 $sK
				xxx90 TOTALS:	273.50 $sK	160.80 $sK	305.90 $sK	154.40 $sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	5,680.40 $sK	97.20 $sK	5,777.60 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	4,472.70 $sK	109.90 $sK		4,582.60 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	5,308.80 $sK	220.50 $sK			5,529.30 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	4,185.00 $sK	126.80 $sK				4,311.80 $sK
				xxx95 TOTALS:	5,777.60 $sK	4,582.60 $sK	5,529.30 $sK	4,311.80 $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	16,070.20 $sK	733.90 $sK	16,804.10 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	14,336.70 $sK	1,568.10 $sK		15,904.80 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	22,495.30 $sK	4,402.20 $sK			26,897.50 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	27,505.60 $sK	3,986.60 $sK				31,492.20 $sK
				xxx96 TOTALS:	16,804.10 $sK	15,904.80 $sK	26,897.50 $sK	31,492.20 $sK

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Section IV/V Level Playingfield COBRA Data

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Section VI Economic Impact

Economic Area Statistics:

Anytown, USA
Total population: 963,493 (FY 92)
Total employment: 574,386 (FY 93)
Unemployment Rates (FY93/3 Year Average/10 Year Average)

4.1% / 0.0% / 4.2%

Average annual job growth: 8,392

Average annual per capita income: $16,730

Average annual increase in per capita income: $3.8%

Projected economic impact:

Direct Job Loss:	**5,620**	
Indirect Job Loss:	**2,602**	
Closure Impact:	**8,222**	**(1.4% of employment total)**
Other BRAC Losses:	**4,637**	
Cumulative Impact:	**12,859**	**(2.2% 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 **17.5 Percent of off-base housing was rated as unsuitable in the latest VHA survey**

VII.1.A.4 **Median monthly cost of off-base housing based on latest VHA survey:** $1240

Describe the transportation systems.

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

City bus system.

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

VII.1.B.2 **Airport name:** Honolulu International Airport

VII.1.B.3 **Number of commercial air carriers available at the airport:** 10

VII.1.B.4 **Average round trip commuting time to work:** 53 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	Palama Settlement	5		Hrs.	15	Min.	
VII.1.C.2	Movie theater	Pearl Ridge West	5		Hrs.	15	Min.	
VII.1.C.3	Public golf course	Pearl City Country Club	6		Hrs.	10	Min.	
VII.1.C.4	Bowling lane	Kalihi Bowl	5		Hrs.	10	Min.	
VII.1.C.5	Boating	Sand Island	2		Hrs.	10	Min.	
VII.1.C.6	Fishing	Sand Island	2		Hrs.	10	Min.	
VII.1.C.7	Zoo	Honolulu Zoo	8		Hrs.	20	Min.	
VII.1.C.8	Aquarium	Waikiki Aquarium	8		Hrs.	20	Min.	
VII.1.C.9	Family theme park	Ala Moana	8	0	Hrs.	20	Min.	
VII.1.C.10	Professional sports	Candlestick Park	2397	30	Hrs.	00	Min.	
VII.1.C.11	Collegiate sports	Aloha Stadium	4		Hrs.	10	Min.	

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VII.1.C.12	Camping facilities	Sand Island	2		Hrs.	10	Min.
VII.1.C.13	Beaches (lake or ocean)	Sand Island	2		Hrs.	10	Min.
VII.1.C.14	Outdoor winter sports	Lake Tahoe Ca.	2480	30	Hrs.	00	Min.

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

Pearl Ridge Shopping Center 15 min (5 Miles)

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

Honolulu 20 min (3 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.) 272

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.) 5847

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 73.0 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:

Univ of Hawaii

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

Univ of Hawaii, Hawaii Pacific Univ, Hawaii Loa Co

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

Univ of Hawaii, Hawaii Pacific Univ.

3. Spousal Employment

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VII.3.A **50.0 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **90.0 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **3.2 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **1.0 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:**	2.0 beds/1000 people

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Section VIII

1. Air Quality - Clean Air Act

VIII.1.A **Air Quality Management District for the base:** State Dept of Health, Clean Air Branch

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

VIII.1.C **There are NO critical air quality regions within 100 kilometers of the base**

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

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

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

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

(i.e. carpooling or emissions credit transfer)

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

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

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

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

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

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

VIII.E.2 Infrastructure Maintenance / Public Works

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

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

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

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

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VIII.E.3 Open Burn/Open Detonation

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

E.3.b 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 emergenct generators.

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

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

VIII.E.7 Short-term Activities

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

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

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

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

VIII.E.8 Monitoring

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

VIII.E.9 BACT/LAER

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

2. Water - Potable

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

Groundwater wells

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

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

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

3. Water - Ground Water

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

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

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

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

4. Water - Surface Water

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

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

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

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

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

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

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5. Wastewater

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

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

6. Discharge Points / Impoundments

VIII.6.A **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:**

Discharge is handled by Navy Sewage Treatment Plant, Bishop Pt, in conjunction with local community discharge plans.

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 **30.0 percent of facilities have been surveyed for asbestos.**

VIII.7.A.1 **40.0 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.**

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8. Biological - Habitat

VIII.8.A **Ecological or wildlife management areas ON the base:** **There are No ecological or wildlife management areas ADJACENT TO the base.**

Ft Kamehameha

VIII.8.A.1 **Natural areas on or adjacent to the base are generally recognized as important ecological sites.**

Ft Kamehameha

VIII.8.B **The U.S. Fish and Wildlife Service has identified critical/sensitive habitats on base.**

Ft Kamehameha

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 **Wetlands, estuaries, or other special aquatic features present on the base:**

VIII.10.A.1

Identification and type of wetland:	Approximate acreage:
To be determined by ongoing survey	0

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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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:

Any planned operation/activity must take floodplain into account. As yet to be determined status of wetlands may affect planned 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 constrains base operations.

12. Cultural

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

VIII.12.A.1

Sites:	Significant status:
Bellows AFS Archeological Site	Earliest occupation of island of Oahu; one of earliest in Hawaiian Islands.
Hickam Field National Historic Landmark Area	Site of 7 Dec 1941 attack by Japanese forces against island of Oahu.
Wake Island National Historic Landmark Area	Site of 8 - 23 Dec 1941 invasion by Japanese forces.

VIII.12.B 45 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:

Hickam Field National Historic Landmark Area

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 80 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:

Ft Kamehameha area

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

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

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

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

VIII.13.A.1 37 IRP sites have been identified

VIII.13.A.2 23 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 Federal Facility Agreements to clean up the base are in place.

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

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

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

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

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

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

14. Compliance / IRP Costs ($000)

VIII.14.A

Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	$320.000 K	$376.000 K	$365.000 K	$330.000 K	$330.000 K
IRP	$7,191.000 K	$8,944.000 K	$8,850.000 K	$11,050.000 K	$7,200.000 K
Natural Resources	$0.000 K	$600.000 K	$100.000 K	$50.000 K	$50.000 K
Permits	$43.000 K	$20.000 K	$20.000 K	$20.000 K	$20.000 K
Other(s) Specify:	$5,476.000 K	$5,368.000 K	$6,491.000 K	$2,041.000 K	$2,166.000 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:**
City and County of Honolulu

VIII.16.B **Air quality regulatory agency responsible for the AQCA:.** State Department of Health, Clean Air Branch

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

Mr. Robert Leong (808) 586-4200

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

VIII.16.C.1 In Attainment for Ozone

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

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

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

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

VIII.16.C.6 In Attainment for Lead

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

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

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

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

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

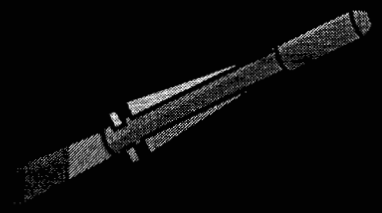
Air Quality Survey complete, No additional data required.

SIGN IN

Name	Org	Tel
FRANK CIRILLO	DBCRC, AF Team Lead	703-696-0504x164
J Cusly	"	" 182
Ann Reeke	"	" 176
EL. WOODY KNOBEL	USAF/OOALC	801 777 7679
Mark VanGilst	HQUSAF/LGCMM	697-8775
DAVID OLSON	BRAC	
JEANNIE HATHENBRUCK	USAF/OO-ALC	(801) 777-7679

Document Separator

Conclusions



Tactical Missile Consolidation Makes Sense at Hill AFB

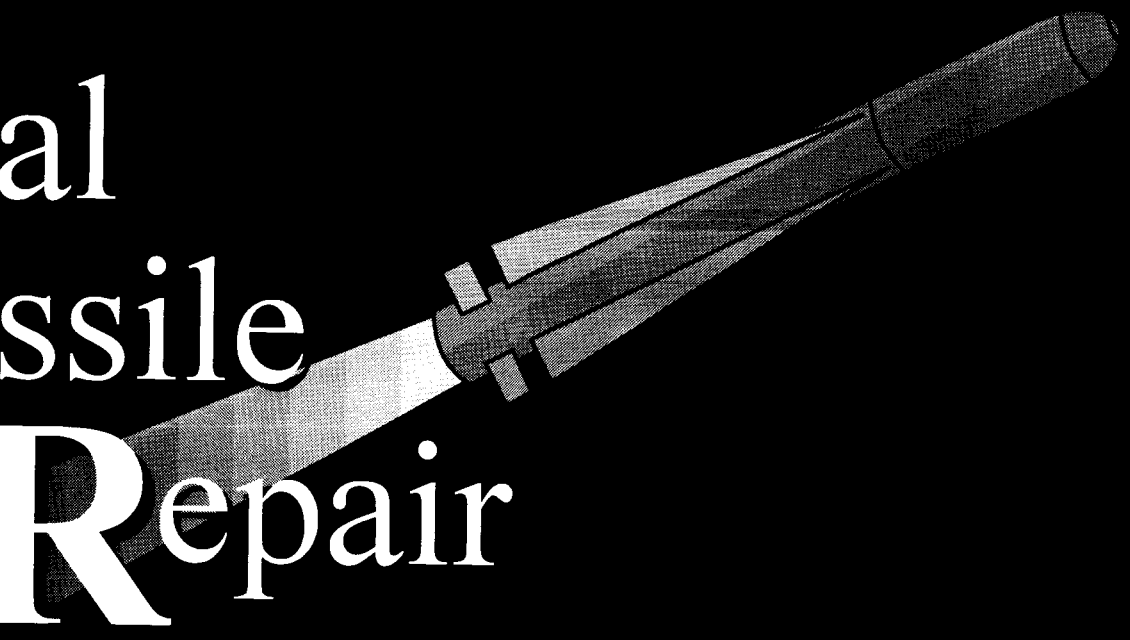
- Can Accommodate Entire DoD Workload
- Provides Full Service Support
- Postured for Future Technologies (Stealth)
- Minimizes Impact to the Customer

Meet Original BRAC Schedule

Save Millions

Hill AFB

Tactical Missile Repair



Jeannie Hathenbruck

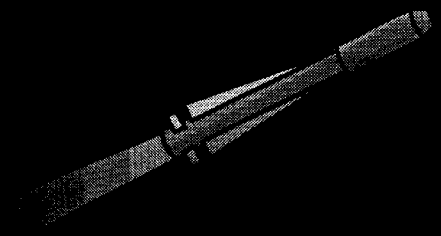
28 April 1995

Integrating Tomorrow's Technology...Today

Overview

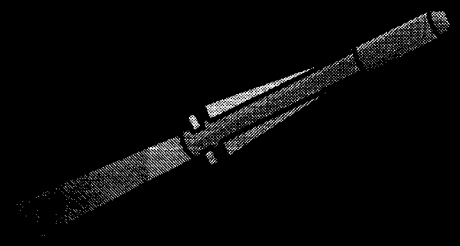
- Background
- Alternative Solution
- Full Service Support
- Transition Plan
- Conclusions

Background



- DoD Recommended Closing Letterkenny (LEAD) in 1993
- BRAC 93
  - Consolidated Tactical Missiles at LEAD
  - DMRD 908 "Tactical Missile Study"
  - Good Decision to Consolidate
  - Fundamentals Driving Decision Remain Valid

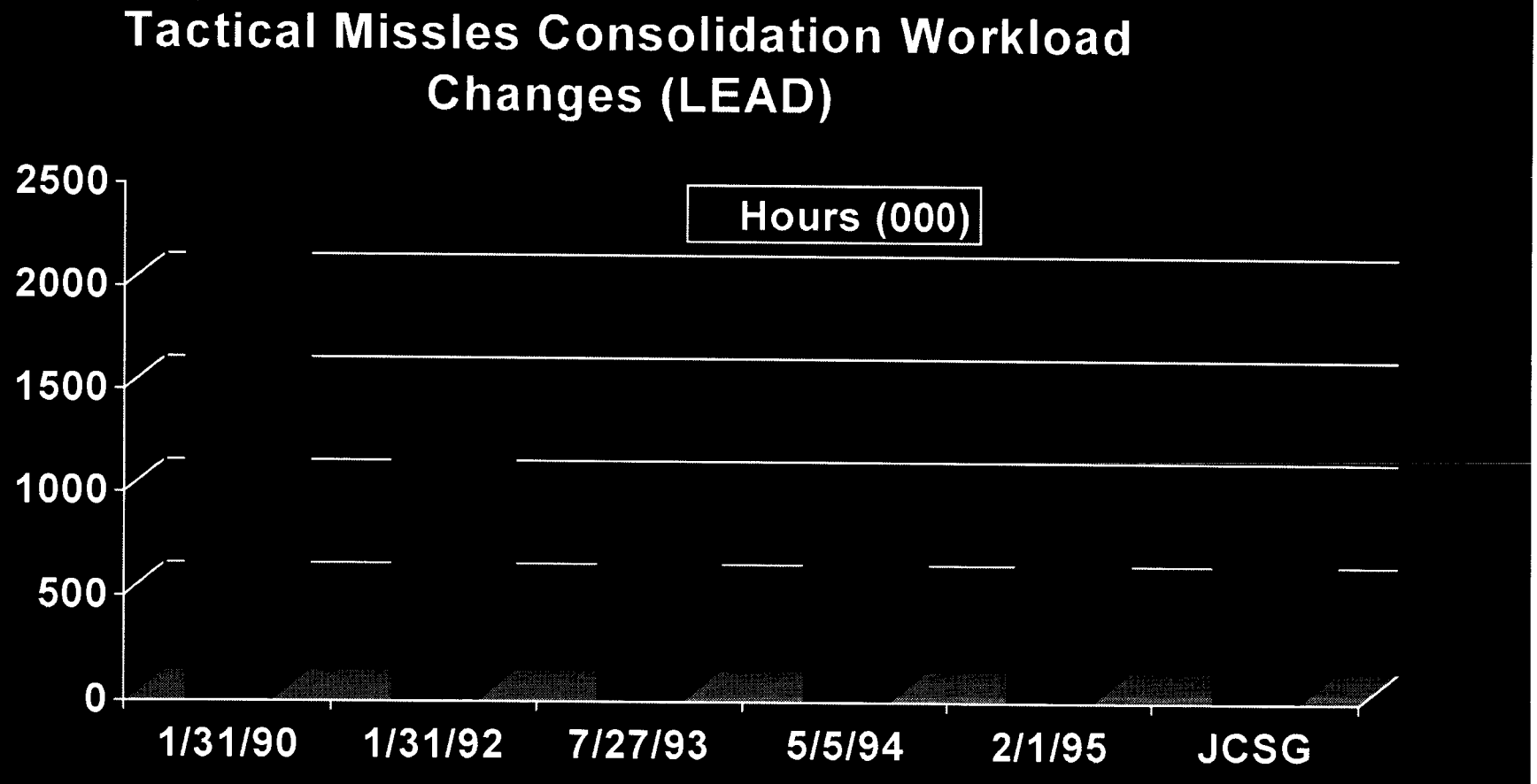
Background



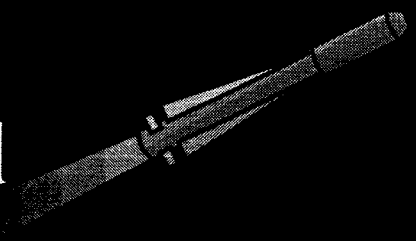
Reduction in Labor Hours

Several Systems Now Excluded
- Contractor Support Issues
- Retire In-Place
- Deep Storage
- Service Retained

Background


Tactical Missles Consolidation Workload
Changes (LEAD)
Hours (000)
2500
2000
1500
1000
500
0
1/31/90
1/31/92
7/27/93
5/5/94
2/1/95
JCSG

DoD Tactical Missile Workload



Present Tactical Missile Workload

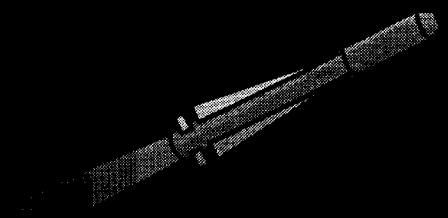
Depot	DL H (000)
FY99 Projected Workload	677
Additional Workload	
Red River (Vehicle and Launchers)	59
Crane (Fuzes)	38
Tobyhanna (Missile Components)	58
Black World	13
Subtotal	168
Total	**845**

Background

- Army Recommended Disestablishment of LEAD Depot
- 1995 DoD Recommendations
  - Guidance & Control to Tobyhanna AD
  - Guidance & Control Plus Towed and Self-Propelled Vehicles to Anniston AD
  - Hawk Missile System to Barstow USMC Depot
  - AUR & Storage For Four (4) Systems Remain at Letterkenny AD
- Nullifies 93 BRAC Consolidation Decision
- LEAD is Army Tier II Depot, Will Not Be USAF Missile Storage Site

Alternative Solution

Alternative Solution



Hill AFB Provides a Viable Alternative

35 Years of Missile Experience

USAF Consolidated Workload at Hill AFB 1970's

USAF Missile Investment at Hill Exceeds $1B

Significant Amount of DoD Organic Tactical Missile Workload

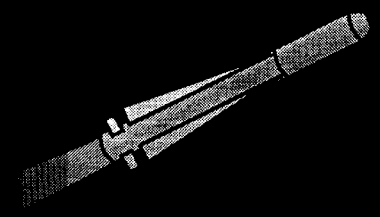
- 53% GCS
- 44% DoD Missiles
- 150,000 DLH Launcher and Vehicle Workload

DoD Tactical Missile Guidance and Control Workload (000 DLH)*

Total	Hill Current	LEAD Current	Future (Contract)
229.6	121.8	18.8	89.0
100%	53%	8%	39%

*Hours are Based on Projected FY99 Workload

Why Hill AFB?

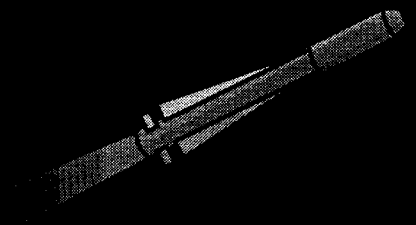


Total Organic Missile Workload

Vehicles, Launchers, GCS, AUR, Launch Control

	All Repair	OO-ALC Repair	
Assets	Direct Labor Hrs (K)	Direct Labor Hrs (K)	%
USAF	730.5	717.5	98
DoD	1687	745.9	44

Alternative Solution (Cont)



Capability Exists to Consolidate DoD Tactical Missile Workload

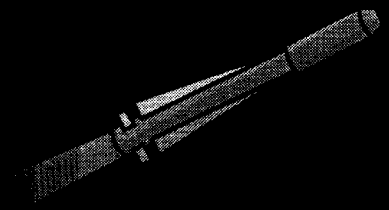
- Support Equipment
- GCS
- AUR
- Launchers
- Vehicles

Full Service Missile Support

Established Infrastructure

Hill AFB Designated Tier I Depot

Hill AFB, A TIER I Base

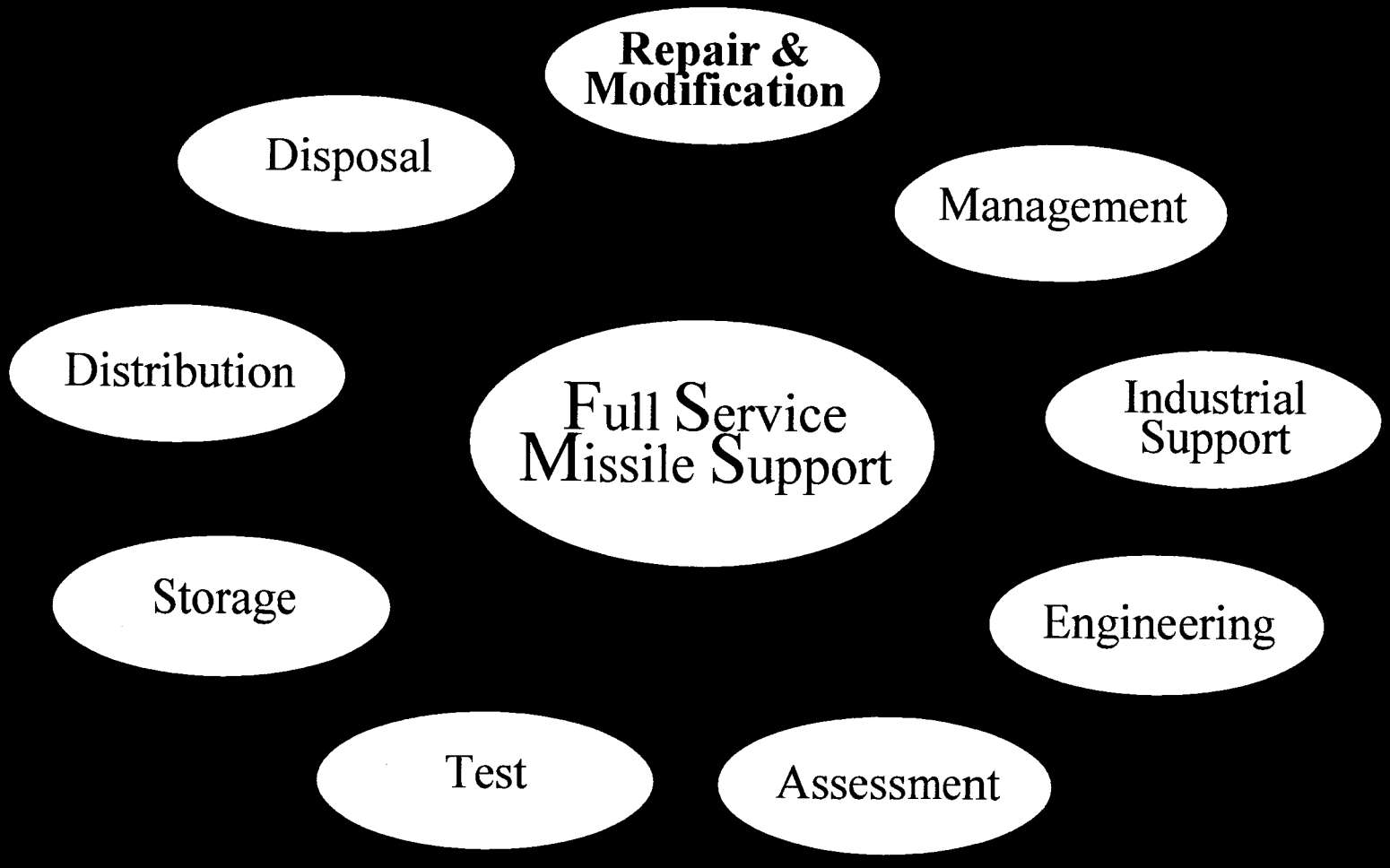


- Rated Tier I For Installation Military Value By USAF
- Rated Tier I For Depot Military Value By USAF
- Rated Tier I USAF Depot by DoD JCSG/DM

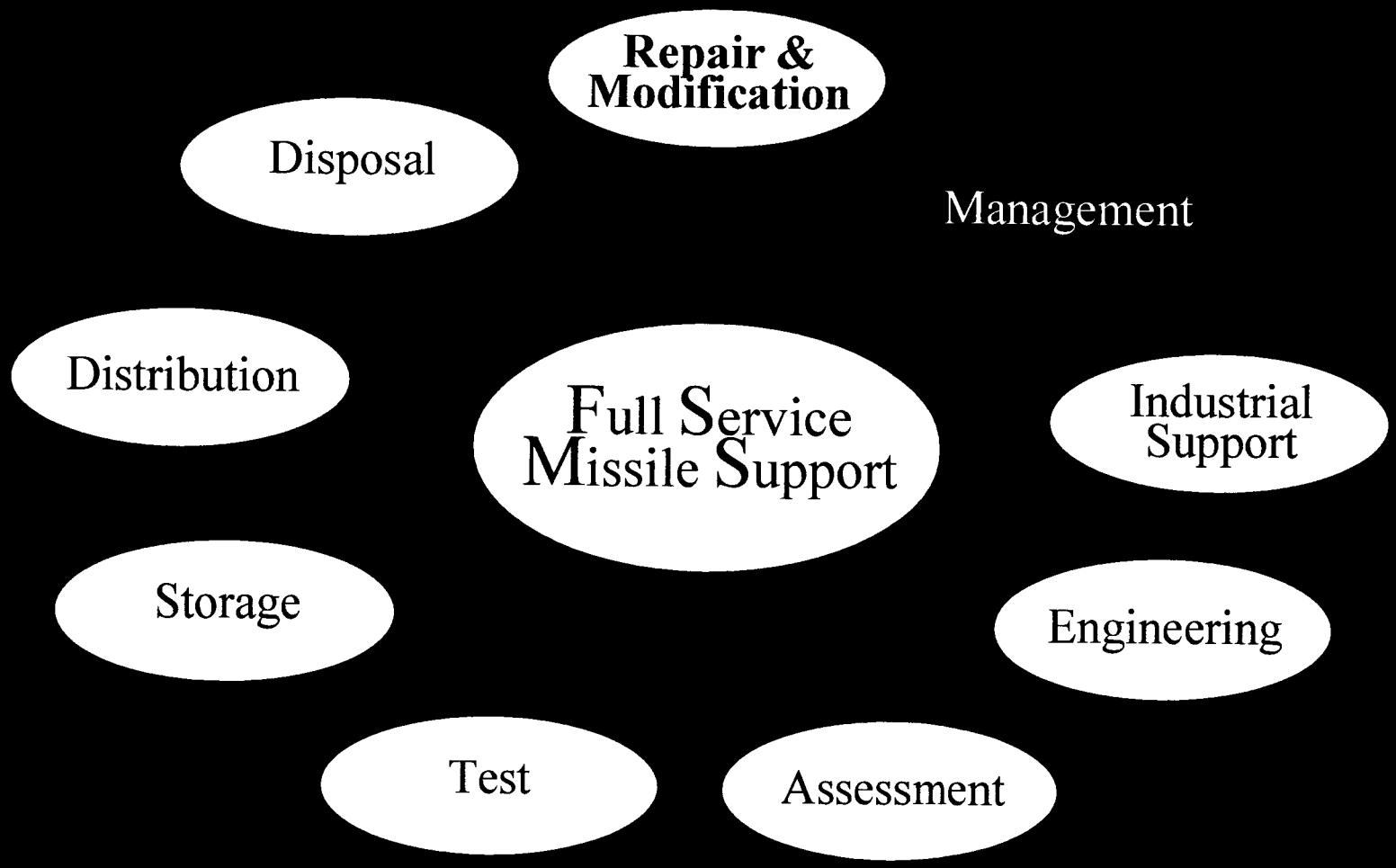
The Only AF Depot So Rated

Full Service Support

Hill AFB Missile Support Capability



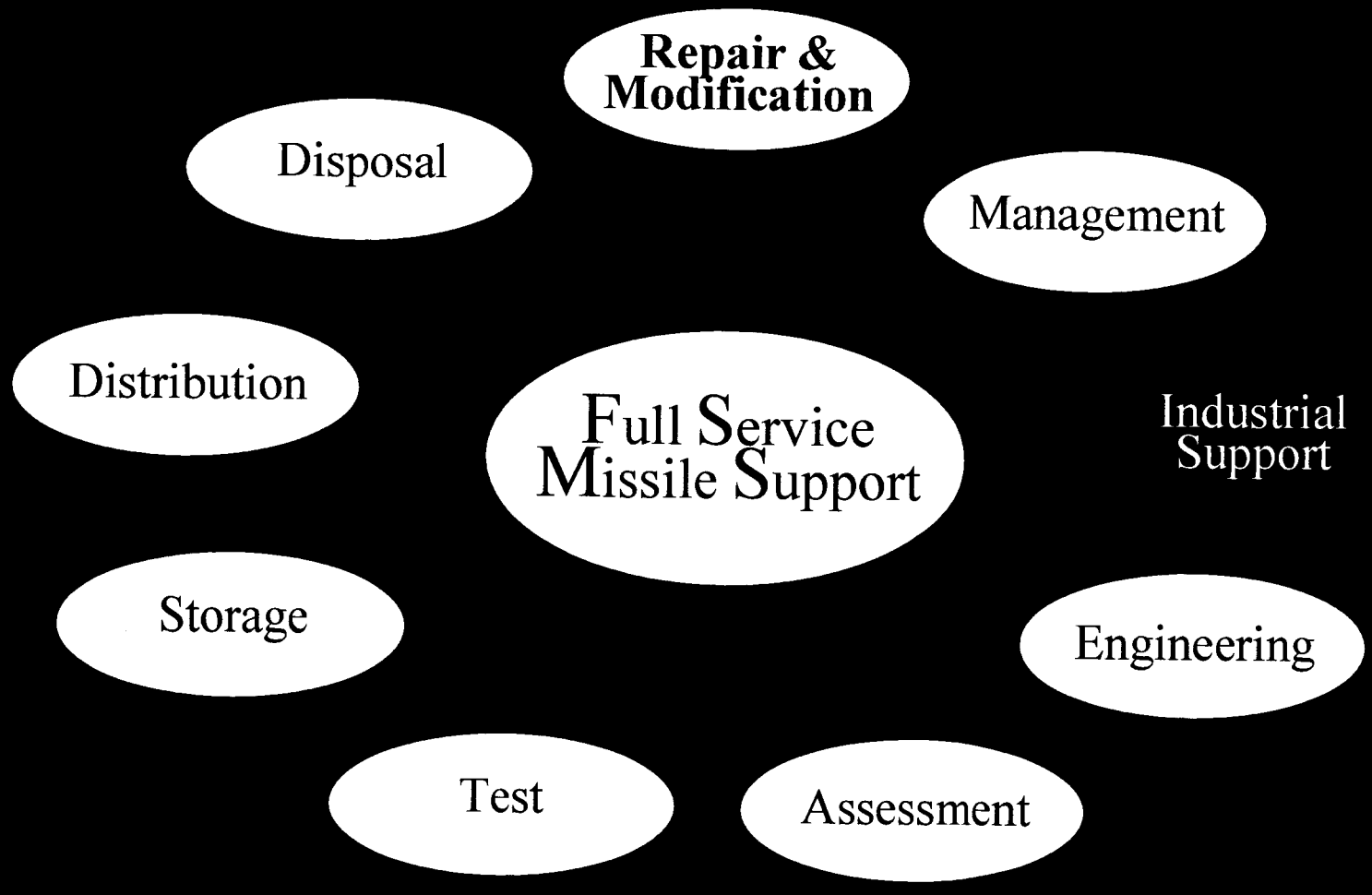
Hill AFB Missile Support Capability



Management

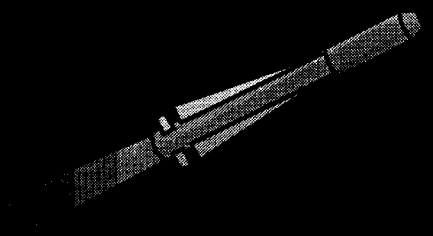
- System Acquisition
  - "Cradle to Grave" System Management
  - Integrated Weapon System Management (IWSM)
  - Product Group Manager (PGM) for all Air-to-Ground Munitions
- Specialized Management
  - Silo-Based ICBM System Program Office
  - Maverick System Program Office
  - Missile Component and Container Managers
- System, Supply, and Field Support
  - Explosives Experts
  - End Item and Spares Procurement

Hill AFB Missile Support Capability



Integrating Tomorrow's Technology...Today

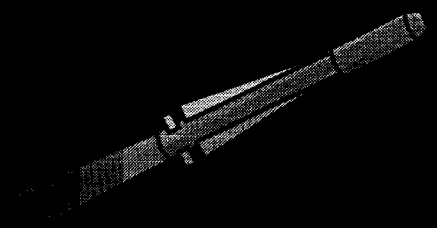
Industrial Support



Hill AFB Provides Extensive Infrastructure Capabilities

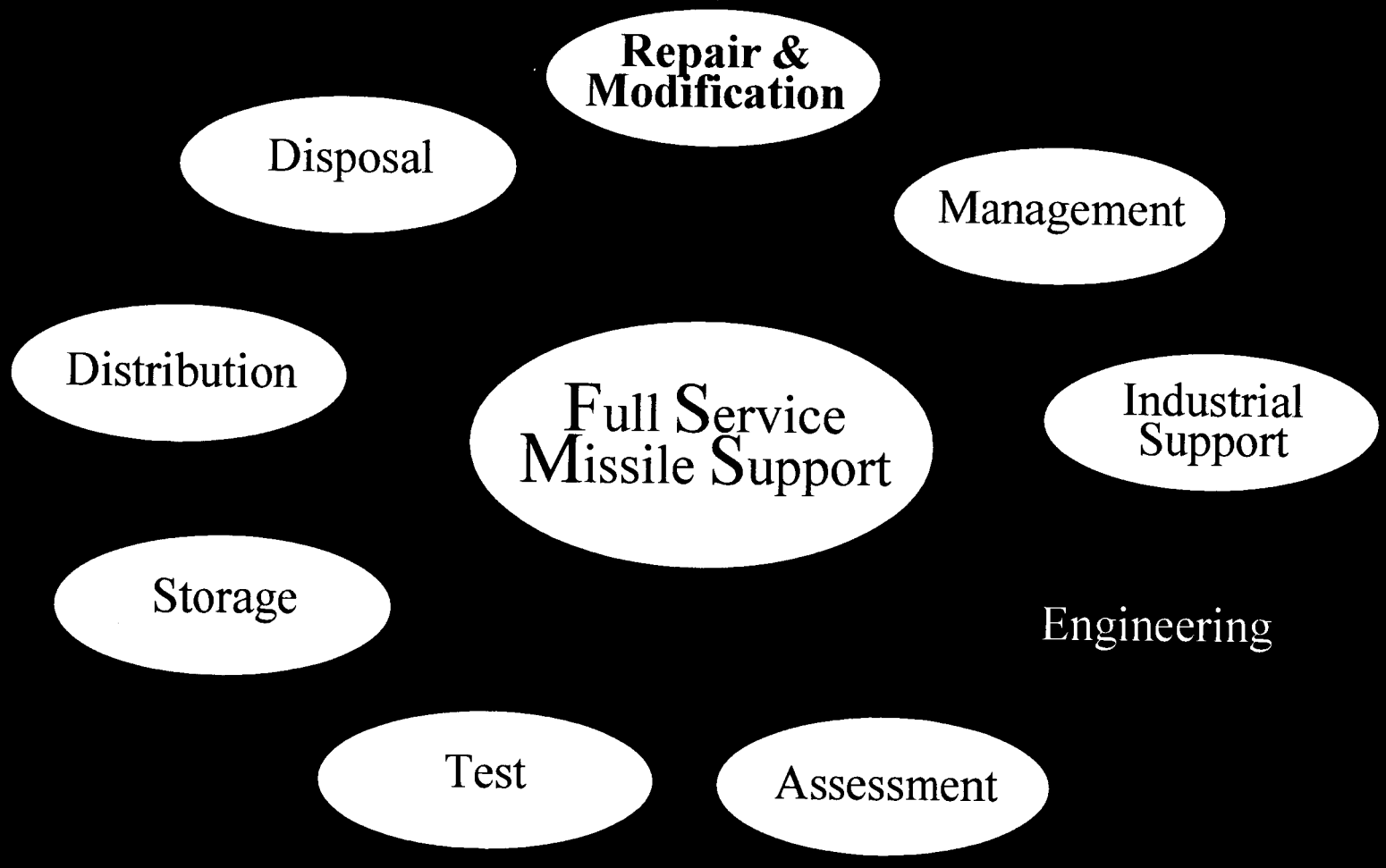
- Optical Refurbishment
- Radar Overhaul/Repair
- Printed Circuit Board Manufacturing
- Electrical Harness Repair
- Investment Casting
- Hazardous Waste Management System

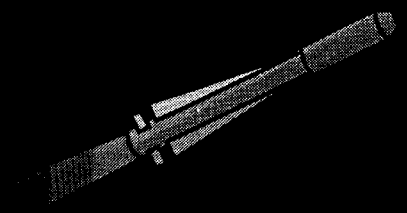
Industrial Support



- Hill AFB Provides Extensive Infrastructure (Cont)
  - Precision Measurement Equipment Lab
  - Physical Science Lab
    - State and EPA Certified
  - Hydraulics/Electronics Support
  - Machine Shop
  - Automated Supply Distribution System
- Major Missile Contractors in Local Area
  - Hercules/Alliant, Thiokol, Williams International

Hill AFB Missile Support Capability

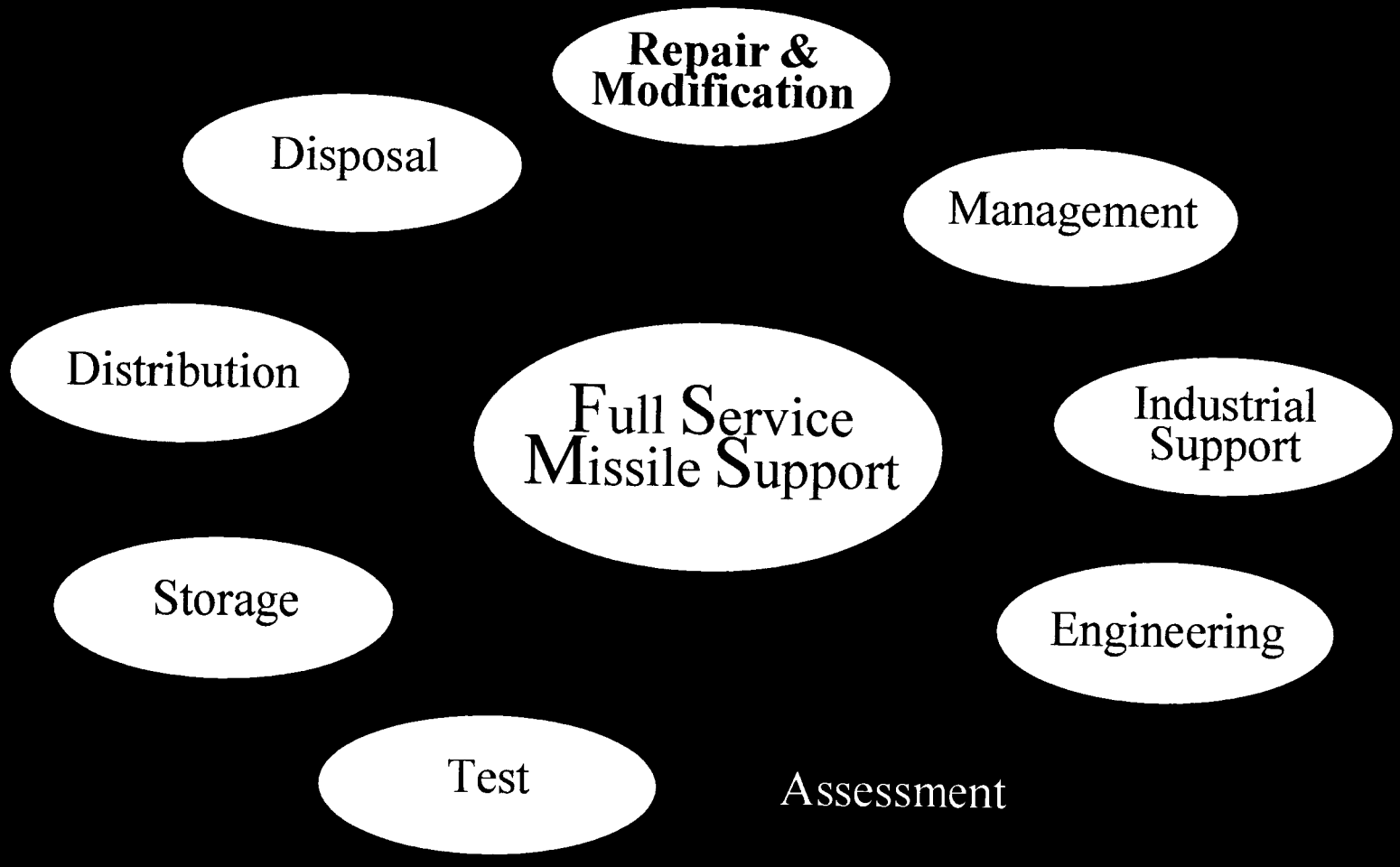




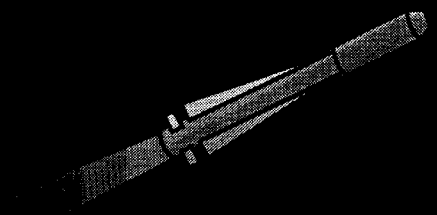
Engineering

- Systems Engineering Support
  - Hardware/Software, Design, Development, Test, and Integration Expertise "In-House"
  - Software-in-the-Loop Testing
- Independent Software Verification and Validation
- Structural & Electrical Failure Analysis
- Time Studies & Process Improvement
  - Probabilistic Modeling and Simulation for Tactical Missiles and Aircraft
- Provide Service to All Branches of the Armed Services and FMS

Hill AFB Missile Support Capability

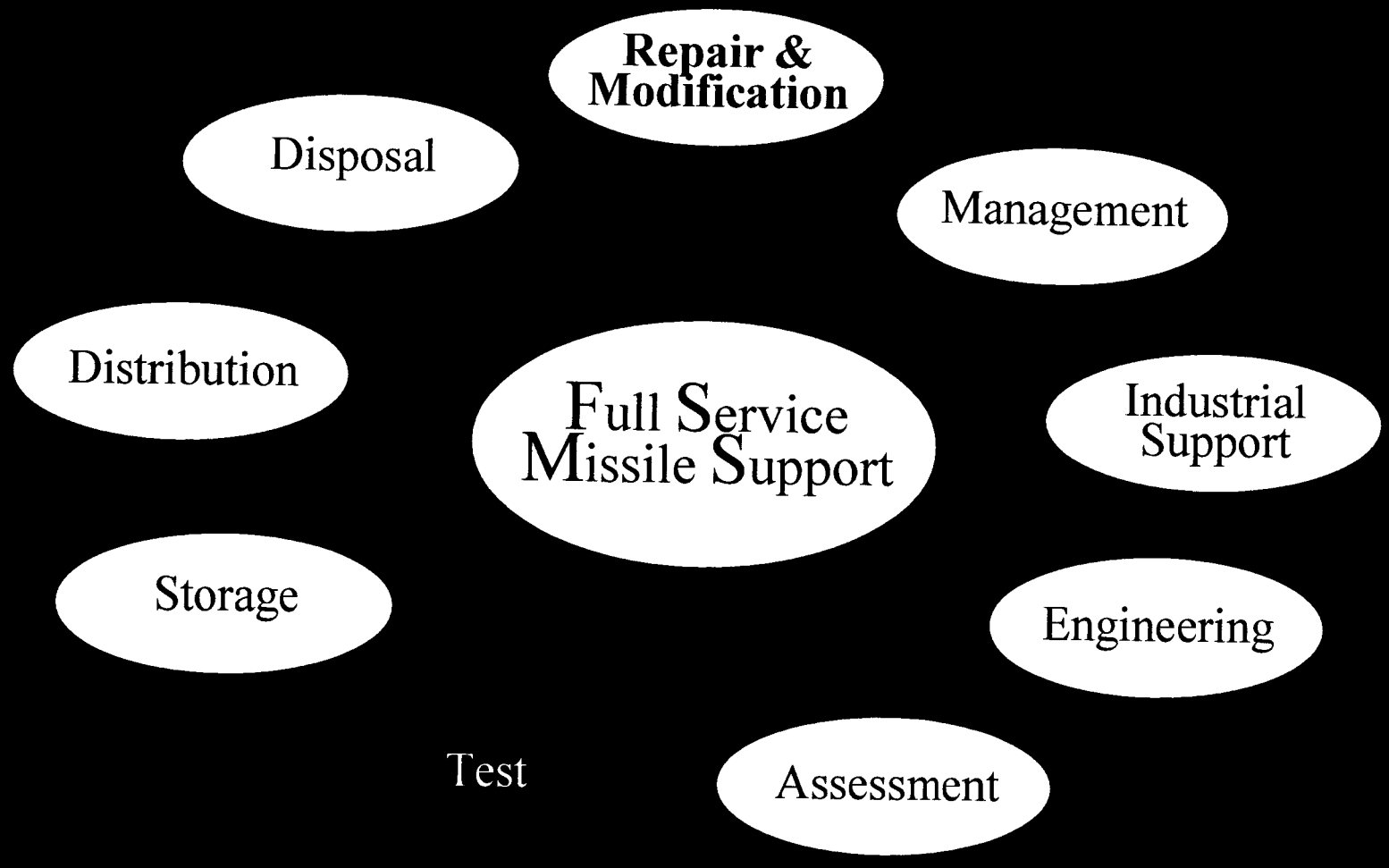


Assessment

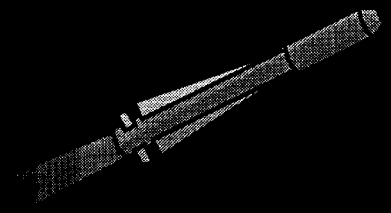


- Explosives Analysis
  - High Energy X-Ray and Computed Tomography (CT)
  - Rocket Motor and Warhead Dissections
  - Chemical and Physical Analysis
  - EPA Certified Chemical Analysis
- Survivability/Vulnerability Analysis
  - Radiation
  - Shock and Vibration
  - Electromagnetic Compatibility/Interference

Hill AFB Missile Support Capability

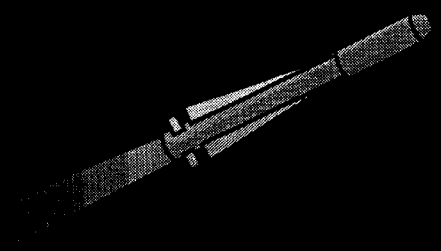


Test



- Acquisition and Sustainment Testing
- Aging and Surveillance of AUR and Explosive Components
  - Service Life Predictions
  - Safety Assessments
- Live and Static Firing
  - Warheads/Large Motors: UTTR
  - Small Motors/Components: On-Base
- Propellant Dissection Lab
  - Chemical/ Physical Properties

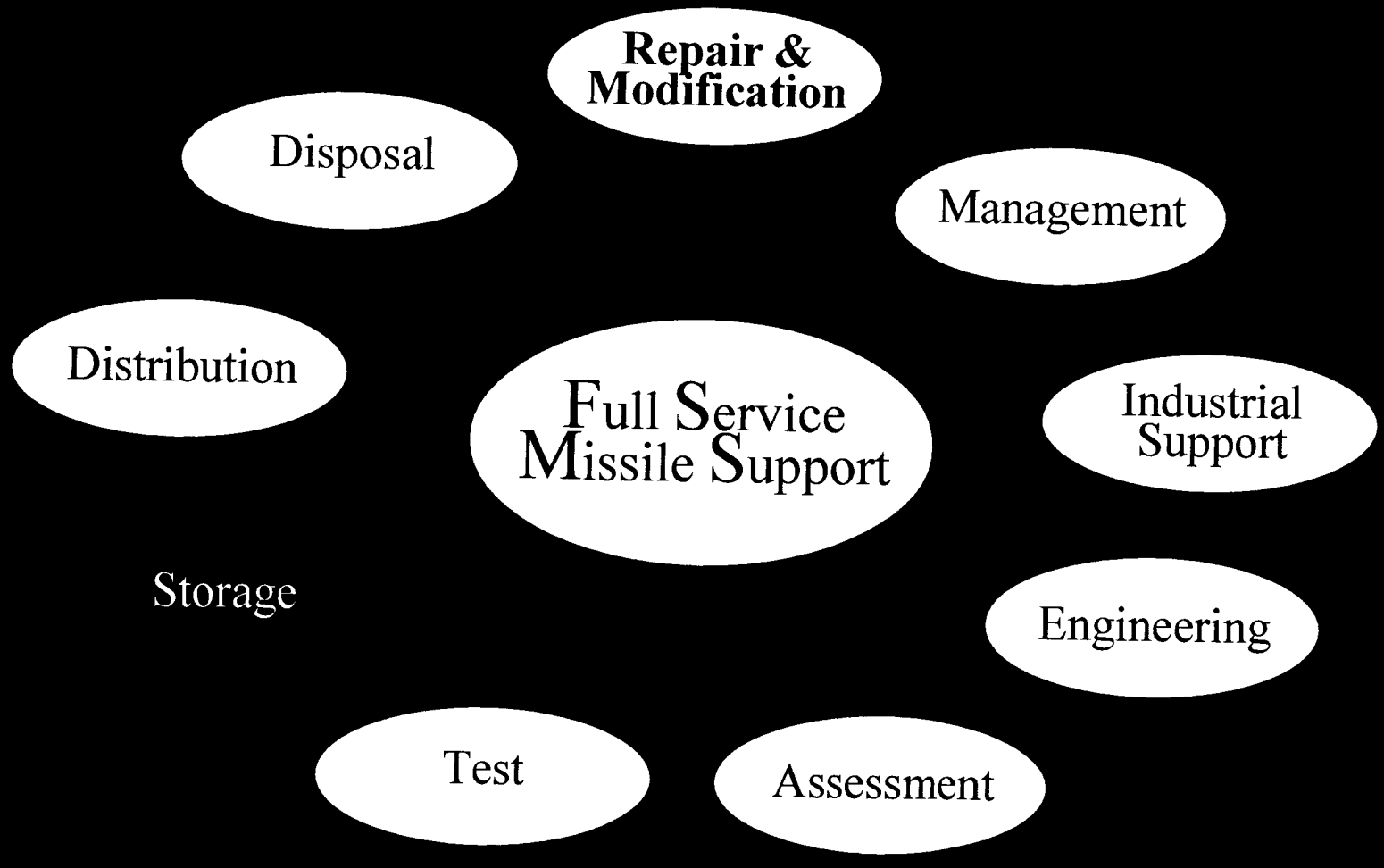
Test (Cont)



Operational Users on Hill AFB

- ALC - Analysis
- 545th Test Group - Weapon System Test
- 388th and 419th Fighter Wings - Operational Flight
- Utah Test and Training Range (UTTR)

Hill AFB Missile Support Capability



Integrating Tomorrow's Technology...Today

Storage

Explosive Storage

Hill AFB Missile Assembly & Maintenance Storage

- 247,000 ft^2
- 259 Structures

400,000 Cubic Ft Adjacent to Hill AFB Runway

Oasis

- 108,000 ft^2

Tooele AD

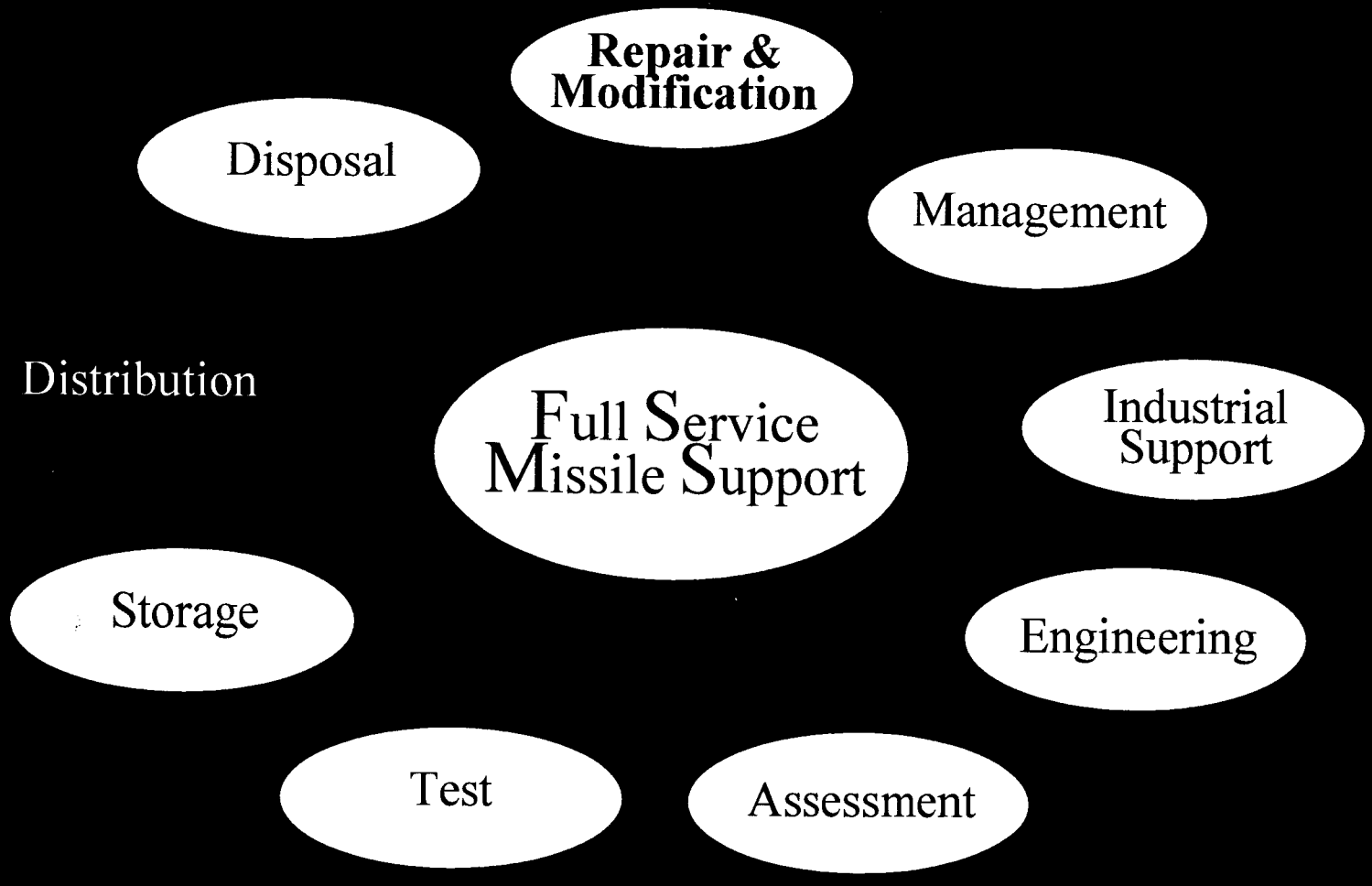
- 1M ft^2

Non-Explosive Storage

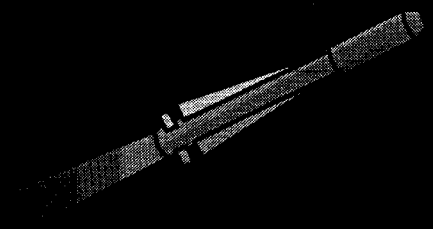
Hill AFB Storage Area is 252,000 ft^2

Defense Logistics Agency (DLA) Storage Area is 3.4M ft^2

Hill AFB Missile Support Capability

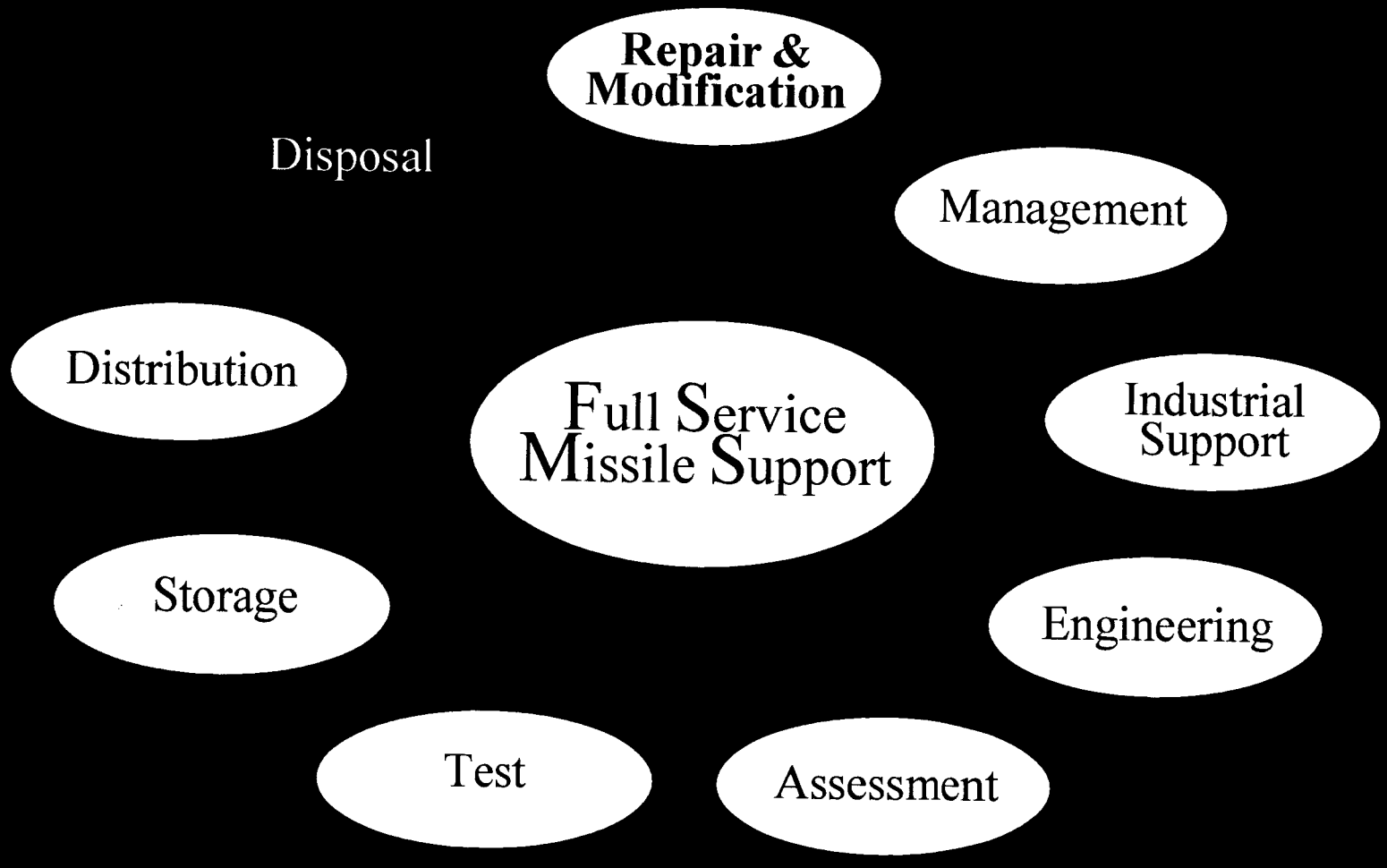


Distribution

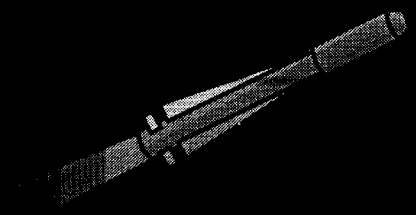


- Ammunition Control Point for All USAF Non-Nuclear Munitions
  - $10 Billion Inventory
  - Manage over 9500 Stock Numbers for Tactical Missiles
  - Processed Over 4165 Tons of Munitions (167 Boeing 707 Equivalents) During Two-Month Period in Support of Desert Storm
- Located Near Major Transportation Networks
  - Airfields, Interstates, & Rail Service

Hill AFB Missile Support Capability

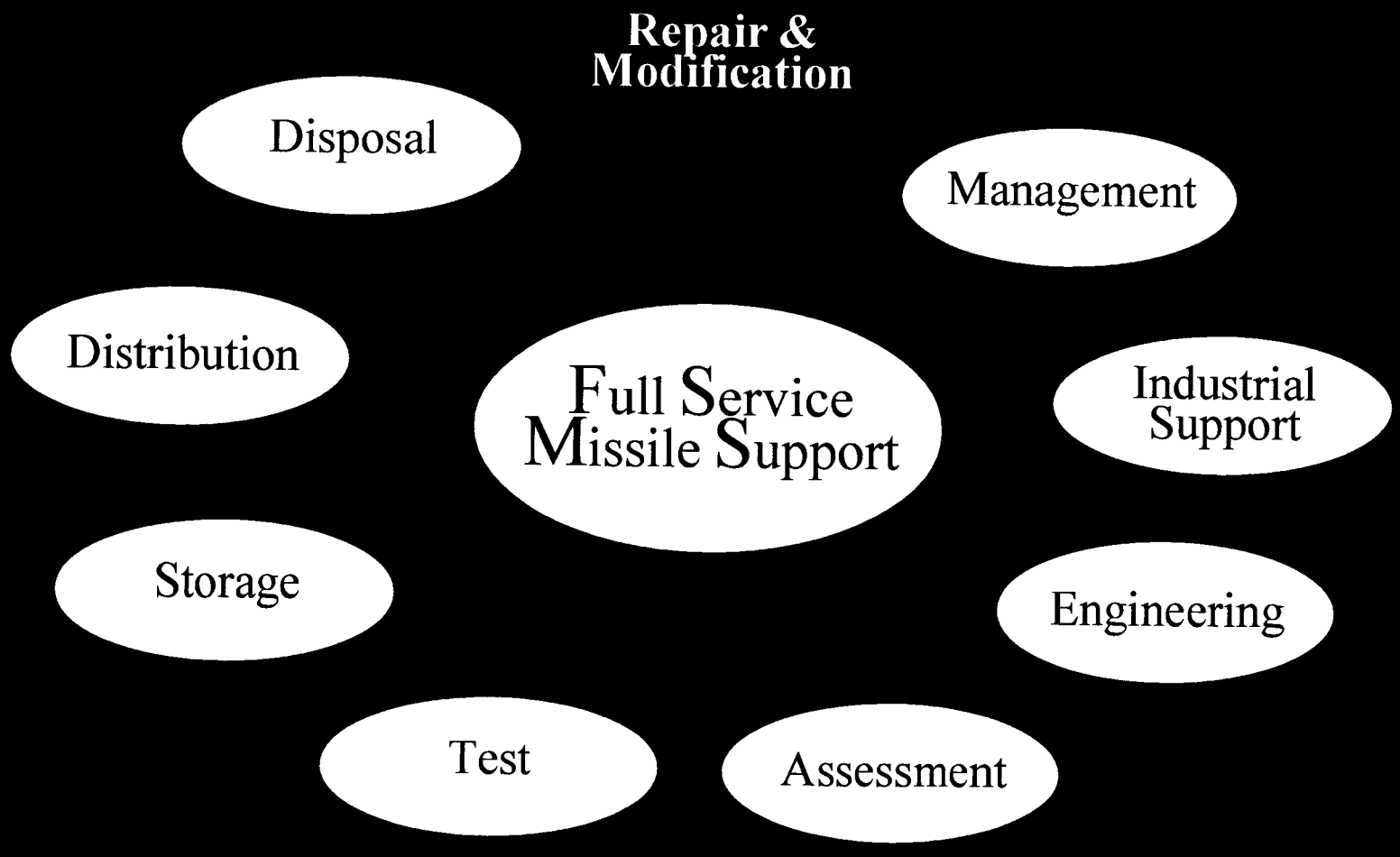


Disposal

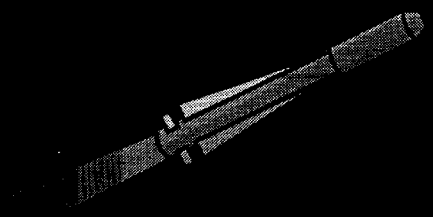


- Explosive Ordnance Disposal (EOD) Division Uses Thermal Treatment Unit at Utah Test and Training Range (UTTR)
  - Capable of Disposing of Large Explosives While Maintaining EPA Compliance
  - One of a Few Select Sites
- Tooele AD Also Used for Demilitarization
- Use of New Technologies
  - CRDA with USU and Thiokol for Rocket Motor Washout to Reclaim AIM-9 Casings
  - Propellant Reclaimed for Commercial Use

Hill AFB Missile Support Capability

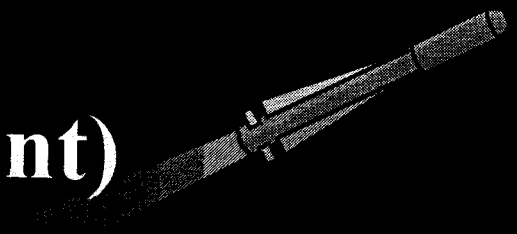


Repair and Modification



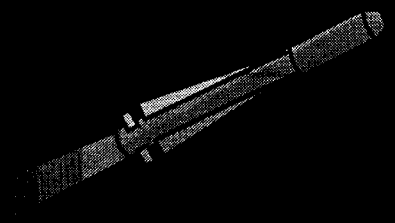
- Repair and Modify Strategic and Tactical All-Up-Round (AUR) Missiles
  - Minuteman ICBMs
  - Peacekeeper ICBMs
  - Maverick Missile
  - Air Launch Cruise Missiles (ALCM)
  - Advance Cruise Missile (ACM)

Repair and Modification (Cont)



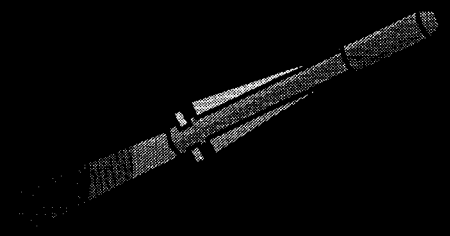
- Guidance and Control Sections (GCS)
  - Maverick, Sidewinder, Stand-off Land Attack Missile (SLAM)
- Field and Depot-Level Test Equipment
  - Hardware and Software
- Missile Launch and Control Facilities

Repair and Modification (Cont)



- Launcher Repair
  - Both Strategic and Tactical Missiles
  - Launch Control
- Vehicle Repair
  - Strategic Missiles
- Customers Include: USAF, Navy, Marines, Foreign Military Sales

Current Interservicing



Technical/Engineering

- Maverick - (Navy, Marines, USAF)
- Paveway - (Mod - Navy, Marines)
- Harm - (Navy containers)
- Sidewinder- (Navy, USAF)

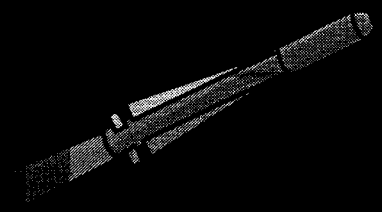
Testing

- Paveway - Maverick - AMRAAM (Navy, USAF)
- HARM - (Navy, USAF)
- Sparrow - (Navy, USAF)

Depot

- Maverick - Sidewinder - Paveway - SLAM
- Launchers (Navy, Marines)
- HARM Containers (Navy)

Missiles of the Future

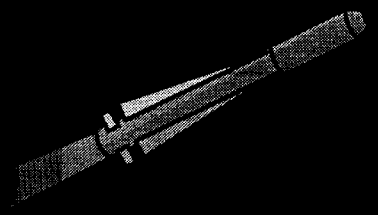


Consolidation Decision Drives Future Repair Locations

Tactical Missiles of the Future Will Include Stealth Technology

Hill AFB Has Only Missile Stealth Capability in DoD Today

USAF Investment



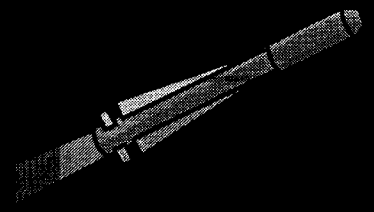
Significant Investment (>$1B) at Hill AFB to Consolidate Engineering, Test, and Repair

Allows:

- Synergy Between Strategic Missiles and Tactical Missiles
- Optimizes Customer Support By Sharing of Overhead Costs Between Missile Systems

Tactical Missile Workload Transition Plan

Transition Plan



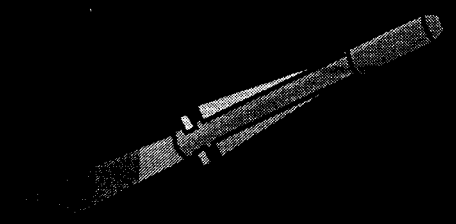
Hill AFB Can Handle All DoD Workload

- Existing Capability
  - 56,810 ft^2 Expandable by 165,000 ft^2
- Skills Already in Place
- No MILCON
- Minor Upgrades
- Move Equipment Not Already at Hill AFB

Meet BRAC 93 Schedule

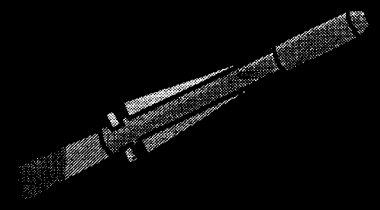
Initial Cost Avoidance: $12.17M

Cost Savings



Original BRAC Consolidation at LEAD	$51M
Committed	$16M
Remaining	$35M
Consolidate 93 Workload At Hill	$26M
JCSG/DM Consolidation	6M
• Red River (Vehicles and Launchers)	$32M
• Tobyhanna (Missile Components)	
• Crane (Fuzes)	
• Black World	
Savings	$3M

Depot Labor Rate Comparison



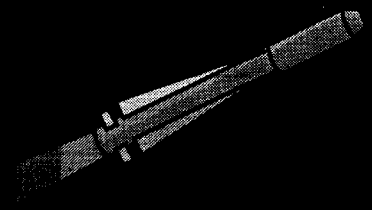
Hill AFB	LEAD
$69.27	$101.33

Depot Maintenance Operations Indicator Report
FY93/1 - FY94/2 Latter 4 Qtr Average Rates

Hill AFB	LEAD	ANAD	TOAD
$49.38	$65.33	$52.06	$58.31

Based on *Cost Comparability Handbook* and
Army Reported Depot Hourly Rates

Labor Rate Impact



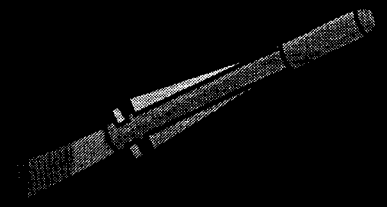
	94 Base Rate $/Hr	FY99 Earned Hrs 845.4K $M	Learning Curve Loss (000) Hrs	Learning Curve Loss $M
LEAD	65.33	55.23	128.7	8.41
Hill AFB	49.38	41.75	55.4	2.74
Hill AFB Avoidance	**15.95**	**13.48**	**73.3**	**5.67**

Based on Labor Rates and Projected Learning Curve

Cost Avoidance (Chart 1 of 2)

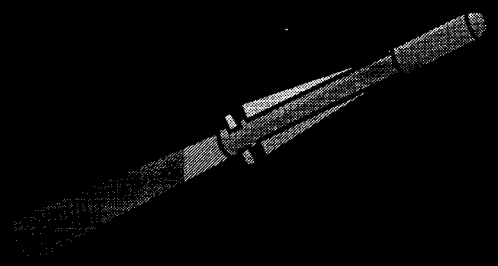
Original BRAC Consolidation at LEAD	$51M
Obligated and Committed	($26M) ?
Remaining	$25M
Consolidate 93 Workload At Hill	($26M)
Delta	($ 1M)
JCSG/DM Consolidation Cost	($ 6M)
• Red River (Vehicles and Launchers)	
• Tobyhanna (Missile Components)	
• Crane (Fuzes)	
• Black World	
Subtotal Delta	($7M)

Cost Avoidance (Chart 2 of 2)



Delta	($ 7.0M)
Other Cost Avoidance	$13.5M
Recurring (1 Year)	
• Hill AFB $15.95/Hr Less	
Cost Avoidance	$6.5M
Non-Recurring Cost Avoidance	$5.67M
• Learning Curve (3 Years)	
Total Cost Avoidance	$12.17M

Transition Plan

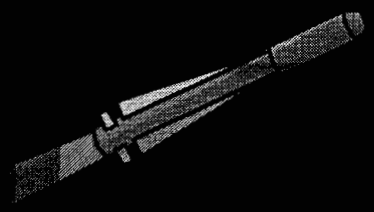


Integrate Immediately

No MILCON/Upgrade
Workload Already In-Place

Workload	Bldg
• AUR	2026
• Sidewinder (AF, Navy)	100
• Maverick (AF, Navy, USMC)	5
• Hellfire (Army)	5
• SLAM (Navy)	5

Transition Plan



Remaining Workload

No MILCON
Minor Upgrades
Common Skills
Workload

	Bldg
• Dragon	5
• Phoenix	5
• Shillelagh	5
• Sparrow	5
• TOW II	5
• MLRS	5, 847
• LCSS	847
• TOW Launcher	847
• TOW BFVS	847

Transition Plan

Remaining Workload (Cont)

Workload*	Bldg
• AMRAAM	100
• Standard	100
• Avenger	100, 847
• Red River Workload	847
• Patriot	5, 847
• HAWK	5, 847
• Tobyhanna Workload	5, 100
• HARM	5
• ATACMS	5
• Crane Workload	509
• Black World	1515

*Transition Must Start Immediately Upon BRAC 95 Decision

Conclusions

Document Separator

WHITE PAPER

ON

TACTICAL MISSILE WORKLOAD CONSOLIDATION
November 1994

1. **Introduction:** The purpose of this white paper is to analyze the tactical missile repair workload capability of OO-ALC and compare it to the BRAC 93 decision to implement the Tactical Missile Consolidation (TMC) at Letterkenny Army Depot (LEAD). This paper will discuss the full range of missile support capabilities at OO-ALC (facilities and skilled workers already in place), the current tactical missile workload (both at OO-ALC and DoD), and the tactical missile workload that can be absorbed immediately by OO-ALC.

2. **Missile Support Capabilities at OO-ALC:** Missile Support Capabilities at OO-ALC can be divided into nine (9) major categories or capabilities for discussion. These capabilities are: 1) management, 2) repair and modification, 3) industrial support, 4) engineering, 5) assessment, 6) test, 7) storage facilities, 8) distribution, and 9) disposal.

   a. **Management:**
      - Systems are managed from a "Cradle to Grave" perspective
      - Promotes synergism between Armament and ICBM program offices by sharing:
        - Weapons storage areas
        - Security control systems
        - Weapons repair and testing facilities
        - Test facilities
        - Safety training
        - Experience
        - Lessons learned
      - Specialized management capabilities
        - Silo-Based ICBM System Program Office
          - Awarded the "Hammer Award" by Vice President Gore as a "Hero of Government Reinvention", Sept. 1994
        - USAF Air-to-Surface Product Group Manager
        - Ammunition Control Point - Focal point in USAF for wartime and peacetime management and movement of all explosives
        - Missile explosive component and container managers
      - System and supply
        - Explosives experts are employed at OO-ALC
        - Material and technical management functions are performed at OO-ALC

   b. **Repair and Modification:** OO-ALC is the only USAF Technical Repair Center (TRC) for munitions, cruise missiles, launchers, aircraft guns, bomb racks, ejection seat explosive time charge, etc. OO-ALC currently has the capacity to consolidate DoD's tactical missile workload and has the following facilities for repair and modification vice LEAD:
      - Total of 56,810 ft^2 of 1.1 Class A-C Explosive rated maintenance facilities
      - Total of 46,500 ft^2 inert repair capability expandable by an additional 165,000 ft^2 (Bldgs 5 and 100) with additional space available by rearranging workloads (enough for TMC).
      - Missile component and system-level repair
        - Analytical condition and repair inspections
          - ACM Imaging Radar System (AIRS) is a DoD unique facility and an integral part of the maintenance concept for the ACM and TSSAM

- Guidance and control systems overhaul
- All-up round integration and test

- Perform ground support equipment repair
  - Both hardware repair and software modification
- Perform Missile and ground support equipment upgrades
  - Performance, reliability, and maintainability
- OO-ALC explosive repair facilities:
  - Bldg 2026 All Up Round Maverick Repair Facility 22,750 ft^2
  - Bldg 1424 ALCM/SRAM/ACM Repair Facility 34,060 ft^2
- OO-ALC inert repair facilities:
  - Bldg 5 Missile Guidance Unit Repair Facility 21,600 ft^2
  - Bldg 100 AIM-9 Sidewinder Repair Facility 24,900 ft^2

c. **Industrial Support:** OO-ALC has a one-of-a-kind industrial capability with its internal capabilities and its geographical collocation with local industry:

- OO-ALC has unique design, prototyping, and competitive manufacturing expertise in the following:
  - Optical and photonic components (30,000 ft^2 environmentally controlled facility plus 5,000 ft^2 management and engineering support facility)
  - Printed circuit boards (96,000 ft^2 environmentally controlled area, 20,000 ft^2 of which is raised floor for ATE and 10,000 ft^2 of which is 100,000 class clean room)
  - Electrical cabling
  - Plastic and rubber molding
  - Investment casting
  - Packaging systems
  - Metal Processing
  - Thermal spray coatings
  - Indoor anechoic test complex (radar testing)
- Also provide typical industrial support functions
  - Precision measurement equipment lab (PMEL)
  - Hydraulics/electronics support
    - Electro/hydraulic
    - Missile flight controls
    - Hydraulic actuators
    - Missile shock isolators
  - Machine shop:
    - CNC milling
    - CAD/CAM design and programming
    - Tool and die
    - Mold making
  - Plant (facility) management
  - Supply
- Major missile contractors are located in local area from which OO-ALC can draw expertise
  - Hercules, Salt Lake City, produces the following rocket motors:
    - HARM
    - Poseidon
    - Trident
    - Minuteman
    - Sidewinder

- Thiokol, Ogden, UT, and Promontory, UT, produces the following rocket motors:
  - Peacekeeper
  - Minuteman
  - Maverick
  - Trident
- Williams International, Ogden, UT, produces:
  - Advanced Cruise Missile jet engine

d. **Engineering:** OO-ALC has a full-range engineering support capability already in place:
- System Engineering support expertise in-house
  - Hardware and software
    - Design
    - Development
    - Test
    - Integration
- Independent verification and validation for software (IV&V)
- EPA certified chemical analysis (liquid, solid and explosive analyses)
- Structural and electrical failure analysis
- Environmental analysis
- Time studies and process improvement (improve production flow)

e. **Assessment (Analysis):**
- Explosives analysis
  - X-ray and computed tomography (CT), just opened largest CT in country
    - Bldg 2113 23,000 ft^2
  - Rocket motor and warhead dissections (machining)
    - Bldg 1946 2,436 ft^2
    - Little Mountain Complex
  - Chemical and physical analysis
    - Chemical: Bldg 1941 3,297 ft^2
    - Physical: Bldg 1943 3,297 ft^2
- Survivability/vulnerability analysis (Little Mountain Complex)
  - Radiation
  - Shock and vibration
  - Electromagnetic compatibility/interference

f. **Test:**
- Aging and surveillance of explosive components
  - Service life predictions
  - Safety assessments
- Live and static firing
  - Warheads/large Motors: Utah Test and Training Range (UTTR)
  - Small motors/components on-base: 649 MUNS (Maintenance and Test Squadron)
  - Dugway Proving Grounds (Army)
- Close proximity to operational users
  - 388 Fighter Wing
  - 419 Fighter Wing (AFRES)
- 545 Test Group provides test services
  - Test Management
  - Flight Test Engineering
  - Test Plans
  - Final Test Report

- Collocated with:
  - Buildup and storage facilities
  - Aircraft loading area
  - Mission Control Center (MCC)
  - Integrated Product Team (IPT)
  - UTTR
- Allows product engineers to track the test process at any stage and obtain real-time test data for decision-making

g. **Storage Facilities:** OO-ALC has extensive storage capabilities on-site and close by:
- Explosive storage
  - Missile assembly and maintenance storage (>200 facilities) 247,000 ft^2
  - Tooele North Storage Area 1,000,000 ft^2, 41,000 ft^2 for OO-ALC assets
  - Oasis 108,000 ft^2
- Non-explosive storage on-site
  - OO-ALC storage 252,000 ft^2
  - DLA storage areas (largest in the U.S.) 3.4 M ft^2
- Army's Tier Depot Analysis:
  - Study performed by the Army
  - Classifications
    - Tier I (Days 1-30; training)
    - Tier II (Days 30 and beyond)
    - Tier III (De-Mil and caretaker)
  - Tooele AD "Best suited for Active Status" (Tier I), LEAD "Best suited for Cadre Status" (Tier II)
  - Tooele AD, together with OO-ALC's unique explosive airlift capability, can project great quantities of munitions quickly and efficiently

h. **Distribution:**
- Ammunition control point for all USAF non-nuclear munitions
  - $10B inventory; over 11,000 items managed
  - Processed over 4165 tons of munitions (167 Boeing 707 equivalents) during two-month period in support of Desert Storm
- Located near major transportation networks with unique explosive handling capability by air, rail or truck:
  - Airfields: Hill AFB and Salt Lake City International Airport
  - Interstate: I-15, I-80, and I-84
  - Railroads: Union Pacific, Rio Grande, Southern Pacific (plus on-base rail)

i. **Disposal:**
- Explosive Ordnance Disposal (EOD) Division at Hill AFB
- Use thermal treatment unit at UTTR
  - Capable of Disposing of large explosives while maintaining EPA compliance
  - One of a few select sites
- Dugway Proving Grounds (Army)
- Tooele AD for chemical and biological demilitarization

j. **Surge Capability:** OO-ALC has a well-rounded peacetime and wartime surge capability with the collocation of DLA, Tooele AD, 545th Test Group, 419th FW, 388th FW, the number of hot pads for munitions transport, and class 1.1 explosive capability. Hill AFB has unique qualifications that enabled them to be a major player in the airlift of munitions from Hawthorne Army Ammunition Plant, Nevada, Sierra Army Depot, California, and Tooele Army Depot, Utah, during Desert Storm.

3. **Current Tactical Missile Workloads in DoD:** In Figure 3-1, those workloads currently planned for consolidation at LEAD are shaded, those currently performed at OO-ALC are annotated with a "⇒", and those workloads at OO-ALC that are planned for consolidation at LEAD have both annotations. Table 3-1 shows the total missile workload performed at OO-ALC with the number of direct hours for each, ONLY for repairs. Table 3-2 shows that OO-ALC performs 92% of the USAF missile workload and 48% of the DoD missile workload as measured by direct labor hours. Table 3-3 shows that OO-ALC performs 71% of the USAF tactical missile workload and 20% of the DoD tactical missile workload.

⇒ ACM	Patriot
⇒ ALCM	⇒ Peacekeeper
AMRAAM	Phoenix
ANTSQ-73	Poseidon
Army Tactical Missile	⇒ RSLP
Chaparral	Shillelagh
Dragon	⇒ Sidewinder
HARM	Sparrow
Harpoon	⇒ SRAM
Have Nap	Standard
Hawk	⇒ STARS
Hellfire	Stinger
LCSS	TOW & TOW Cobra
⇒ Maverick	Tomahawk
⇒ Minuteman	Trident
MLRS	TSSAM

Legend:
LEAD Consolidation
⇒ OO-ALC Repaired

Figure 3-1. DoD Tactical Missile Workload

Table 3-1. OO-ALC Missile Workload

System	Manage	Test	Repair	Direct Labor Hrs*
Minuteman	√	√	√	763.0K
Peacekeeper	√	√	√	73.0K
Maverick	√	√	√	86.0K
Sidewinder		√	√	103.0K
SRAM		√	√	4.0K
ALCM		√	√	14.0K
ACM		√	√	0.7K
Have Nap		TBD		N/A
AMRAAM		√		N/A
HARM		√		N/A
RSLP		√	√	24.0K
STARS		√	√	0.2K
*Represents repair only			**Total**	**1067.9K**

Table 3-2. Total DoD Missile Workload Comparisons

	All Repair	OO-ALC Repair	
Assets*	**Direct Labor Hrs (K)**	**Direct Labor Hrs (K)**	**%**
USAF	1157	1068	92
DoD	2207	1068	48

*Excludes AMRAAM, HARM, Have Nap, Tomahawk, & TSSAM (either in development or contractor repair - no data was available)
Source: Estimates Based on *Tactical Missile Maintenance Consolidation Plan for LEAD*, 31 Jan 92.

Table 3-3. Total DoD Tactical Missile Workload Comparisons

	All Repair	OO-ALC Repair	
Assets*	**Direct Labor Hrs (K)**	**Direct Labor Hrs (K)**	**%**
USAF	293	208	71
DoD	1020	208	20

*Excludes AMRAAM, HARM, Have Nap, Tomahawk, & TSSAM (either in development or contractor repair - no data was available)
Source: Estimates Based on *Tactical Missile Maintenance Consolidation Plan for LEAD*, 31 Jan 92.

4. Future Tactical Workloads:

a. The following definitions are used throughout this section:

- Category I workloads (like systems):
  - Fits well into existing repair flows
  - Immediately integratable into flow
  - Facility realignment only—No MILCON (military construction)
- Category II workloads (similar systems):
  - Adaptable to existing repair flows
  - Requires transition planning
  - Facility modifications required—No MILCON
- Category III Workloads (future—in development or CLS):
  - Projected availability beyond FY95
  - Requires transition planning
  - Facility modifications required—No MILCON

Table 4-1 Category I Tactical Missile Workloads

	Requirements						
	Direct Labor Hours (K)				Floor Space (K- ft^2)		
System	FY94	FY95	FY96	FY97	Req	Add	Avail
Sidewinder*	14.8	14.4	15.5	18.4	3.0	0	24
Chaparral*	23.6	23.6	-	-	3.1	0	
Hellfire**	3.7	3.7	3.7	3.7	3.6	0	38
Total	**42.1**	**41.7**	**19.2**	**22.1**	**9.7**	**0**	**62**

* In Addition to 103K Hrs of Current Sidewinder Repair
** In Addition to 83K Hrs of Current Maverick Repair
Source: Floor Space Requirements from *Building 370 First Floor Proposed Floor Plan*, LEAD, 8 May 92.

b. **Category I Tactical Missile Workloads:** Table 4-1 shows the Category I tactical missile workloads that could be performed at OO-ALC. The advantages of consolidating Category I workload at OO-ALC are:

- Support infrastructure in place
- Minimal facility realignment—No MILCON
- Common Support Equipment Already in Place
- Highly skilled work force available
- Can implement and absorb immediately

Table 4-2 Category II Tactical Missile Workloads

	Requirements			
	Direct Labor Hours (K)			
System	FY94	FY95	FY96	FY97
ANTSQ-73	56.9	56.9	-	-
Dragon	22.4	22.4	22.4	22.4
LCSS	18.8	18.8	-	-
MLRS	49.2	49.2	49.2	49.2
Phoenix	9.9	23.9	20.4	20.4
Shillelagh	5.2	5.2	-	-
Sparrow	89.0	71.9	73.6	70.6
Stinger	30.8	11.8	14.2	14.2
TOW Missiles	112.8	112.8	112.8	112.8
Total	**395**	**372.9**	**292.6**	**289.6**

Floor Space (K- ft^2)
Req
65
Avail
65

Source: Same as Category I Table and *Tactical Missile Maintenance Consolidation Plan for LEAD*, 31 Jan 92

c. **Category II Tactical Missile Workloads:** Table 4-2 shows the Category II tactical missile workloads that can be performed at OO-ALC. The advantages of consolidating Category II workload at OO-ALC are:

- The support infrastructure is in place
- Limited facility modifications—No MILCON
- Common support equipment is in place.
- Common Technology and Skills in Place
- Training programs available locally
- Economies of scale
- Phase the consolidation over 94-98

Table 4-3. Category III Tactical Missile Workloads

System	Requirements: Direct Labor Hours (K) FY94	FY95	FY96	FY97
AMRAAM	-	-	-	-
ATACM	21.6	21.6	21.6	21.6
HARM	-	-		
Harpoon	16.1	16.1	16.1	16.1
Have Nap	-	-	-	-
Hawk	73.2	63.7	60.0	58.5
Patriot	200.6	167.8	151.4	135.8
Standard	63.0	66.0	67.0	81.0
Tomahawk	-	-	-	-
TSSAM	-	-	-	-

Floor Space (K- ft^2)
Req
100
Avail
100

Source: Same as Category I Table and *Tactical Missile Maintenance Consolidation Plan for LEAD*, 31 Jan 92

d. **Category III Tactical Missile Workloads:** Table 4-3 shows the Category III tactical missile workloads that can be performed at OO-ALC. The advantages of consolidating Category III workload at OO-ALC are:
- Support infrastructure is in place
- Limited facility modification—No MILCON
- Increased economies of scale
  - Common technologies and skills with other workloads
  - Leverage category II production processes
- Phase in 96-98

5. **Analysis:**

a. **Facilities:**
- Ogden
  - Support infrastructure in place
  - Facilities are available; could accept all workload without MILCON and with minimum refurbishment (268,300 ft^2 available as shown in Tables 4-1, 4-2, and 4-3, and paragraph 1c, for transition of organic repair only)
    - Explosive storage available
    - Explosive work area available
    - Extra storage at Tooele and Oasis (UTTR)
  - Skills and technology in place
  - Consolidation can occur immediately

- LEAD
  - LEAD advertised NO MILCON prior to BRAC decision. Current MILCON funding level is $7.134M (only for tactical missiles) and will probably increase. Not included in this figure is any construction for support or storage facilities.
  - Have proposed 303,649 ft^2 for missile maintenance (Bldgs 370, 426, 11, and 12) all of which are undergoing extensive renovation with MILCON, Base Closure Account (BCA) and minor construction funding (Blue Book update, Sept 94)
  - 3M ft^2 ammunition storage
  - Radiographic facilities

Table 5-1 OO-ALC and LEAD Functional ft^2 Comparison

Function	OO-ALC	LEAD
Storage	3.8M	3.0M
Analysis	32,000	NONE
Test	32,000	NONE
Repair	268,300	303,469

b. Cost:

- Actual cost per labor-hour at OO-ALC is less than Letterkenny ($68.08 vs. $74.96 as of Oct 94)
  - LEAD projected 1994 labor rate to be $50.30. (Projection as of Jan 93)
  - LEAD briefed 1999 labor hours (675,000 hours) and cost ($71.10/direct labor hour). LEAD projected 1997 labor rate to be $37.76/direct labor hour (Projection as of Jan 93) upon which payback period and steady state savings are based. Actuals appear to be far different from projected.
  - LEAD Low labor cost before the BRAC decision, was due to lower skill-level tasks (personnel in WG 8-10) where OO-ALC required higher skilled tasks (personnel in WG 10-12). Labor cost has greatly increased since hiring of skilled workers as more complicated workload was transferred. Also, fewer labor hours are being transferred due to force reductions.
  - LEAD is claiming that if more of the same workload is transferred, the cost will be lower, even though they will need to hire highly skilled workers who cost more.
  - Army is seeking waivers to NOT transfer 29% of their tactical missile workload to LEAD because it is not cost-effective, systems are retiring, or technical data is too costly to purchase.
- Total BRAC funding for TMC is $51M.
  - Other hidden costs born by the current Source of Repair (SOR):
    - USAF pays PCS for workers transferring to LEAD
    - Losing SOR pays labor to disassemble equipment for shipment to LEAD
    - USAF is paying $5.2M per year (projected for up to three years totaling $15.6M) for Interim Contractor Support (ICS). BRAC funding is only approved for one year.
- LEAD wants all missile workload being performed at contractor facilities to transition to LEAD regardless of increased cost or erosion of private industrial manufacturing/repair base. Three examples:
  - Hellfire
    - Contractor actual labor cost: $47/hr
    - LEAD estimated cost: $60 /hr
    - Contractor setup: $5.096M
    - LEAD $9.172M (excluding facilities)
  - AIM-7P
    - Commercial cost: $6,127/repair
    - LEAD cost: $11,302/repair
  - Patriot (90% of the work will not transfer from contractors)
    - 51 items: Documentation unsuitable for organic repair
    - 7 items: Unstable design
    - 3 items: Insufficient demands
    - 16 items: Not cost effective to transfer
- LEAD wants a moratorium on competition for tactical missile workload until 1999 when they expect their rates to stabilize.

c. **Schedule:**
- AIM-9 scheduled transition was to take one(1) year—now planned for three (3) years before fully transitioned.
- LEAD advertised capability to perform modifications—is unable to perform due to lack of capacity. Contractor is being used and cost is three times that if OO-ALC would perform the work.
- Transition of workload planned in Nov 93 for 1995 was 408,100 hrs; revised plan as of Oct 94 is 274,300 hrs. Only 67% of the planned is expected.
- The planned transition of workload through FY99 is 759,500 hours. Of that, only 172,400 is planned to be transitioned by Apr 95 (22.9%).**
- 84,900 hours of workload have transitioned to LEAD, but only 19,800 hours of work have been performed (23.3%). A large backlog of repair work could negatively impact readiness.**

** Source: Two handouts from the Tactical Missile Consolidation IPR October 1994, titled: "Expended Transition Workload" and "Planned Transition Workload."

d. **Service:**
- Ogden ALC offers the most extensive missile experience in DoD; more than 30 years
- Ogden ALC provides high quality, innovative, full service missile support (as recognized by Vice President Gore)
- LEAD proposes a "one-stop-service" concept while OO-ALC has been practicing one-stop service for 30 years.

e. **Environmental Concerns:**
- EPA permits already exist at OO-ALC for disposals, demilitarization, and necessary explosive work in conjunction with UTTR, Tooele AD, and Dugway Proving Grounds.

6. **Conclusion:** Consolidation of all DoD tactical missile workload at OO-ALC is the best decision because storage, test, analysis, repair, and disposal of missiles are all in one location; LEAD can only store and repair. We believe that the most cost-efficient place to consolidate missile repair is OO-ALC; only OO-ALC can provide the full scope of missile support from storage to test, analysis, and repair. The geographical collocation of OO-ALC, Hill AFB fighter wings, Tooele AD, Dugway Proving Grounds, and UTTR, provide a synergism found nowhere else in the country. LEAD cannot even come close to developing the capabilities collectively gathered and operationally in place in Utah. TMC at LEAD is a costly move (short term and long term) for U.S. taxpayers. There is no evidence that the costs projected for transition will ever be recouped in the long term.

Schedule Calculations

To Determine Percent of Total Workload to be Transitioned to LEAD by April 95:

1. Use FY99 as the baseline (steady state condition): 759,500 hours

2. Determine the difference between FY95 and FY95 as the gaining workload in hours.
   (274,300 - 94,100 = 160,200)

3. Assume uniform amount of workload is transitioned each month (160,200/12). Therefore, 80,100 hours will have transferred by the end of Apr 95 (6 months into FY95).

4. $\frac{94{,}100 + 80{,}100}{759{,}500} = .229$ or **22.9%** of the of the planned workload will have transitioned by Apr 95.

5. Of the 84,900 hours actually received by LEAD in FY94, only 19,800 hours of work were performed **(23.3%)**

Source: Two handouts from the Tactical Missile Consolidation IPR October 1994, titled: "Expended Transition Workload" and "Planned Transition Workload."

As of: 13 Oct 94

EXPENDED TRANSITION WORKLOAD

DIRECT LABOR HOURS (000)

	FY 94		FY 95	
	ACTUAL	EXPND	PLND	EXPND
ARMY – Organic				
SHILLELAGH	0.000	0.000	0.000	0.000
LCSS	0.000	0.000	0.000	0.000
AN/TSQ–73	0.000	0.000	0.000	0.000
CHAPARRAL	0.000	0.000	0.000	0.000
TOW 2	0.000	0.000	0.000	0.000
DRAGON **	1.493	0.000	20.162	0.000
TOW BFVS	0.224	0.070	51.309	0.000
TOW COBRA	0.446	0.000	0.000	0.000
ATACMS **	8.420	5.228	30.837	0.000
HELLFIRE ** Kr will not transitioning	1.021	0.081	5.927	0.000
MLRS	3.324	0.095	78.247	0.000
AVENGER **	51.044	13.094	7.178	0.000
TOTAL ARMY ORGANIC	65.972	18.568	193.660	0.000
AF / NAVY / USMC – Organic				
SPARROW **	17.577	0.593	0.000	0.000
PHOENIX **	0.000	0.000	0.000	0.000
SIDEWINDER *	0.000	0.000	0.000	0.000
MAVERICK	0.000	0.000	0.000	0.000
STANDARD	0.000	0.000	0.000	0.000
HAWK (USMC)	0.000	0.000	0.000	0.000
TOTAL OTHER ORGANIC	17.577	0.593	0.000	0.000
AF / NAVY / USMC – Contract				
AMRAAM	0.000	0.000	0.000	0.000
HARM *	0.000	0.000	0.000	0.000
TOTAL OTHER CONTRACT	0.000	0.000	0.000	0.000
ARMY – Contract				
HELLFIRE	0.000	0.000	0.000	0.000
STINGER	0.000	0.000	0.000	0.000
HAWK	0.000	0.000	0.000	0.000
PATRIOT	0.000	0.000	0.000	0.000
MLRS	0.000	0.000	0.000	0.000
ATAS / AVENGER	0.000	0.000	0.000	0.000
ATAS (ARGON BOTTLES) **	1.376	0.649	1.814	0.000
TOTAL ARMY CONTRACT	1.376	0.649	1.814	0.000
TOTAL WORKLOAD	84.925	19.810	195.474	0.000

* INCLUDES ENGINEERING SUPPORT WORKLOAD
** ORGANIC CAPABILITY ACHIEVED AT LEAD

As of: 13 OCT 94

PLANNED TRANSITION WORKLOAD

DIRECT LABOR HOURS (000)

	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
ARMY – Organic						
SHILLELAGH	0.0	0.0	0.0	8.0	8.0	8.0
LCSS	0.0	0.0	0.0	18.4	18.4	18.4
AN/TSQ-73	0.0	0.0	0.0	2.5	0.8	0.7
CHAPARRAL	0.0	0.0	0.0	0.0	1.5	1.7
TOW 2	0.0	8.1	57.9	59.7	71.6	71.9
DRAGON **	0.0	18.1	20.4	20.9	15.4	15.4
TOW BFVS	0.0	28.7	33.4	36.2	35.9	35.9
TOW COBRA	0.0	6.0	40.2	39.3	39.4	39.4
ATACMS **	3.0	18.8	22.6	24.1	23.1	11.1
HELLFIRE **	3.5	15.8	14.3	14.3	16.9	19.5
MLRS	32.3	54.4	67.0	73.9	71.1	71.3
AVENGER **	46.9	18.0	8.3	7.8	7.9	7.3
TOTAL ARMY ORGANIC	85.7	167.9	264.1	305.1	310.0	300.6
AF / NAVY / USMC – Organic						
SPARROW **	5.6	41.5	37.9	33.2	38.3	31.0
PHOENIX **	0.0	12.0	22.1	19.0	19.2	13.3
SIDEWINDER *	0.0	16.2	111.7	108.0	99.2	94.6
MAVERICK	0.0	0.0	11.5	43.6	41.6	43.6
STANDARD ***	0.0	0.0	13.4	14.5	14.3	16.8
HAWK (USMC)	0.0	17.3	126.4	118.3	101.0	91.8
TOTAL OTHER ORGANIC	5.6	87.0	323.0	336.6	313.6	291.1
AF / NAVY / USMC – Contract						
AMRAAM	0.0	0.0	0.0	0.0	30.5	35.5
HARM *	1.0	1.0	1.0	1.0	28.1	32.4
TOTAL OTHER CONTRACT	1.0	1.0	1.0	1.0	58.6	67.9
ARMY – Contract						
HELLFIRE	0.0	0.0	0.0	0.0	0.0	0.0
STINGER	0.0	0.0	0.0	0.0	0.0	0.0
HAWK	0.0	0.0	1.7	1.8	4.2	4.3
PATRIOT	0.0	6.3	7.4	6.4	7.6	7.0
MLRS	0.0	7.6	13.7	14.0	13.1	13.5
ATAS / AVENGER	0.0	0.0	6.5	26.2	66.5	67.8
ATAS (ARGON BOTTLES) **	1.8	4.5	8.3	7.8	7.9	7.3
TOTAL ARMY CONTRACT	1.8	18.4	37.6	56.2	99.3	99.9
TOTAL WORKLOAD	94.1	274.3	625.7	698.9	781.5	759.5

* INCLUDES ENGINEERING SUPPORT WORKLOAD
** ORGANIC CAPABILITY ACHIEVED AT LEAD
*** STANDARD M–HRS REMAIN ON CHART UNTIL FINAL RESOLUTION WITH NAVSEA

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

MEMORANDUM OF MEETING

DATE: November 10, 1994

TIME: 10:30

MEETING WITH: Hill/~~DOD~~ DDO '95, Inc.

SUBJECT: Hill AFB

PARTICIPANTS:

Name/Title/Phone Number: 202/371-6277

General Mike Pavich, USAF (Ret.); President, Hill/DOD '95, Inc.
Steve Peterson; Legislative Director, Rep. Jim Hansen
Tim Rupli; Consultant
Bob Keltie; Consultant

Commission Staff:

David Lyles; Staff Director
Charles Smith; Executive Director and Special Assistant to the Chairman
Cece Carman; Congressional and Intergovernmental Affairs
*Frank Cirillo; Air Force Team Leader
Alex Yellin; Navy Team Leader
Ed Brown; Army Team Leader
Bob Cook; Interagency Team Leader

MEETING PURPOSE: Purpose was to meet Mr. Lyles and Mr. Smith. Primary discussion item revolved on Tactical Missiles and that Letterkenny was not capable of the full load(It does not have the full load) and that Hill was. Noted Letterkenny could not do AIM-9. Group also mentioned an effort by the InterMountain Tech Center regarding rocket fuel motor conversion and a "AFMC 21"study. A discussion of capacity and capability ensued. Group was meetinfg with DoD officials. Mentioned the Dod joint Depot group questionairre had 168 questions. Left Handout. fc

First Assembly of God

MYKE CROWDER
Senior Pastor

December 21, 1994

Dear Mr. David S. Lyles,

On behalf of First Assembly of God in Layton, Utah we would like to thank you for coming to Utah and participating in the State forum on base closure. Your insight was very helpful.

Utah strongly supports the Defense Department's presence in the State. Not just for the economic benefit government jobs bring, but because we truly believe installations in Utah are the best in their class and Utahn's do an outstanding job supporting the military missions they are part of.

Our communities are an ideal place to live and that adds to the quality of life for military people who give so much to their country.

We know your choices will be difficult, but we are ready to provide whatever information is needed to support the case for Utah bases.

Thank you for your time.

Sincerely,

Myke Crowder
Senior Pastor

vd

ASSEMBLIES OF GOD
AG
2352 East Highway 193 • Layton, Utah 84040 • (801) 771-7141

LAYTON City

Mayor • Jerry Stevenson
City Manager • Alex R. Jensen
Asst. City Manager • James S. Mason

• Councilmembers •
Ethel H. Adams
J. Stuart Adams
Brent A. Allen
Lyndia B. Graham
Debra B. Ledkins

December 20, 1994

Please refer to this number when responding 941227-5

Mr. David S. Lyles, Staff Director
Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Dear Mr. Lyles:

On behalf of Layton City and the entire community, I'd like to thank you for your recent visit to Utah and Layton City to participate in the forum on base closure. The insights and perspective of the BRAC Staff who participated in the forum was very helpful.

As the Mayor of Layton City, the largest community immediately adjacent to Hill Air Force Base, I feel I can speak for those I represent in stating that the Layton Community strongly supports the Defense Department's presence in the State of Utah, particularly Hill Air Force Base and the Defense Depot Ogden. We support these installations not just because of the sizeable economic benefits they provide to our community, but also because we are a patriotic and industrious people and we truly believe that Hill and DDO are at the top of their class in their ability to efficiently and effectively perform the military missions assigned to them.

The Layton Community is an ideal place to live and work. We believe quality of life is an important consideration for the military men and women, and their families, who give so much for the protection of this country.

We recognize the challenges facing the BRAC Staff and know your choices will be difficult. Please know that Layton City stands ready to provide whatever information or resources are at our disposal to support the continued viability and productivity of our military installations.

Thanks again for your visit to the State of Utah and our fine City.

With Regards,

Jerry Stevenson
Mayor

Municipal Offices • 437 N. Wasatch Dr. • Layton, Utah 84041 • (801) 546-8500 • FAX: (801) 546-8577

Defense Base Closure and Realignment Commission 26 Dec 1994
1700 N. Moore St.
Suite 1425
Arlington, VA 22209

Dear BRAC:

I wanted to apologize for the spectacle our community made regarding Hill AFB, upon your recent visit. Our base does enjoy good community support and our High School Band is perhaps above average, but I would hope you could find better criteria for not closing our base or any base than community support and the performance of their High School Band.

Perhaps it would allow your commission a more business like atmosphere to make a decision if you would send word in advance of any future visit that the Band performance is not being evaluated and in fact that having the children in their respective class rooms, learning how to be a better more productive work force would receive more favorable recognition than standing along the road to wave as you pass.

I do hope their activity will not diminish our prospects for a fair chance to remain a viable part of the Defense Department.

Sincerely,

Ralph C. Rhoe

Ralph C. Rhoe
2251 N. 1100 West
Clinton, UT 84015

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TF30P414 REPAIR COST & TURNAROUND TIME COMPARISON

	FY-93 TAT	FY-93 COST	PROPOSED FY-94 COST	PROPOSED COST INCREASE
NORFOLK NADEP				
MAJOR REPAIR	57 DAYS	$258K	N/A	N/A
MINOR REPAIR	38 DAYS	$182K	N/A	N/A
OKLAHOMA CITY ALC				
MAJOR REPAIR	94 DAYS	$354K	$452K	27.7%
MINOR REPAIR	55 DAYS	$117K	$209K	78.5%

Enclosure (2)

concerned that a similar situation may occur with the MCAPP work performed at OO-ALC. I am sure you can understand the concerns we have about what the full cost of F/A-18 MCAPP will be at OO-ALC, since to date not a single F/A-18 MCAPP has been completed.

Your letter to MG(Ret.) Klugh also stated that it is unnecessary to maintain F/A-18 repair capability at both OO-ALC and NADEP North Island. I do not concur with that assessment. As my F/A-18 in-service engineering technical authority, NADEP North Island must remain actively involved in both the MCAPP and Age Exploration Programs in order to execute its reliability centered maintenance responsibilities. Consequently, if only one F/A-18 depot source of repair were required, we would terminate the MCAPP contract with OO-ALC.

The bottom line on this issue is that the Navy selected OO-ALC to perform above-core MCAPP. We hoped that proactive teamwork between NADEP North Island and OO-ALC would provide a model for jointness in the depot community. Unfortunately, an adversarial environment is developing which I feel is extremely counterproductive. I firmly believe that you and I must act quickly to reestablish an environment of mutual trust and confidence that will foster the interservice cooperation we need to achieve success in this vitally important joint venture.

Very sincerely + respectfully,

Bill

W. C. BOWES
Vice Admiral, U. S. Navy

ENCLOSURES

General Ronald W. Yates, USAF
Commander, Air Force Materiel Command
AFMC/CC
4375 Chidlaw Road, Suite 1
Wright-Patterson AFB, OH 45433-5001

Copy to:
DUSD(L)
ASN(RD&A)
CNO(N4)

F/A-18 DEPOT INDUCTIONS

FY 1994

	QTR1	QTR2	QTR3	QTR4	TOTAL
NADEP NORTH					
MCAPP					
FLEET	8	4	6	1	19
RESERVE	0	0	0	0	0
RDT&E	0	0	2	1	3
TOTAL	8	4	8	2	22
AEPD	3	5	2	4	14
OO-ALC					
MCAPP					
FLEET	2	7	8	8	25
RESERVE	1	2	1	1	5
TOTAL*	3	9	9	9	30

*CONTRACT AWARDED FOR 36 A/C OVER 15 MONTHS
THE REMAINING 6 AIRCRAFT WILL BE INDUCTED 1ST QRT FY 1995

Enclosure(1)

Document Separator

REVIEW AND ANALYSIS - ROUTING SLIP

ORIGINATED BY: Bob Cook **DATE:** 2/2/94

	FYI	COORD.	APPROVE	FILE	INITIAL
STAFF DIRECTOR	✓				
DIRECTOR/REVIEW & ANALYSIS	✓				
DEP. DIR./ REVIEW & ANALYSIS					
ARMY TEAM LEADER					
NAVY TEAM LEADER	✓				
AIR FORCE TEAM LEADER	✓				
SPECIAL TEAM LEADER					

COMMENTS: Received the attached letters from a consultant. The Air Force is apparently attacking just as the Navy had suspected. I suspect this is the 1st salvo of many. USN should constantly NG

Cook

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE MATERIEL COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO

29 Dec 93

FROM: AFMC/CC
4375 Chidlaw Road, Suite 1
Wright-Patterson AFB OH 45433-5001

SUBJ: Source of Repair (SOR) for the Navy F/A-18 Aircraft Workload

TO: Mr. James R. Klugh
Deputy Under Secretary of Defense (Logistics)
Pentagon
Washington DC 20301-3000

1. The Navy 5-year contract for the F/A-18 Modification Corrosion and Paint Program (MCAPP) was awarded to OO-ALC on 24 Aug 93. The OO-ALC bid was $61M in contrast to the Navy projected program value of $179M. The Navy competitor for this workload was North Island. The workload includes painting, electrical improvements, and upgrades to the aircraft.

2. The FY94 induction schedule into OO-ALC was expected to be 72 aircraft. After the contract was awarded, OO-ALC was informed that a much smaller number of aircraft would be funded. OO-ALC will now receive the minimum bid quantity of 36 aircraft. North Island will be receiving 11 age evaluation aircraft. The 11 aircraft are considered by the Navy to be core workload. On 14-15 Dec 93, OO-ALC was informed that North Island would not only be receiving age evaluation aircraft in FY94, but 14 additional MCAPP aircraft. The Navy has stated the additional 14 MCAPP aircraft is core workload.

3. The DOD definition of core states that core may be "...assigned by the Assistant Secretary of Defense for Production and Logistics to another DOD component or a consolidated capability under the control of a DOD Component when economic and strategic conditions warrant." Based upon this definition it is unnecessary to maintain a SOR for the F/A-18 at both OO-ALC and North Island. Since the OO-ALC cost is less than the North Island cost, increasing the number of aircraft repaired at OO-ALC results in increased savings to DOD. The maximum savings would occur if all F-18s were repaired at OO-ALC.

4. We believe, based upon the DOD definition of core and the savings projected, a single F/A-18 repair source at OO-ALC is the best DOD approach. I believe this SOR decision should be included in the 11 Jan 94 Defense Depot Maintenance Council agenda.

RONALD W. YATES
General, USAF
Commander

P.S. JIM - AS A MINIMUM, ALL MCAPP AIRCRAFT SHOULD BE DONE AT OO-ALC. WE'RE MISSING AN INDUSTRIAL OPPORTUNITY HERE DUE TO THE INVALIDATED "SERVICE CORE" CONCEPT

DEPARTMENT OF THE NAVY
THE COMMANDER OF THE NAVAL AIR SYSTEMS COMMAND
ARLINGTON, VA 22243-0001

11 January 1994

Dear General Yates,

The OSD staff has provided me with a copy of your 29 December 93 letter regarding our F/A-18 Modified Corrosion and Paint Program (MCAPP) contract, and I am concerned by what I believe to be distortions and errors of fact that are included. First, your letter states "the OO-ALC bid was $61M in contrast to the Navy projected program value of $179M. This comparison is a serious misrepresentation of the Navy's competitiveness because the figures used are clearly not comparable. The $61M OO-ALC bid covers only the basic MCAPP labor costs to inspect the aircraft and perform a modest level of repairs. It does not include the vast majority of the material costs and the total labor costs to repair the "over and above" deficiencies which are projected to be about twice the amount upon which the OO-ALC bid was based. In contrast, the $179M covers the Navy's total budgeted F/A-18 depot inspection and repair costs for five years.

Based on your letter, I believe the F/A-18 MCAPP Request For Proposal (RFP) structure needs to be clarified. Like most Navy RFPs for depot repair work, it included projections of maximum, expected, and minimum quantities, and it clearly specified the Navy was obligated for only the minimum quantity. Our current MCAPP contract projection for FY-94 has been reduced from the 72 "expected" in the RFP to 54, and may be reduced even further as the year progresses. Unlike the Air Force, which I understand has the ability to project exact repair quantities and specific aircraft bureau numbers, the Navy's continuing high tempo of carrier and Marine deployments necessitate depot flexibility; a trait in which our NADEPs excel. As you know, we were only able to schedule three first quarter MCAPP inductions at OO-ALC because we were not able to conduct the MCAPP contract post-award conference until mid-November. As shown in enclosure (1), however, we have programmed 9 inductions at OO-ALC in each of the remaining quarters of FY-94. Since OO-ALC has no previous F/A-18 MCAPP experience, I do not believe it would be prudent to increase the OO-ALC induction rate until the prototype aircraft has been satisfactorily completed. Even then, we plan to induct at least 20 F/A-18 aircraft per year at NADEP North Island in order to maintain core capabilities. (See enclosure (1)).

As you noted in your letter of 6 January 94, it frequently requires up to two years for depot production to stabilize after a new repair program is initiated. This has been reflected in our experience with OO-ALC repair of Navy TF30 and F110 engines. Specifically, as delineated in enclosure (2), the average TF30 turnaround time at OO-ALC to date has been well above what we previously experienced at NADEP Norfolk. In addition, OO-ALC recently proposed significant increases in TF-30 and F110 repair prices for FY-94 which exceed the repair costs previously incurred by NADEP Norfolk. Our F/A-18 program manager is understandably

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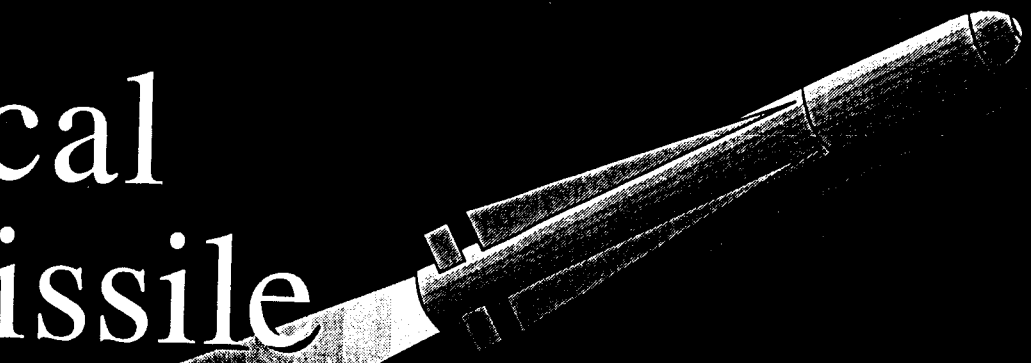
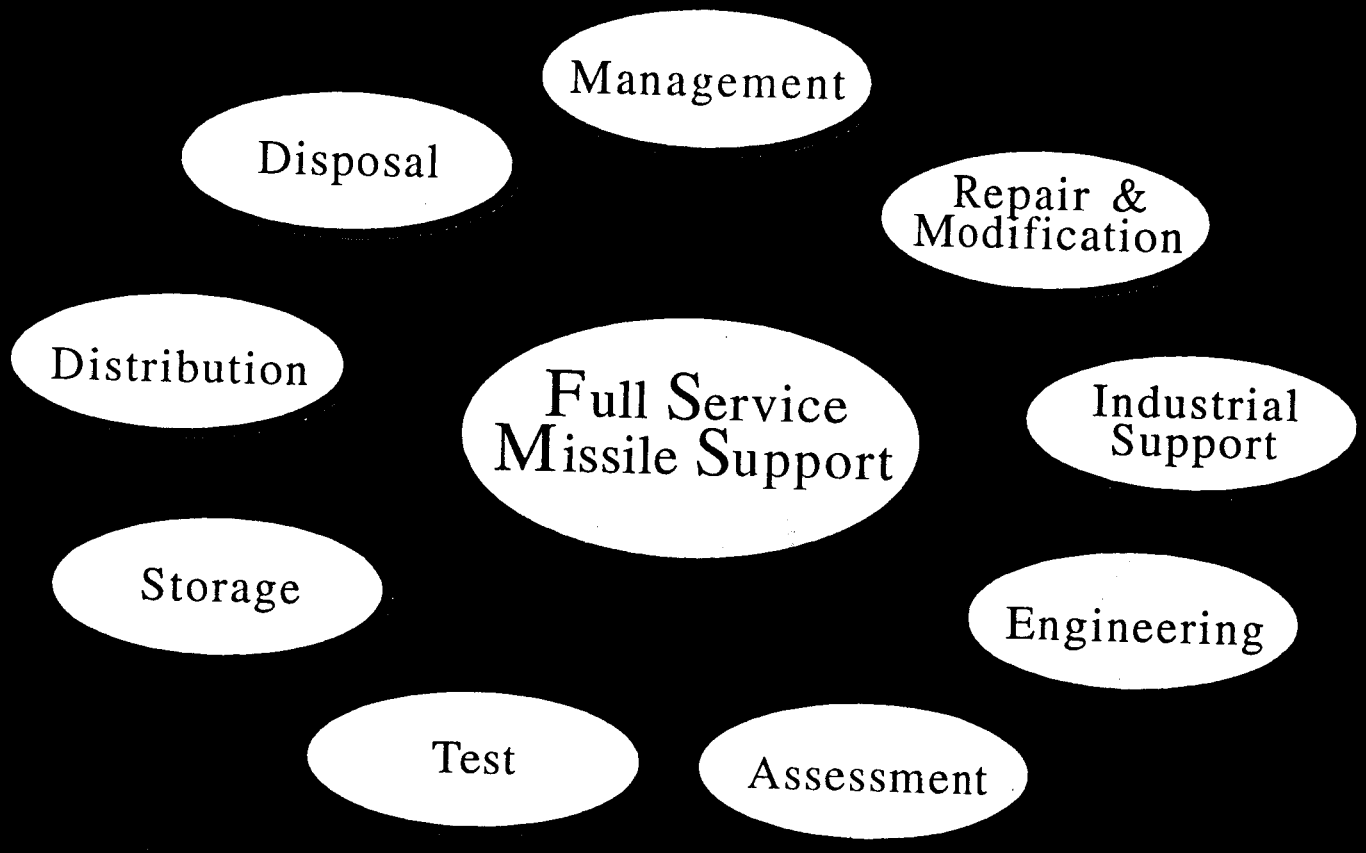
Tactical Missile Repair



Overview

- Missile Support Capabilities
- Current Workloads
- Potential Tactical Workloads
- Summary

OO-ALC Missile Support Capability



Missile Management

System Acquisition

- "Cradle to Grave" System Management

Specialized Management

- Silo-Based ICBM System Program Office
- Maverick System Program Director
- Missile Component and Container Managers

System, Supply, and Field Support

- Explosives Experts
- Spares Procurement

Missile Repair/Modification

- Missile Component and System-Level Repair
  - Analytical Condition & Repair Inspections
  - Guidance and Control Systems Overhaul
  - All-Up Round Integration and Test
- Ground Support Equipment Repair
  - Hardware and Software
- Missile and Ground Support Equipment Upgrades
  - Performance Reliability and Maintainability Enhancements

Industrial Support

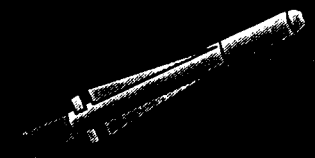
Unique Design, Prototyping, and Competitive Manufacturing Expertise

- Optical and Photonic Components
- Printed Circuit Boards
- Electrical Cabling
- Plastic and Rubber Molding
- Investment Casting
- Packaging Systems
- Indoor Anechoic (Radar) Test Complex

Industrial Support

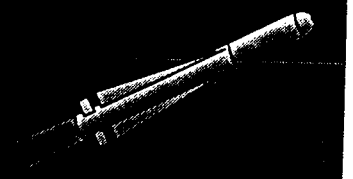
- Also Provide Typical Industrial Support Functions
  - Precision Measurement Equipment Lab
  - Hydraulics/Electronics Support
  - Machine Shop
  - Plant Management
  - Supply
- Major Missile Contractors in Local Area
  - Hercules, Thiokol, Williams International

Missile Engineering



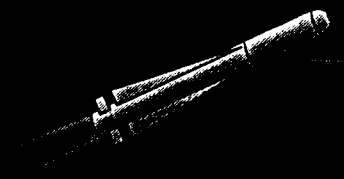
- Systems Engineering Support
  - Hardware/Software, Design, Development, Test, and Integration Expertise "In-House"
- Independent Software Verification and Validation
- EPA Certified Chemical Analysis
- Structural & Electrical Failure Analysis
- Time Studies & Process Improvement

Missile Assessment



- Explosives Analysis
  - X-Ray and Computed Tomography (CT)
  - Rocket Motor and Warhead Dissections
  - Chemical and Physical Analysis
- Survivability/Vulnerability Analysis
  - Radiation
  - Shock and Vibration
  - Electromagnetic Compatibility/ Interference

Missile Test



- Aging and Surveillance of Explosive Components
  - Service Life Predictions
  - Safety Assessments
- Live and Static Firing
  - Warheads/Large Motors: UTTR
  - Small Motors/Components: On-Base
- Close Proximity to Operational Users
  - 388th and 419th Fighter Wings

Missile Storage

Explosive Storage

- Missile Assembly & Maintenance Storage (>200 Facilities, 247,000 Sq Ft)
- Tooele North Storage Area (41,000 Sq Ft)
- Oasis (108,000 Sq Ft)

Non-Explosive Storage On-Site

- OO-ALC Storage Areas (252,000 Sq Ft)
- Defense Logistics Agency Storage Areas (3.4M Sq Ft)

Missile Distribution

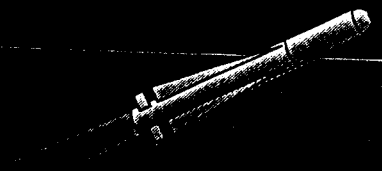
- Ammunition Control Point for All USAF Non-Nuclear Munitions
  - $14 Billion Inventory
  - Processed Over 4165 Tons of Munitions (167 Boeing 707 Equivalents) During Two-Month Period in Support of Desert Storm
- Located Near Major Transportation Networks
  - Airfields, Interstates, & Rail Service

Missile Disposal

- Explosive Ordnance Disposal (EOD) Team
  - The Only USAF EOD Squadron
- Uses Thermal Treatment Unit at Utah Test and Training Range
  - Capable of Disposing of Large Explosives While Maintaining EPA Compliance
  - One of a Few Select Sites

Current Workloads

DoD Missile Workloads



ACM
ALCM
AMRAAM
ANTSQ-73
Army Tactical Missile
Chaparral
Dragon
HARM
Harpoon
Have Nap
Hawk
Hellfire
LCSS
Maverick
Minuteman
MLRS
Patriot
Peacekeeper
Phoenix
Poseidon
RSLP
Shillelagh
Sidewinder
Sparrow
SRAM
Standard
STARS
Stinger
TOW & TOW Cobra
Tomahawk
Trident
TSSAM

■ *LEAD Consolidation*

OO-ALC Repaired

OO-ALC Missile Workload

System	Manage	Test	Repair	Direct Labor Hrs*
Minuteman	√	√	√	763K
Peacekeeper	√	√	√	73K
Maverick	√	√	√	86K
Sidewinder		√	√	103K
SRAM		√	√	4K
ALCM		√	√	14K
ACM			√	0.7K
Have Nap		TBD		N/A
AMRAAM		√		N/A
HARM		√		N/A
RSLP		√	√	24K
STARS		√	√	0.2K
			Total	1067.9K

Note: Direct Labor Hours Represent Repair Only

Total DoD Missile Workload Comparisons

	All Repair	OO-ALC Repair	
Assets*	Direct Labor Hrs (K)	Direct Labor Hrs (K)	%
USAF	1157	1068	92
DoD	2207	1068	48

*Excludes AMRAAM, HARM, Have Nap, Tomahawk, & TSSAM

Sources: Estimates Based on Tactical Missile Maintenance Consolidation Plan for LEAD, dated 31 Jan 92, and Briefing Prepared for Mr Berteau, Principal Deputy Assistant, Secretary of Defense (Production & Logistics), Analysis of Tactical Missile Maintenance, dated 08 Feb 93.

DoD Tactical Missile Workload Comparisons

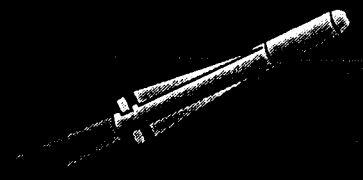
	All Repair	OO-ALC Repair	
Assets*	Direct Labor Hrs (K)	Direct Labor Hrs (K)	%
USAF	293	208	71
DoD	1020	208	20

*Excludes AMRAAM, HARM, Have Nap, Tomahawk, & TSSAM

Sources: Estimates Based on Tactical Missile Maintenance Consolidation Plan for LEAD, dated 31 Jan 92, and Briefing Prepared for Mr Berteau, Principal Deputy Assistant, Secretary of Defense (Production & Logistics), Analysis of Tactical Missile Maintenance, dated 08 Feb 93.

Potential Tactical Missile Workloads

Potential Tactical Missile Repair Workloads



Category I Workloads

- Fits Well Into Existing Repair Flows
- Immediately Integratable Into Flow
- Facility Realignment Only--No MILCON

Category II Workloads

- Adaptable to Existing Repair Flows;
- Requires Transition Planning
- Facility Modifications Required--No MILCON

Category III Workloads

- Projected Availability Beyond FY95;
- Requires Transition Planning
- Facility Modifications Required--No MILCON

Category I Tactical Missile Workloads

Requirements

System	Direct Labor Hours (K)				Floor Space (K-Sq Ft)		
	FY94	FY95	FY96	FY97	Req	Add	Avail
Sidewinder*	14.8	14.4	15.5	18.4	3.0	0	24
Chaparral*	23.6	23.6	-	-	3.1	0	
Hellfire**	3.7	3.7	3.7	3.7	3.6	0	38
Total	42.1	41.7	19.2	22.1	9.7	0	62

*In Addition to 103K Hrs of Current Sidewinder Repair
**In Addition to 83K Hrs of Current Maverick Repair

Sources: Floor Space Requirements from Building 370 First Floor Proposed Floor Plan, LEAD, 08 May 92. Direct Labor Requirements from Briefing Prepared for Mr Berteau, Principal Deputy Assistant, Secretary of Defense (Production & Logistics), Analysis of Tactical Missile Maintenance, dated 08 Feb 93.

Advantages of Consolidating Category I Workload at OO-ALC

- Support Infrastructure in Place
- Minimal Facility Realignment--No MILCON
- Common Support Equipment Already in Place
- Highly Skilled Work Force Available
- Can Implement Immediately

Immediate Consolidation of CAT I Workload at OO-ALC Makes Sense

Category II Tactical Missile Workloads

Requirements

System	Direct Labor Hours (K)			
	FY94	FY95	FY96	FY97
ANTSQ-73	56.9	56.9	-	-
Dragon	22.4	22.4	22.4	22.4
LCSS	18.8	18.8	-	-
MLRS	49.2	49.2	49.2	49.2
Phoenix	9.9	23.9	20.4	20.4
Shillelagh	5.2	5.2	-	-
Sparrow	89.0	71.9	73.6	70.6
Stinger	30.8	11.8	14.2	14.2
TOW Missiles	112.8	112.8	112.8	112.8
Total	395.0	372.9	292.6	289.6

Floor Space (K-Sq Ft)

Req
65
Avail
65

Note: Same Sources as Category I Chart and Tactical Missile Maintenance Consolidation Plan for LEAD, 31 Jan 92.

Advantages of Consolidating Category II Workload at OO-ALC

- Support Infrastructure in Place
- Limited Facility Modification--No MILCON
- Common Technology and Skills in Place
- Training Programs Available Locally
- Economies of Scale

Phased Consolidation of CAT II Workload at OO-ALC Makes Sense (94-98)

Category III Tactical Missile Workloads

Requirements

System	Direct Labor Hours (K)			
	FY94	FY95	FY96	FY97
AMRAAM	-	-	-	-
ATACM	21.6	21.6	21.6	21.6
HARM	-	-	38.9	47.2
Harpoon	16.1	16.1	16.1	16.1
Have Nap	-	-	-	-
Hawk	73.2	63.7	60.0	58.5
Patriot	200.6	167.8	151.4	135.8
Standard	63	66	67	81
Tomahawk	-	-	-	-
TSSAM	-	-	-	-

Floor Space (K-Sq Ft)

Req
100
Avail
100

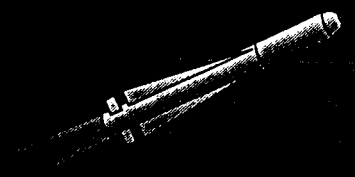
Note: Same Sources as Category I Chart and Tactical Missile Maintenance Consolidation Plan for LEAD, 31 Jan 92.

Advantages of Consolidating Category III Workload at OO-ALC

- Support Infrastructure in Place
- Limited Facility Modification--No MILCON
- Increased Economies of Scale
  - Common Technologies and Skills with Other Workloads
  - Leverage Category II Production Processes

Phased Consolidation of CAT III Workload at OO-ALC Makes Sense (FY96-98)

Summary



- Consolidation of Tactical Missile Workload at Ogden ALC Makes Sense
- Ogden ALC Offers the Most Extensive Missile Experience in DoD
  - Over 30 Years Experience
- Ogden ALC Provides Full Service Missile Support
  - Support Infrastructure in Place
  - Facilities Available--No MILCON
  - Skills and Technology in Place

We are Ready Now!

HILL AIR FORCE BASE

Ogden Air Logistics Center
"An American Aviation Treasure for more than 50 years"

Hill Air Force Base (AFB), located in Ogden, Utah, has played a crucial role in projecting democracy around the world for more than 50 years. Home to the Ogden Air Logistics Center, two of the Air Force's premier fighter wings and one of the Defense Department's computer megacenters, the 15,684 military, civilian and Air Force Reserve members continue to be called upon any time the nation responds to a crisis in the world.

Experts in Fighter Aircraft Repair

Ogden Air Logistics Center provides worldwide logistic management and depot maintenance for the F-16 Fighting Falcon -- the world's largest fleet of fighter aircraft. This includes 21 countries employing more than 3,000 F-16 aircraft. The Ogden team reinvented the depot repair system for F-16 avionics. Working with the fighter wings, repair pipelines were cut from 70 to 7 days in-country and 13 days for bases overseas (this includes transportation time). This will save the Air Force $380 million over 5 years. In 1993, Ogden won the only major interservice fighter aircraft maintenance contract ever when it was selected by the Navy to repair Navy and Marine F/A 18 fighters. Last year, the center performed 2.25 million manhours of maintenance and modifications on more than 300 F-16's, 29 F-4's and 50 C-130's, while beginning interservicing work on 36 Navy F/A-18's.

Nation's Only Repair Source for Silo-Based ICBM's

Ogden Air Logistics Center is the only repair source for our nation's fleet of silo-based ICBM's, including Minuteman II's and III's, and Peacekeepers. The base is an important participant in Strategic Arms Limitation Treaties on an international scale. It recently played a key role in the test firing of a Minuteman III carrying one warhead, a crucial step in ensuring the United States complies with terms of START treaties once they are ratified. Hill AFB's missile directorate has made outstanding strides in cutting costs. In 1993, they improved operations 261 percent returning $7.8 million to their customers in the form of lower rates and an additional $3 million in 1994. The group was recognized by Vice President Al Gore as "Heroes of Reinvention" for their accomplishment of making government work better and cost less. This Hammer Award was one of only 79 given across the country.

The World's Best Landing Gear Facility

Ogden Air Logistics Center operates the world's largest overhaul facility for aircraft landing gear, brakes, struts and wheels. This facility handles all Air Force (and 70 percent of the Defense Department's) repair needs and produces 4,600 complete gear assemblies for 27 different weapon systems annually. These vary from the small T-38 Talon nose gear to the massive three-ton C-5 Galaxy main gear. The Landing Gear Facility has 382,000 square feet of dedicated overhaul capabilities enhanced by two miles of fully-automated overhead material handling. It also has the capability to do all of the Defense Department's work of this type in the most cost effective process available. The facility won the 1991 President's award for quality and producitvity improvement. Process improvements will save over $3.65 million in the 1994/1995 Fiscal Year time frame.

Leading Provider of Munitions and Computer Software

Ogden Air Logistics Center is the leading provider of rocket motors, small missiles, air munitions and guided bombs. Ninety two percent of all Air Force missile maintenance is accomplished at Ogden ALC which is 48 percent of all Defense Department missile work. With the synergistic effect of ICBM and tactical missile capability, Ogden has the capacity in existing modern facilities to accomplish all Department of Defense in-house depot maintenance on missiles. Ogden is also a lead center for computer software maintenance and management. Our customers include the Air Force, Navy, Coast Guard, Army, Defense Intelligence Agency and Central Intelligence Agency units, and several foreign countries. Hill AFB serves as the host for the annual Defense Department Software Technology Conference because of its crucial role in the Department of Defense's software development.

As the host to the Defense Megacenter Ogden, Hill AFB houses one of the 16 computing centers that will lead the Department of Defense into the 21st century. This facility will absorb the computing needs of 26 Air Force active duty and Reserve bases in eight western states by December 1994.

Protecting the Nation's Environment

Hill AFB is the recognized leader in seeking out, developing and implementing ways to ensure that protecting our nation with a strong defense doesn't mean destroying our environment for generations to come. Many of the technologies developed through our environmental management program, like the plastic bead blasting process used for stripping paint from aircraft and the "pharmacy" concept to track and monitor hazardous chemicals used on the base have resulted in significant cost savings and nation-wide recognition for the base. Hill AFB's environmental excellence has won five major awards in the past two years including the Secretary of Defense's "Environmental Quality Award" (for the best in the Defense Department).

National Asset

Hill AFB provides support for the Utah Test and Training Range (UTTR), the Defense Department's largest over-land 2,675 square mile special use airspace. More than 22,000 training sorties and 1,000 test sorties are flown on the range each year by aircrews from all military services. The UTTR is also used for testing munitions and propellants up to the most powerful Minuteman and Peacekeeper rocket motors, the Navy's Poseidon rocket motors and other explosive components. The training environment is so outstanding that the first place unit in the Air Force Gunsmoke competition two of the last three years has trained at UTTR. This year the 1st place unit and three of the top four finishers trained at UTTR.

Retaining Hill AFB ensures that the Defense Department retains top military value, strategic value, depot support excellence and irreplaceable test and training capabilities. No other single installation in the Defense Department offers all of these capabilities with the added benefit of being able to accept even more work in each area.

Draft Presentation

Center Of Excellence Concept

10 August 1994

Overview

Purpose

Proposed Mission Clarification

OO-ALC Mission Assignments

Integrated Weapon Systems Management Elements and Principles

Logistics Management - Munitions Mission Support

OO-ALC Background and Experience

OO-ALC Unique Attributes for Center(s) of Excellence

A&S Predictive Technology and Demilitarization - Technical Approach

ITA Demonstration Project (Demilitarization)

Pathway for OO-ALC Mission Assignment

A&S Predictive Technology and Demilitarization - Concept Briefings

OO-ALC Center(s) of Excellence - Summary

Background charts

- Why AFMC Sponsor
- Environmental Aspects
- Demil Market
- OO-ALC Organization and COE Concept

Purpose

Meet the mission requirements of DoD by establishing a Logistics Management Center(s) of Excellence (COE) for Aging and Surveillance (A&S) Predictive Technology and Demilitarization at OO-ALC

Proposed Mission Clarification

OO-ALC already logistics manager for air munitions, solid propellants, and explosive devices with responsibilities for:

- A&S Predictive Technology
  - Service life prediction
  - Safety
  - Reliability
- Demilitarization/reclamation

  (Technology currently in place for ICBMs)

Become the center of A&S Predictive Technology and Demilitarization for DoD strategic/tactical rocket motors and munitions/ordnance

- Asset life cycle managment
  - Useful life
  - Lowest cost
  - Best value

OO-ALC Mission Assignments

	OO-ALC	WR-ALC	OC-ALC	Navy	Contractor
System Management	Maverick Minuteman Peacekeeper	Sidewinder Sparrow AMRAAM (JPO)	ALCM SRAM	Phoenix HARM	
Depot Maintenance	Sidewinder Maverick Minuteman Peacekeeper ALCM SRAM			Sparrow Phoenix Sidewinder	HARM (1995) AMRAAM (1997)
Logistics Management	Air munitions Solid propellants Explosive components				
Motor/ Munitions Management	Sidewinder Sparrow AMRAAM Maverick Minuteman Peacekeeper SRAM HARM		ALCM	Phoenix	

Integrated Weapon System Management (IWSM)

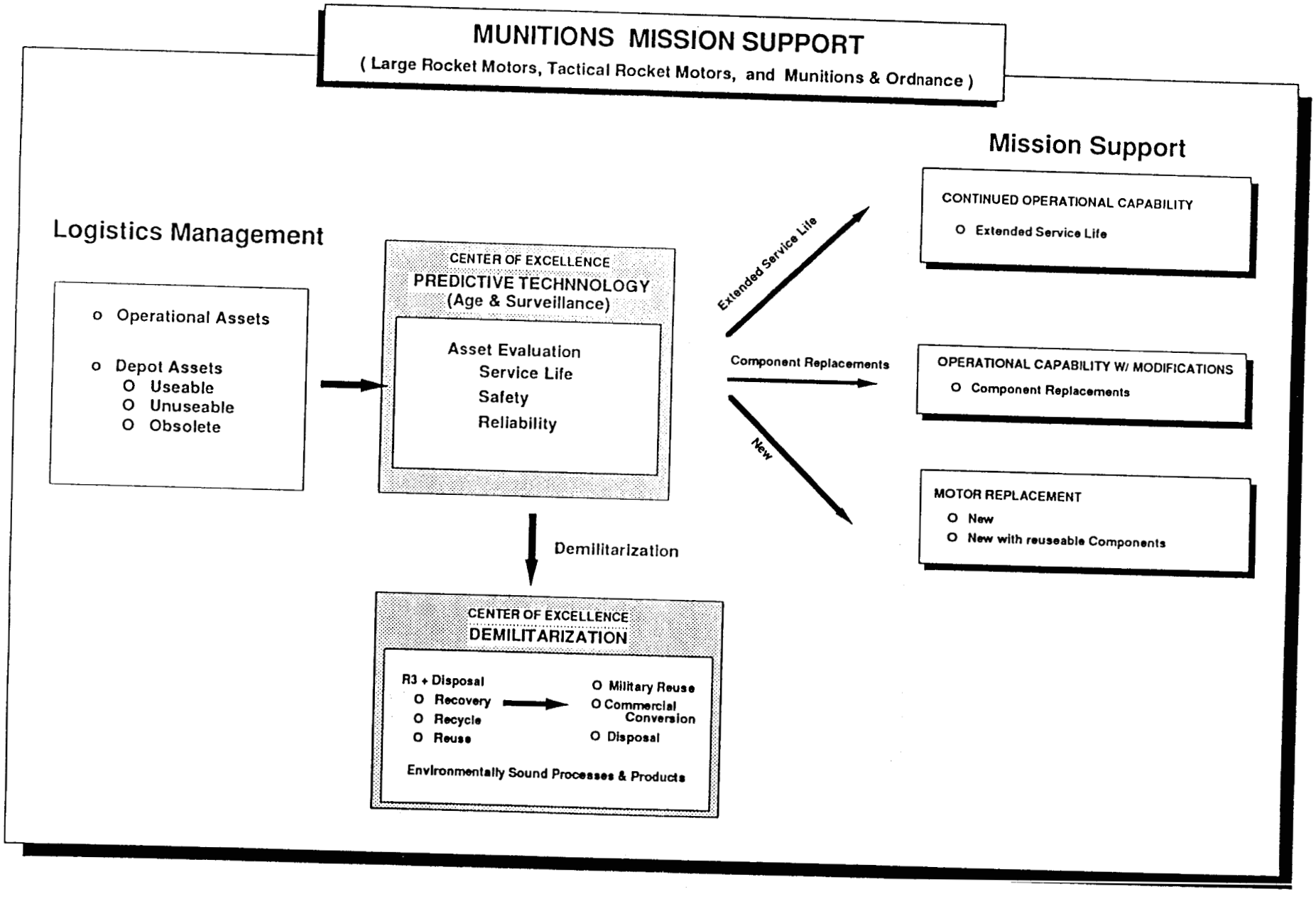
Elements and Principles

Implement COE for A&S Predictive Technology and Demilitarization consistent with IWSM elements and principles

- Elements
  - Cradle to grave management
  - Single face to user
  - Seamless processes
  - Common sense approach
  - Product focus
- Principles
  - Creating a single business decision authority
  - Inserting technology
  - Creating integrated product teams
  - Maintaining management continuity
  - Building new partnerships
  - Consolidating Air Force acquisition

Integrated decision making process

LOGISTICS MANAGEMENT



OO-ALC Background and Experience

OO-ALC managed development of A&S Predictive Technology

- Silo based ICBMs

OO-ALC manager of Demilitarization

- Past
  - Hydromining solid propellant assets
  - Open burn/open detonate disposal
- Current
  - Recovery, recycle, reuse, and disposal (R3 + D)
  - Environmentally clean technology demonstration

OO-ALC has unique attributes for DoD COE

OO-ALC Unique Attributes for Center(s) of Excellence

Facilities in Place

Chemical testing laboratory
State-of-the-art CT facilities
Dissection facilities - all size motors
Missile depot
Missile transportation/handling equipment
Missile/motor storage
Demilitarization facilities
Multiple motor test facilities

Geographic Location

Space to expand
Remote test sites
Ease of access
Transportation modes:
- Air, highway, rail

Supportive environment
- State and local

Infrastructure in Place

"Trained and Experienced"

Explosive packaging specialist
Explosive transportation specialist
Explosives safety specialist
A&S testing and analysis (Predictive technology)
Trained laboratory personnel
Missile technicians
Engineering in place
Academia support

Contractor in Supportive Role

Technical leader in aging surveillance
IR&D high priority
Resources and facilities available
Environmentally safe demil facility
Research abilities
University agreements

A&S Predictive Technology and Demilitarization - Technical Approach

A&S Predictive Technology

Changed from historical trend analysis to predictive capabilities

- Predictive capabilities
  - State-of-the-art material properties testing
  - State-of-the-art finite element analysis
  - Understanding of relevant failure theories
  - Cyclic loading/cumulative damage predictions
- Non-destructive or health monitoring testing
  - Computed x-ray tomography (CT)
  - Ultrasonics
  - Propellant surface testing
  - Future potential
    - In SITU monitoring
    - Active sensors
- Data base

Demilitarization Technology

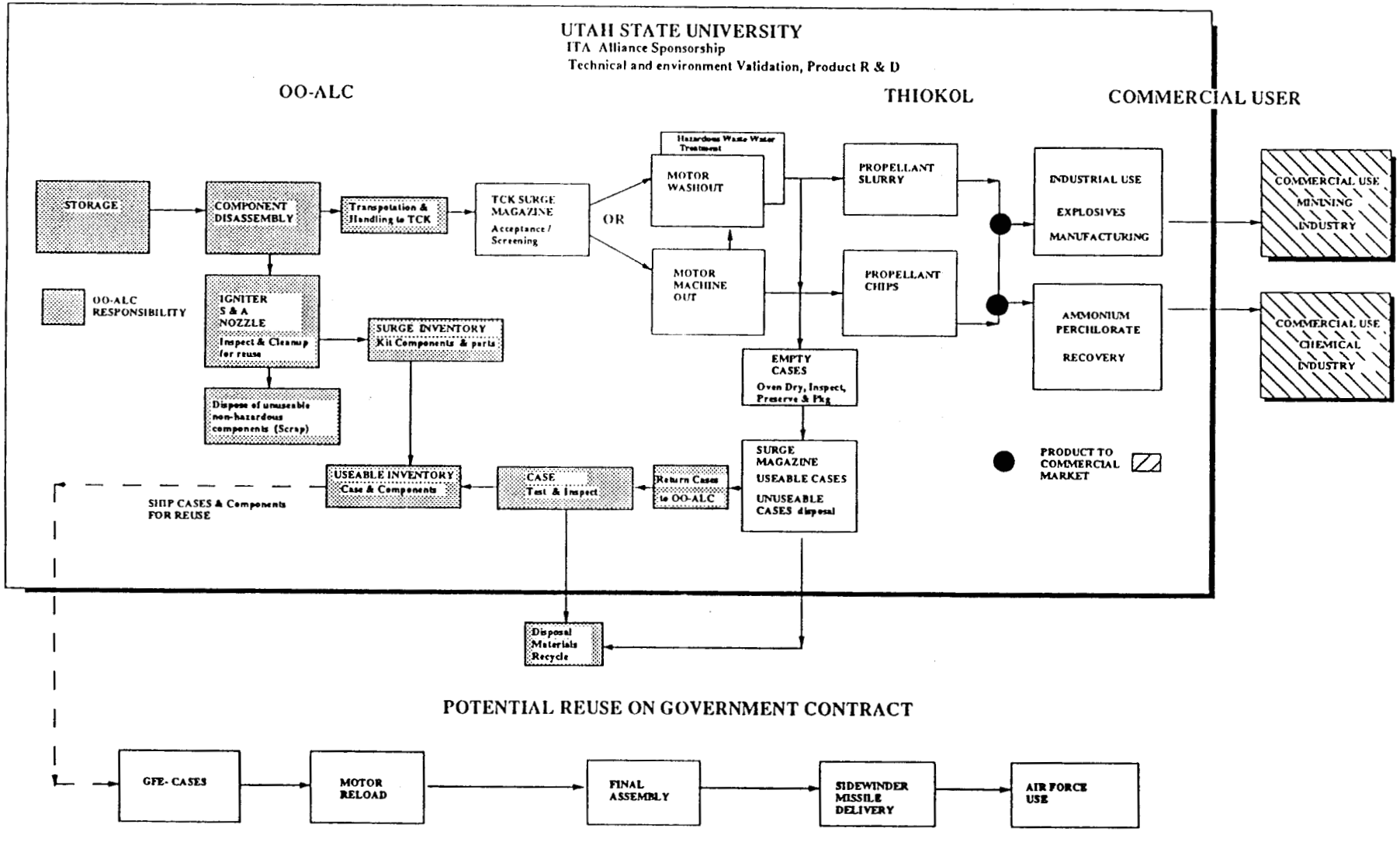
Changing from destruction to reclamation capabilities

- Remove methods focused on producing usable output - (size, configuration, composition)
- Reuse options
  - Direct output for use in commercial explosives
  - Ingredient recovery for reuse - A/P for propellants or chemicals, HMX/RDX for warheads or other explosives
- Attributes for evaluating demilitarization systems
  - Recovery, recycle, reuse, and disposal (R3 + D)
  - Environmentally clean
  - Best value, robust
  - Mature technology
  - Low risk
  - Practical/real solution for real problem
  - Gets the job done

STATE OF UTAH
INTERMOUNTAIN TECHNOLOGY ALLIANCE (ITA)

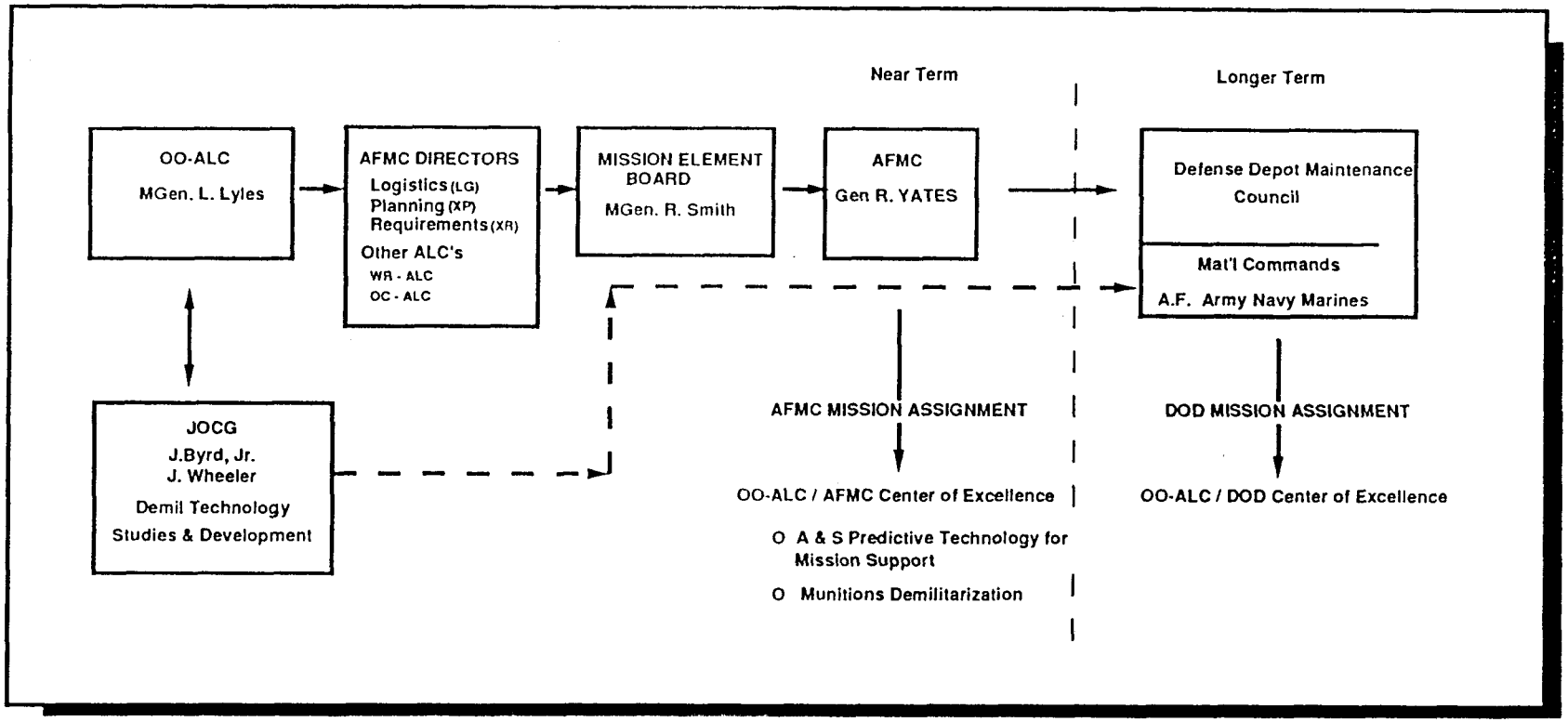
DEMILITARIZATION / DEFENSE CONVERSION DEMONSTRATION

SIDEWINDER ROCKET MOTOR



POTENTIAL REUSE ON GOVERNMENT CONTRACT

PATHWAY FOR OO-ALC MISSION ASSIGNMENT



A&S Predictive Technology and Demilitarization - Concept Briefings

Who, Where, When

2nd Qtr (GFY94)

JOCG (ongoing)
- J. Byrd
- J. Wheeler

OO-ALC
- LM-SB-ICBM
- LI-Tactical
- TI-Tech Supt.
- EM-Environ.

OO-ALC (CC)
- M/Gen. Lyles and staff 8 March 1994

3rd Qtr (GFY94)

JOCG Symposium 23 May 1994

AFMC
- Col. D. Pierro May 1994

AFDTC
- R. Woodward 24 May 94

R.I. Arsenal
- LtCol. J. Humphrey 21 June 1994

Int'm Tech Alliance
- State of Utah
- Utah - Military Instl.
- Utah State Univ.

4th Qtr (GFY94)

OO-ALC
- Mr. T. Miner 22-28 Jul 1994

OO-ALC
- MGen. Lyles Aug 1994

JOCG
- J. Byrd 15 Aug 1994

AFMC
- Demil Conf. 30 Aug 1994

Intm/Tech Alliance Award

AFMC Directors

WR-ALC Aug/Sep 1994

OC-ALC Aug/Sept 1994

Mission Element Board

1st Qtr (GFY95)

AFMC
- Gen. Yates

AFMC Mission Assignment

(GFY95)

Defense Depot Maintenance Council

DoD Mission Assignment

OO-ALC Center(s) of Excellence - Summary

A&S Predictive Technology

- Confidence in service life prediction
- New real-time monitoring of propellants

Demilitarization/reclamation

- Addresses need for demilitarization of obsolete US government assets
- Provides environmentally clean methodology
- Facilities in place
- OO-ALC geographical location ideal
- Infrastructure in place - skills and organization

Meet DoD mission requirements by establishing Logistics Management Center(s) of Excellence for A&S Predictive Technology and Demilitarization at OO-ALC

- Logistics life cycle systems mangement
- Lower operating costs (economy of scale)
- Ease of management (central location)
- Addresses dual use roles and mission of government and industry
- Provides DoD wide data base

Background Charts

Why AFMC Sponsor

AFMC/OO-ALC logistics manager for air munitions, solid propellants and explosive devices

OO-ALC uniquely qualified

Responsible for life cycle management

Fills critical DoD need

Environmental Aspects

Implement environmentally sound demilitarization and disposal practices

Stay ahead in environmental issues

- EPA clean air regulations are being implemented and enforced in all states
- Geographic aspects
- Population growth aspects
- Political aspects
- Permitting regulations tougher, very expensive and time consuming

Demil Market

Major General D. Benchoff - Chairman of JOCG

- "We are experiencing larger than projected generations of obsolete weapons due to the changing strategies"

Munitions/ordnance

- 400K S/tons to 1.0M S/tons from 1994 to 2005

Large rocket motors

- 45M lbs to 150M lbs by the year 2005

Tactical size motors

- Disbursement of locations and identification of obsolete quantities, makes estimate of demil market unclear
- Based on production quantities of tactical size motors, greater than 300,000 units
- Estimate greater than 20M lbs currently available for demil
- Cost per lbs to demil will exceed large rocket motors

DoD demil workload continuous

Logistics Systems Management with COE

Cost Benefits with A&S Predictive Technology and Demilitarization

- Reduced cost and increase value to manage system life cycle
- Extended life of usable assets
- Cost avoidance from failures impacting other assets
- Lower cost by component replacement versus total asset replacement
- Cost benefit for reclaimed assets versus new assets
- Cost benefit from reuse versus disposal
- Dual use benefits with military components reuse and conversions to industrial/commercial products
- Avoidance of environmental costs and issues
- Reduced storage and facility management costs
- Reduced overall management costs and time

OO-ALC Organization and COE Concept

Organization

DoD

- Army
- Air Force
  - AFMC
    - OC-ALC
    - OO-ALC
    - WR-ALC
- Navy
- Marines

(PEO)

Silo Based ICBM (LM)
- Dissection Facilities
- Functional Testing
- A&S Lab and Analysis

Commodities Directorate (LI)
- Tactical Motors and Ordnance
- Functional Testing
- A&S
- Loading for Munition Testing

Technology and Industrial Support Directorate (TI)
- Science and Eng. Laboratory
- NDT Evaluations - C.T. and X-ray
- Technology Transfer

COE Concept

Program Manager

Program Management

Mission Support Mgmt
- Program Mgmt and Control
- Information Systems Mgmt
- Inventory Mgmt
- Subcontract Mgmt
- Asset Disposition Control

A&S Predictive Technology

Technical Evaluation
- Engineering Analysis
  - Service Life Estimating
  - Safety
  - Reliability
  - Service Life Estimating

Asset Disposition Recommendation
- Usable Assets
  - Use as is
  - Modify
- Unusable Assets
  - Demilitarization

Demilitarization

Operational Support
- Missile Disassembly
- Transportation and Handling
- Component Kitting
- Inventory and Storage
  - Usable Assets
  - Unusable Assets

Demilitarization Processing
- Recovery, Recycle, Reuse Processing
- Military Component Reuse
- Industrial Products
- Scrap Disposition

Document Separator

WEDNESDAY

Deseret N

145TH YEAR / No. 57 SALT LAKE CITY, UTAH

'95 HEARINGS

Is Hill's death knell sounding

Supporters call Utah base 'prime closure candidate.' But the fight isn't over yet.

Copyright 1994 Deseret News

By Paul Parkinson
Deseret News staff writer

Utah's leading supporters of Hill Air Force Base have said privately that the base will be the prime closure candidate in 1995 hearings.

That despondent prediction, the first to surface from those leading an effort to keep the base open, is contained in a July 7 letter from the board chairman of Hill/DDO '95 to the Center for the New West, a Denver-based think tank.

"We are convinced that because (the air logistics center at the base) is one of the smallest Air Force depots and because Utah will be able to cause the least political pain, that Hill AFB will be the prime closure candidate regardless of the economic situation," wrote chairwoman Vickie McCall.

State and local governments have given Hill/DDO '95 more than $215,000 to help save the base and Defense Depot Ogden. The group has lobbied defense leaders in Washington and helped push a bill that would have delayed base-closure hearings until 1997.

Supporters have said since the group was organized that Hill stood a fair chance of surviving the closure hearings because it was the most cost-efficient maintenance depot in the military. And they were encouraged that their plan to build a joint Army/Navy depot at Hill would strengthen the base's position.

But the group returned from a June visit to Washington trated" by the politics of t cess.

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Hill/DDO president M. Pavich downplayed the le Wednesday, saying it was admittance that Utah was battle to protect the base

"It's a very complex sit

SEX OFFENDERS

Prison alone no cure, new group says

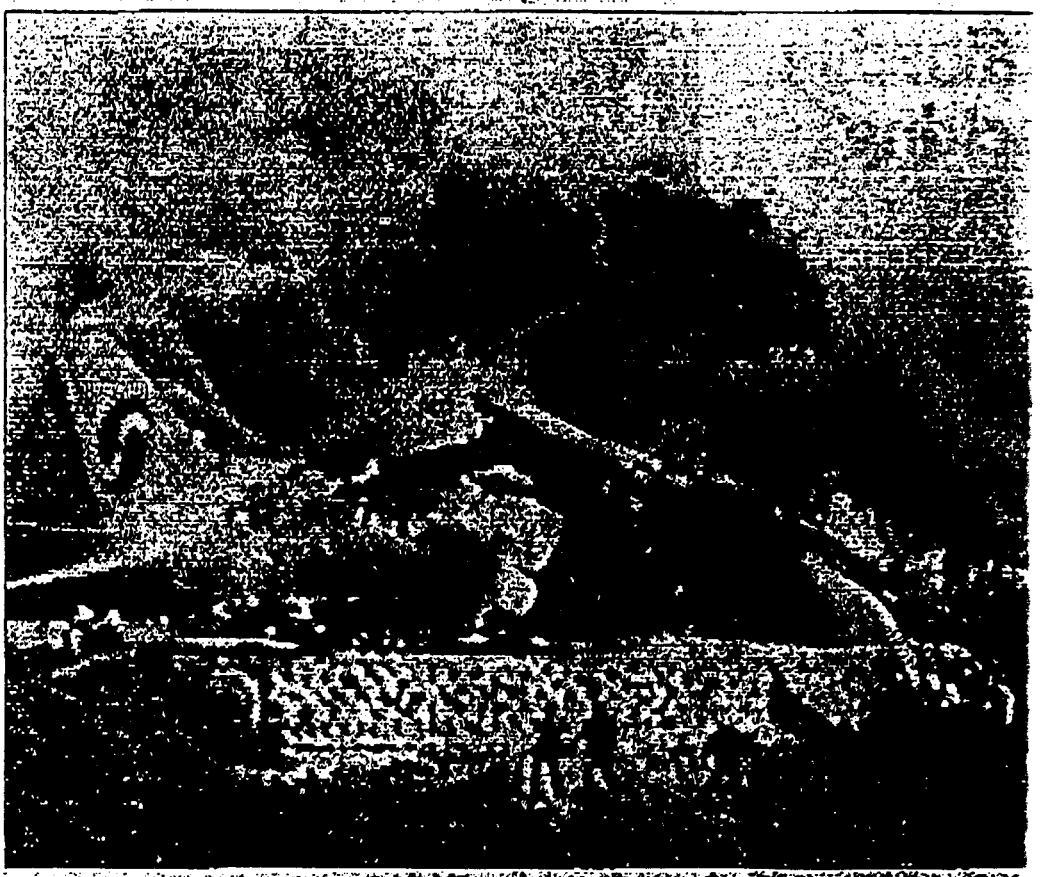
Short sentence plus best treatment available may be better solution.

By Lois M. Collins
Deseret News human services writer

The cost of incarcerating Utah's burgeoning sex-offender population is "exorbitant." And minimum mandatory sentences may not be the best way to keep society safe, according to members of a task force looking at sex offender treatment options.

A better solution would be to "try and get the best treatment possible, then get them out as soon as we can and make sure they are not a danger to society," said Sen. Haven, Barlow, R-Layton, chairman of the newly convened Sex Offender Treatment Task Force, which met Tuesday.

About one-fourth of the prison population



Evacuation prevents disaster after Kor

Deseret News

METRO EDITION

SALT LAKE CITY, UTAH

WEDNESDAY, AUGUST 10, 1994

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leath knell sounding?

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But the group returned from a June visit to Washington "frustrated" by the politics of the process.

"Given all of this, we believe our only chance is to concentrate on the internal Base Realignment and Closure process and make our case there," McCall wrote. "This is the least politically influenced forum and has some foundation in logic and data presentation."

Hill/DDO president Mike Pavich downplayed the letter Wednesday, saying it was not an admittance that Utah was losing its battle to protect the base.

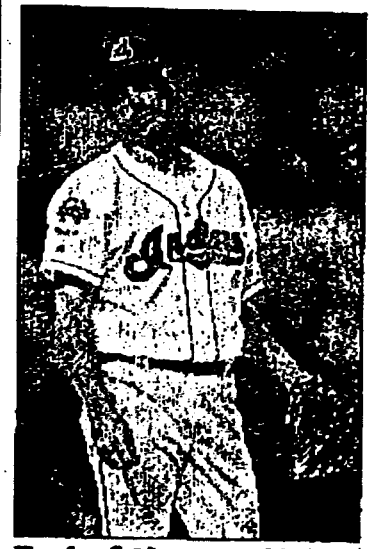
"It's a very complex situation, and you can't sum up all of our efforts with that one letter," he said.

He acknowledged that the group was turning its focus from an attempt to influence the national debate on depot maintenance workloads and emphasized that the letter was more of an attempt to communicate that change to the Center for the New West.

Hill/DDO wrote the letter to cancel part of its contract with the center, he said.

"The base still has a lot of good things going for it . . . That letter was written just to justify our position with (the center)," he said.

He said the group will now concentrate on building a technical case for Hill and its air logistics center and is considering hiring a Washington, D.C., firm that can work directly with the staff of the closure commission.



End of the road?

Ex-BYU pitcher Jack Morris has been released by the Cleveland Indians because he has been ineffective, manager Mike Hargrove says. Morris has also been spending off days at his Montana ranch. D1

INSIDE

World/nation

ACCORD? North Korea's vice foreign minister says an agreement with the United States to end the dispute over North Ko-

08/10/94 19:53 csn 2:30 #12+1HAFB

HAFB - ..e0112 Out--r n BC-UT--HAFB-Closure Bjt 08-10 0467
BC-UT--HAFB-CLOSURE, BJT,475

Letter: Hill Air Force Base Prime Closure Candidate

ph2

SALT LAKE CITY (AP) _ Utah's leading supporters of Hill Air Force Base have said privately that the base will be the prime closure candidate in 1995 hearings.

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The letter excerpt was published in a copyright Deseret News story Wednesday.

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[illegible] the [illegible] will now [illegible] in [illegible] a technical case for [illegible] and its air logistics center and is considering hiring a Washington, D.C., firm that can work directly with the staff of the closure commission.

APTV-08-10-94 1456MDT

Document Separator

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

MEMORANDUM OF MEETING

DATE: June 23, 1994

TIME: 10:00 a.m.

MEETING WITH: Hill/DDO '95

SUBJECT: Hill AFB/Ogden Air Logistics Center

PARTICIPANTS:

Name/Title/Phone Number:
Steve Peterson; Legislative Director to Rep. Jim Hansen
Vicki McCall; Chairman, Executive Committee Hill/DDO '95
Maj. Gen. Mike Pavitch, USAF (ret) President
Lee Carothers; Utah Power and Light
Steve Rush; Utah Power and Light
Neldon Hamblin; Mayor, Clearfield City
Scott Parkinson; President and CEO, The Chamber Ogden/Weber
Rick Mayfield; Director, Utah Dept. of Community/Econom. Develop.
Bennie Smith; a "major defense contractor"

Commission Staff:
Tom Houston; Staff Director
Ben Borden; Director of R&A
Frank Cirillo; Air Force Team Leader
Bob Cook; Issues Team Leader
Alex Yellin; Navy Team Leader

MEETING PURPOSE: The team had no set agenda for the meeting and indicated familiarity with the process. The standard Process Brief was not presented but aspects thereof were discussed throughout the session. Discussions among all parties were spirited and revolved upon expected success or possible lack thereof of the DoD Joint Group for depots. The group received mixed messages from USAF and Navy officials on incentive to close depots. The group stated their intent was to drive the best possible solution for Military Value/cost efficiency and the best interest of the community. The Group left a folder with "White Paper" which is in the library. fc

ACT IN HASTE — REGRET AT LEISURE.

"Today's defense debate centers too narrowly on the size of the military budget. The real questions are: What threats do we face? What forces do we need to counter them? How must we change?"

— Candidates Bill Clinton and Al Gore

Mr. President:

In an increasingly volatile world, America's citizens deserve the highest quality national defense. Through their tax dollars, the American people pay for a strong defense capability and should receive it. The question is, will we?

During the 1995 base realignment and closure (BRAC) process, a major decision will be America's depot infrastructure. There is excess depot capacity, but all depots are not equal.

★ How will DoD consolidate the work and missions of these facilities?

★ How will **you** measure effectiveness and efficiency with certainty?

★ How will **you** decide the best solution?

Excess capacity alone is not the appropriate measure.

WHAT IS THE ANSWER?

To satisfy the goal of real savings, DoD must use best business practices without sub-optimizing each service component. Good business practice would dictate consolidation of the workload in the fewest facilities possible, regardless of service branch.

Those facilities that have the greatest capacity to manage diverse workloads should be retained. These are the installations which have the greatest potential for increased throughput — the installations which are large, modern and technologically advanced. These facilities reflect huge investments and a readiness to assume additional capacity, workload and missions. Maintaining their efficiencies and accessing their ability to accommodate increased responsibilities will produce substantial savings.

Mr. President, these installations are America's Air Logistics Centers. Over the years the Air Force has built national assets — proven in efficiency, performance and work ethic — and home to other significant military missions which cannot be easily or effectively moved. Investigative data shows that these installations would be the most costly (and take the longest) to close. According to the model used by the BRAC Commission for Costs and Savings (COBRA), the cost to close ALC's is between $1- 2 billion each with a breakeven point for savings 100 years in the future! Would this be a good business decision for DoD?

A MULTI-BILLION DOLLAR BUSINESS

The business of rightsizing the United States military involves billions of taxpayer dollars. It's a business in need of a national policy which addresses the total DoD support infrastructure and industrial base.

★ We cannot afford interservice rivalry and parochial agendas.

★ We cannot simply give work to industry without a clear understanding of the costs, both in dollars and defense readiness.

★ We must have a policy which is value-based, using an auditable process open to all.

The right approach rests in maximizing the use of our finest facilities, using competition as a tool when it provides certified savings.

With the resulting infrastructure under military control, the nation will have a solution that works, one that provides responsive support to every military need and the best chance for cost containment and savings in depot consolidation.

This is a critical issue for our country. We're counting on your leadership to ensure the right solution is achieved.

Sincerely,

HILL/DDO '95

UTAH

OPTION FOR THE DOD DEPOT MAINTENANCE INFRASTRUCTURE

ASSUMPTIONS:

- We don't have the time to let competition sort out what to retain.
- We are downsizing to save money.
- We want to keep the best facilities for the DOD.
- All the DOD work is equally important and must be accomplished in the most cost-effective way.
- The services will agree that saving money is more important than retaining a service unique infrastructure as long as necessary capability is retained for the DOD mission.
- Consolidating as much work as possible at the fewest installations is in the best interest of the DOD.
- Approximate 60 percent/40 percent public-private mix holds.

With the above assumptions as a guideline, look at the current DOD maintenance depot situation.

[Data presented is taken from the Depot Maintenance Consolidation Study done for the Chairman of the Joint Chiefs of Staff (The Went Study/January 1993).]

The following chart lists the service maintenance depots, workload in hours for Fiscal Years 93 and 95, and the type of systems worked on:

ARMY:

DEPOT	WORKLOAD 93/95 (x1000)	TYPE OF WORK
Anniston, AL	3285/1956	Tanks, small arms, ammo
Corpus Christi, TX	4244/4430	Helicopters (all service)
Letterkenny, PA	2140/2679	TAC missiles, ammo
Red River, TX	2794/2733	Light combat vehicle, ammo
Tobyhanna, PA	3268/3606	Electronics
Tooele, UT *(realigned in 1993)*	1356/1068	Tactical vehicle, rail
Sacramento, CA *(closed in 1991)*		

MARINE

DEPOT	WORKLOAD 93/95 (x1000)	TYPE OF WORK
Albany, GA	1674/1180	Amphip vehicle weapons
Barstow, CA	1718/1187	Electronics, TAC vehicle

OPTION FOR THE DOD DEPOT MAINTENANCE INFRASTRUCTURE

NAVY

DEPOT	WORKLOAD 93/95 (x1000)	TYPE OF WORK
Alameda, CA *(closed in 1993)*	2515/2438	Acft, engs, avionics missiles, arm
Cherry Point, NC	2591/2028	Acft, heli, eng blades/vanes
Jacksonville, FL	2583/2240	Acft, engs, electro opt, avionics
Norfolk, VA *(closed in 1993)*	3373/2802	Acft, CV supt, hy systems
North Island, CA	2544/2478	Acft, ATE, avionics, CV support, metrology
Pensacola, FL *(closed in 1993)*	2871/2817	Acft, generators, heli, avionics
Portsmouth, VA	522/565	Electronics
San Diego, CA	620/650	Electronics
7 Shipyards *(2 closed in 1993)*	52,455/46,414	Ships and subs

AIR FORCE - ALC's

DEPOT	WORKLOAD 93/95 (x1000)	TYPE OF WORK
Ogden, UT	6890/6296	Start missiles, acft, air mun, land gear, photo recon, avionics, sims
Oklahoma City, OK	7366/6770	Aircraft, engines
Sacramento, CA	6387/6032	Comm-elect, acft, ground elect, hyd, avionics
San Antonio, TX	7289/7202	Acft, engs, ATE, nuc equip
Warner Robins, GA	7151/6605	Acft, avionics, props, EW
Newark, OH *(closed in 1993)*	1128/1106	Metrology, guidance sys, INS

From the above chart it can be seen that all services do some like work, especially in electronics, weapons, communication systems, and generators. Both the Air Force and Navy do fixed wing aircraft work. In a recent briefing given to the Defense Depot Maintenance Council, the Air Force and Navy briefed 25 technology repair centers (TRC) -- 15 were the same.

Navy shipyards working on sea going combat ships are unique to the Navy and account for about 47 million of the 115 million hours projected as a requirement for 1995. That leaves a requirement of approximately 68 million hours to be worked in the remaining Army, Navy, Air Force, and Marine depots.

It can be seen from the chart that the Air Logistics Centers are large and capable of producing more hours of work than the other non-shipyard maintenance depots. The high for hours worked at the ALC's (in the 1980's) was 47 million hours.

OPTION FOR THE DOD DEPOT MAINTENANCE INFRASTRUCTURE

With the right mix of work, the ALC's are capable of 50+ million hours of work. (The Went Study says 53 million.)

To maximize capability with the lowest overhead cost, it is beneficial to put as much workload as possible into as few facilities as possible, provided all necessary DOD skills are retained and war surge requirements can be met. With that in mind, a MACRO overview of where to best do the 68 million hours of work projected for Fiscal Year 1995 and beyond results in the following recommendation for a DOD maintenance depot structure:

Note: Navy shipyards are not addressed since their work is unique to Navy needs and should be structured by the Navy to achieve maximum capability and efficiency. Also take into account the ability of private shipyards and the cost associated with work done in those facilities.

ARMY:

Provide Corpus Christi with the capacity to accomplish all helicopter depot maintenance for the DOD, move the Pensacola work (as directed by the 1993 BRAC) as well as the Cherry Point work to that facility.

Anniston and Red River should be combined. Anniston is the only depot configured for heavy combat vehicles (ie. tanks) and therefore should have all vehicle work consolidated there.

Letterkenny was proposed for closure in 1993. The BRAC recommended that it stay open and that all tactical missile workload be moved there. This was based on a study that said no construction would be necessary to accommodate this move. It is now clear that construction would be necessary. Thus all tactical missiles should be moved to Ogden ALC where the work can be accomplished in existing facilities and Letterkenny should be closed. This makes good sense since missile work (ICBM) is too costly to move from Ogden and additional capacity to do all missiles is available.

Tobyhanna, along with Sacramento ALC, should do all communications and associated electronics work for the DOD. They have the capability and capacity, and have proved through competition for the Sacramento Army Depot workload to be the best places for this work.

The ammunition maintenance done at Anniston, Letterkenny, and Red River should be combined with the 16 Army munitions depots with maintenance capability and looked at for further consolidation.

All aeronautical work for the Air Force and Navy, except helicopters, should be done in the 5 ALC's. The work can be done there for about $20.00 less per hour. This will save money for the Navy and allow them to concentrate on the shipyards where their biggest investment and requirement exists. Projected Navy savings for 15 million hours of aircraft work is approximately $300 million per year.
The 2 Navy electronics facilities at Portsmouth, VA and San Diego, CA should be

consolidated into the shipyards if they support ships, or the ALC's if they support aircraft or space.

The 2 Marine depots should be consolidated into 1 since both do the same work and have the capacity as demonstrated in The Went Study.

This concept would allow total closure of 6 major and 2 minor maintenance depots in the 1995 BRAC process. These 8 would be the smallest depots and thus have the least impact relative to local job loss. It would put all remaining depots at a level that would take maximum advantage of the overhead investment. It reduces redundancy within the services and retains the newest and most cost efficient maintenance depots. The individual services would retain the requirements responsibility, engineering authority, and funding responsibility. Other service depots would act as subcontractors to them for the work accomplished. Each service would retain maintenance depot infrastructure.

NAVY:

5 shipyards and 9 facilities in the CONUS with weapons and munitions depot maintenance missions (see Appendix M of The Went Study). The Went study recommended the 9 ordinance depots be consolidated into 3.

ARMY:

1 helicopter, 1 tracked and tactical vehicle, and 1 communications and electronics depot, as well as 16 CONUS facilities with a munitions depot maintenance mission (see Appendix M of The Went Study).

AIR FORCE:

5 depots doing all DOD aeronautical, missile, and space work.

MARINE:

1 depot doing all Marine unique work.

The 5 shipyards can accomplish the projected Navy ship and submarine workload. Using 1987 capacity as a baseline, the 3 Army, 5 Air Force, and 1 Marine depot(s) can accomplish 69 million hours of work. Thus these 14 depots would appear to have enough capacity to accomplish projected workload for 1995 and beyond. More analysis would be necessary to determine if 1) sufficient surge capability exists using multiple shifts, and 2) if adequate resources and skills need to be retained to ensure readiness and meet unexpected problems such as temporary loss of all or part of a facility.

OPTION FOR THE DOD DEPOT MAINTENANCE INFRASTRUCTURE

With the idea that form follows function, and the requirement that this organic depot infrastructure is critical to DOD's mission accomplishment and must answer to a military chain of command, a management structure can be put in place and changed to provide maximum customer support in the most efficient way possible while retaining combat and contingency surge capability.

OO-ALC WHITE PAPER
ON
INTER-SERVICING OPPORTUNITIES

Background

Up until the 4 May 94 Deputy Secretary of Defense memo on Depot Maintenance Operations Policy, DMRD 908 guidance and competition were the prevailing methods to achieve depot sizing and inter-servicing goals. With that 4 May 94 memo and his agreement with the Task Force on inter-servicing of Depot Maintenance work, the services now find themselves postured to make major adjustments to their present business strategies.

Ogden ALC has entered the arena of inter-servicing most recently in the depot maintenance of the Navy F/A-18; however there are other capabilities that have been used repeatedly by the other services prior to that competitive effort.

Center Structure/Composition. The organization structure of Ogden Air Logistics Center (OO-ALC) changed several years ago from a consolidated maintenance and management structure to a product focused structure. This new structure has four major mission areas which are managed in directorates.

The Aircraft Directorate, which includes the F-16 depot modification installations, C-130 (both USAF PDM and the Navy Standard Depot Level Maintenance), F-4 programmed depot maintenance, and the F/A-18 MCCAP depot contract, F-16 sustainment management for the program director, and a full up capability to work numerous aircraft reparable, including the highly successful F-16 avionics Two Level Maintenance program.

The Commodities Directorate, which includes two major capabilities: munitions management and repair (ex: Maverick), and Landing Gear and Wheels; in addition this directorate has a Training Systems Division which ties directly to the overall Training Systems Division at Wright Patterson AFB under our philosophy of Integrated Weapon System Management. The Photonics Division is involved presently in navy workload and there are several key shops packaged into one division which support the reset of the directorate and other center customers.

The ICBM Directorate is the single manager for all USAF managed Intercontinental Ballistic Missiles. This directorate has the management of the weapon system acquisition and sustainment responsibilities, the depot maintenance of the system, the storage, distribution, all facets of the logistics tail tied together in one piece. An important facet of this capability today is the close proximity of the Utah Test and Training Range where large missile storage is ongoing and planned for growth as the missile drawdown continues. Further, there is a testing complex located 15 miles from the

center near the Great Salt Lake which is used for all types and ranges of surveillance testing for the ICBM fleet which may have application for those missiles managed by the Navy.

The Technology and Industrial Support Directorate is the primary source of cross directorate support in multiple areas. The major focus of their workload is in software development and modification. They also do some reliability and maintainability engineering in support of customer requirements, internal and external to the center. This team also includes circuit manufacture, computed tomography (three dimensional scan of large components, ex: missile stages), a precision measurement equipment laboratory, and a ship to cover many areas across the center in the plant management arena.

In addition to these direct product related organizations, the center also has a supporting structure and associated defense organizations which enhance full product and services support.

The Contracting Directorate has handled multi-service contracts most recently several Navy contracts. They routinely deal with the Defense Finance and Accounting Service to ensure Military Interdepartmental Purchase Requests (MIPRs) are serviced, managed, and tracked to conclusion. (see Atch)

The Defense Information Services Organization has a Regional Megacenter located on the center. This capability has greatly expanded the center's edge in information flow (the Electronic Highway) and use of current and state of the art fielded information systems and technology. Almost the entire center now operates on fiber optics; LAN connectivity options are available to meet customer needs; satellite downlink is available for face-to-face transmission, briefings, training, etc.

Ogden is the home of the Depot Maintenance Management Information System. This is the system chosen by DoD to be the migration system for shop floor management. it also includes a budget and accounting function which enhances Ogden's ability to track costs to the cost center. As DMMIS matures Ogden's ability to plan and direct and control cost on all workloads will improve significantly. Of note, the DCAA has bought off on DMMIS as a cost control and management tool to meet their requirements.

<u>Present and Future Inter-servicing Workloads</u>

The Commodities Directorate has almost $1.6M in Navy work covering a myriad of tasks as illustrated in the table below:

20MM Gun Overhaul	$ 250K
F-18 Aircraft Routs	
C-130 Aircraft Routs	

Landing Gear (unprogrammed)	$ 96K
Investment Casting	$ 68K
Compass Transmitter	$ 119K
Photonics	$ 49K
Maverick	$1,000K

Similarly, Commodities also does work for the Army:

20MM Gun Overhaul	$ 90K
Compass Transmitter	$ 14K
Chambers	$2,000K

These jobs are significant in of themselves; however, they are only a fraction of the capability that exists at the center today. And, this capability could be adjusted to include multiple arrangements for inter-servicing and corresponding management scheduling, programming and quality review of the work. In the Landing Gear and Wheels area alone, there would be ample opportunity to program and schedule Navy landing gear and wheels. Other shops such as those involved in Photonics work could have Navy Supply Liaisons and quality control specialists.

Due to Ogden's capabilities across a broad range of military applications, there would be opportunities to expand the areas of inter-service work. Two examples would be Army Sensors and Imagery processing Equipment. In the training equipment/systems area, Ogden manages numerous aircraft and helicopter training system work performed by contractors. There may be an opportunity to consolidate the Navy efforts in Orlando, Florida (due to the closure of Orlando's Naval Training Center) with those at Ogden to gain efficiencies of scale and reduced overhead.

The Aircraft Directorate presently is overhauling the F/A-18 and Navy C-130 aircraft. In addition to that work there are major areas which could incorporate other aircraft related Navy workload. Aside from the possible additional fighter or attache aircraft such as the F-14 or Harrier SDLM, there are associated capabilities which enhance the overall overhaul process for aircraft. These capabilities include, full service sheet metal repair, full time customer service unit, crash damage repair, canopy polishing using state of the art robotic polishing environmentally safe paint strip via bead blast technology, advanced composite manufacture and repair with expertise in graphite, aramid and glass epoxy, and over 30 years of experience in radome test repair and overhaul, including honeycomb and filament wound radomes. This all equates to a full system support process for almost every imaginable aircraft maintenance or repair requirement.

The ICBM Directorate has been primarily focused on the management and maintenance of the USAF fleet. However, they have been involved in some inter-service work as the table below indicates:

Army	Repair and transportation of Polaris (STARS) motors

Army	Installation and Performance Test of GCU-31 (Guidance Cooling Unit for tactical missile containers)
Army	Propellant test for STARS motors
Navy	Dissection and test of propellant for Mark 104 missiles
Navy	Repair of shipping containers for Navy tactical missiles

From the above workloads one can see where there would be future application for further large missile application at Ogden and its associated test and storage facilities.

The Technology and Industrial Support Directorate has also been involved in several inter-servicing efforts:

Navy	Printing services
Navy	Hardware technical support

In addition, there is capability to greatly expand the inter-servicing of this directorate in areas such as:

383 test set manufacture for the AIM 9 missile

Reverse engineering and circuit card manufacture for hard to obtain avionics equipment and spares

Upgrade to software or added hardware manufacture of missiles, aircraft or ship missile systems

SLCM software development of stationary testing at the utah Test and Training Range

Parachute manufacture for test missiles

Computed tomography photographs of missiles, rocket motors, etc.

Workload and Endstrength Implications

As with the other services, the USAF faces real time downsizing of its depots related to the force structure downsizing underway. The reality of this reduction means decreased workload from customers with the dollars which then translates to fewer authorizations and a smaller workforce.

The first indications of that have already been seen in some workload being turned away by the product directorates, such as:

Modification of navy C-130 trainers

Repair of some ACMI items

Parachute manufacture for test missiles

Summary

Ogden has the capability in-house today to expand to a joint depot facility which could be integrated into a flexible workforce capable of handling multiple service workloads. The organization structure has proven its flexibility to meet changing environments and the inter-servicing record of Ogden is full of satisfied customers to date. A joint organization structure for the center has the potential for improved operations and support for all the services to include top level senior leadership positions at a reduced cost overall for all participating services. The key element at hand is how to reduce the workforce in the federal government today; a joint service depot at Ogden is an attractive option.

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

MEMORANDUM OF MEETING

DATE: February 10, 1995

TIME: ~~9:00 a.m.~~ 2:00 pm

MEETING WITH: Mike Pavich

SUBJECT: Hill AFB; Defense Depot, Ogden

PARTICIPANTS:

Name/Title/Phone Number:

Mike Pavich

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
Ed Brown, Army Team Leader
Frank Cirillo, Air Force Team Leader
Bob Cook, Interagency Issues Team Leader
Jim Owsley, Cross-Service Team Leader
Alex Yellin, Navy Team Leader
Ann Reese; Cross-Service Team
Dick Helmer; Cross-Service Team
Bob Bivins; Interagency Issues Team, Cobra Specialist
Mike Kennedy; Army Team

MEETING PURPOSE:

KSL · AM · TV
Broadcast House
Salt Lake City, Utah 84110-1160

editorial comment

(110-'94)

Subject: HILL FIELD RUMORS

Spokesman: G. Donald Gale, Vice President
News and Public Affairs

Broadcast: June 3, 1994

There's good news and bad news about the closing of Hill Air Force Base.

The good news is a rumor which says the President has decided against more military base closures until after the '96 election.

The bad news is that if the rumor is true it will slow the attack on the deficit and, over the long run, increase pressure to close Hill, whether by this President or the next.

The best strategy is to assume the rumor is false -- as the White House insists -- and continue an aggressive campaign to convince the President, the Pentagon, and members of the Base Closure Commission that retaining Hill Air Force Base is in the best interests of the country. That won't be enough . . . but it's a beginning.

Everyone knows the decision will be largely political, not economic. And so we must make politics a major part of the strategy. Let's be certain every member of Utah's congressional delegation and all local officials agree with, understand, and are committed to the strategy. We must also recognize that we can't win this battle by attacking individuals or institutions. Instead of criticizing the Pentagon and members of the Closure Commission, let's use our energies to praise the outstanding record of Hill Field.

KSL believes keeping Hill Air Force Base is not only good for Utah but good for the nation -- economically and every other way. Our challenge is to turn the economic and efficiency arguments into political strategy.

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KSL invites responsible reply from those individuals or groups with another viewpoint. Write to: KSL Editorial Board, Broadcast House, Salt Lake City, Utah 84110-1160.

Hill AFB

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

MEMORANDUM OF MEETING

DATE: January 13, 1995

TIME: 2:00

MEETING WITH: Sen. Bennett's office

SUBJECT: Military installations in Utah

PARTICIPANTS:

Name/Title/Phone Number:

Greg Whisenant; BRAC Project Legislative Aide, Sen. Bennet Office
Corrine Larson; Military Legisllative Assistant, Sen. Bennett Office

Commission Staff:

Cece Carman, Director of Congressional and Intergovernmental Affairs
Chip Walgren, Manager, State and Local Liaison
Ed Brown, Army Team Leader
***Frank Cirillo, Air Force Team Leader**
Jim Owsley, Cross-Service Team Leader
Alex Yellin, Navy Team Leader

MEETING PURPOSE: Frank gave process briefing to staff. Staffers relayed their primary concern was Hill AFB and asked about best methods for community interaction. We discussed in length , suggesting that Hill AFB had a goood effort that goes through Mike Pavich. Staffers also commented about recent articles implying that past closures had not gone as planned nor fast enough, engendering much discussion. We also discussed implications of environmental clean-up as well as environmental compliance costs. fc

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Rockwell International

SENDING LOCATION

OGDEN FIELD OFFICE
370 S. 500 E., #120
CLEARFIELD, UT 84015
TALK: (801) 776-2101 OR 333-1270
FAX: (801) 773-8210

DATE: 11/19/93

FACSIMILE MESSAGE

I hereby certify that the material contained in this transmittal is NOT classified.

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R E Schanker
Signature

To: FRANK CIRILLO / ROGER HOUCK — FAX 703-696-0550 — Phone: 703-696-0504

From: RICK SCHANKER — No. of Pages 2 + LEAD

Additional Comments:

THOUGHT YOU MIGHT LIKE TO SEE THIS.

Rick

CC Roger, Matt, Ben, Bob, Alex, Ed

Hilltop Times

Vol. 47 No. 46 ■ Hill AFB, Utah ■ Nov. 18, 1993

AFMC study will assess depot capacity

by Timothy C. Ford
AFMC Public Affairs

If Paul Revere had attended the latest meeting of Air Force Materiel Command's senior leadership, he might have been enlisted to ride and proclaim, "The BRAC is coming, the BRAC is coming!"

Instead, AFMC got the warning straight from the horse's mouth.

"You can make the suit fit the man or the man fit the suit," said Jim Courter, 1993 chairman of the Defense Base Closure and Realignment Commission, or BRAC. "My suggestion is to size yourselves and not let the BRAC do it for you."

While AFMC leaders believe the command's research, acquisition, test and sustainment functions are too valuable to let go or arbitrarily reduce, a smaller military force structure demands a new strategy. The command is setting out to assess its infrastructure based on a downsized Air Force.

"In the next BRAC, everyone will be considered — not just the depots," said Gen. Ronald W. Yates, AFMC commander. Yates, Courter and others addressed AFMC's senior leaders gathered at Robins AFB, Ga., Sept. 22 and 23 for Base Operating Support Horizons '93.

To get the ball rolling, AFMC has begun a study to assess infrastructure capacity necessary to meet changing mission requirements while maintaining service to its customers — the war fighting commands.

The command study is being conducted by an integrated product team and is headed by Maj. Gen. Stephen

■ *Please see* **Study,** *Page 2.*

Study

■Continued from Page 1

P. Condon, director for plans and programs at AFMC headquarters, Wright-Patterson AFB, Ohio. Team members include representatives from the product and logistics centers and selected representatives from the AFMC headquarters staff.

The study will provide one of many inputs to form the Air Force recommendations for the BRAC '95 process. Officials emphasize that the command study findings will in no way represent AFMC decisions or recommendations but will serve only as input to help Air Force headquarters form its recommendations to BRAC. By law, BRAC holds the sole responsibility for recommending closure or realignment of its defense facilities.

Valuable insight

Courter gave insight into the realignment and closure commission's perception of AFMC during the 1993 process.

"You not only have an excess capacity at your depots," Courter said, "you have a *growing* excess capacity, because as you [the Air Force] shrink your forces, you retain your depots."

While there is wide disagreement on the formula for estimating *excess* depot capacity, Courter emphasized that defense depot cost reductions have not been proportional to the drop in military forces.

"That is why we believe you have growing excess capacity," he said. You [the Air Force] must get rid of the infrastructure before you see results from your competition initiative, because infrastructure increases overhead. You've got to get a handle on your core."

Yates advocates workload competition as the only rational way to identify cost effective depots among the Air Force and Navy fixed-wing aviation maintenance facilities, then closing the least capable depots in the Department of Defense ... not just judging depots on a service-by-service basis.

While competition is the correct way to proceed toward interservicing, it would have to be embraced and orchestrated throughout DOD.

"We have distinguished ourselves by how we have competed," Yates said. Competition has yielded approximately $31 million in savings in fiscal 1991 through 1993, he noted, and the command is well on its way to saving a cumulative $1 billion by fiscal 1995.

> "You not only have an excess capacity at your depots, you have a *growing* excess capacity, because as you [the Air Force] shrink your forces, you retain your depots."
>
> —Jim Courter
> 1993 chairman, Defense Base Closure and Realignment Commission

Courter told the HORIZONS audience the 1995 Defense Base Closure and Realignment Commission will operate about the same as BRAC '93. DOD will recommend a list of bases to close, but the commission will consider *any* installation fair game.

Labs threatened by cuts

Yates noted that, separate from BRAC, AFMC's laboratories are threatened by Air Force budget cuts. The labs took a cut of about $200 million in fiscal 1994, with additional cuts of that magnitude possible for each year through fiscal 1999. Left unchecked, these cuts could diminish the Air Force's ability to maintain technological superiority.

AFMC faces enormous pressures for reductions and consolidation, Yates said, not only from the closure commission but also from equally challenging budget cuts coming from the Air Force, DOD, Congress and even Vice President Gore's government reform initiative. He endorsed the multilateral, corporate perspective of the integrated product team as the right way to answer the challenge.

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FAX: (801) 773-8210

DATE: 11/22/93

FACSIMILE MESSAGE

I hereby certify that the material contained in this transmittal is NOT classified.

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Signature

To: FRANK CIRILLO / ROGER HONCK — FAX 703-696-0550 — Phone: 703-696-0504

From: RICK SCHANKEL — No. of Pages 2 + LEAD

Additional Comments:

FRANK / ROGER > INFO ON HILL AFB ENCROACHMENT. STEVE RUSH INDICATES THAT THE ARTICLE IS FACTUAL & I THOUGHT IT WOULD BE OF INTEREST.

Rick

Nov. 18, 1993

STANDARD-EXAMINER

OGDEN, UTAH | SERVING NORTHERN UTAH SINCE 1888 | 50 CENTS

THURSDAY

Tomorrow's forecast: Partly cloudy, cooler with highs in the 40s. Green burn day 2A

Business

White knight with a wrench

Garage will offer emergency service this winter 12C

Sports

N. Utah girls shine in soccer

All-Area Team for 1993 season is named 3B

Metro

Teachers' jobs are rescued

Deaf and blind schools get new funding 1C

Lawmakers appear ready to fight encroachment at Hill

By RALPH WAKLEY
Standard-Examiner staff

Legislature 1993

SALT LAKE CITY — House Majority Leader Marty Stephens Wednesday said he believes the 1994 Legislature will earmark $10 million to protect Hill Air Force Base from development encroachment that could threaten its future.

"We'll come up with the $10 million. I think we'll have universal support," said Stephens, R-Farr West.

He added, however, he doesn't know where the $10 million will come from, "but it won't come out of education."

Even though the state needs at least an extra $50 million to pay off federal retirees who won a tax refund suit, Rep. Grant Protzman, D-North Ogden, said, "We do still have some Rainy Day Fund money."

The state's emergency fund contains about $63 million and the Legislature has a $25 million surplus from the 1993 fiscal year.

Steve Rush is head of the encroachment committee of Hill/DDO '95, a group of civic leaders formed to fight closure of the Hill and Defense Depot Ogden. He told Weber and Davis legislators Wednesday the $10 million is a preliminary number.

While substantial, the $10 million would be an insignificant investment in the base if it saves Hill's annual payroll of more than $600 million, lawmakers agreed.

Hill is one of five Air Logistics Centers, but Rush said "it is one of two (ALC) bases being targeted right now."

Rush, the Layton division manager for Utah Power, said Hill is in competition with California's McClellan Air Force Base to see which will survive.

The most important factor, he told legislators, is each base's future ability to meet its military objective. For Hill, that basically means servicing F-16 jet fighters and the landing gear of all Air Force planes, and training tactical combat pilots.

See HILL on 2A

Hill

From 1A

He said one threat to Hill's ability to meet its military objective is development around the base.

Layton's population, for example, has doubled to 45,000 in the past decade, and that means people want homes, and they need schools and grocery stores and churches, and the growth is closing in around Hill.

Encroachment is one of several criteria used by the Base Realignment and Closure Commission in judging which military installations should be closed. This year, Hill rated well on the encroachment issue.

Compared to the other four ALCs Rush said, "Hill is the best" as far as encroachment. By reducing the problem even more, he said, "we want to take that stick out of anybody's hand."

The $10 million being sought from the Legislature would be used to purchase easements in a little more than a square mile of land off the ends of Hill's runway, easements that would control the types of developments allowed in those tracts and reduce the risk of civilian injuries should an Air Force plane crash.

What the base wouldn't mind seeing is a golf course or a cemetery on those lands close to the runway or some sort of industrial complex — anything without a lot of people and children.

In areas a little farther away, the base hopes to use construction codes to make people build homes and schools and churches with the right kinds of windows and insulation and heating-cooling systems to minimize noise.

Rush said Northridge High School was able to be built relatively near the base because of soundproofing measures used in construction. Since the noise from an F-16 flying over Northridge won't bother students inside, the school is not considered an encroachment, he said.

If all structures built within those noise zones meet construction standards, he said, they're not contributing to encroachment.

Because encroachment is directly related to Hill's ability to perform its mission, these are rock-solid issues. A base that cannot meet its military objective "is out of the game," Rush said.

The Air Force will make its recommendation on which of the five ALCs to close sometime between next March and June, Rush said. "That's why we're working this thing so hard."

"If something happens to the base, it hurts us all," said Rep. Gerry Adair, R-Roy.

And Rep. Blake Chard, R-Layton, said lawmakers must make sure they preserve Hill's massive runway and its support buildings even if the base ends up on the Pentagon hit list.

"Protecting the use of that airfield will help us survive the base closure," said Chard, and could become "the heart of a large industrial complex."

"This is the key issue we will address while we're in the Legislature," said Stephens. "We want to go into this united."

Stephens said Chard will be the sponsor of legislation to purchase the easements and Protzman will write the bill to reauthorize the defense conversion task force that is working to preserve Hill.

< CONFIRMATION REPORT >

11-22-1993(MON) 18:11

[RECEIVE]

NO.	DATE	TIME	DESTINATION	PG.	DURATION	MODE	RESULT
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				3	0°03'10"		

HILL AIR FORCE BASE

Ogden Air Logistics Center
"An American Aviation Treasure for more than 50 years"

Hill Air Force Base (AFB), located in Ogden, Utah, has played a crucial role in projecting democracy around the world for more than 50 years. Home to the Ogden Air Logistics Center, two of the Air Force's premier fighter wings and one of the Defense Department's computer megacenters, the 15,684 military, civilian and Air Force Reserve members continue to be called upon any time the nation responds to a crisis in the world.

Experts in Fighter Aircraft Repair

Ogden Air Logistics Center provides worldwide logistic management and depot maintenance for the F-16 Fighting Falcon -- the world's largest fleet of fighter aircraft. This includes 21 countries employing more than 3,000 F-16 aircraft. The Ogden team reinvented the depot repair system for F-16 avionics. Working with the fighter wings, repair pipelines were cut from 70 to 7 days in-country and 13 days for bases overseas (this includes transportation time). This will save the Air Force $380 million over 5 years. In 1993, Ogden won the only major interservice fighter aircraft maintenance contract ever when it was selected by the Navy to repair Navy and Marine F/A 18 fighters. Last year, the center performed 2.25 million manhours of maintenance and modifications on more than 300 F-16's, 29 F-4's and 50 C-130's, while beginning interservicing work on 36 Navy F/A-18's.

Nation's Only Repair Source for Silo-Based ICBM's

Ogden Air Logistics Center is the only repair source for our nation's fleet of silo-based ICBM's, including Minuteman II's and III's, and Peacekeepers. The base is an important participant in Strategic Arms Limitation Treaties on an international scale. It recently played a key role in the test firing of a Minuteman III carrying one warhead, a crucial step in ensuring the United States complies with terms of START treaties once they are ratified. Hill AFB's missile directorate has made outstanding strides in cutting costs. In 1993, they improved operations 261 percent returning $7.8 million to their customers in the form of lower rates and an additional $3 million in 1994. The group was recognized by Vice President Al Gore as "Heroes of Reinvention" for their accomplishment of making government work better and cost less. This Hammer Award was one of only 79 given across the country.

The World's Best Landing Gear Facility

Ogden Air Logistics Center operates the world's largest overhaul facility for aircraft landing gear, brakes, struts and wheels. This facility handles all Air Force (and 70 percent of the Defense Department's) repair needs and produces 4,600 complete gear assemblies for 27 different weapon systems annually. These vary from the small T-38 Talon nose gear to the massive three-ton C-5 Galaxy main gear. The Landing Gear Facility has 382,000 square feet of dedicated overhaul capabilities enhanced by two miles of fully-automated overhead material handling. It also has the capability to do all of the Defense Department's work of this type in the most cost effective process available. The facility won the 1991 President's award for quality and producitvity improvement. Process improvements will save over $3.65 million in the 1994/1995 Fiscal Year time frame.

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

MEMORANDUM OF MEETING

DATE: February 10, 1995

TIME: ~~9:00 a.m.~~ 2:00 pm

MEETING WITH: Mike Pavich

SUBJECT: Hill AFB; Defense Depot, Ogden

PARTICIPANTS:

Name/Title/Phone Number:

Mike Pavich

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
Ed Brown, Army Team Leader
Frank Cirillo, Air Force Team Leader
Bob Cook, Interagency Issues Team Leader
Jim Owsley, Cross-Service Team Leader
Alex Yellin, Navy Team Leader
Ann Reese; Cross-Service Team
Dick Helmer; Cross-Service Team
Bob Bivins; Interagency Issues Team, Cobra Specialist
Mike Kennedy; Army Team

MEETING PURPOSE:

DEFENSE DISTRIBUTION DEPOT OGDEN

Defense Distribution Depot Ogden located in Ogden, Utah, has supported U.S. military services combat readiness for 53 years. DDOU was established in 1941 after community leaders helped raise $100,000 to help pay for the land to meet government requirements for the site to be located in Ogden. DDOU comprises approximately 1,700 acres of land with 44 warehouses. The first depot payroll paid eighteen employees and the first mission was to store general equipment sufficient to equip a field force of 500,000 soldiers. At the height of WWII, the Depot had 12,000 employees and has supported every war since that time.

Its strategic location has made DDOU an invaluable asset in the Defense Distribution Business, serving as a major "Transportation Hub" for Interstate, rail, and air to Eastern, Western, Canadian, and Mexican markets, as well as overseas customers.

DDOU is a part of Defense Distribution Region West at Stockton, CA, and its Headquarters is the Defense Logistics Agency, Cameron Station, Alexandria, VA, the supply and distribution arm of DoD.

DDOU'S MISSION

DDOU's mission is to receive, store, and issue materiel to customers worldwide for the Department of Defense (DoD). If U.S. military forces fight with it, live in it, perform surgery in it, or use it to perform any of a thousand tasks related to combat readiness, DDOU is involved in its distribution. The Depot physically distributes materiel from over a million stock numbers worth eight billion dollars. DDOU's primary supply responsibility is to 14 western states and the pacific area. However, military customers worldwide and in all 50 states receive shipments from DDOU.

SATELLITE DISTRIBUTION SITES AND WORK FORCE

The DDOU work force totals 1650 which includes distribution functions at Hill AFB, plus 1,400 tenants located at the Ogden site. The Hill site is 11 miles south of Ogden and supports Hill AFB's worldwide maintenance missions including the F-16 Fighting Falcon and C-130 Hercules aircraft. Army power generation units, and heating and air conditioning equipment supporting DEPMEDS, previously stored at the BRAC'ed Tooele site, are now stored at Ogden.

DDOU is widely regarded for its well-educated workforce and has frequently been called on to devise or prototype distribution improvements. These include the development of bar coded, laser-read shipping labels and warehouse documents, now used throughout DLA. DDOU is the first DLA depot to implement the Distribution Support System (DSS), and is the second largest DoD depot for covered storage space.

STATE-OF-THE-ART PROCESSES AND PROCEDURES

DDOU's modern transportation, storage, and shipping processes are state-of-the-art. The Depot played an integral part in developing and installing DLA warehousing and shipping procedures, a computerized program used throughout the agency. Due to constant upgrading of technological advancements, the Depot has doubled its small item binnable storage rack area. Programmable robot-like, automated vehicles are used to speed items to their locations.

SEVEN UNIQUE MISSIONS PERFORMED

Seven unique missions are performed at DDOU.

DEPMEDS Manufacture - Outfit and ship Deployable Medical Systems. These "hospitals in a box" units are configured in groups of from 20 to 1000 to create hospitals, including x-ray and blood labs, operating rooms, pharmacies, and medical supply storage areas.

Bearings Overhaul - DDOU has DLA's only bearing retrofit mission, where bearings from a few ounces to twenty or thirty pounds are remanufactured.

Pipe Refurbishment - Sandblasting and restoring pipe to like-new condition is a mission unique to DDOU.

Gas Cylinder Overhaul - Gas cylinders are refurbished, filled with acetylene, ammonia, or oxygen and stored for distribution.

Tent Repair - The Depot repairs and stores more than 1,000 tents annually for use by the military services and other humanitarian support.

Hazardous Material Storage - A primary storage site, West of the Rockies, for pesticides, herbicides, packaged petroleum products, and other hazardous materials.

Electronics Mission - DDOU annually programs 8,000 to 10,000 micro-circuit chips used in DoD aircraft, and replates the leads associated with the chip.

RECOGNITION AND IMPROVEMENT

DDOU has been a six-consecutive year recipient of DLA's Model Installation Program Award for encouraging employees to experiment with new ways to improve processes and achieve excellence. These ideas saved DoD money and emphasized employee ownership through innovative and ingenious work process improvements. The Depot also received national recognition from the Federally Employed Women as the top government agency in promoting growth of its women employees. In 1987, the DDOU received the Commander In Chief's Award for Installation Excellence.

Today, DDOU's mission supports worldwide emergencies such as Operation Desert Storm, Somalia, and Hurricane Andrew. As a good neighbor, DDOU gives back to the community a stable 53-year track record of proud community involvement and environmental sensitivity.

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UTAH FACTS

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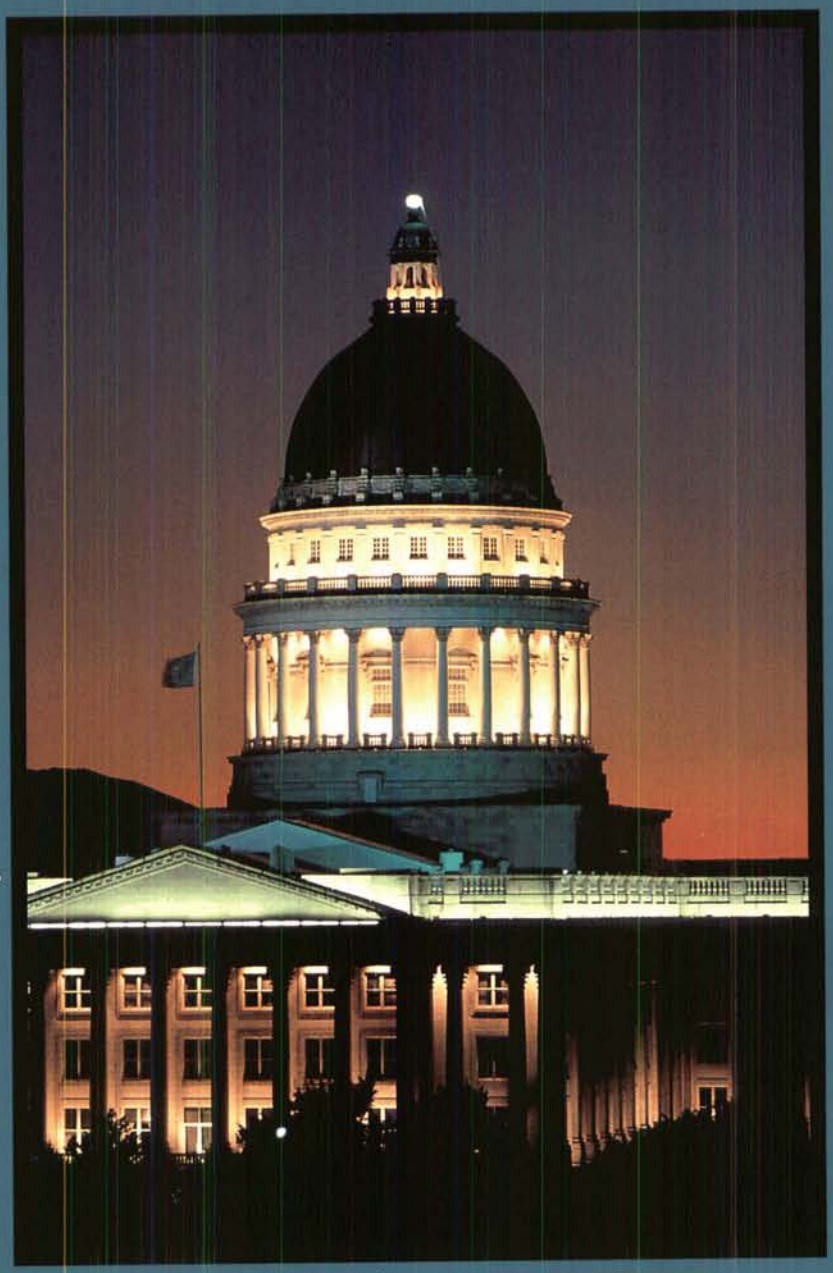

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INTRODUCTION

Each year, the state of Utah receives thousands of calls from site selectors, facility planners and corporate executives who want more information about Utah's business environment for possible business expansion or relocation.

"Utah Facts" answers the most frequently asked questions about Utah's business environment and discusses such issues as tax rates, utility costs, transportation, education systems, cost of living and quality of life. Also discussed is vital information about Utah's accessibility and statistics on why Utah's work force enjoys national top ratings.

I am pleased to be governor of a state with a vibrant, productive and healthy ecomony. Utah finished 1993 with one of the strongest economies in the nation. Utah ranked first in percent job growth among all states, first in personal income growth, and third in percent growth in housing permits.

These high rankings are largely a result of the quality of people in this state. I am proud of our strong work ethic, young and healthy work force, and well-educated population. Utah also has a pro-business regulatory environment, moderate business taxes, and solid utility, communication, and transportation infrastructure.

I hope this **Utah Facts Book** will be an important source of information for making wise economic decisions for your company. As governor, I am committed to doing my part to maintain and improve Utah's economy.

Sincerely,

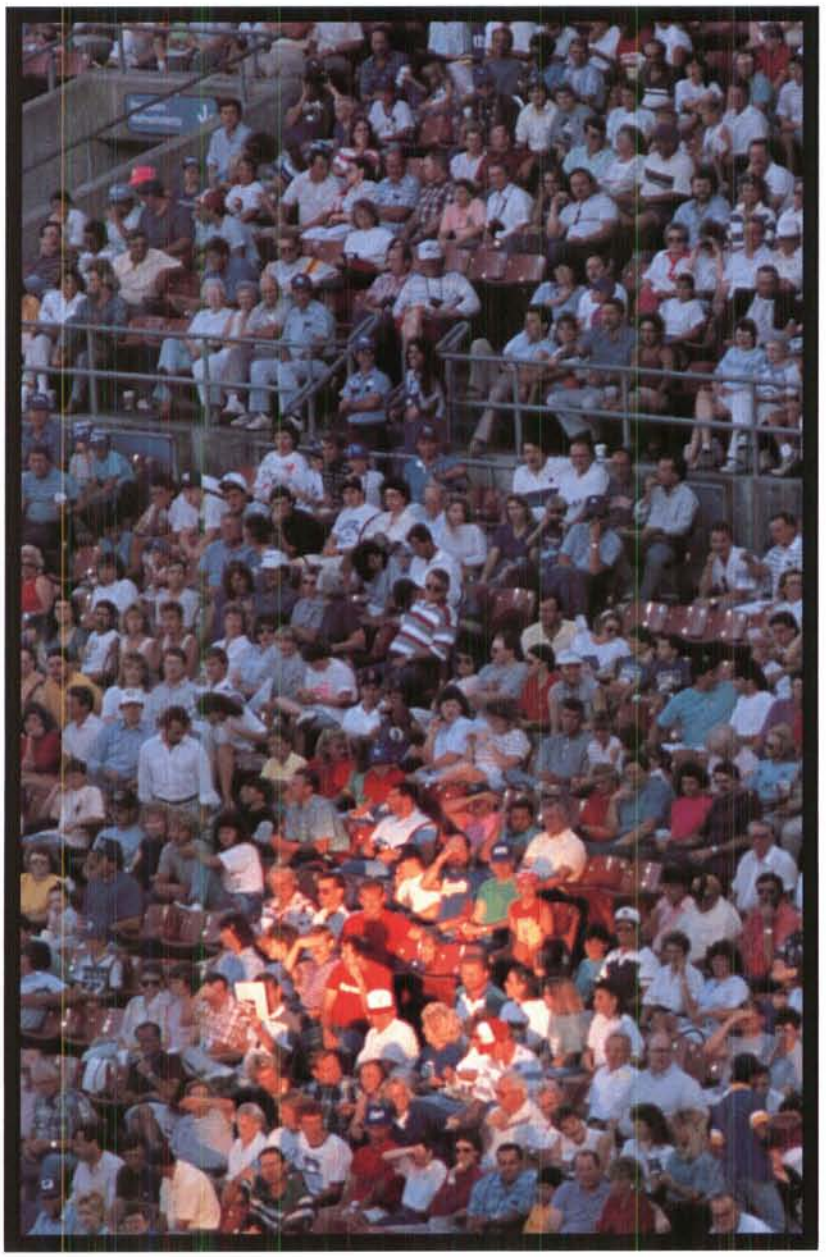
Michael O. Leavitt

Michael O. Leavitt

Governor

UTAH FACTS

POPULATION



POPULATION

According to the Census Bureau, Utah had a population of 1,807,692 in 1992, an increase of 2.4% over the 1991 population figure. This makes Utah the 6th fastest-growing state in the country. Along with rapid growth, the Utah population is also characterized by its urbanization. Utah's population is heavily concentrated in the two metropolitan statistical areas of Salt Lake City-Ogden (Davis, Salt Lake, and Weber Counties) and Provo-Orem (Utah County). These two metropolitan areas, also known as the Wasatch Front, account for 77.6% of the state's population which is concentrated on 4.4% of the land, Table 1.

Of the state's 29 counties, Salt Lake County is the most heavily populated, with 765,000 people in 1992. Although much smaller than Salt Lake County, two non-metropolitan counties, Summit and Washington, have recorded the fastest population growth in the state, Map 1.

POPULATION HIGHLIGHTS

- MEDIAN AGE (1990) — 26.2 YEARS[EN-1]
  RANKED YOUNGEST IN U.S.
- BIRTH RATE (1990) — 21.1 BIRTHS/1,000 POPULATION[EN-2]
  RANKED 2ND HIGHEST IN U.S.
- DEATH RATE (1990) — 5.3 DEATHS/1,000 POPULATION[EN-3]
  RANKED 2ND LOWEST IN U.S.
- HOUSEHOLD SIZE (1990) — 3.15 PERSONS/HOUSEHOLD[EN-4]
  RANKED LARGEST IN U.S.
- PERCENT OF POPULATION THAT IS URBAN (1990) — 87%[EN-5]

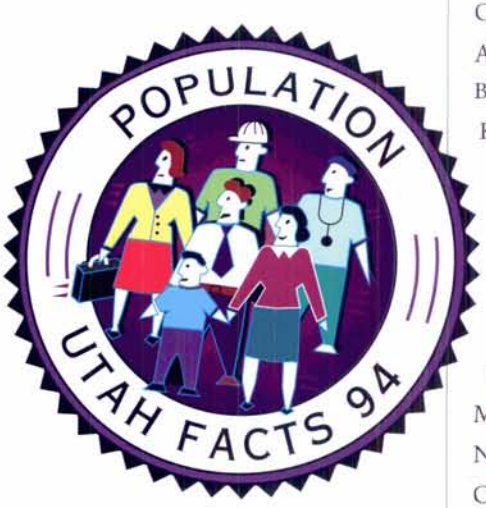
UTAH CENSUS POPULATIONS AND PROJECTIONS BY COUNTY AND PLANNING DISTRICT **TABLE 1**
1980, 1990, 1992, 2000, 2010

Planning Dist./County	April 1980 Census	April 1990 Census	July 1992 Population[1]	Projections 2000	Projections 2010	Percent Change 1980-90	Percent Change 1990-1992
Bear River	92,499	108,393	113,250	117,383	135,738	17.2	3.3
Box Elder	33,222	36,485	37,500	39,489	45,761	9.8	3.0
Cache	57,177	70,183	74,000	76,054	87,964	22.7	3.4
Rich	2,100	1,725	1,750	1,840	2,012	(17.9)	2.8
Wasatch Front	941,172	1,104,356	1,165,650	1,272,695	1,535,507	17.3	5.0
Davis	146,540	187,941	201,000	223,542	276,115	28.3	5.6
Morgan	4,917	5,528	5,850	6,054	7,073	12.4	3.3
Salt Lake	619,066	725,956	765,000	843,736	1,023,933	17.3	5.2
Tooele	26,033	26,601	27,800	28,752	33,019	2.2	3.6
Weber	144,616	158,330	166,000	170,610	195,368	9.5	3.5
Mountainland	236,827	289,197	308,200	338,626	406,095	22.1	5.1
Summit	10,198	15,518	18,400	21,290	27,915	52.2	9.5
Utah	218,106	263,590	279,000	305,603	364,099	20.9	4.9
Wasatch	8,523	10,089	10,800	11,733	14,081	18.4	4.1
Central	47,076	52,294	54,850	55,270	66,464	11.1	2.6
Juab	5,530	5,817	6,150	6,004	7,160	5.2	1.9
Millard	8,970	11,333	11,700	11,583	13,343	26.3	1.8
Piute	1,329	1,277	1,350	1,317	1,500	(3.9)	(0.8)
Sanpete	14,609	16,259	17,500	17,508	21,817	11.2	3.3
Sevier	14,727	15,431	16,000	16,546	19,864	4.8	2.9
Wayne	1,911	2,177	2,150	2,312	2,778	13.9	1.5
Southwest	55,489	83,263	91,750	124,328	170,964	50.1	9.8
Beaver	4,378	4,765	4,900	5,417	6,209	8.8	3.9
Garfield	3,673	3,980	4,100	4,371	4,919	8.4	2.1
Iron	17,349	20,789	22,400	25,815	31,908	19.8	5.4
Kane	4,024	5,169	5,350	6,879	8,993	28.5	6.3
Washington	26,065	48,560	55,000	81,845	118,934	86.3	13.3
Uintah Basin	33,840	35,546	37,200	38,330	46,026	5.0	4.6
Daggett	769	690	700	683	766	(10.3)	5.1
Duchesne	12,565	12,645	12,900	13,309	15,765	0.6	3.8
Uintah	20,506	22,211	23,600	24,338	29,494	8.3	5.0
Southeast	54,124	49,801	51,050	52,648	61,356	(8.0)	1.6
Carbon	22,179	20,228	20,600	22,088	26,278	(8.8)	2.4
Emery	11,451	10,332	10,200	10,540	11,995	(9.8)	0.6
Grand	8,241	6,620	7,150	7,155	8,463	(19.7)	2.1
San Juan	12,253	12,621	13,100	12,865	14,620	3.0	0.7
State Total	1,461,037	1,722,850	1,822,000	1,999,278	2,422,149	17.9	4.9

[1]Revised.

Sources: Bureau of the Census, *1980 Census of Population, Number of Inhabitants: Utah, PC80-1-A46* (Washington, D.C., January 1982); *1990 Census of Population and Housing Summary File 1A, CD 90-1A-8* (Washington, D.C., September 1991). Utah Office of Planning and Budget, *State of Utah Economic & Demographic Projections: 1992* (Salt Lake City, May 1992); Washington County revision, unpublished data (Salt Lake City, June 2, 1993).

Twenty-nine cities in Utah have a population of more than 10,000 people. Those with the largest percentage increases in population between 1980 and 1990 were: St. George (116.8%), South Jordan (63.1%), Riverton (60.1%), Layton (58.2%), and West Jordan (56.9%), Table 2.



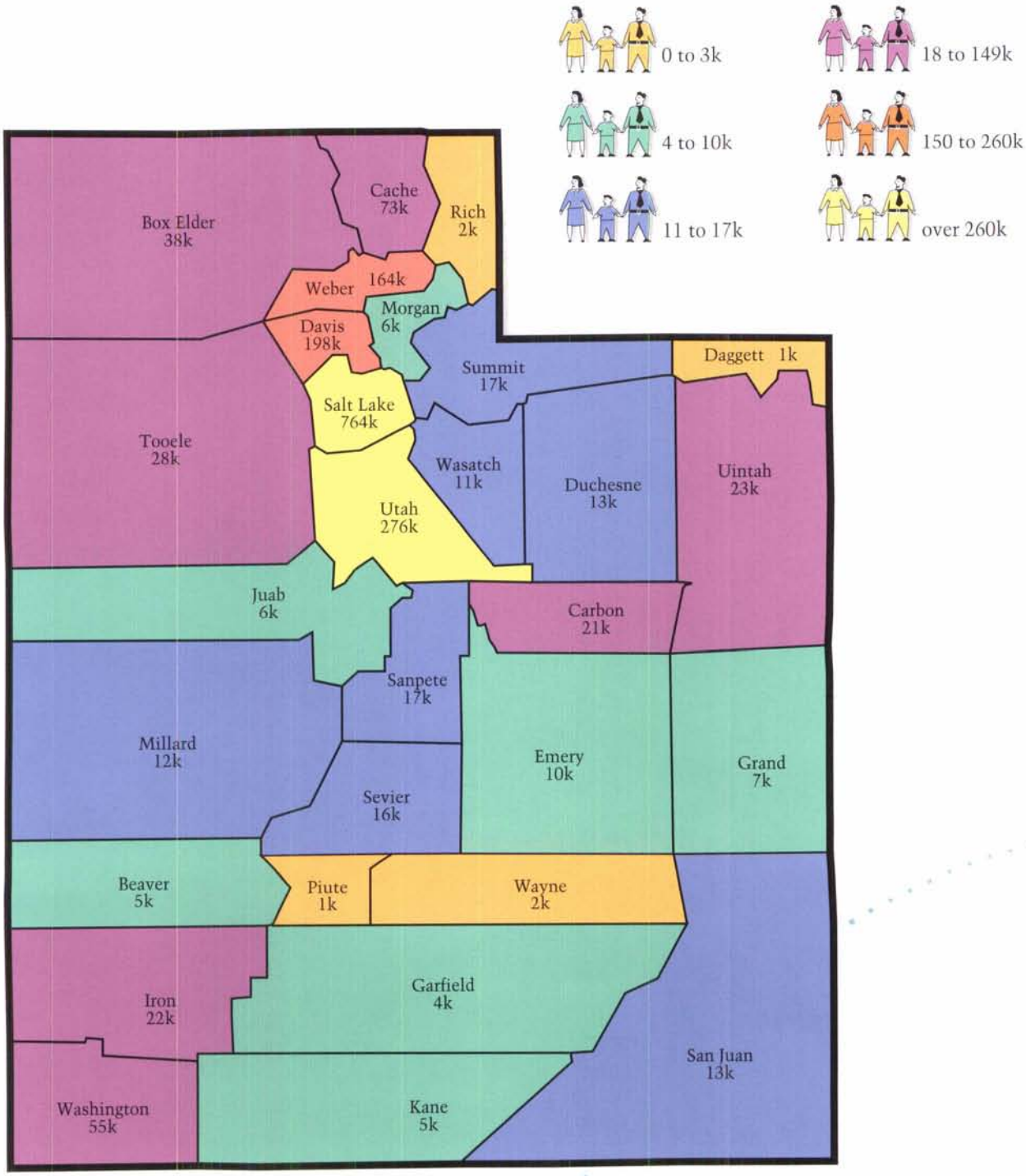
POPULATION OF INCORPORATED CITIES OF 10,000 OR MORE 1980 AND 1990 — **TABLE 2**

City	1980	1990	% Change 1980-1990
Salt Lake City	163,034	159,936	-1.9
West Valley City	72,509	86,976	19.9
Provo City	74,111	86,835	17.1
Sandy City	52,210	75,058	43.7
Orem City	52,399	67,561	28.9
Ogden City	64,407	63,909	-0.8
West Jordan City	27,327	42,892	56.9
Layton City	26,403	41,784	58.2
Bountiful City	32,877	36,659	11.5
Logan City	26,844	32,762	22.0
Murray City	25,750	31,282	21.4
St. George City	13,146	28,502	116.8
Roy City	19,694	24,603	24.9
Clearfield City	17,982	21,435	19.2
American Fork City	13,606	15,696	15.3
Brigham City	15,596	15,644	0.3
Kaysville City	10,331	13,961	35.1
Springville City	12,101	13,950	15.2
Tooele City	14,335	13,887	-3.1
Pleasant Grove City	10,833	13,476	24.4
Cedar City	10,972	13,443	22.5
South Jordan City	7,492	12,220	63.1
South Ogden City	11,366	12,105	6.5
Midvale City	10,146	11,886	17.1
North Ogden City	9,309	11,668	25.3
Centerville City	8,069	11,500	42.5
Spanish Fork City	9,825	11,272	14.7
Riverton City	7,032	11,261	60.1
South Salt Lake City	10,413	10,129	-2.7

Source: Bureau of the Census, *1990 Census of Population and Housing Summary Tape File 1A* (Washington, D.C., February 1991).

COUNTY POPULATION
JULY 1992

MAP 1



Source: Table 1.

Natural increase (births minus deaths) is the most important component of population change in Utah. The state's high birth rate and low death rate contribute significantly to overall population growth. In the 1970s, Utah's population growth also benefited from high rates of net in-migration. Between 1984 and 1990, there was net out-migration which slowed the rate of population growth during those years. In 1993, with an estimated natural increase of 26,500 and an impressive in-migration of approximately 17,500, the total population increased by 44,000, Table 3.

For population and demographic information, please contact: Governor's Office of Planning and Budget, Data Resources Section, 116 State Capitol, Salt Lake City, Utah 84114, (801) 538-1036.

COMPONENTS OF POPULATION CHANGE IN UTAH 1972-1993 — **TABLE 3**

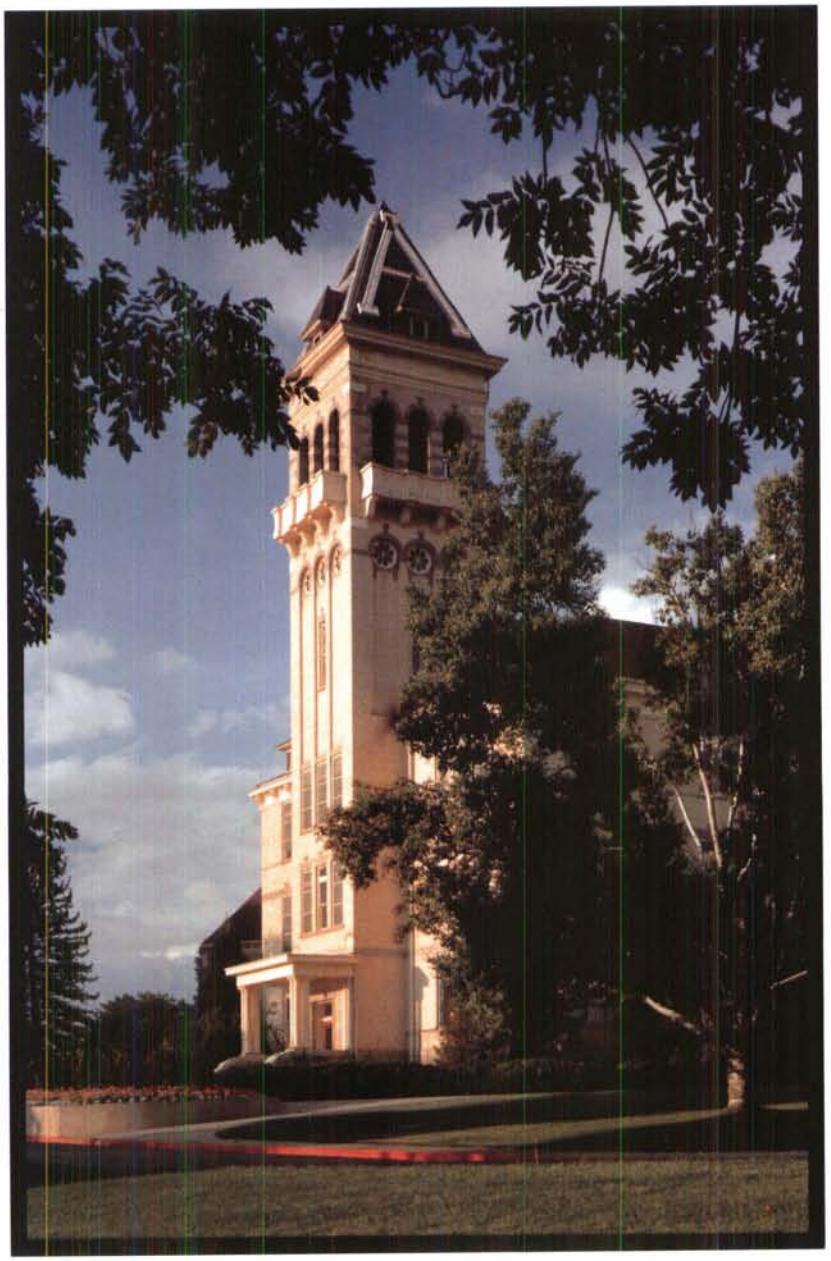
	Population[1]	Natural Increase	Net Natural Migration[2]	Population Change
1972	1,135,000	19,910	14,090	34,000
1973	1,170,000	20,045	14,955	35,000
1974	1,200,000	21,380	8,620	30,000
1975	1,236,000	23,051	12,949	36,000
1976	1,275,000	26,395	12,605	39,000
1977	1,320,000	29,114	15,886	45,000
1978	1,368,000	30,578	17,422	48,000
1979	1,420,000	32,288	19,712	52,000
1980	1,474,000	33,483	20,517	54,000
1981	1,515,000	33,399	7,601	41,000
1982	1,558,000	33,370	9,630	43,000
1983	1,595,000	32,211	4,789	37,000
1984	1,622,000	29,757	(2,757)	27,000
1985	1,643,000	28,585	(7,585)	21,000
1986	1,663,000	28,355	(8,355)	20,000
1987	1,678,000	26,656	(11,656)	15,000
1988	1,690,000	26,526	(14,526)	12,000
1989	1,706,000	26,633	(10,633)	16,000
1990	1,729,000	26,619	(3,619)	23,000
1991	1,775,000	27,039	18,961	46,000
1992	1,822,000	27,254	19,746	47,000
1993[3]	1,866,000	26,500	17,500	44,000

[1]Estimates for July 1 of indicated year.
[2]Migration is calculated by subtracting natural increase from population change.
[3]Preliminary.

Source: State Economic Coordinating Committee, *Economic Report to the Governor* (Salt Lake City, 1994), Table 25.

UTAH FACTS

EDUCATION



EDUCATION

Utah ranks among the leading states in the educational attainment of its population, see Highlights and Table 1. The state's system of public and private education offers a high-quality education experience for the 461,259 students in elementary and secondary programs. In 1992, Utah's 40 school districts and five private high schools graduated 24,946 students.

The implementation of Utah's Core Curriculum in 1985-1986 has played an important role in improving the state's education system and raising student's A.C.T. scores. Since implementation of the Core Curriculum, increased numbers of high school students are taking foreign language, history, social studies, mathematics, science and art. The performance of Utah students taking the A.C.T. in 1992 was higher than that of the national comparison group in english, reading, science reasoning, and the composite score.

HIGH SCHOOL AND COLLEGE ATTAINMENT – 1990 **TABLE 1**

PERSONS 25 YEARS AND OVER

State	Completed High School (%)	Completed At Least Four Year College Degree (%)
Utah	**85.1**	**22.3**
Arizona	78.0	20.0
California	76.2	23.4
Colorado	84.4	27.0
Idaho	79.7	17.7
Montana	81.0	19.8
Nevada	78.8	15.3
New Mexico	75.1	20.4
Oregon	81.5	20.6
Washington	83.8	22.9
Wyoming	83.0	18.8

Source: Bureau of the Census, *1990 Census of Population and Housing Summary File 3A* (Washington, D.C., September 1992).

EDUCATION HIGHLIGHTS

- UTAH RANKS SECOND IN THE NATION IN THE PERCENT OF PERSONS 25 YEARS AND OVER THAT HAVE COMPLETED HIGH SCHOOL - 85.1%.[EN-6]
- UTAH RANKS 15TH IN THE NATION IN THE PERCENT OF PERSONS 25 YEARS AND OLDER ATTAINING A BACHELOR DEGREE - 22.3%.[EN-6]
- 94% OF THE UTAH POPULATION 18-64 YEARS OLD WERE FOUND LITERATE IN A NATIONAL STUDY - THE HIGHEST LITERACY RATE IN THE COUNTRY.[EN-7]
- IN 1992, 366 FIRMS PARTICIPATED IN CUSTOM FIT TRAINING PROGRAMS.

UTAH COLLEGE VOCATIONAL EDUCATION CREDIT PROGRAMS ENROLLMENT 1991 AND 1992 — **TABLE 2**

Institution of Higher Education	Headcount Fall 1991	Headcount Fall 1992
Salt Lake Community College	9,596	9,563
Utah Valley State College	3,499	3,427
Weber State University	3,338	3,154
College of Eastern Utah	996	1,144
Dixie College	739	990
Snow College	300	321
Southern Utah University	218	230
Utah State University	204	194
Total	18,890	19,023

Source: Utah State Board of Regents, *1993-94 Data Book* (Salt Lake City, December 1992).

EDUCATION FUNDING

Utah provides a high level of financial support for its education system. In 1991, Utah ranked third among all states in state government expenditures for education per $1,000 of personal income. In Utah, for every $1,000 of personal income, $74.57 is spent in state government expenditures on education compared to a national average for all states of $42.26. Utah ranks second in the country for state spending on higher education with $33.24 in expenditures per $1,000 of personal income.[EN-8]

Between 1984 and 1988, school districts reduced the proportion of total funds going to debt and capital outlay by one-third. This reduction has enabled school districts to spend more money per student on direct instructional costs without increasing total school costs for taxpayers.

For more information on public education in Utah, contact: Utah State Office of Education, 250 East 500 South, Salt Lake City, Utah 84111, (801) 538-7500.

TRAINING FOR INDUSTRY

Vocational-technical schools and centers as well as the state's colleges and universities provide training programs tailored to fit the specific needs of industries to reduce costs to the employer. In 1991, 19,023 students were enrolled in credit vocational education programs offered primarily through community college courses, Table 2. The enrollment for non-credit applied technology education was 32,560 in 1991-92, an 8.5% increase from the previous year.

Through the "Custom Fit" program, specialized training is developed for local employers according to their requests. The Custom Fit training program, administered by the Utah State Office of Education, is designed to assist in business attraction, expansion and retention.

These training programs may be conducted at any location suitable to the business and the supporting training institution. The state will provide an instructor, or the firm may choose to select a person expressly qualified in the particular field of training. Through supporting training institutions (applied technology centers, colleges or universities), the state will also assist in the development of training curriculum and other aspects of training that will provide the employer with the best "company-specific" training possible. In close consultation with the supporting training institution, company-specific training is conducted where, when, how and by whom the firm feels is best for the company.

Based on program prerequisites, the Custom Fit training program can help nearly any new or expanding business. Additionally, any existing business that could experience significant problems if its existing work force is not upgraded could likewise qualify for assistance under Custom Fit training.

For more information of the various ways this program can assist businesses, please contact: Utah State Office of Education, 250 East 500 South, Salt Lake City, Utah 84111, (801) 538-7847.

In addition to Custom Fit, other training programs are available in the state of Utah. They include JTPA, Single Head-of-Household, Short-term Intensive Training and High Tech Training.

Custom Fit Training

In fiscal year 1992, 366 firms participated in Custom Fit training programs, and 3,165 individuals were trained.

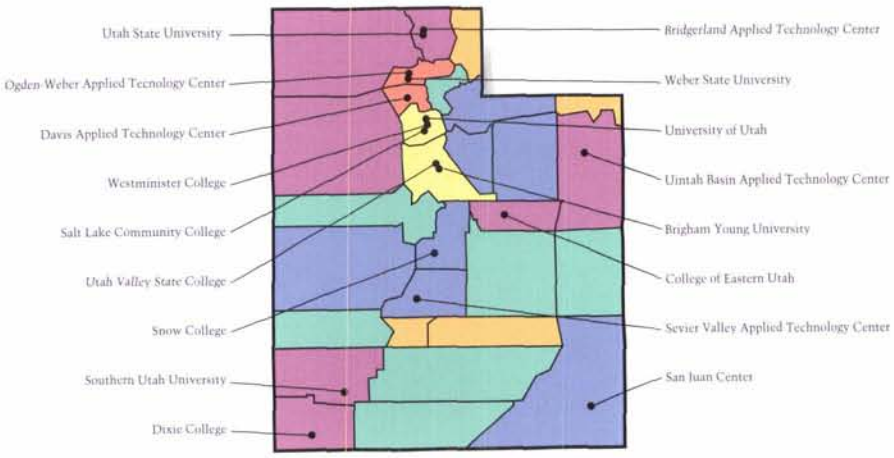
Selected Participating Businesses in Custom Fit Training

American Azide	National Semiconductor
Associates Financial	Parker Hannifin Corporation
Avtech	Ram Company
BP Excavating	Strata
Halotron	Thiokol Corporation
Hercules	Travelers Insurance
Holiday Inn Worldwide	Ultradent Products
McDonnell Douglas	Varian
Morton International	WordPerfect Corporation

State funding for the training program was approximately $1.2 million in 1992-93. For fiscal year 1993-94, the state appropriation is $966,000. A hallmark for the program is that every qualifying business that accessed Custom Fit has been pleased by the program. About 80% of the businesses assisted by this program are firms that have been in Utah for at least two years. Most businesses in the program are from manufacturing (64%), with the balance coming from the information and service sectors.

HIGHER EDUCATION INSTITUTIONS

MAP 1



COLLEGE DEGREES[1] AWARDED BY MAJOR AREA OF STUDY
1991-1992 ACADEMIC YEAR

TABLE 3

Total for Area of Study	Associate Degrees[2]	Bachelor Degrees[3]	Master Degrees[4]	Doctoral Degrees[5]
Agricultural and Natural Resources	8	135	34	7
Architecture and Environmental Design	0	53	17	0
Business Management	765	1,951	670	2
Communications	14	539	19	7
Computer and Information Sciences	88	287	85	6
Education	55	1,592	499	69
Engineering and Related Technologies	175	886	269	67
Foreign Languages	2	463	28	1
Health Sciences	589	473	131	32
Liberal/General Studies	1,967	839	106	4
Life Sciences	19	402	43	22
Mathematics	3	206	50	12
Physical Sciences	8	188	58	67
Psychology	13	699	30	28
Social Sciences	27	1,600	87	17
Visual and Performing Arts	60	519	46	7
Vocational Studies	419	173	0	0
Other	53	989	378	30
TOTAL	4,265	11,994	2,550	378

[1]Excludes certificates and professional degrees of law, medicine and pharmacy.
[2]Utah State University, Weber State University, Southern Utah University, Snow College, Dixie College, College of Eastern Utah, Utah Valley State College, Salt Lake Community College, Brigham Young University, Westminster College and LDS Business College.
[3]University of Utah, Utah State University, Weber State University, Southern Utah University, Brigham Young University and Westminster College.
[4]University of Utah, Utah State University, Weber State University, Southern Utah University, Brigham Young University and Westminster College.
[5]University of Utah, Utah State University and Brigham Young University.

Source: Utah State Board of Regents, unpublished data (Salt Lake City, June 1993).

HIGHER EDUCATION

Utah has six four-year, degree-granting universities and colleges, including four state institutions and two private institutions, Map 1. The University of Utah, Utah State University and Brigham Young University are the largest institutions in terms of student enrollment, number of degrees conferred and research and development expenditures. In recent years, more than one-quarter of all students either worked on graduate degrees or declared undergraduate majors in science, engineering, agriculture, natural resources, mining and minerals, or medicine and pharmacy. Total student enrollment in Utah public and private four-year, degree-granting universities and colleges in fall 1992 was 98,775.

ENROLLMENT AND GRADUATION

Graduates include students who earned associate degrees and certificates for completing programs of at least one year duration and bachelor, master, and doctoral degrees. Degrees awarded by major area of study are shown in Table 3. In 1991-1992, nearly one-third of all college graduates received degrees in science, engineering, agriculture, natural resources or graduate level studies. Fall 1992 enrollments and the number of degrees awarded by universities in Utah for 1991-1992 are given in Table 4.

RESEARCH ACHIEVEMENTS

During 1991-1992, research expenditures at the University of Utah, Brigham Young University, Weber State University and Utah State University exceeded $167.9 million. In fiscal 1991, the University of Utah ranked relatively high among institutions of higher education in federal research and development obligations, receiving about $70.9 million.[EN-9]

For more information on higher education in Utah, please contact: Utah System of Higher Education, Utah State Board of Regents, 3 Triad Center, Suite 550, Salt Lake City, Utah 84180-1205, (801) 538-5247.

UTAH INSTITUTIONS OF HIGHER EDUCATION ENROLLMENT AND GRADUATES 1991-1992 — **TABLE 4**

Institution	Head Count[1] Fall 1992	Full-time Equivalent Enrollment[2] Fall 1992	Total Degrees & Certificates Awarded[3] 1991-1992
Public Institutions			
University of Utah	26,799	20,971	4,304
Utah State University	17,124	13,121	2,419
Weber State University	15,985	11,128	2,262
Southern Utah University	4,434	3,736	682
Snow College	2,819	2,452	420
Dixie College	2,868	2,402	836
College of Eastern Utah	2,746	1,875	341
Utah Valley State College	9,623	6,586	958
Salt Lake Community College	17,767	10,953	1,354
PUBLIC TOTAL	100,165	73,224	13,576
Private Institutions			
Brigham Young University	32,292	31,288	6,598
Westminster College	2,141	1,435	412
LDS Business College	837	772	190
PRIVATE TOTAL	35,270	106,719	7,200
COMBINED TOTAL	135,435	103,973	20,776

[1]Head count includes both full- and part-time students.

[2]Full-time equivalent enrollment was computed by dividing the total number of hours taken by undergraduates by 15, and dividing the total credit hours of graduate students by 10.

[3]Includes first professional, doctor, master, bachelor and associate degrees, plus certificates awarded for less than four years of course work.

Source: Utah State Board of Regents, *1993-1994 Data Book* (Salt Lake City, December 1992) and unpublished data from the institutions (June 1993).

UTAH FACTS

LABOR MARKET

LABOR MARKET

PRODUCTIVE WORK FORCE

One of the most significant advantages Utah offers employers is the quality of its work force. Some major national companies who have relocated in Utah during the past several years report productivity advantages of 25% to 30% at their Utah facilities.

In Utah, new and expanding firms benefit from a strong work ethic and availability of well-educated workers. Utah is second in the nation in the percentage of adults who have completed high school. The state also has the highest literacy rate in the nation. Furthermore, Utah has the youngest labor force of any state and its workers are among the healthiest. The state has the second lowest death rate for cancer and heart disease. Major employers often note the low rate of absenteeism of their Utah work force.

Due to Utah's high birth rate, employers also benefit from an expanding labor supply which is predicted to continue to grow at more than twice the national average. By the middle of the 1990s, Utah will be one of only a few states in the country that will have a growing labor force from an indigenous population.

LABOR MARKET HIGHLIGHTS

- UTAH HAS A YOUNG WORK FORCE AND WILL CONTINUE TO HAVE A WORK FORCE YOUNGER THAN THE NATIONAL AVERAGE.
- THE QUALITY OF THE LABOR MARKET IN UTAH IS ENHANCED BY THE HIGHEST LITERACY RATE IN THE UNITED STATES.[EN-10]
- UTAH IS A RIGHT-TO-WORK STATE WITH LESS THAN 5% OF MANUFACTURING EMPLOYEES AFFILIATED WITH UNIONS.[EN-11]
- FROM 1981 TO 1991 THE ANNUAL GROWTH RATE FOR NON-FARM EMPLOYMENT WAS 2.76% IN UTAH COMPARED TO 1.72% IN THE U.S. [EN-12]
- THE UNIVERSITY OF UTAH IS THE LARGEST EMPLOYER IN UTAH WITH 14,500 EMPLOYEES.
- SMITH'S FOOD & DRUG CENTERS IS THE LARGEST PRIVATE EMPLOYER WITH 6,000 EMPLOYEES (EXCLUDING EDUCATIONAL INSTITUTIONS).
- UTAH HAS 464 HIGH TECHNOLOGY FIRMS EMPLOYING 42,340 PEOPLE.

AVERAGE NUMBER OF EMPLOYEES ON NON-AGRICULTURAL PAYROLLS IN UTAH BY MAJOR INDUSTRY GROUP SELECTED YEARS, 1960-1992

TABLE 1

	Mining	Constr.	Manuf.	Trans. Comm. & Utilit.	Trade	Finance Insurance & Real Est.	Services	Govt.	Total
1960	14,131	14,851	47,549	22,257	58,816	11,292	32,141	62,270	263,307
1970	12,854	14,708	55,973	23,128	79,208	14,977	56,489	100,098	357,435
1975	13,275	24,322	67,526	26,983	104,440	19,709	74,497	110,330	441,082
1980	18,500	31,549	87,700	34,120	128,678	25,768	100,528	125,046	551,889
1985	9,738	35,510	93,999	37,013	147,920	31,059	131,342	137,806	624,387
1986	7,810	32,216	92,085	37,543	152,440	32,866	137,889	141,289	634,138
1987	7,997	26,676	92,456	37,890	152,550	33,751	147,489	141,489	640,298
1988	8,162	24,981	98,989	39,375	156,530	33,429	155,880	142,729	660,075
1989	8,129	25,868	103,071	40,863	166,428	33,380	167,203	146,302	691,244
1990	8,602	27,836	107,096	42,274	172,385	34,136	180,750	150,550	723,629
1991	8,596	31,528	105,733	42,421	178,753	35,852	188,360	153,959	745,202
1992	8,487	34,902	106,242	43,870	184,439	37,307	196,413	156,940	768,600

Source: Utah Department of Employment Security, *Annual Report of Labor Market Information: 1992* (Salt Lake City, October 1993).

Utah is one of 21 states that has a right-to-work law. Under the Utah provision, no individual seeking or holding a job in the state may be forced to join or pay dues to a labor union. Union membership is relatively low in Utah – only 4.47% of manufacturing employees are affiliated with unions compared to the national average of 18.27%.

Although most of Utah's employment is concentrated in the metropolitan areas, many industries have discovered the competitive advantages of the state's non-metropolitan areas. The fringe benefits found in the state's smaller cities and towns include greater opportunities for community involvement, slower pace of non-metropolitan living, and quicker access to Utah's scenic and recreational areas.

LABOR MARKET: SIZE AND SUPPLY

In 1992, Utah had one of the more favorable labor markets in the country which attracted a number of workers from out of state. The 1992 average Utah unemployment rate was 4.9% compared to 7.3% nationally. The state's total civilian labor force in August 1993 was 849,400, of which 820,900 were employed. The seasonally adjusted state unemployment rate for August 1993 was 3.4%. There were 28,500 unemployed in Utah during August 1993, 12,800 fewer than a year earlier. The 3.4% state unemployment rate for August 1993 was 3.3% below the national average of 6.7%. In 1992, non-agricultural employment in Utah totaled 768,600, Table 1.

The most rapidly expanding sector in the Utah economy was the service sector which experienced nearly a 7% increase in 1992, amounting to 12,613 new jobs from January 1992 to January 1993.

In terms of employment, the services, trade and government sectors dominate Utah's economy, accounting for 70% of total non-agricultural employment. Some of the fastest growing subsectors of the service industry include: engineering, health, and business services. In the trade sector, "eating and drinking places" has been the top performer in employment growth. In 1991, 68,649 government employees within the state provided educational services and accounted for nearly 45% of total state and local government employment. The federal government employed about 37,700 people in Utah in 1992. The largest federal government installation in Utah is Hill Air Force Base which employed 11,640 civilians in 1993.

Government, including educational institutions, lead as Utah's largest employers, Table 2. Smith's Food & Drug Centers lead the state in private employers with approximately 6,000 employees.

UTAH'S LARGEST EMPLOYERS DECEMBER 1992 — **TABLE 2**

of civilians

Firm Name	Approximate Employment
University of Utah (Including hospital)	14,500
Brigham Young University	14,000
Hill Air Force Base + 5,500 military	11,000
Granite School District	7,500
Jordan School District	7,000
Davis School District	6,500
Smith's Food & Drug Centers	6,000
Thiokol Corporation	5,500
Utah State University	5,500
Utah Department of Social Services	5,000
Delta Air Lines	4,500
Internal Revenue Service Center	4,500
ZCMI	4,500
U.S. Post Office	4,000
Salt Lake County	4,000
WordPerfect Corporation	4,000
Albertson's Inc.	4,000
Alpine School District	4,000
Salt Lake School District	3,500
Sears Roebuck & Co.	3,500
PacifiCorp	3,000
US West Communications	3,000
ShopKo Stores	3,000
LDS Hospital	3,000
Weber School District	3,000
Tooele Army Depot	3,000
Geneva Steel, Inc.	2,500
Morton International	2,500
Hercules, Inc.	2,500
Kennecott Copper	2,500
US Defense Depot – Ogden	2,500
Matrixx Marketing	2,500
HealthTrust, Inc.	2,500
Wal-Mart	2,000
Proform Fitness	2,000
Utah Valley Regional Medical Center	2,000
McKay-Dee Hospital	2,000
JC Penney Company	2,000
First Security Bank of Utah	2,000
United Parcel Service	2,000
Zions First National Bank	2,000
Primary Children's Medical Center	2,000
Provo School District	2,000
FHP of Utah	2,000
Utah Department of Transportation	2,000

Source: Utah Department of Employment Security, *Utah Directory of Business and Industry: 1993-1994* (Salt Lake City, 1993).

NEW FIRM OPENINGS AND MAJOR EXPANSIONS OF EXISTING FIRMS WITH 100 OR MORE WORKERS — **TABLE 3**

1993	1994
Novell	R.R. Donnelley
Morton International	Fidelity Investments
Weider Foods	Thera Tech
Wal-Mart	Matrixx Marketing
Holiday Inn Reservations	Mill-Grow
Payless Drug	Cressona Aluminum
Morris Air	National Standard
Associates Financial Services	American Pacific
Anderson Hickey	Marriott
Classic Cabinet	Nature's Herbs
AT&T Universal Card	Schaefer Industries
RE/MAX	Smithfield Foods
Brunswick	Realty Executives
Litton Industries	Teleperformance
Dillard's	DCE
Mervyn's	Quality Park Products
Paradign Medical	Professional Manufacturing
Parker-Hannifin	MTI
South Davis Hospital	Prime Option
O.E.A.	Packard Bell
Delta Air Lines	
Fidelity Investments	
Gart Brothers	
Pace American of Utah	
O.E.C. Medical	
Megahertz Corporation	

Source: *The 1994 Economic Report to the Governor*, January 1994.

Several firms have added a significant number of employees to the Utah work force in recent years. These firms either moved to Utah or were very successful "home grown" companies, Table 3.

The supply of labor is enhanced by the high labor force participation rates in Utah for civilian population over 16 years of age. For males, 80.5% participated in the labor force in 1990 compared to a national average of 76.1%. Utah's female participation rate is also above the national average, 60.6% compared to 57.5% nationally.

LABOR COST AND EARNINGS

Utah's average manufacturing wage rate compares favorably with the manufacturing wage rates in other Western states, Chart 1.

Utah's lower manufacturing wage rate structure is also characteristic of many other occupations and industries in the state, Tables 4 and 5.

AVERAGE HOURLY EARNINGS FOR WESTERN STATES (PRODUCTION WORKERS ON MANUFACTURING PAYROLLS) 1992 — **CHART 1**

Source: U.S. Department of Labor, Bureau of Labor Statistics, *Employment and Earnings* (Washington, D.C., May 1993), Establishment Data, pp. 174-177.

MEAN EARNINGS FOR VARIOUS OCCUPATIONS IN SALT LAKE-OGDEN AREA APRIL 1993 — **TABLE 4**

	Mean Weekly Earnings
Secretaries I	$345.00
Accounting Clerks I	209.00
Computer Systems Analysts I	706.00
Computer Programmers I	483.00
Electronics Technicians III	529.00
	Mean Hourly Earnings
Tool and Die Makers	$15.21
Maintenance Machinists	14.71
Maintenance Mechanics, Machinery	13.64
Truck Drivers	
Light Truck	6.2_
Tractor Trailer	13.06
Material Handlers	10.22

Source: U.S. Department of Labor, Bureau of Labor Statistics, *Occupational Compensation Survey, Pay Only, Salt Lake City–Ogden, Utah Metropolitan Area, April 1993* (Washington, D.C., U.S. Government Printing Office, November 1993).

TOTAL NON-AGRICULTURAL PAYROLL WAGES AND AVERAGE MONTHLY WAGES BY SECTOR IN UTAH 1992 — **TABLE 5**

Sector	Payroll Wages (000)	Average Monthly Wage
Total Non-agricultural	$16,610,755	$1,801
Mining	327,686	3,217
Construction	786,685	1,878
Manufacturing	2,863,236	2,246
Transportation, Communication & Utilities	1,375,379	2,613
Wholesale Trade	1,067,545	2,246
Retail Trade	1,729,088	995
Finance, Insurance & Real Estate	936,443	2,092
Services & Misc.	3,963,704	1,682
Government	3,560,991	1,891

Note: Payroll data was rounded.

Source: Utah Department of Employment Security, *Annual Report of Labor Market Information, 1992* (Salt Lake City, October 1993).

AVERAGE ANNUAL PAY FOR WESTERN STATES 1990 — **CHART 2**

Source: U.S. Bureau of the Census, *Statistical Abstract of the United States: 1992* (Washington, D.C., U.S. Government Printing Office, 1992), 112th edition, Table 652.

Utah's average annual pay in 1990 of $20,074 is 14.9% below the national average of $23,602, Chart 2. However, Utah is the nation's fastest growing state in terms of income as reported by the *Salt Lake Tribune*, January 1994. It experienced a 2.3% increase from the second to the third quarter of 1993, primarily because of advances in service, manufacturing and construction payrolls.

"Utah is the fastest growing state in the United States because of its low cost of doing business," according to economist Paul Getman of Regional Financial Associates in West Chester, Pennsylvania.

As measured by earnings, the most important sector in the Utah economy is the services sector with $5.1 billion in earnings in 1991. The government sector is second with just under $4.0 billion, followed by the manufacturing sector with over $3.2 billion in earnings. The services sector accounts for 25.6% of the total earnings, followed by the government sector (20.0%) and the manufacturing sector (16.2%) as shown in Table 6. The strength of the manufacturing sector comes from high wages paid by aerospace firms (about 11,000 employees), electronics, software, and integrated systems companies (approximately 17,000 employees), and the remainder of the 464 high technology companies located in the state.

PERCENTAGE DISTRIBUTION OF EARNINGS BY SOURCE **TABLE 6**
UTAH AND UNITED STATES
1991

Sector	Utah	United States
Farm	1.0	1.3
Non-farm	99.0	98.7
Agricultural Services, Forestry, Fisheries and Other	0.3	0.6
Mining	1.8	0.9
Construction	5.5	5.4
Manufacturing	16.2	19.0
Transportation, Communication and Public Utilities	8.0	6.7
Wholesale Trade	6.3	6.4
Retail Trade	9.8	9.7
Finance, Insurance and Real Estate	5.4	6.7
Services	25.6	26.7
Government	20.0	16.6

Source: Bureau of Economic Analysis, *Survey of Current Business* (Washington, D.C., August 1992), Table 3, p. 58, Vol. 72, No. 8.

UTAH FACTS

TRANSPORTATION

TRANSPORTATION

Utah's strategic location, equidistant from all major western markets, offers unique transportation advantages. Two railroads, an international airport and an east-west, north-south interstate highway system combine to provide the Utah economy with an excellent transportation system.

AIR CARRIER SERVICE

The Salt Lake City International Airport, situated 10 minutes west of downtown Salt Lake City, is ranked the 25th busiest airport in passenger traffic in the U.S. In 1992, over 13.87 million passengers were served by the following major air carriers operating from the Salt Lake City International Airport:

Alpine Aviation

America West Airlines

American Airlines

Continental Airlines

Delta Air Lines Inc.

Horizon Air

Morris Air

Northwest Airlines

SkyWest Airlines

Trans World Airlines

United Airlines

Air carrier service connects Salt Lake City with other major cities throughout the country as well as other communities in Utah. The airport has 270 daily departures providing easy access to other national and international flights. Delta Air Lines, with 158 departures daily, is the most active carrier operating out of the Salt Lake City International Airport.

TRANSPORTATION HIGHLIGHTS

- SALT LAKE CITY RANKS 7TH IN TRANSPORTATION OF OVER 300 METROPOLITAN AREAS ACCORDING TO **PLACES RATED ALMANAC 1993 EDITION**.
- SALT LAKE INTERNATIONAL AIRPORT HAS BEEN RANKED IN THE TOP TEN NATIONALLY AND INTERNATIONALLY IN QUALITY OF AIRPORT OPERATIONS.
- SALT LAKE CITY SERVES AS THE MAJOR WESTERN HUB FOR DELTA AIR LINES.
- SEVEN COMMERCIAL AIRLINES PROVIDE DAILY FLIGHTS TO AND FROM SALT LAKE CITY.
- INTRASTATE AND INTERSTATE MOTOR FREIGHT SERVICES ARE PROVIDED BY 19,700 REGISTERED CARRIERS. [EN-13]
- SALT LAKE INTERNATIONAL AIRPORT SERVED NEARLY 13.9 MILLION PASSENGERS IN 1992 MAKING IT THE 25TH BUSIEST AIRPORT (PASSENGER TRAFFIC) IN THE U.S. [EN-14]
- THE UNION PACIFIC AND SOUTHERN PACIFIC RAILROADS PROVIDE RAIL FREIGHT SERVICE AND AMTRAK PROVIDES PASSENGER RAIL SERVICE.

DAILY CERTIFIED AIR CARRIER SERVICE BETWEEN SALT LAKE CITY AND SELECTED CITIES JULY 14, 1993 — **TABLE 1**

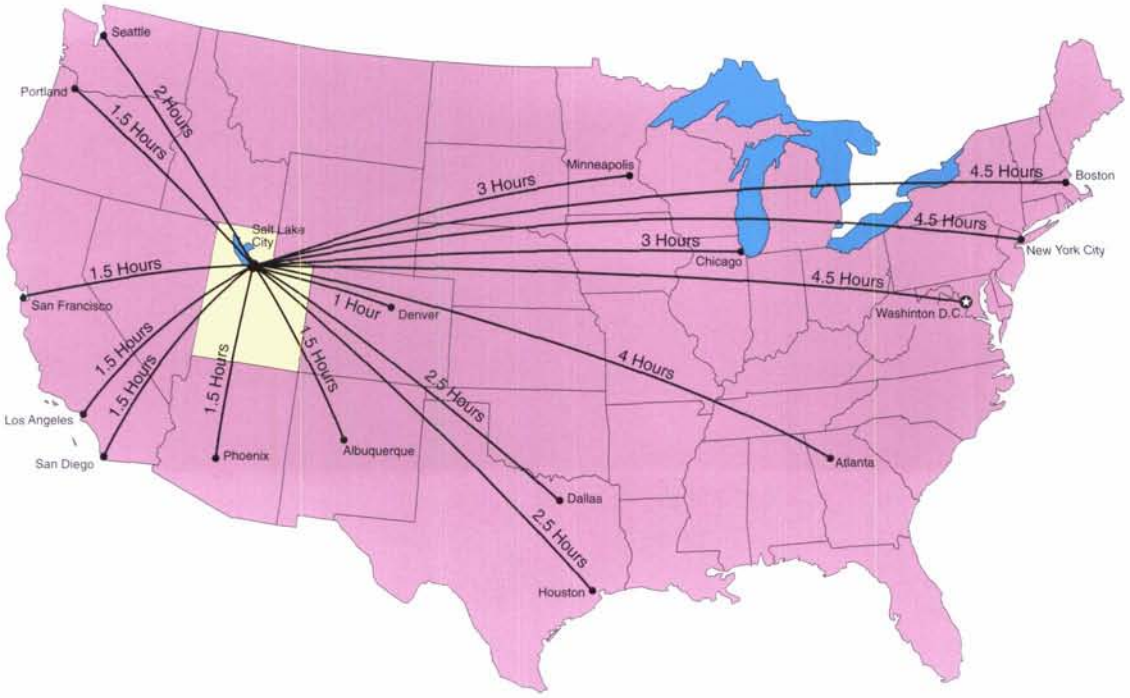
	Flight Time (Hours)	Non-stop Flights from SLC
Albuquerque	1.5	3
Atlanta	4.0	6
Boston	4.5	2
Chicago	3.0	10
Dallas	2.5	11
Denver	1.0	18
Houston	2.5	2
Los Angeles (Includes Orange County Area)	1.5	18
Minneapolis	3.0	8
New York	4.5	2
Phoenix	1.5	11
Portland	1.5	5
San Diego	1.5	6
San Francisco/Bay Area	1.5	15
Seattle/Tacoma	2.0	8
Washington, D.C. (Includes Dulles)	4.5	2

Source: Salt Lake City Airport Authority, ABC/SHE Aviation Data Base, *Airport Schedule Report* (Salt Lake City, July 14, 1993).

Salt Lake City is a highly successful hub for Delta Air Lines. Table 1 and Map 1 show the air travel time from Salt Lake City to selected major cities and the number of non-stop flights from Salt Lake City.

Unlike other metropolitan airports, Salt Lake City International Airport has acquired adequate property for future expansion of the facility. This capability to expand services, terminals and runways should insure the future quality of air service in Utah without the problems and delays associated with congestion and over-crowding. The Salt Lake Airport Authority has recently completed a $37 million parking structure and has begun development and construction of a third air carrier runway to be completed in 1994 for an estimated $120 million. Delta Air Lines has also completed $53 million of additional improvements including an aircraft maintenance hangar and reservation and baggage facilities.

AIR TRANSPORTATION TIME FOR SELECTED CITIES — **MAP 1**



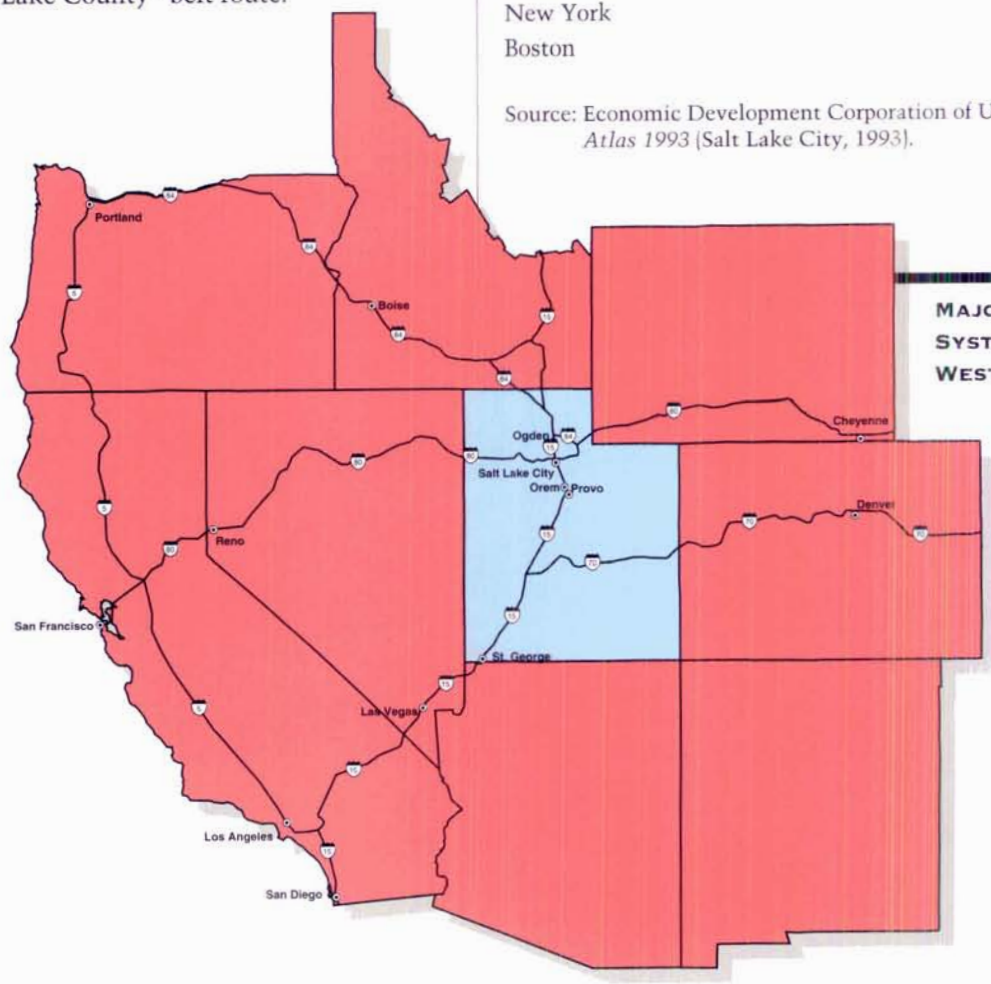
HIGHWAY SYSTEM

As of 1992, Utah's transportation system includes 43,155 miles of state, county, and city roads and highways. Of that mileage, 14% is classified as urban mileage. The three most important highways within the state are I-15, which runs north to Idaho and south into California; I-70, an east-west route through the central part of the state; and I-80, another east-west system through the Salt Lake City area. These routes are shown in Map 2. These three interstate highways are important to the efficient transportation of goods and materials throughout Utah. Other important links in the interstate system are I-84 northbound into the Pacific Northwest, and I-215, the Salt Lake County "belt route."

MILEAGE FROM SALT LAKE CITY TO MAJOR CITIES — **TABLE 2**

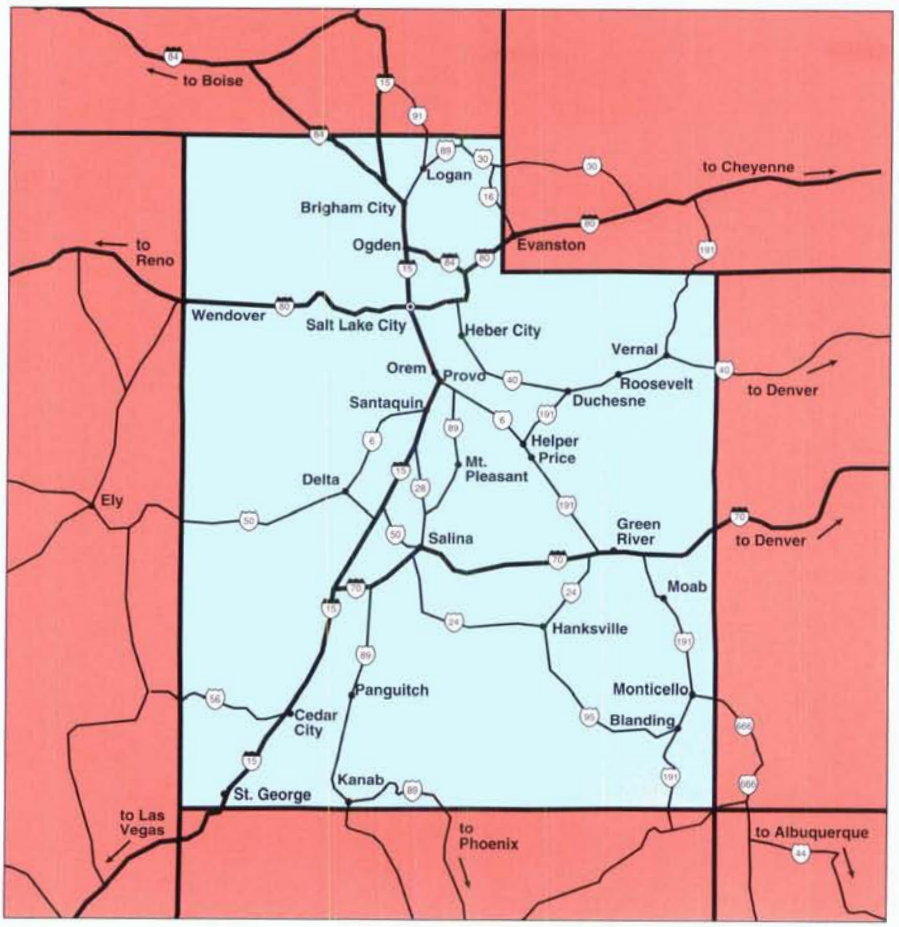
Destination	# of Miles
Seattle	869
Portland	807
Boise	363
San Francisco	755
Sacramento	671
Reno	531
San Diego	784
Los Angeles	730
Las Vegas	449
Phoenix	688
Albuquerque	612
Denver	512
Dallas	1,262
Houston	1,453
Atlanta	1,976
Minneapolis	1,246
Kansas City	1,118
Chicago	1,443
Indianapolis	1,544
Washington, D.C.	2,123
Philadelphia	2,188
New York	2,278
Boston	2,419

Source: Economic Development Corporation of Utah, *Metropolitan Utah Demographic Atlas 1993* (Salt Lake City, 1993).



MAJOR FREEWAY SYSTEMS OF THE WESTERN U.S. — **MAP 2**

MAJOR UTAH ROUTES **MAP 3**

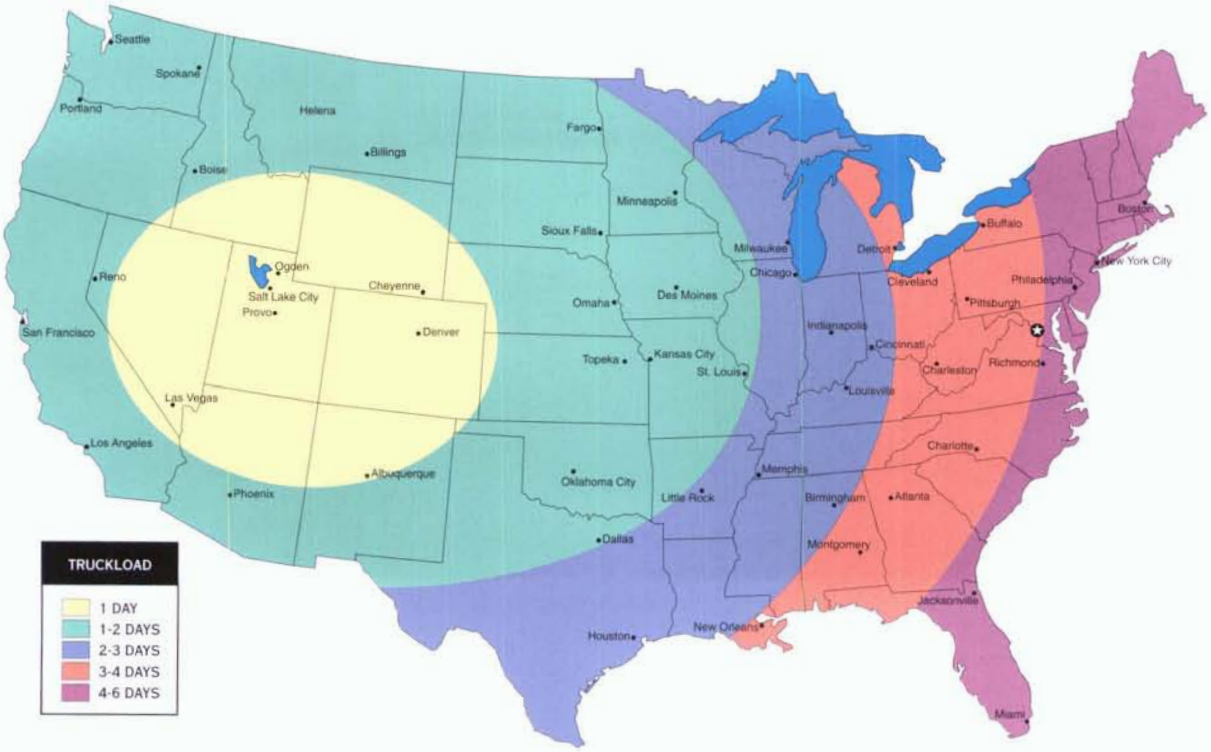


In addition to the main interstate routes, Utah has other well-maintained federal and state highways that provide easy access to rural areas of the state. These routes usually have convenient intersections with the main interstate arteries. Among the more important of these highways are US-89, US-6/191, US-6, and US-40/191, Map 3.

MOTOR FREIGHT

In 1992, there were 19,700 interstate and intrastate motor freight carriers registered in Utah. These carriers provide regularly scheduled, daily, direct service from Utah's metropolitan areas with one- or two-day service to almost any point in the Western United States, Map 4. Most of these motor carriers have unused load capacities and are able to handle increased service demands for their equipment.

FREIGHT DELIVERY TIME **MAP 4**



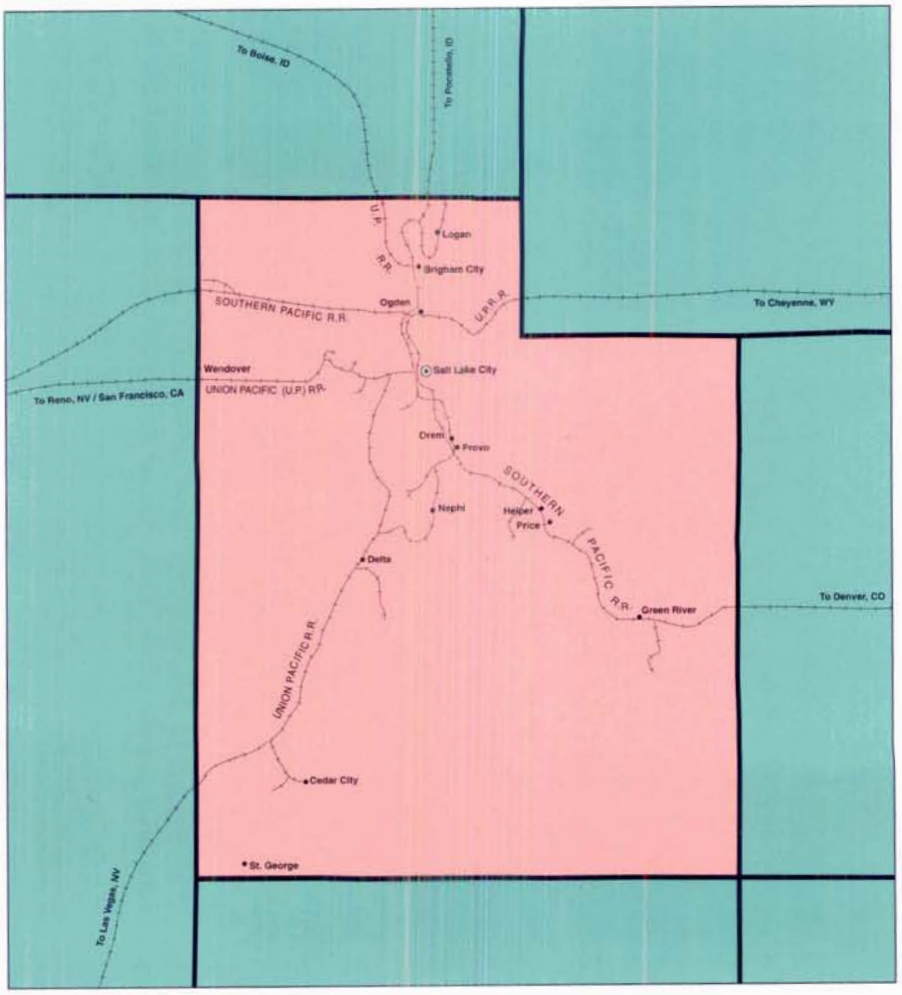
RAILROADS

Utah has approximately 1,700 miles of railroad track stretching from Iron County in the southwest, Grand County in the southeast, Tooele County in the west, and Box Elder and Cache Counties in the north, Map 5. These lines all converge in the Salt Lake-Ogden metropolitan area.

Utah's location advantages make it an excellent interline switching route for shipments headed to the West Coast, as well as to Eastern and Midwestern main terminals, without having to back haul shipments. Two Class I railroads, Union Pacific and Southern Pacific, provide freight service in and through Utah.

Amtrak provides passenger service to all United States destinations.

MAJOR UTAH RAIL LINES — **MAP 5**



CUSTOMS PORT OF ENTRY

Salt Lake City is a full-service customs port city, adding to the advantage of Utah as a warehousing and distribution center. The Customs Port has experienced growth in both the volume and value of shipments since 1983. Goods that enter under bond may be stored in customs-bonded facilities for up to five years without payment of customs duty. If goods are exported during this period, no duty is paid. Otherwise, duties are payable at the end of the term or upon entry into U.S. markets for consumption.

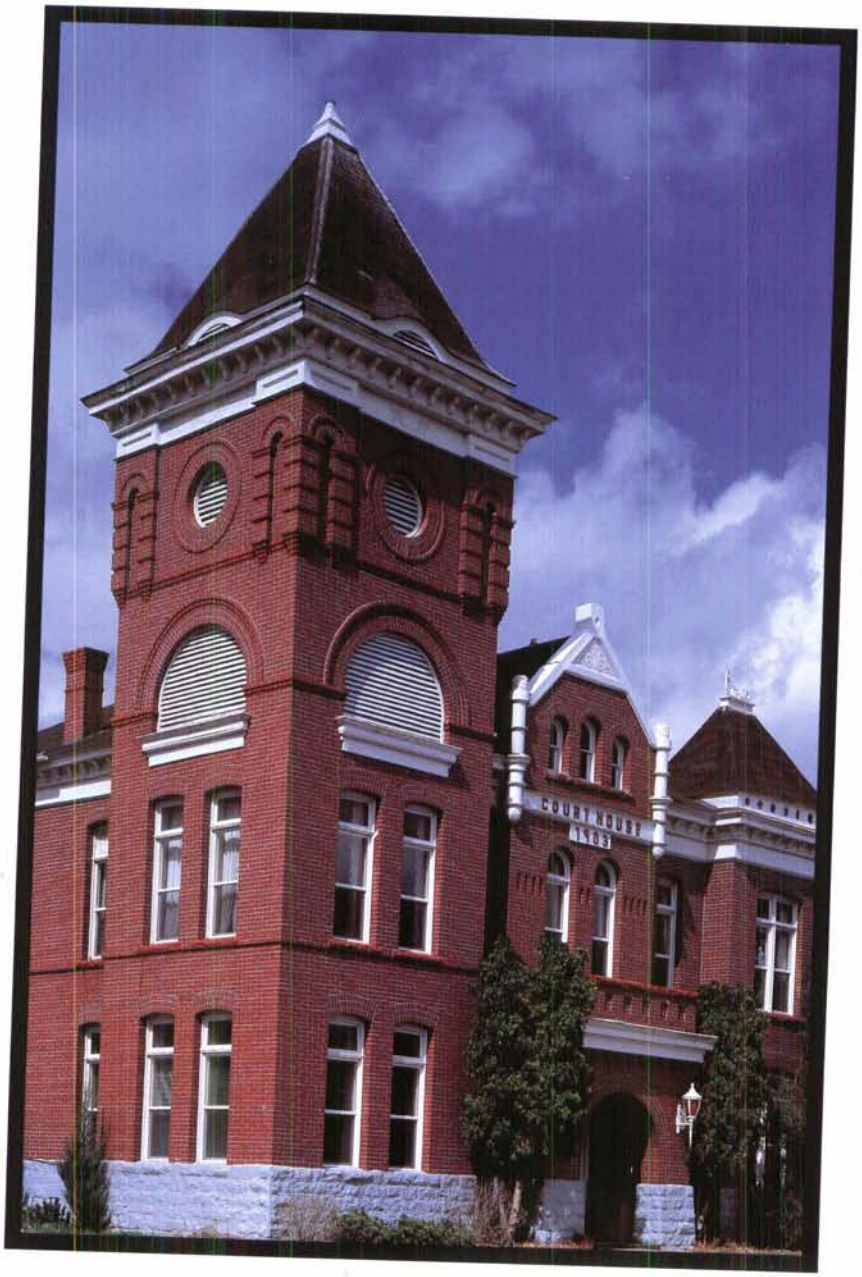
Information about transportation services in Utah are available from:

Salt Lake City International Airport Authority, 776 North Terminal Drive, Salt Lake City, Utah 84116, (801) 575-2400.

Utah Department of Transportation, 4501 South 2700 West, Salt Lake City, Utah 84119, (801) 965-4000.

UTAH FACTS

GOVERNMENT



GOVERNMENT

State government sets priorities that are important to the well-being of its citizens and the performance of its economy. Investments in infrastructure such as education and transportation (see Education and Transportation sections) are fundamental state government responsibilities. But one of the most prominent policy issues facing state government is raising revenue. A discussion of tax rates in Utah follows a brief description of new state-funded projects and environmental regulations.

CAPITAL PROJECTS

The state of Utah currently holds a AAA bond rating and is fiscally sound. It has been recognized the past three years by *Financial World Magazine* for outstanding fiscal responsibility, placing in the top two states each year.

In the 1994 fiscal year, the state has authorized the issuance and sale of $89.5 million of general obligation bonds for capital facilities, including buildings, water development, waste water management, drinking water,

COMPARISON OF CORPORATE TAX INCOME AND SALES TAX RATES FOR MAJOR WESTERN CITIES 1993 — **CHART 1**

Source: Utah Foundation, *Statistical Review of Government in Utah, 1993* (Salt Lake City, 1993), p. 68.

GOVERNMENT HIGHLIGHTS

- UTAH BUSINESSES PAY NO INVENTORY OR WORLDWIDE UNITARY TAXES.
- THE CORPORATE FRANCHISE TAX IN UTAH IS A RELATIVELY LOW 5% OF NET TAXABLE INCOME.
- AMONG ALL STATES, UTAH RANKS THIRD IN STATE AND LOCAL SPENDING FOR EDUCATION AS A PERCENTAGE OF PERSONAL INCOME. EN-15
- UTAH OFFERS ONE-STOP-SHOPPING FOR THE ENVIRONMENTAL PERMITTING PROCESS THROUGH THE DEPARTMENT OF ENVIRONMENTAL QUALITY.

state parks, highway, and other similar facilities and projects. Local governments annually spend millions of dollars to improve water treatment plants, golf courses, roads and other types of community improvement projects.

DEPARTMENT OF ENVIRONMENTAL QUALITY

The Utah Department of Environmental Quality (DEQ) provides one-stop-shopping for businesses through a Pre-design Conference, which brings together the various environmental bureaus and offices within DEQ and assists the business in designing its facilities to meet state requirements before a notice of intent is filed, Table 1.

DEPARTMENT OF ENVIRONMENTAL QUALITY DIVISIONS — **TABLE 1**

Division	Contact	Phone Number	Fax Number
Air Quality	Manager, Engineering Section	(801) 536-4000	(801) 536-4099
Drinking Water	Director	(801) 538-6159	(801) 538-6016
Radiation Control	Director	(801) 536-4250	(801) 531-8128
Solid Waste	Section Manager	(801) 538-6170	(801) 538-6715
Hazardous Waste	Section Manager	(801) 538-6170	(801) 538-6715
Waste Water	Director	(801) 538-6146	(801) 538-6016

For more information, please contact:
Office of Policy, Planning and External Affairs,
Utah Department of Environmental Quality,
168 North 1950 West, P.O. Box 144810,
Salt Lake City, Utah 84116,
(801) 536-4480; Fax (801) 536-4401.

TAX STRUCTURE IN UTAH: JULY 1993 — **TABLE 2**

Title and Legal Citation	Year First Enacted	Basis of Taxes	Rates	Allocation or Use
General Property 59-2-913	1849	State and locally assessed commercial property at 100% of "fair market value," locally assessed residential property at 95% and 100% for personal property.	Rate varies in each local area. During 1992, total rate averaged 1.5671% of property valuation. Beginning in 1992, rates on motor vehicles were taxed at a uniform rate of 1.7% statewide.	School districts, municipalities, counties, and special districts.
Sales and Use 59-12-103	1933	Retail sales or use of tangible personal property, admissions, meals, services on personal property, hotel, motel, laundry and dry cleaning.	5% of purchase price. 2% of power and fuel for residential. 5% of power and fuel for commercial.	To General Fund, except 1/64 earmarked for Olympic Fund.
59-12-204 401 601	1959 1988 1991 1993	Local option – (county, city) (resort communities) (county tourism, recreation, conventions) (rural county hospitals).	Up to 1% of purchase price. Up to 1% of purchase price additional. Up to 3% on car rentals, up to 1% on prepared restaurant foods and beverages, up to 1/2% on room rentals. Up to 1% of purchase price.	Returned to local unit according to formula and 1/64 for Olympic Fund. Returned to local unit for tourism promotion & convention facilities development.
59-12-204	1974	Local option – (county for transit authority).	1/4% of purchase price.	Transit District (Salt Lake, Davis, Weber, Utah Counties, and Park City).
Individual Income 59-10-104	1931	Taxable income as determined for federal income tax purposes with downward adjustments on U.S. government securities, one-half of the federal taxes paid, and designated retirement income and upward adjustments for 25% of the federal personal exemption allowances and state income taxes deducted on federal return.	Income Between — Individual — Joint $ 0 — $ 750 — 2.55% — 2.55% 750 — 1,500 — 3.50 — 2.55 1,500 — 2,250 — 4.40 — 3.50 2,250 — 3,000 — 5.35 — 3.50 3,000 — 3,750 — 6.25 — 4.40 3,750 — 4,500 — 7.20 — 4.40 4,500 — 6,000 — 7.20 — 5.35 6,000 — 7,500 — 7.20 — 6.25 Over 7,500 — 7.20 — 7.20	To Uniform School Fund; distributed to local school districts under minimum school program.

Continued on G-4

TAX STRUCTURE IN UTAH: JULY 1993 **TABLE 2**

(Continued From G-3)

Title and Legal Citation	Year First Enacted	Basis of Taxes	Rates	Allocation or Use
Withholding Provisions	1959		Amount designated by the State Tax Commission, plus 4% of royalties from mineral production.	
Corporation Franchise 59-77-102	1931	Net income allocable to state (special gross receipts tax for certain exempt corporations).	5% of net income. Minimum for state banks and corporations is $100.	To Uniform School Fund; same as above.
Unemployment Compensation 35-4-7	1936	First $14,500 of wages paid to each employee during the calendar year.	0.5% to 8.0% of taxable payroll depending on unemployment experience.	To Unemployment Compensation Fund; used to pay unemployment benefits.
Motor Fuel 59-13-201	1923	Gallons of motor fuel sold or used.	19-1/2 cents per gallon.	To transportation fund – 75% for state highways and 25% for local roads, 1/2-cent for fuel tank cleanup.
Aircraft Fuel 59-13-301	1923	Gallons of fuel for airplane use.	4 cents per gallon.	25% for aeronautics administration. 75% to airports.
Special Fuel 59-13-201	1941	Gallons of fuel used to propel motor vehicles except fuel subject to motor fuel tax law.	19-1/2 cents per gallon.	To transportation fund – 75% for state highways and 25% for local roads, 1/2-cent for fuel tank cleanup.
Motor Vehicle	1909	Motorcycles, private autos, house trailers, manufacturers, transporters, dealers, and wreckers – flat fees. Motor vehicles, trailers, and semitrailers used for transportation of passengers or property – unladened weight of vehicle.	Motorcycles and small trailers – $7.50; private autos – $10; house trailers – $10; commercial vehicles – $12.50 to $595.	To transportation fund – 75% for state highways and 25% for local roads.
Automobile Driver Education 41-1-88	1957	Tax is placed upon each motor vehicle registered – collected at the time of registration.	$2.00	For driver education program.
Nonresident Commercial Vehicles 41-1-88	1951	Interstate commercial vehicles operating in Utah must pay (1) fee based on proportional mileage driven in the state; or (2) secure a temporary permit.	(1) Proportional part of registration fee for vehicles (must also pay proportional part of property tax on vehicles); (2) $20 for single units and $40 for multiple units.	To transportation fund. Allocated for state and local road purposes.
Recycling Fee 26-32a-104	1990	On each new tire purchased from a retailer.	$1 to $2, depending on the size of the rim.	Waste tire recycling fund.
Mining Severance Tax 59-5-201	1937	Gross value of metaliforous ore sold or disposed of – $50,000 exempt.	2.6%	To General Fund, portion of revenue deposited in permanent school fund.
Severance Tax on Oil, Gas, and Mining 59-5-102	1955	Gross amount received or gross value of gas and oil sold – $50,000 exempt.	3% to 5% depending on the value of oil, 4% on natural gas.	To General Fund.
Tobacco 59-14-204	1923	Tobacco products.	26-1/2 cents per package of 20; 38-1/2 cents per package of 20; 35% of manufacturer's sale price.	To General Fund.
License Fee 59-14-201	1923	Each place of business selling cigarettes or cigarette papers.	$10.00	To General Fund.
Insurance Companies 59-9-101	1896	1. Ocean marine insurance – underwriting profit. 2. Other insurance – total premiums less returned premiums, reinsurance premiums, and dividends paid.	1.5% 2. 2-1/2% to 3-1/4% with credits for property taxes and examination fees paid in Utah.	To General Fund – 50% of tax on fire insurance premium and 10% tax on life insurance premiums for firemen's pensions.
Inheritance 59-9-101	1901	Maximum credit allowed under Federal Estate Tax.	Amount of credit against Federal Estate Tax as determined on Federal Form 706.	To General Fund.
Liquor Control Profits 32A-1-7	1901	Profits from operation of state monopoly.	Price determined by State Liquor Control Commission. Markup may not be less than 61% for distilled spirits and wines.	Transfer to General Fund. Appropriations made to cities and counties for various purposes.
School Lunch (Liquor Excise) 59-16-101	1943	Retail sales of wines and distilled liquors.	13% of purchase price.	For school lunches.
Beer Tax 59-15-101	1935	Barrels of beer (consisting of 31 gallons) sold, imported, distributed or consumed.	$11 per barrel.	To General Fund.
Public Utilities Regulation 54-5-1.5	1935	Gross operating revenue for proceeding calendar year, excluding income from interstate business.	Established by State Tax Commission maximum rate 0.3%; minimum tax – $50.00.	To Public Service Commission.

Source: Utah Foundation, *Statistical Review of Government in Utah 1993* (Salt Lake City, 1993), pp. 70-71, Table 52.

PROPERTY TAX VALUATION AS PERCENT OF MARKET VALUE **TABLE 3**

	1994
Primary Residential Property	70.5%
Other Real Property	100%
Personal Property	100%

Source: Bureau of Economic and Business Research, University of Utah, unpublished data (Salt Lake City, 1993).

PROPERTY TAX RATES IN SELECTED UTAH CITIES 1992 **TABLE 4**

City	Property Tax Rate
American Fork City	1.3921
Bountiful City	1.6158
Brigham City	1.1272
Cedar City	1.5923
Clearfield City	1.6836
Layton City	1.7199
Logan City	1.3581
Murray City	1.4865
Ogden City	1.8097
Orem City	1.2501
Pleasant Grove City	1.3209
Provo City	1.4131
Roy City	1.6561
St. George City	1.3928
Salt Lake City	1.9142
Sandy City	1.8659
Springville City	1.3077
Tooele City	1.6027
West Jordan City	1.7758
West Valley City	1.7967

Source: Utah Foundation, *Statistical Review of Government in Utah, 1993 Edition* (Salt Lake City, 1993).

TAXES

A corporation in Utah benefits from a broad-based tax structure and a favorable income tax rate, Chart 1. Utah businesses pay no inventory tax or worldwide unitary tax. Fiscal year 1994 is expected to be another year of solid economic growth. The tax structure is outlined in Table 2. Property tax valuation is consistent within the state of Utah, as shown in Table 3. Property tax rates vary within the state. Table 4 outlines property tax rates in selected major cities.

Unemployment Compensation Tax: Employers in Utah are subject to a state unemployment tax, the proceeds of which are used to finance benefit payments to unemployed workers. The tax is based on employees' earnings, with the rate depending on several factors, including annual and quarterly payroll stability and the age of the firm. Wage base information and rates for Utah and other Western states are shown in Table 5.

In lieu of being assigned the standard rate, new employers in Utah may use their employment experience for prior fiscal years in the state from which they moved to compute their Utah tax rate.

Workers' Compensation Tax: Worker compensation rates in Utah are generally lower than the rates in most other states. Employers in Utah may choose among three methods of insurance coverage for workers' compensation: The Workers Compensation Fund of Utah (a quasi-public nonprofit agency), a private insurance carrier or, upon approval of the Industrial Commission, self-insurance. The workers' compensation rates paid by employers depend on the claim-loss experience of the particular industry. Table 6 shows workers' compensation rates per $100 of payroll. For guaranteed rates, a company should contact an underwriter directly.

STATE UNEMPLOYMENT INSURANCE TAXES FOR SELECTED WESTERN STATES 1993 — **TABLE 5**

State	Taxable Wage Base 1993	Employer Experience Rates % Minimum 1993	Employer Experience Rates % Maximum 1993	New Employer Rate% 1993
Utah	**$15,700**	**0.30**	**8.00**	(*)
Arizona	7,000	0.10	5.40	2.70
California	7,000	1.10	5.40	3.40
Colorado	10,000	0.00	5.40	2.70
Idaho	19,200	0.50	5.40	2.50
Montana	13,400	0.30	6.40	(*)
Nevada	14,800	0.25	5.40	2.95
New Mexico	12,600	0.60	5.40	2.70
Oregon	18,000	1.60	5.40	3.20
Washington	18,500	0.50	5.42	(*)
Wyoming	11,100	0.99	9.46	(*)

*Special rules apply.

Source: Prentice-Hall, *State Tax Guide: All States* (Englewood Cliffs, New Jersey, 1993), pp. 267-270.

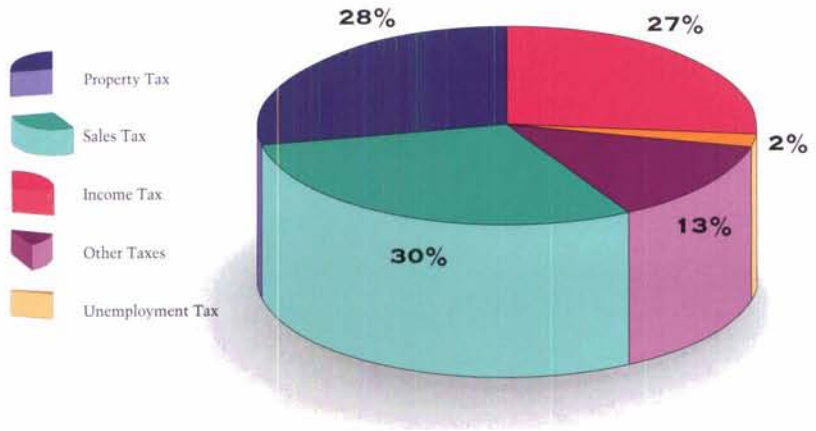
EXAMPLE — WORKERS' COMPENSATION RATES IN UTAH 1993 **TABLE 6**

Code	Industry	Rate[1]
2003	Food Processing - Baking	$5.79
3400	Metal Goods Manufacturing	6.14
3632	Machine Shop	4.23
3681	Computer Boards	1.19
4279	Paper Goods Manufacturing	4.17
4299	Printing	2.40
4410	Rubber Goods Manufacturing	5.03
4484	Plastic Injection Molding	6.85
8291	Warehousing Storage	6.50
7380	Drivers	5.48
8742	Sales	0.96
8810	Clerical	0.40
9014	Custodian	5.34

[1]Per $100 payroll.

Source: Workers Compensation Fund of Utah, unpublished data (Salt Lake City, 1993).

TOTAL STATE AND LOCAL TAX COLLECTIONS FISCAL YEAR 1991-1992[2] **CHART 2**



[2] Property tax and unemployment tax is for calendar year 1992.

Source: Derived from Table 7.

STATE AND LOCAL TAX REVENUES

In the fiscal year ending June 30, 1992, state and local governments in Utah collected approximately $3.2 billion in taxes, Table 7. The distribution of total tax revenues shows sales taxes accounted for 30.1% of state and local tax revenues, property taxes charged accounted for 27.8%, individual and corporate income taxes for 26.9%, and miscellaneous other taxes and fees for 13.0%, see Chart 2.

For more information regarding exemptions or other Utah sales or use tax matters, please contact: Auditing Division, Utah State Tax Commission, 160 East 300 South, Salt Lake City, Utah 84134, (801) 530-6077.

ENTERPRISE ZONES

In 1988, the Utah State Legislature passed a bill authorizing the establishment of special zones in economically depressed counties. Within these Enterprise Zones, manufacturing, information technologies, warehousing or recycling firms which create new jobs or invest in new plant or equipment are eligible for state corporate franchise tax or personal property tax credits.

Under the legislation amended in the 1993 legislative session, the state will allow tax credits against income tax or corporate franchise tax as follows:

- A tax credit of either $750 or $1,250 for each new full-time position that has been filled for not less than six months during a given tax year. The tax credit is the full $1,250 per job when the position pays at least 125% of the average wage for the industry.
- An investment tax credit of 10% for the first $100,000 in investment and 5% for the next $250,000 of qualifying investment in new plant, new equipment or other new depreciable property.

Additional programs and incentives have been developed locally within each individual Enterprise Zone. For more information regarding Enterprise Zones, please contact: Office of Business Development, Division of Business and Economic Development, 324 South State Street, Suite 500, Salt Lake City, Utah 84114, (801)538-8780.

TOTAL STATE AND LOCAL TAX COLLECTIONS
FISCAL YEAR 1991-1992[1]

TABLE 7

	Amount	Percent of Total
Property Taxes Charged[2]	$886,335,579	27.8
Tax Collection		
General Sales Tax		
State Sales and Use	802,391,187	
Uniform Local Sales and Use[3]	157,949,323	
Total Sales Taxes	960,340,510	30.1
Income Taxes		
Individual	781,383,716	
Corporate Franchise	76,374,556	
Total Income Taxes	857,758,272	26.9
Unemployment Compensation Taxes	68,182,943	2.1
Other Taxes		
Motor Fuel Tax	136,351,928	
Special Fuel Tax	33,405,386	
Oil and Gas Severance Tax	11,746,794	
Insurance Premium Tax	30,084,893	
Public Transit Tax	32,827,350	
Cigarette and Tobacco Tax	26,100,313	
Motor Vehicle Registration Tax	19,302,541	
Inheritance Tax	3,974,780	
Wine and Liquor Tax	8,609,612	
Beer Tax	8,480,707	
Transient Room Tax	8,169,169	
Aviation Fuel Tax	6,584,297	
Mining Severance Tax	6,413,406	
Proportional Registration Fee	5,010,260	
Highway Use Tax	2,852,284	
Resort Communities Sales Tax	2,183,536	
Oil and Gas Conservation Fee	1,114,906	
Temporary Permit Fees	483,023	
Miscellaneous Other Taxes & Fees	70,181,018	
Total Other Taxes	413,876,203	13.0
TOTAL STATE AND LOCAL	$3,186,493,507	

[1]Property taxes charged and unemployment compensation taxes collected are for calendar year 1992.

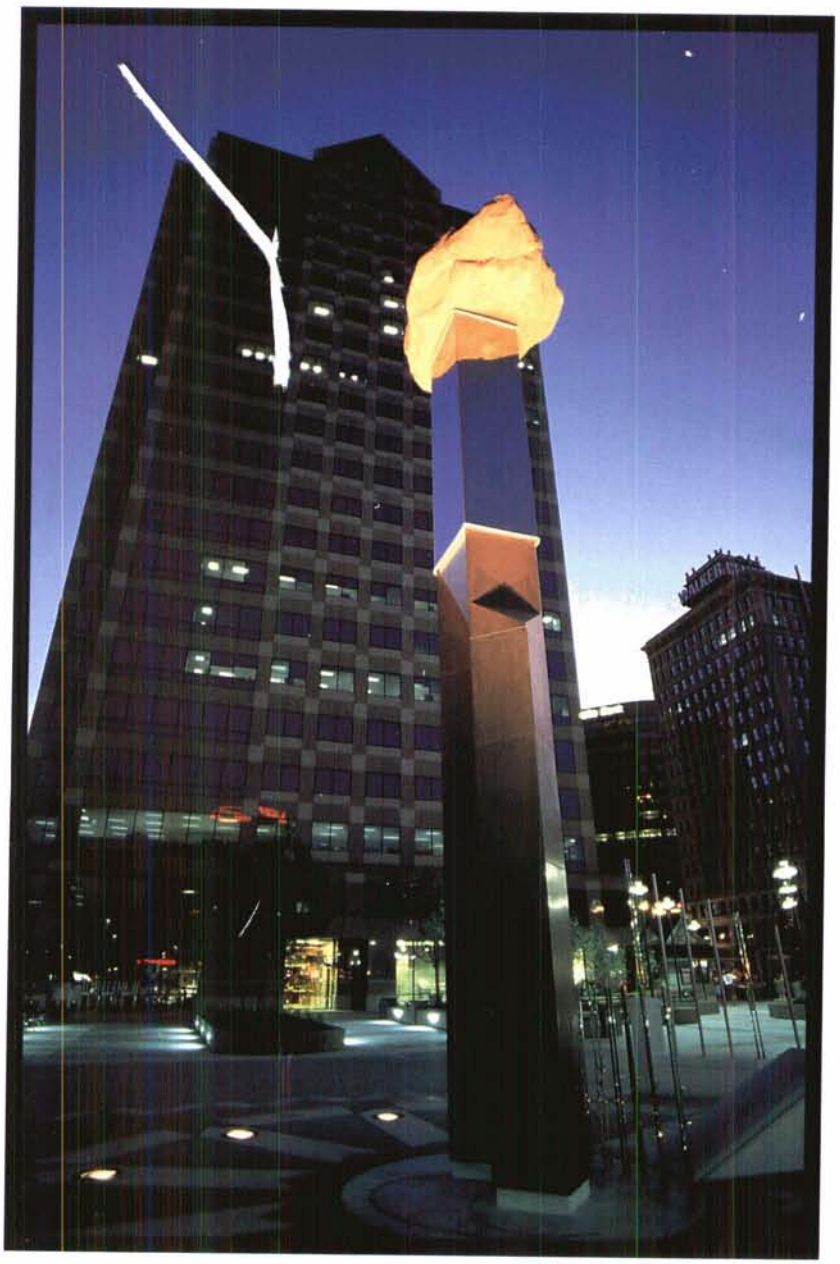
[2]Approximately 2% of charged property taxes are uncollected.

[3]Excludes optional city franchise fee on utilities.

Sources: Utah State Tax Commission, *Annual Report of the Utah State Tax Commission: July 1, 1991 to June 30, 1992* (Salt Lake City, 1993); and unpublished data (Salt Lake City, June 1993); Utah Department of Employment Security, unpublished data (Salt Lake City, June 1993).

UTAH FACTS

REAL ESTATE



REAL ESTATE

OFFICE BUILDINGS

Class "A" office space in Salt Lake City's central business district averaged $14.36 per square foot in mid-year 1993. The rate for office space in suburban Salt Lake County in mid-1993 was $14.16 per square foot. The average for all competitive office buildings ranged between $11.00 to $15.00 per square foot depending on the location. Other Utah cities including Ogden, Provo, St. George, Cedar City and Logan offer office space at very competitive rates.

The inventory of office space in Salt Lake County in mid-1993 was approximately 25.8 million square feet and the vacancy rate for non-institutional buildings was 13.5%.

CONSTRUCTION COSTS

Construction costs in Utah are generally lower, or competitive with other Mountain States. A comparison of construction costs for a 50,000 square foot office building and a 50,000 square foot industrial building for selected Western cities is shown in Table 2. The table represents only construction costs and does not include the cost of land.

COMPARISON OF CLASS "A" OFFICE RENT FOR MAJOR WESTERN MARKETS — **TABLE 1**

Markets	Class "A" Office: CBD Weighted Average	Class "A" Office: Outside CBD Weighted Average
Phoenix	$16.49	$15.79
Denver	12.89-18.00	13.31-18.50
Reno	16.20	15.50
Las Vegas	20.52-25.80	19.80-30.00
Albuquerque	14.00	14.35
Los Angeles (Central)	26.00	NA
Salt Lake City	**15.81**	**14.22**

Source: *SIOR 1992 Review, 1993 Forecast.*

CONSTRUCTION COSTS IN SELECTED CITIES FOR A COMMERCIAL BUILDING AND INDUSTRIAL BUILDING APRIL 1993 — **TABLE 2**

Cities	Commercial Building[1] (in thousands)	Industrial Building[2] (in thousands)
Salt Lake City	**$6,146.1**	**$2,429.0**
Phoenix	6,356.1	2,512.0
Los Angeles	8,008.3	3,165.0
Sacramento	7,748.1	3,062.1
San Diego	7,854.0	3,104.0
San Francisco	7,893.1	3,119.4
Denver	7,567.8	2,990.9
Las Vegas	7,562.2	2,988.7
Albuquerque	7,320.6	2,893.2
Portland	6,950.8	2,747.0
Seattle	6,436.0	2,543.6

[1] 50,000 square foot structure using masonry general multiplier.
[2] 50,000 square foot structure using masonry general multiplier.
Note: Costs do not include the price of land.

Source: Calculator, Inc., *Calculator and Valuation Guide* (Occoquan, Virginia, April 1993), pp. a-15, 17, 18; 1-28, 29; 2-6, 7; 2-86, 87.

SAMPLING OF MAJOR INDUSTRIAL PARKS IN UTAH BY COUNTY — **TABLE 3**

County	Park	Size in Acres
Beaver	Milford City Industrial Park	54
Box Elder	Box Elder County Industrial Park	50
	Brigham Intermountain Industrial Development	170
	Tremonton Industrial Park	192
Cache	Logan Quadrangle Industrial Park	2,500
	Lewiston Industrial Development Park	350
	Logan River Industrial Park	100
	Logan Tech Northwest Industrial Park	100
	Utah State Research and Technical Park	60
	Sierra Center	18
Carbon	Carbon County Industrial Park	110
	The City of Wellington	480
Davis	Freeport Center	735
	Freeport West	40
	Layton Industrial Park	86
	North Salt Lake Industrial Park	448
	Sky Park	53
	Centerville Industrial Park	109
	Kaysville Industrial Park	150
Iron	Cedar City Industrial Park	120
	Other industrial properties	larger than 75
Millard	Fillmore Industrial Park	300
	Lynndyl Industrial Park	10
	Hinckley Industrial Park	20
Salt Lake	Salt Lake International Center	900
	Centennial Industrial Park	1,344
	Decker Lake Park	700
San Juan	Blanding City Industrial Park	NA
	Monticello City Industrial Park	NA
Summit	Silvercreek Center	400
Tooele	Industrially zoned land	120,000
	Light industrial parks	over 4,000
Utah	Provo Industrial Park	350
	East Bay Business and Research Center	405
	Utah County Business Park	NA
Washington	Millcreek Industrial Park	160
	Hurricane City Industrial Park	36
	Hurricane City Gateway Centre	3,703
Weber	Weber Industrial Park	630
	Ogden Commercial and Industrial Park	280

Source: Utah Division of Business and Economic Development, National Business Development

INDUSTRIAL PARKS AND BUILDINGS

Utah has over 80 well-planned industrial parks. The lease rate for building space in these industrial parks varies depending on the location and quality of space. For example, in a metropolitan area, a typical industrial building equipped with sprinklers, truck docks, high ceilings, and adequate highway and rail access leases for 22 to 35 cents per square foot per month. Rates for industrial space in non-metropolitan counties vary widely depending on the quality of the structure and location, but space is typically available for between 20 and 30 cents per square foot.

In Salt Lake County, the average cost of industrial land in a developed park is approximately $65,000 an acre; however, prices range from $20,000 to $110,000 per acre. In Weber, Davis and Utah counties, the cost of industrial park land ranges from $20,000 to $75,000 per acre. Outside the Wasatch Front, the price of industrial land ranges from $6,000 per acre to about $50,000 per acre. Nearly all Utah counties have at least one developed industrial park and lease rates are frequently negotiable, Table 3.

Many areas in Utah offer attractive incentives and low or no cost industrial land to those businesses seeking locations in non-metropolitan areas.

RESEARCH PARKS

Two universities in Utah have well-developed research parks. The 320-acre park, adjacent to the University of Utah campus in Salt Lake City is approximately two-thirds developed with 44 private tenants, about 30 university departments and a 200-room conference center, hotel and restaurant complex. The park ranks fourth in the nation in number of employees and tenants at a university research park.

The 30-acre Utah State University Research and Technology Park in Logan is owned by Utah State University and is only two miles from campus. Land is currently being leased through developers to ten private companies and four university-affiliated offices. Lots are available with long-term leases for up to 85 years. Lease rates are $1 per year, but the incentive lease rate will expire in 1994.

For more information regarding these parks, please contact:

University of Utah Research Park, 505 Wakara Way, Salt Lake City, Utah 84108, (801) 581-8133.

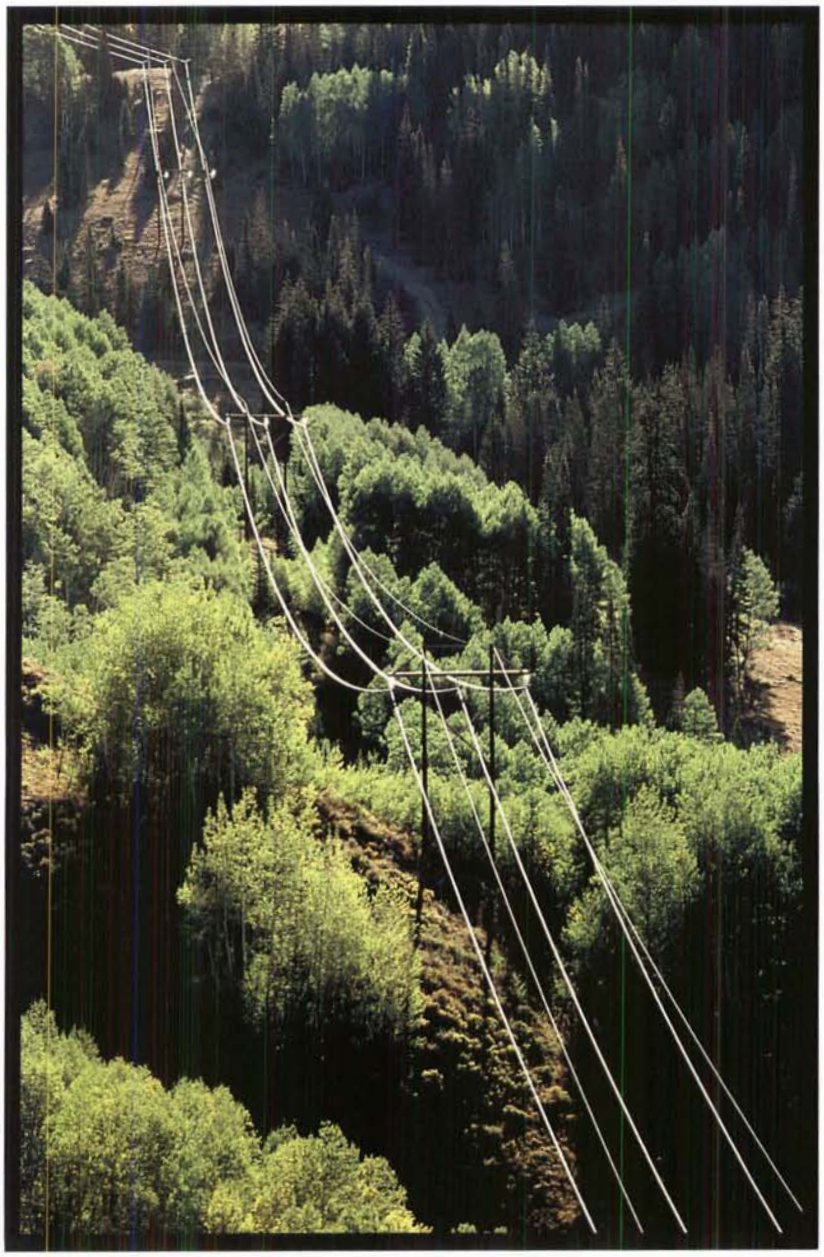
Utah State University Research and Technology Park, 1780 North Research Park Way, Suite 108, North Logan, Utah 84321, (801) 750-6924.

REAL ESTATE HIGHLIGHTS

- RENT FOR OFFICE BUILDING SPACE RANGES BETWEEN $11.00 AND $15.00 PER SQUARE FOOT.[EN-16]
- BUILDING CONSTRUCTION COSTS ARE LOWER IN UTAH THAN IN MOST OTHER WESTERN STATES.
- UTAH HAS OVER 80 INDUSTRIAL PARKS.
- UTAH HAS TWO UNIVERSITY-AFFILIATED RESEARCH PARKS.

UTAH FACTS

PUBLIC UTILITIES

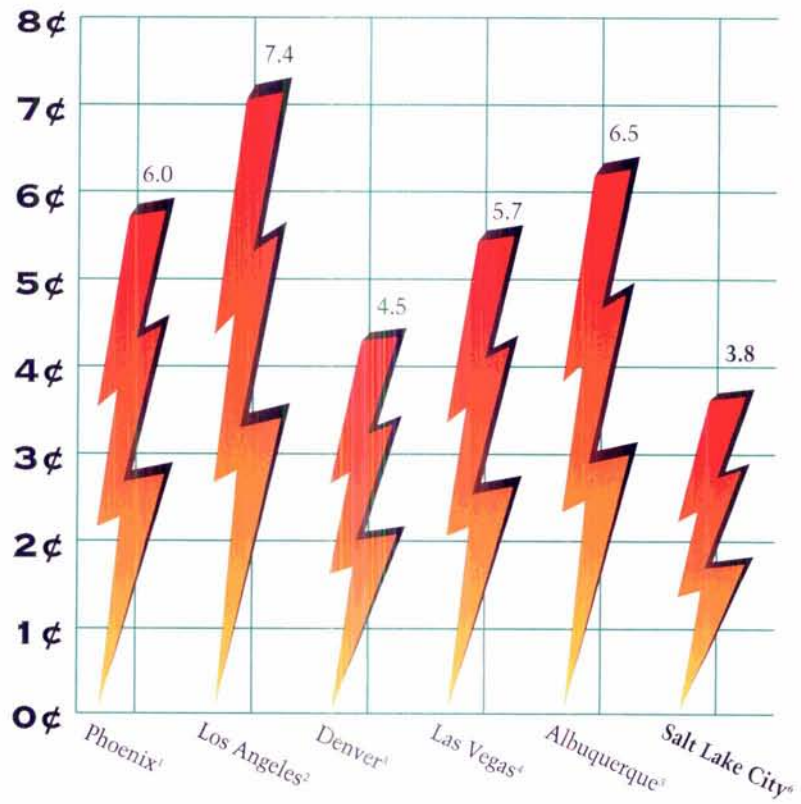


PUBLIC UTILITIES

Utah's providers of electric power and natural gas include Utah Power (a division of PacifiCorp), Mountain Fuel Supply Company (a subsidiary of Questar Corporation), Deseret Generation and Transmission, Intermountain Power Agency and several rural electric cooperatives and municipal utility systems.

The Public Service Commission regulates electric power and natural gas rates of investor-owned utilities. This regulatory body is comprised of a chairman and two commissioners, appointed by the governor for six-year terms. Municipal power companies are regulated by local power boards. Most of Utah's water users are served by approved municipal water systems governed by water boards of the respective municipality.

AVERAGE INDUSTRIAL PRICE PER KILOWATT HOUR — **CHART 1**



[1]Arizona Public Service Co.
[2]City of Los Angeles.
[3]Public Service Commission of Colorado.
[4]Nevada Power.
[5]Public Service Commission of New Mexico.
[6]Utah Power/Pacific Corp.

Source: Plants, Sites & Parks Magazine, November/December 1993.

PUBLIC UTILITIES HIGHLIGHTS

- ELECTRIC POWER RATES CHARGED BY UTAH POWER HAVE DECLINED 20% SINCE 1988.
- NATURAL GAS PRICES IN UTAH ARE VERY COMPETITIVE WITH OTHER AREAS OF THE COUNTRY.
- UTAH ENJOYS STATE-OF-THE-ART TELECOMMUNICATION SYSTEMS INCLUDING AN EXTENSIVE FIBER OPTIC BACKBONE.
- HIGH QUALITY GROUND WATER IS READILY AVAILABLE STATEWIDE.

TYPICAL MONTHLY ELECTRIC BILLS, SELECTED CITIES **TABLE 1**
JANUARY 1, 1993

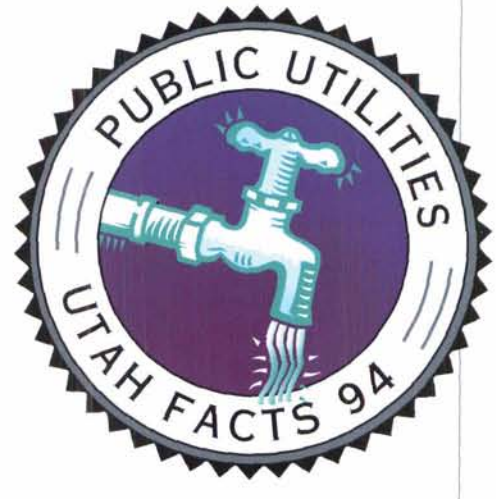
State/City	Industrial (5000 kW-2500 MWh)	Industrial (300kW-60MWh)	Commercial (30kW-6,000kWh)	Residential (500kWh)
Utah[1]				
Logan	$116,328	$4,081	$370	$34.43
Ogden*	90,017	4,479	404	35.20
Orem*	90,017	4,479	404	35.20
Provo	138,277	4,571	374	36.59
Salt Lake City*	90,017	4,479	404	35.20
St. George	103,333	3,929	412	29.75
Arizona[2]				
Phoenix	$154,476	$6,027	$668	$52.78
Tucson	162,885	5,972	645	44.24
California[3]				
Los Angeles	$203,906	$7,930	$826	$62.65
San Francisco	159,529	6,053	747	62.56
Colorado[4]				
Denver	$130,416	$5,041	$510	$39.25
Idaho[5]				
Boise	$70,383	$2,852	$285	$23.51
Nevada[6]				
Las Vegas	$111,125	$3,086	$405	$30.95
Reno	142,411	5,230	506	43.41
New Mexico[7]				
Albuquerque	$182,127	$6,485	$551	$48.57
Oregon[8]				
Portland	$94,677	$3,042	$370	$27.69
Texas[9]				
Dallas	$106,978	$4,786	$513	$43.12
Houston	114,362	5,302	524	43.65
Washington[10]				
Seattle	$85,545	$3,406	$349	$27.37

[1]Utah data: Logan – Logan City Municipal Light and Power; Provo – Provo City Power; St. George – St. George City Utility; and Ogden, Orem and Salt Lake – Utah Power.
[2]Arizona data: Phoenix – Arizona Public Service; Tucson – Tucson Electric Power Company.
[3]California data: Los Angeles – Southern California Edison; San Francisco – Pacific Gas & Electric.
[4]Colorado data: Denver – Public Service Company of Colorado.
[5]Idaho data: Boise – Idaho Power Company.
[6]Nevada data: Las Vegas – Nevada Power; Reno – Sierra Pacific Power Company.
[7]New Mexico data: Albuquerque – Public Service of New Mexico.
[8]Oregon data: Portland – Pacific Power.
[9]Texas data: Dallas – Texas Utilities; Houston – Houston Lighting and Power
[10]Washington data: Seattle – Seattle City and Light.
* Effective October 1992.

Sources: Utah Power, (Salt Lake City, July 1993); Edison Electric Institute, *Typical Residential, Commercial and Industrial Bills, Winter 1993.*

ELECTRIC POWER PRICES

Industrial electric rates in Salt Lake City compare favorably with those in other major Western cities, Chart 1. Monthly residential electric bills in Utah run from $35.20 in Salt Lake City to a low of $29.75 in St. George. Charges for typical monthly industrial, commercial and residential electric bills for 19 Western cities are presented in Table 1.



Average prices for Utah Power customers under various rates are shown in Table 2. Electric power rates charged by Utah Power have declined 20% since 1988. Rates are expected to remain stable over the next few years.

For more information concerning power rates in Utah please contact: Utah Power, (801) 220-4358 or 220-2496.

Forty-two of the state's municipalities provide electric power to their residents and six rural electric cooperatives. Power rate information for an area not served by Utah Power may be obtained by contacting utility offices listed in Table 3.

TELECOMMUNICATIONS

Utah is becoming a hub for telecommunications in the Intermountain region. The state processes more than two million inbound calls per day. Utah's location as a telecommunications center has been enhanced by US West Communications' investment of over $1 billion in telecommunications infrastructure within the state. Currently, over 91% of all access lines are served by electronic switching centers and two central offices are equipped with integrated services digital networks (ISDN). US West will complete a fiber optic line from Logan to St. George next year, although much of the backbone is already in place, and have 99 percent of its customer lines served by electronic switching systems by the end of 1993.

AVERAGE PRICE OF ELECTRIC POWER IN 1993 — UTAH POWER — **TABLE 2**

Rate Schedule	Customer's Use Type	Average Cost per kWh[1]
Schedule 1	Residential Service	7.10 cents
Schedule 23	General Service – Distribution Voltage Small customer with power requirements not greater than 30kW during 7 of any continuous 12 month periods and never exceeding 35kW.	6.51 cents
Schedule 6	General Service – Distribution Voltage	5.74 cents
Schedule 9	General Service – High Voltage Delivery at 46kv or greater with customer-owned substation.	3.73 cents

[1]Average cost per kWh excludes taxes.

Source: Utah Power, unpublished data (Salt Lake City, December 1992).

MUNICIPAL POWER OFFICES — **TABLE 3**

Company	Phone Number
Logan City Corporation	(801) 750-9940
City of Bountiful	(801) 298-6065
Murray City Power Department	(801) 264-2730
Provo City Department of Energy	(801) 379-6800
Intermountain Consumer Power Association	(801) 566-3933
Dixie-Escalante Rural Electric Association	(801) 439-5311
Garkane Power Association	(801) 896-5403
Ephraim	(801) 283-4631
Fillmore	(801) 743-5233
Heber Light & Power	(801) 654-1581
Monroe	(801) 527-4621
St. George	(801) 634-5800

PRICE OF NATURAL GAS IN 1994
MOUNTAIN FUEL SUPPLY COMPANY
(AVERAGE COST PER DECATHERM[1])

TABLE 4

Customer	Annual Volume	Traditional Service Area Rate	Traditional Service Area Cost-Dth	Expansion Service Area[2] Rate	Expansion Service Area[2] Cost-Dth
Residential	100 Dth	GS-1	$4.53	GSS	$6.05
	115		4.49		6.05
Industrial	10,000 Dth	I-2	$2.13	IS-2	$4.51
	45,000		2.09		2.63
	65,000		2.08		2.47
Transportation[3]	65,000 Dth	IT-2	$2.31	IT-S2	$2.74
	100,000		2.27		2.55
	200,000		2.22		2.37

[1]Decatherm (Dth) = 1 million Btu's or 10 therms.
[2]Beaver, Cache (Cove area), Emery (Cleveland and Elmo area), Iron, Millard, Piute, Sanpete, Sevier, and Washington Counties.
[3]Cost to end user, based on a purchase gas price of $1.85 per decatherm.

Source: Mountain Fuel Supply Company, unpublished data (Salt Lake City, January 1994).

Utah's geographical location and time zone have also made it a particularly advantageous state to conduct telemarketing activities. During the past several years, a number of major national firms have opened telephone customer service or reservation centers within Utah, creating thousands of new jobs in the state.

For more information, please contact: Utah Community Affairs Director, US West Communications, (801) 237-3905.

NATURAL GAS PRICES

Natural gas prices in Utah are very competitive with other areas of the country. In addition to competitively priced natural gas, few if any regions of the country can compete with Utah when it comes to abundant supply and reliable service. The principal supplier of natural gas in Utah is Mountain Fuel Supply Company. Approximately one-half of Mountain Fuel's supply comes from its own reserves, reducing the company's gas costs. Depending on a customer's usage, Mountain Fuel can provide either firm or interruptible sales services, or interruptible transportation service. Prices will vary according to the type of service and usage level, shown in Table 4.

For more information about natural gas, please contact: Mountain Fuel Supply Company, 180 East 100 South, Salt Lake City, Utah 84147, (801) 534-5306.

PUBLIC WATER SUPPLY

One of Utah's most valuable resources is the high-quality ground water available throughout most of the state. Virtually all of Utah's municipal waterworks systems have access to springs and wells.

Although Utah is located in an arid region, the mountain watershed areas which feed the state's natural and man-made storage systems receive up to 60 inches or more in precipitation annually. The yield from the Utah watershed are combined with yield from rivers that flow through Utah to provide a sufficient supply of water to meet the needs of an expanding economy.

Water is supplied to users by a number of improvement districts, water districts and local communities. The retail cost of water for selected areas is shown in Table 5.

For more information regarding Utah's public water supply please contact: Manager, Engineering Section, Utah Division of Drinking Water, P.O. Box 144830, Salt Lake City, Utah 84114-4830, (801) 536-4200.

RETAIL WATER COSTS FOR COMMERCIAL AND INDUSTRIAL USERS IN SELECTED UTAH COMMUNITIES 1993 — **TABLE 5**

	Retail Cost First 50,000 Gallons	Retail Cost Additional 50,000 Gallons
Bona Vista Water Improvement District (West Weber County)	$39.00	$40.00
Bountiful Water Subconservancy District[1]	42.34	36.50
Cedar City	45.00	30.00
Draper Irrigation Company	62.25	37.50
Duchesne City	64.00	42.50
Granger-Hunter Improvement District	37.08	33.00
Kearns Improvement District	40.00	40.00
Layton City	28.36	26.00
Magna Water Improvement District	27.40	32.50
Moab City	41.15	35.00
Murray City[1]	30.60	23.40
Ogden City[1]	66.55	27.09
Orem City[1]	86.02	16.67
Price City	11.50	62.50
Provo City[1]	54.81	22.06
Richfield City	23.75	22.50
St. George City[1]	64.50	40.00
Salt Lake City[1]	52.59	28.74
Sandy City	33.75	28.00
South Jordan City	50.00	50.00
South Salt Lake City[1]	45.00	35.00
Vernal City	63.20	55.00
West Jordan City[1]	58.80	30.00

[1] Using a 2-inch connection.

Source: Bureau of Economic and Business Research, David Eccles School of Business, University of Utah, Salt Lake City, from rate information provided by billing department personnel, July 1993.

UTAH FACTS

QUALITY OF LIFE

QUALITY OF LIFE

Residents of Utah enjoy an invigorating four-season climate, a moderate cost of living, high quality education, excellent health care and outstanding cultural and recreational opportunities. These economic, social and cultural advantages make Utah a very desirable place to live.

CLIMATE AND WEATHER

Utah's four-season climate is stimulating and healthy. The state's altitude ranges from a low of 2,200 feet in Washington County (Utah's "Dixie") to more than 13,500 feet in the high Uintas. The average maximum daytime temperatures for Utah's metropolitan area range from 37 degrees in January to 93 degrees in July. Low humidity and lots of sunshine are two favorable aspects of Utah's weather. In Salt Lake County, the summer daytime relative humidity averages less than 30%, and the sun shines an average of 237 days a year.

Annual precipitation varies from less than five inches in Utah's arid Great Salt Lake Desert region to more than 60 inches in the northern mountain ranges. Snow frequently accumulates to depths of 10 feet or more at some Wasatch Mountain ski resorts. Because of the state's inland location, Utah's snow is unusually dry and is acclaimed by many skiers as the world's greatest powder. Along the Wasatch Front (Davis, Salt Lake, Utah and Weber Counties) precipitation averages 16 inches per year.

QUALITY OF LIFE HIGHLIGHTS

- UTAHNS ENJOY A LOW COST OF LIVING AND LOW HOUSING COSTS.
- THE AVERAGE PRICE OF A HOME SOLD IN SALT LAKE COUNTY IN 1993 WAS $106,918.[EN-17]
- RESIDENTS OF THE STATE HAVE ONE OF THE LONGEST LIFE EXPECTANCIES IN THE COUNTRY.
- UTAH'S CULTURE EMPHASIZES A FAMILY AND COMMUNITY LIFESTYLE WHICH IS ENHANCED BY A LOW VIOLENT CRIME RATE - 40 STATES HAVE A HIGHER VIOLENT CRIME RATE THAN UTAH.[EN-18]
- UTAH'S PROFESSIONAL SPORTS TEAMS INCLUDE: THE UTAH JAZZ OF THE NBA, THE SALT LAKE GOLDEN EAGLES HOCKEY CLUB OF THE IHL AND THE SALT LAKE BUZZ OF TRIPLE-A BASEBALL.

COST OF LIVING INDICATORS FOR SELECTED WESTERN METROPOLITAN AREAS — **TABLE 1**

Third Quarter 1993
(U.S. Average = 100)

	All Items	Groceries	Housing	Utilities	Health Care
Salt Lake City	**98.0**	**100.6**	**86.2**	**88.3**	**99.0**
Phoenix	102.3	101.2	94.9	95.1	119.2
Tucson	106.6	107.1	102.8	97.2	111.4
Bakersfield	110.5	113.8	112.3	122.5	126.5
Los Angeles-Long Beach	126.7	112.0	168.5	93.6	146.0
Denver	105.9	96.7	117.8	90.4	126.0
Reno-Sparks	109.0	103.2	125.8	81.6	122.8
Albuquerque	103.9	97.1	113.0	92.9	115.3
Portland	108.8	102.1	124.0	78.3	127.0
Seattle	116.2	118.0	145.5	61.1	122.8

Source: American Chamber of Commerce Researchers' Association, *Cost of Living Index* (Louisville, Kentucky, 1993), Vol. 26, No. 3.

MEDIAN PRICE OF AN EXISTING SINGLE-FAMILY HOME SOLD SECOND QUARTER 1993 — **CHART 1**

nal Association of Realtors, *Wall Street Journal* (1993).

COST OF LIVING AND HOUSING

The cost of living in Utah compares favorably with the region and the nation. The American Chamber of Commerce Researchers' Association, Cost of Living Index, shows that grocery items, housing, utilities and hospital care costs in Salt Lake City are all below the national average. In Utah's non-metropolitan areas, the cost of living is substantially below the cost of living in the state's metropolitan areas, Table 1.

Housing costs in Salt Lake City compare favorably with housing costs in surrounding Western cities, Chart 1.

The Salt Lake Board of Realtors reported the average price of a home sold through the multiple listing board in 1993 in the Salt Lake area was $106,918. Rental rates for a one-bedroom apartment average $350 to $475 per month, while a two-bedroom apartment averages $458 per month as of January 1993.

HEALTH AND MEDICINE

According to the U.S. Department of Health and Human Services, Utah's population has the fourth longest life expectancy in the nation.

High-quality medical care is available throughout Utah. Facilities range in size from the 520-bed LDS Hospital in Salt Lake City to rural health clinics. Major medical facilities are concentrated in the Wasatch Front region, with 19 hospitals in Salt Lake County, four in Utah County, four in Davis County and two in Weber County.

The University of Utah Health Sciences Center is nationally known for its patient care and teaching facilities. The facility includes the University Hospital, the School of Medicine and the School of Nursing. The Health Sciences Center is extensively involved in basic medical research and widely recognized for its Intermountain Burn Care Center, Trauma Center, Newborn Intensive Care Unit, Human Genetics Center, Institute for Biomedical Engineering, Howard Hughes Medical Institute, and John Moran Eye Center.

PERFORMING ARTS

Performing arts have always played a vital role in Utah. The state boasts an opera company; symphony orchestra; several ballet, modern dance and theater companies; and a flourishing community of visual artists, writers, poets and film makers. The modern 2,800-seat Abravanel Hall/Art Center Complex and the elegant 2,000-seat Capitol Theatre are examples of Utah's continuing commitment to the performing arts.

MAJOR PERFORMING ARTS ORGANIZATIONS

Utah Opera Company	Utah Symphony
Ballet West	Mormon Tabernacle Choir
Repertory Dance Theater	Ririe-Woodbury Dance Company

QUALITY OF LIFE HIGHLIGHTS

- UTAH IS HOME TO THE U.S. NATIONAL SKI TEAM AND THE DRY, POWDERY SNOW FOUND AT ITS 14 SKI RESORTS IS CONSIDERED TO BE THE "GREATEST SNOW ON EARTH."
- THE U.S. OLYMPIC COMMITTEE SELECTED SALT LAKE CITY AS AMERICA'S BID CITY FOR THE 2002 WINTER OLYMPIC GAMES.
- UTAH ARTS ENTHUSIASTS ENJOY A UNIQUE MIX OF PERFORMING ARTS GROUPS INCLUDING THE UTAH SYMPHONY, BALLET WEST, THE UTAH OPERA COMPANY, THE UTAH SHAKESPEAREAN FESTIVAL AND THE MORMON TABERNACLE CHOIR.
- THE UTAH ARTS COUNCIL IS THE OLDEST ARTS COUNCIL IN THE COUNTRY.

SCHEDULE OF EVENTS **TABLE 2**

1994

January	Sundance Film Festival	Park City, Salt Lake City
	Winterfest Winter Festival	Snowbird Resort
	Martin Luther King, Jr. Celebration	Statewide
	Utah Winter Games	Statewide
February	Grand Heritage Days	Moab
	Winter Carnival	Park City
March	KALL/Coca-Cola/Park City Snow Sculpture Contest	Park City
	Passover Seder	Statewide
	Golden Sunfest	St. George
April	US Ski Team Celebrity Classic	Park City
	St. George Art Festival	St. George
	Utah Buzz Triple-A Baseball season begins	Salt Lake City
May	Asian Festival Week	Salt Lake City
	Spring State Square Dance Festival	Salt Lake City
	Golden Spike Celebration	Ogden
	Cinco de Mayo	Statewide
June	Utah Arts Festival	Salt Lake City
	Utah Scottish Association Highland Games	Salt Lake City
	Utah Pageant of the Arts	American Fork
	Mountain Man Rendezvous	Ogden
July	Utah Shakespearean Festival	Cedar City
	Fourth of July Celebration	Statewide
	"Days of 47" Pioneer Days Celebration	Statewide
	Freedom Festival	Provo
	The Festival of the American West	Logan
	Manti Mormon Miracle Pageant	Manti
	All-Day Rodeo	Gunlock
	Obon Matsuri	Salt Lake City
	Philippines Fiesta Islands Celebration	Salt Lake City
August	Park City Arts Festival	Park City
	PGA Senior Tour, Park Meadows	Park City
	Washington County Fair	Hurricane
September	Southern Utah Folklife Festival	Springdale
	The Greek Festival	Salt Lake City
	Swiss Days	Midway
	India Festival	Spanish Fork
	Bonneville National Speed Trials	Bonneville Salt Flats
	Autumn Aloft Festival	Park City
	Utah State Fair	Salt Lake City
	Utah Symphony & Ballet West seasons begin	Salt Lake City
	NCAA Football season begins	Statewide
October	Oktoberfest Celebration	Snowbird
	Repertory Dance Theater & Utah Opera Company seasons begin	Salt Lake City
	Utah Jazz Basketball season begins	Salt Lake City
	Utah Golden Eagles Hockey season begins	Salt Lake City
	World Senior Games	St. George
	Canyonland Fat Tire Bicycle Festival	Moab
November	Ririe-Woodbury Dance Company season begins	Salt Lake City
	"Messiah Sing-In" with Utah Symphony Chorus & Utah Symphony	Salt Lake City
	Ski season opens	Statewide
	Christmas Lighting of Temple Square	Salt Lake City
	Dickens Festival	Salt Lake City
	Hanukkah Bazaar	Salt Lake City
	Christmas in the Country	Parowan
	Buddhist Bazaar	Honeyville
	World Cup Ski Race	Park City
	stival of Trees	Salt Lake City
	ristmas Eve Torchlight Parade on Skis	Alta, Snowbird & Park City
	utcracker Ballet"	Salt Lake City
	neer Christmas Days	Salt Lake City
	t Night	Salt Lake City

ker, *Utah Profile, Annual Events Calendar* (Salt Lake City, 1993), p. 34.

FESTIVALS

Beginning in January with the Sundance Film Festival sponsored by Robert Redford's Sundance Institute and ending in September with the Southern Utah Folklife Festival in Springdale, Utah's festival season is as diverse as it is extensive. The following table shows some of the various festivals held in Utah, Table 2.

CYCLING

The mountains and red rock deserts of Utah offer mountain bikers and cyclists of all abilities and ages unparalleled scenic beauty. Moab is central to southern Utah's mountain bike scene. Most of Utah's ski resorts offer bike rentals as well as numerous mountain trails. For more information contact: Bicycle Utah, P.O. Box 738, Park City, Utah 84060, (801) 649-5806.

SKIING

Utah offers some of the best skiing in the world. Low humidity and low mountain temperatures result in the "dry" powder snow for which Utah has become famous. Utah's heavy snowfall, with some ski areas receiving an average annual snowfall in excess of 500 inches, extends the Utah ski season from mid-November through the first of May. As a result of Utah's snow, the U.S. National Ski Team named Park City, Utah as its national training center corporate offices.

THE PAIUTE ATV TRAIL

Located in central Utah, the Paiute ATV trail has no beginning or end. It is a continual loop covering more than 200 miles of central Utah's most beautiful scenery. In addition, there are literally thousands of miles of side loops and trails, giving the enthusiast an unlimited array of recreational adventures. For more information contact: Sevier County Travel Council, 220 North 600 West, Richfield, Utah 84701, (800) 662-8898.

NATIONAL PARKS, MONUMENTS AND RECREATIONAL AREAS

Utah's five national parks, five national monuments, two national recreation areas and one national historic site, as well as state parks and recreation areas, provide outdoor enthusiasts with abundant opportunities, Table 3.

For more information regarding recreation in Utah please contact: Utah Travel Council, Council Hall, Capitol Hill, Salt Lake City, Utah 84114, (801) 538-1030.

ALPINE AND NORDIC SKI RESORTS — TABLE 3

ALPINE	NORDIC
Alta	Brian Head Cross Country Ski Center
Beaver Mountain	Brighton Ski Touring Center
Brian Head	Elk Head
Brighton	Homestead Resort
Deer Valley	Jeremy Ranch
Elk Meadows	North Rim Nordic Center
Nordic Valley	Powder Mountain Ski Touring Center
Park City	Solitude Nordic Center
Park West	White Pine Ski Touring Center
Powder Mountain	Winterhawk Nordic Center
Snow Basin	
Snowbird	
Solitude	
Sundance	

NATIONAL PARKS

Arches	Bryce Canyon
Canyonlands	Capitol Reef
Zion	

NATIONAL MONUMENTS

Cedar Breaks	Dinosaur
Hovenweep	Rainbow Bridge
Timpanogos Cave	

NATIONAL HISTORICAL SITES

Golden Spike

NATIONAL RECREATION AREAS

Glen Canyon	Flaming Gorge

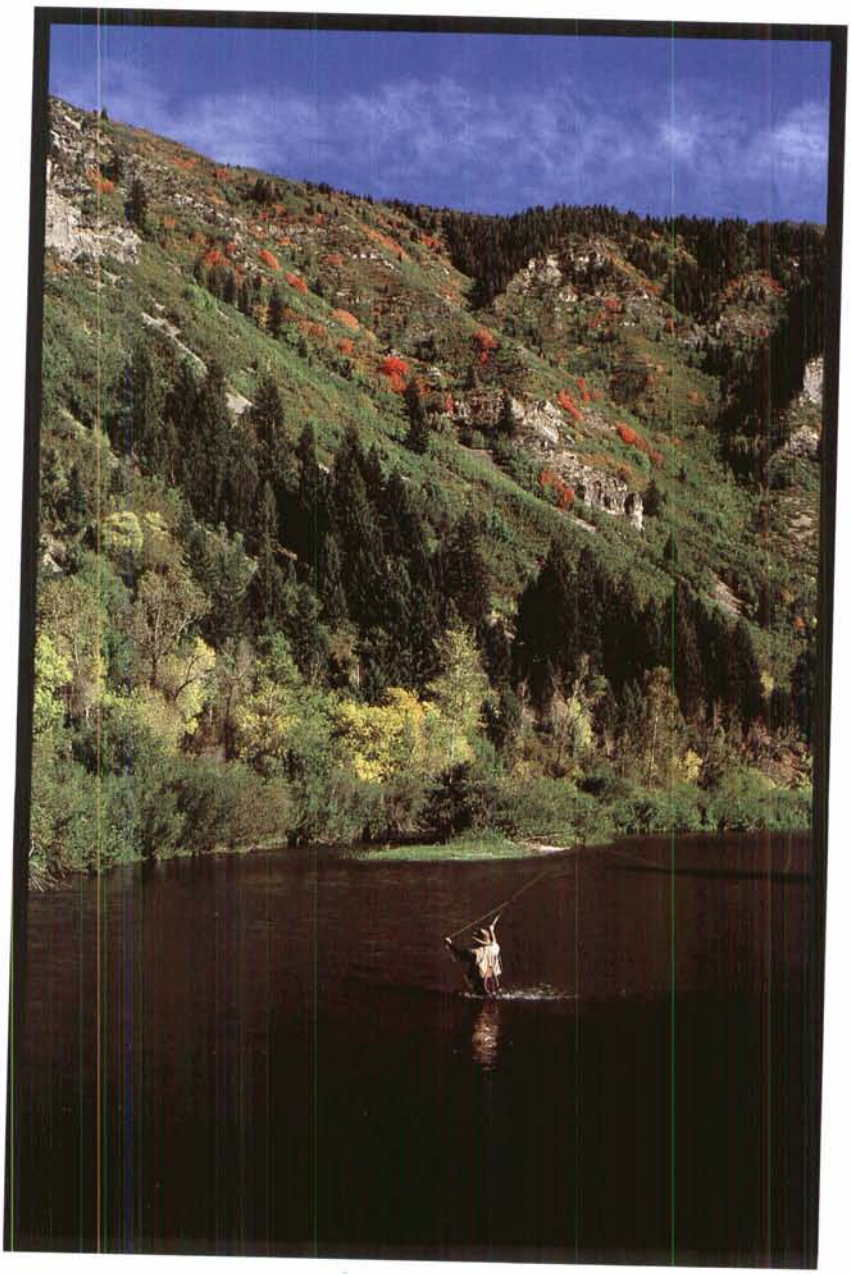
NATIONAL FORESTS: 9

STATE PARKS: 48

MAJOR LAKES: 22

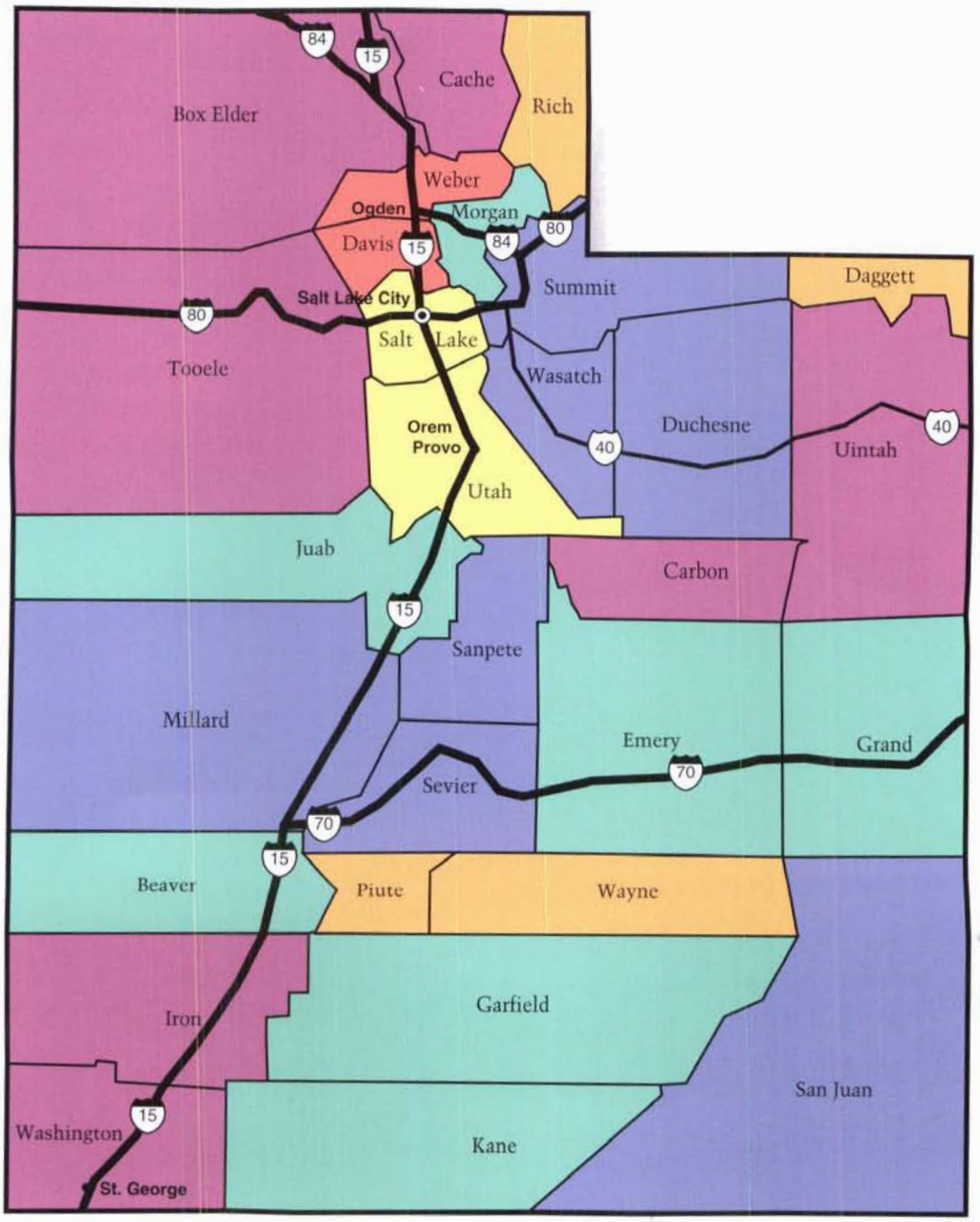
UTAH FACTS

ENDNOTES



County Economic Development Offices

County	Organization	Address	Phone (801)
Beaver	**Beaver County Economic Development**	105 East Center Street, Beaver, UT 84713	438-2330
Box Elder	**Box Elder County Economic Development**	1 South Main, Brigham City, UT 84302	734-2634
Cache	**Cache Economic Development**	160 North Main, Suite 203, Logan, UT 84321	753-3631
Carbon	**Carbon County Eastern Utah Inc.**	120 East Main, Price, UT 84501	637-4700
Daggett	**Daggett County Economic Development Board**	Daggett County Courthouse, P.O. Box 399, Manila, UT 84046	784-3321
Davis	**Davis County Planning and Economic Development**	P.O. Box 618, Farmington, UT 84025	451-3278
Duchesne	**Duchesne County Economic Development Board**	P.O. Box 1417, Roosevelt, UT 84066	722-4598
Emery	**Emery County Economic Development Council**	Emery County Courthouse, P.O. Box 297, Castledale, UT 84513	381-5576
Garfield	**Garfield County Economic Development**	P.O. Box 77, Panguitch, UT 84759	676-8826 Ext. 120
Grand	**Grand County Economic & Community Development**	59 South Main, Moab, UT 84532	259-7531
Iron	**Iron County Industrial Development**	P.O. Box 249, Cedar City, UT 84721	586-2770
Juab	**Juab County Economic Development Agency**	Juab County Center, 160 N. Main, Nephi, UT 84648	623-2411
Kane	**Kane County Job Service**	161 South 80 East, Kanab, UT 84741	644-5888
Millard	**Millard County Economic Development Commission**	P.O. Box 854, Delta, UT 84624	864-2068
Morgan	**Morgan County Economic Development**	98 North Commercial Street, Morgan, UT 84050	829-6390
Piute	**Six County Commissioners Organization**	P.O. Box 820, Richfield, UT 84701	896-9222
Rich	**Bear Lake Regional Commission**	General Delivery, 2877 US Highway 89, Fish Haven, Idaho 83287	208-945-2333
Salt Lake	**The Economic Development Corporation of Utah**	215 South State Street, Suite 850, Salt Lake City, UT 84111	328-8824
San Juan	**San Juan Development Council**	P.O. Box 490, Monticello, UT 84535	587-3235
Sanpete	**Sanpete County Economic Development Commission**	P.O. Box 59, 345 W. 100 N., Ephraim, UT 84627	283-4321
Sevier	**Sevier County Economic Development**	250 North Main, Richfield, UT 84701	896-9262
Summit	**Park City Chamber of Commerce**	P.O. Box 1630, Park City, UT 84060	649-6100
Tooele	**Tooele County Economic Development Corporation**	P.O. Box 176, Tooele, UT 84074-0176	882-1894
Uintah	**Uintah County Development Board**	Uintah County Courthouse, 152 E. 100 N., Vernal, UT 84078	781-0770 Ext. 483
Utah	**Utah Valley Economic Development Association**	100 East Center Street, Suite 2500, Provo, UT 84606	370-810[illegible]
Wasatch	**Wasatch County Economic Development**	25 North Main, Heber, UT 84032	6[illegible]
Washington	**Five County Association of Government**	97 East St. George Boulevard, St. George, UT 84770	6[illegible]
Wayne	**Wayne County Economic Development**	Wayne County Courthouse, 18 S. Main, Loa, UT 84747	
Weber	**Weber Economic Development Corporation**	2404 Washington Boulevard, Suite 1100, Ogden, UT 84401	


Box Elder
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Grand
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Beaver
Piute
Wayne
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Garfield
San Juan
Washington
Kane
St. George
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For additional information contact:

Utah Division of Business and Economic Development,
324 South State Street, Suite 500,
Salt Lake City, Utah 84111,
(801) 538-8700.

National Business Development
538-8800

International Business Development
538-8737

Metro Utah, Inc.
538-8746

Office of Technology Development
538-8770

Office of Business Development
538-8775

Office of Job Training
538-8750

Utah Film Commission
538-8740

Utah Procurement Outreach
538-8790

ENDNOTES

EN1. U.S. Bureau of the Census, *Selected Social Characteristics*, Summary Tape File 3, 1990.

EN2. U.S. Department of Health and Human Services, *Monthly Vital Statistics Report*, February 25, 1993.

EN3. U.S. Department of Health and Human Services, *Monthly Vital Statistics Report*, January 7, 1993.

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EN5. U.S. Bureau of the Census, *Statistical Abstract of the United States: 1992*, 112th edition, Table 29.

EN6. U.S. Bureau of the Census, *Selected Social Characteristics*, Summary Tape File 3, 1990.

EN7. State Policy Research, Inc., *States in Profile*, Second edition, 1992.

EN8. U.S. Bureau of the Census, *State Government Finances: 1991*, Series GF/91-3, September 1992.

EN9. National Science Foundation, *Federal obligations to universities and colleges for research and development by state, institution and agency: fiscal year 1991*, preliminary data, June 1993.

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EN11. Grant Thornton, *Grant Thornton Manufacturing Climates Study*, August 1990.

EN12. Computed from: U.S. Bureau of Economic Analysis, Regional Economic Information System, *State Annual Summary Tables: 1969-1991*, September 1992.

EN13. Utah Department of Commerce, Division of Motor Carriers, unpublished data, June 1993.

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EN15. Computed from: U.S. Bureau of the Census, *State Government Finances: 1991*, Series GF/91-3, September 1992, Table 30.

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EN17. Salt Lake Board of Realtors, unpublished data, January 1994.

EN18. U.S. Federal Bureau of Investigation, *Crime in the United States: 1991*, August 30, 1992.

PHOTOGRAPHS

Cover: Kent Miles

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1995 AIR FORCE BASE QUESTIONNAIRE

Holloman 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	-	6	147	153
I.1.A.2	American Red Cross	-	-	3	3
I.1.A.3	Army Air	3	6	37	46
I.1.A.4	Army Corps of Engineers	-	-	11	11
I.1.A.5	Army Project 137	-	2	11	13
I.1.A.6	Army Veterinary Svc	-	1	1	2
I.1.A.7	DFAS	-	14	19	33
I.1.A.8	DIS	-	-	2	2
I.1.A.9	DRMO	-	-	14	14
I.1.A.10	Defense Commissary	-	5	66	71
I.1.A.11	Defense Mapping Agency	-	-	19	19
I.1.A.12	NAF	-	-	326	326
I.1.A.13	Otero Credit Union	-	-	15	15
I.1.A.14	US Post Office	-	-	8	8
I.1.A.15	United Bank of New Mexico	-	-	4	4
	TOTAL:				720

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

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2. Operational Effectiveness

A. Air Traffic Control

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

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

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

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
RAPCON	3	69977	10494	59483	8360	3166	246
Tower	3	157479	3509	153970	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 16

125983 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 projected airspace problems

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

B. Geographic Location

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

Nearest major primary airdrop customer: FORT BLISS distance 62 NM

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

Lajes AB: 3856 NM

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Rota AB:	4920 NM
Hickam AFB:	2840 NM
RAF Mildenhall:	4764 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	CONDRON AAF	35
I.2.B.4	Military airfield, runway >= 8,000ft	BIGGS AAF	62
I.2.B.5	Military airfield, runway >= 10,000ft	BIGGS AAF	62
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Alamogordo/White Sands	6
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Biggs AAF	62
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Biggs AAF	62
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Roswell Industrial	80
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Roswell Industrial	80

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-5107B	29 NM	R-5107 B,C	59 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	29 NM	DESERT	509 NM	UTTR	565 NM
PANAMINT	575 NM				

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

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Area Name	Distance	Area Name	Distance	Area Name	Distance
OSCURA	25 NM	MELROSE	144 NM	GOLDWATER RANGE 3	334 NM
AIRBURST	341 NM	GOLDWATER RANGE 2	343 NM	GOLDWATER RANGE 1	347 NM
GOLDWATER RANGE 4	353 NM	FALCON	385 NM	EL CENTRO	464 NM
McMULLEN	471 NM	NELLIS R63	516 NM	NELLIS R65	524 NM
SMOKEY HILL	533 NM	HAG/UTTR	542 NM	KITTYCAT/UTTR	575 NM
EAGLE/UTTR	595 NM	CHINA LAKE	605 NM	RAZORBACK	614 NM
CLAIBORNE	675 NM	FALLON B-17	702 NM	FALLON B-19	718 NM
CANNON	738 NM	SAYLOR CREEK	744 NM		

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

MELROSE	144 NM

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

LUKE ACMI	310 NM

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

RED RIO	53 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	11	14	18	40	87	125
SR	0	4	5	26	40	66
VR	1	4	6	46	106	138
Total Routes:	**12**	**22**	**29**	**112**	**233**	**329**

Identify Routes:

IR-115	18 NM	IR-132	22 NM	IR-102	36 NM	IR-131	36 NM	IR-141	36 NM	IR-134	36 NM
IR-133	45 NM	IR-116	61 NM	IR-144	99 NM	IR-178	99 NM	VR-1107	99 NM	IR-165	99 NM
SR-213	111 NM	IR-111	123 NM	SR-211	123 NM	SR-210	123 NM	SR-214	133 NM	VR-1195	134 NM
VR-100	140 NM	VR-176	141 NM	IR-122	145 NM	IR-130	148 NM				
IR-113	164 NM	VR-125	164 NM	SR-212	172 NM	IR-112	178 NM	IR-110	191 NM	IR-150	191 NM
VR-114	192 NM										
IR-109	201 NM	VR-196	205 NM	IR-107	206 NM	VR-1233	223 NM	VR-260	223 NM	VR-259	224 NM
VR-263	224 NM	VR-267	224 NM	VR-268	224 NM	VR-269	224 NM	IR-126	231 NM	IR-128	242 NM
VR-108	243 NM	VR-1108	243 NM	VR-1109	243 NM	IR-154	247 NM	IR-155	249 NM	IR-177	254 NM
VR-1174	255 NM	VR-1116	260 NM	IR-180	262 NM	SR-280	280 NM	IR-172	287 NM	IR-173	287 NM
VR-1117	291 NM	SR-216	303 NM	SR-233	305 NM	SR-234	305 NM	SR-242	305 NM	SR-244	305 NM

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SR-249	305 NM	SR-251	305 NM	SR-258	305 NM	SR-255	305 NM	SR-273	305 NM	SR-267	305 NM
SR-250	305 NM	SR-245	305 NM	SR-243	305 NM	SR-240	305 NM	SR-236	305 NM	IR-170	306 NM
VR-239	316 NM	VR-245	316 NM	VR-223	317 NM	IR-169	321 NM	VR-1219	326 NM	VR-242	326 NM
VR-1220	326 NM	VR-246	326 NM	VR-244	326 NM	SR-206	334 NM	SR-208	335 NM	SR-217	335 NM
VR-231	335 NM	IR-124	336 NM	VR-186	336 NM	IR-276	337 NM	IR-414	345 NM	IR-254	346 NM
IR-409	361 NM	VR-1141	362 NM	IR-320	363 NM	VR-1142	363 NM	VR-1144	363 NM	SR-205	366 NM
IR-250	367 NM	VR-1138	369 NM	VR-159	369 NM	VR-118	371 NM	VR-1143	379 NM	VR-412	380 NM
VR-413	380 NM	VR-163	385 NM	VR-162	386 NM	IR-139	387 NM	VR-1140	388 NM	VR-101	389 NM
VR-158	390 NM	VR-1139	392 NM	IR-503	394 NM	VR-1145	398 NM	IR-149	399 NM		
IR-103	404 NM	IR-105	404 NM	VR-1110	407 NM	VR-143	409 NM	VR-1146	410 NM	IR-123	411 NM
IR-415	416 NM	VR-1267	416 NM	IR-400	420 NM	VR-104	420 NM	SR-286	424 NM	SR-294	426 NM
VR-299	426 NM	SR-295	426 NM	VR-1266	431 NM	VR-1268	431 NM	VR-1267	431 NM	IR-171	432 NM
IR-182	432 NM	SR-293	432 NM	SR-261	432 NM	VR-1124	435 NM	IR-175	436 NM	IR-181	437 NM
IR-183	437 NM	VR-1122	439 NM	VR-1105	443 NM	VR-1152	443 NM	VR-156	443 NM	SR-296	445 NM
IR-145	446 NM	IR-146	446 NM	SR-270	446 NM	SR-397	447 NM	VR-1225	448 NM	IR-185	449 NM
IR-255	455 NM	VR-289	463 NM	VR-296	463 NM	IR-117	464 NM	VR-1113	464 NM	VR-1128	464 NM
VR-1137	464 NM	IR-214	467 NM	IR-148	469 NM	VR-1106	470 NM	VR-1123	471 NM	VR-1406	472 NM
VR-152	472 NM	VR-1574	472 NM	VR-1121	475 NM	IR-266	476 NM	IR-416	477 NM	IR-142	478 NM
VR-1120	478 NM	VR-536	479 NM	VR-138	485 NM	IR-216	486 NM	IR-218	487 NM	VR-168	487 NM
IR-252	489 NM	VR-1211	489 NM	VR-288	490 NM	VR-119	491 NM	VR-1253	491 NM	IR-147	492 NM
SR-290	492 NM	SR-292	492 NM	VR-532	494 NM	SR-228	501 NM	SR-540	502 NM	SR-541	502 NM
SR-542	502 NM	IR-129	511 NM	VR-188	512 NM	IR-285	523 NM	VR-535	523 NM	VR-534	523 NM
IR-310	523 NM	IR-212	524 NM	IR-213	524 NM	IR-217	524 NM	IR-135	528 NM	IR-286	528 NM
IR-425	530 NM	VR-552	530 NM	VR-544	532 NM	IR-507	542 NM	VR-531	542 NM	VR-533	543 NM
IR-127	547 NM	VR-1523	547 NM	VR-187	547 NM	VR-1214	553 NM	VR-1215	553 NM	IR-506	554 NM
VR-1522	554 NM	IR-136	556 NM	VR-189	557 NM	IR-166	561 NM	IR-524	563 NM	VR-1217	567 NM
VR-1218	567 NM	VR-151	570 NM	IR-164	574 NM	VR-1104	574 NM	IR-418	576 NM	IR-420	576 NM
IR-234	579 NM	IR-238	579 NM	IR-514	579 NM	VR-1445	581 NM	VR-1446	587 NM	IR-235	588 NM
VR-1259	589 NM	VR-209	589 NM	VR-1260	593 NM	IR-167	594 NM	VR-1130	595 NM	VR-545	598 NM
VR-1252	600 NM										
IR-500	603 NM	VR-1422	603 NM	VR-1423	603 NM	IR-501	603 NM	IR-237	605 NM	SR-223	608 NM
SR-224	608 NM	VR-106	609 NM	IR-279	613 NM	IR-505	613 NM	VR-1182	616 NM	VR-1546	618 NM
SR-390	620 NM	VR-1255	622 NM	IR-206	627 NM	VR-512	627 NM	IR-290	629 NM	VR-1293	629 NM
IR-293	629 NM	IR-290A	629 NM	IR-518	631 NM	VR-1206	637 NM	IR-281	642 NM	VR-1264	642 NM
VR-511	642 NM	VR-208	644 NM	IR-517	646 NM	VR-1520	646 NM	VR-1515	646 NM	IR-502	647 NM
IR-504	647 NM	VR-1205	654 NM	IR-121	655 NM	VR-1103	655 NM	IR-498	655 NM	SR-239	657 NM

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IR-429	661 NM	IR-473	661 NM	IR-476A	661 NM	IR-476	661 NM	IR-499	661 NM	IR-280	665 NM
IR-282	665 NM	SR-618	668 NM	SR-619	668 NM	IR-120	669 NM	VR-1102	669 NM	VR-1265	670 NM
VR-541	670 NM	VR-540	672 NM	IR-211	675 NM	VR-1525	679 NM	IR-264	680 NM	SR-616	694 NM
SR-617	694 NM	VR-510	694 NM	IR-160	696 NM	IR-161	696 NM	VR-1521	698 NM	SR-218	700 NM
SR-220	700 NM	SR-219	700 NM	SR-221	700 NM	SR-226	700 NM	SR-229	700 NM	SR-231	700 NM
SR-230	700 NM	SR-237	700 NM	SR-232	700 NM	SR-227	700 NM	SR-222	700 NM	VR-201	703 NM
IR-613	705 NM	IR-203	708 NM	IR-200	712 NM	IR-508	712 NM	IR-509	712 NM	VR-1196	717 NM
IR-275	724 NM	VR-1256	754 NM	VR-1300	766 NM	IR-527	767 NM	SR-381	767 NM	IR-302	771 NM
VR-1304	771 NM	VR-1032	780 NM	IR-070	781 NM	SR-238	782 NM	VR-1262	782 NM	VR-1257	788 NM
SR-073	791 NM	VR-1353	791 NM	SR-074	791 NM	SR-300	792 NM	SR-311	792 NM	IR-068	793 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 655 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
10	24	41

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-644 NORTH	27 NM	AR-644 SOUTH	59 NM	AR-602	105 NM	AR-115	116 NM
AR-310 EAST	120 NM	AR-310 WEST	120 NM	AR-613	127 NM	AR-639	149 NM
AR-639A	149 NM	AR-650	195 NM				
AR-314 EAST	226 NM	AR-623	229 NM	AR-674	231 NM	AR-013 EAST	233 NM
AR-3L	239 NM	AR-314 WEST	242 NM	AR-113 EAST	244 NM	AR-114	244 NM
AR-104 EAST	250 NM	AR-3H WEST	251 NM	AR-658	256 NM	AR-643	259 NM
AR-312	296 NM	AR-3H EAST	297 NM				
AR-013 WEST	318 NM	AR-201 WEST	325 NM	AR-104 WEST	339 NM	AR-113 WEST	342 NM
AR-201 EAST	342 NM	AR-647	355 NM	AR-624	372 NM	AR-603	378 NM
AR-167 NORTH	397 NM	AR-167 SOUTH	397 NM	AR-309 EAST	415 NM	AR-649	416 NM
AR-461	422 NM	AR-116 EAST	423 NM	AR-102A EAST	428 NM	AR-614	430 NM
AR-330 EAST	465 NM						

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

500 NM	700 NM
2480	3906

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2480 3906

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-314	226 NM	256	AR-013	233 NM	329	AR-113	244 NM	27	AR-114	244 NM	566
AR-104	250 NM	123	AR-201	325 NM	490	AR-309	415 NM	138	AR-116	423 NM	541
AR-102	428 NM	10			0			0			0
AR-112	514 NM	360	AR-017	552 NM	186	AR-011	557 NM	87	AR-014	557 NM	635

1.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 244NM from the base."**

1.2.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

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	Route Count SR
ANTELOPE - PINON	297 NM	✔	✔	✔	0	0
APOLLO (CIR)	307 NM	✔	✔	✔	0	0
ARROYO	294 NM	✔	✔	✔	0	0
BRADFORDS FOLLY	82 NM		✔	✔	0	0
BURRIS (N)	101 NM	✔	✔		0	2
CHOLA	289 NM	✔	✔	✔	0	0
COOLIDGE (CIR))	268 NM		✔		0	0
DEVILS RIVER	331 NM	✔	✔		0	0
DOUGHBOY 2	341 NM	✔	✔	✔	0	0
ELEPHANT BUTTE #1	59 NM	✔	✔		0	0
ELEPHANT BUTTE #2	59 NM	✔	✔		0	0
ELOY (CIRCULAR)	276 NM		✔		0	0
GEMINI	307 NM	✔	✔	✔	0	0
GRANDMA	304 NM	✔	✔	✔	0	0
GRANDMA (CIR)	304 NM	✔	✔	✔	0	0
GRANDPA	304 NM	✔	✔	✔	0	0
GRANGE NORTH	53 NM	✔	✔	✔	0	0
GRANGE SOUTH	53 NM	✔	✔	✔	0	0
HOGBACK	289 NM	✔	✔	✔	0	0
MARRION IMC N	317 NM	✔	✔	✔	0	14
MARRION IMC S	317 NM	✔	✔	✔	0	13
MELROSE	145 NM		✔		5	0

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O'DELL	2 NM	✔	✔	✔	0	0
PINE	291 NM	✔	✔	✔	0	0
PINON	291 NM	✔	✔	✔	0	0
PINON (CIR)	291 NM	✔	✔	✔	0	0
PREY	306 NM	✔	✔	✔	0	0
PRONGHORN	297 NM	✔	✔	✔	0	0
RAPTOR	306 NM	✔	✔	✔	0	0
RIO PUERCO (A)	125 NM		✔		0	0
RIO PUERCO (CIR)	125 NM	✔	✔		0	0

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

BURRIS (N)	SR-211	SR-214							
MARRION IMC N	SR-036	SR-040	SR-233	SR-234	SR-236	SR-240	SR-242	SR-243	SR-244
[redacted]	SR-245	SR-249	SR-250	SR-251	SR-255				
MARRION IMC S	SR-073	SR-233	SR-234	SR-236	SR-240	SR-242	SR-243	SR-244	SR-245
[redacted]	SR-249	SR-250	SR-251	SR-255					
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:**

AVRA VALLEY TWO 260 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
O'DELL	2 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 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:**

Casa Forward-Air-Control
McGregor Bombing
Oscura Gunnery and Bombing
Red Rio Tactical Bombing
Yonder Air-to-Air

Information relative to each range:

RANGE: Casa Forward-Air-Control

I.2.D.2 **Type of any associated airspace:** R5107B

I.2.D.3 **Distance from the base to the range:** 56 NM

I.2.D.4 **Overall size of the range:** 515,200 Acres

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

I.2.D.4.b **Size of the restricted area in which the range lies:** 3,252 Sq Mi

I.2.D.4.c **Altitude ceilingof this restricted area:** 50,000 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):**

none

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

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

Sunrise - Sunset M-F

Range scheduling statistics (yearly average from 1990 to 93.

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

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

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

No records kept after the Forward Air Controller course was cancelled

I.2.D.9 **The range does Not have a full-scale weapons delivery capability.**

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

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

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

I.2.D.13 **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 **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.**

RANGE: McGregor Bombing

I.2.D.2 **Type of any associated airspace:** R5103B/C

I.2.D.3 **Distance from the base to the range:** 16 NM

I.2.D.4 **Overall size of the range:** 416,000 Acres

I.2.D.4.a **Size of the impact area(s):** 10,000 Acres

I.2.D.4.b **Size of the restricted area in which the range lies:** 1,310 Sq Mi

I.2.D.4.c **Altitude ceilingof this restricted area:** 12,500 ft

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I.2.D.5 **The range shape or location prohibits efficient training**

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

BDU-33 and Mk-106. No lasers. No night operations.

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

149 FG ANG
150 FG ANG
27 FW
316 FW
34 FS
416 FS
46 TG
49 FW
49 RQS
542 CTW
58 FW
VFA-97
VMA-513
VMFA-323

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

0700-1600 M-F

Range scheduling statistics (yearly average from 1990 to 93.

I.2.D.8.a **Hours scheduled:** 1,074 hrs

I.2.D.8.b **Hours used:** 1,071 hrs

I.2.D.8.c **Percent utilized:** 99.7

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

Lack of assigned aircraft. Located at White Sands Missile Range compounded with scheduling problems

I.2.D.9 **The range does Not have a full-scale weapons delivery capability.**

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

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

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

I.2.D.13 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:

49 FW and US Army at Ft Bliss Current status: Permanent

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

I.2.D.16 It is possible to expand hours and volume to increase the range utilization.

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

RANGE: Oscura Gunnery and Bombing

I.2.D.2 Type of any associated airspace: R5107B

I.2.D.3 Distance from the base to the range: 42 NM

I.2.D.4 Overall size of the range: 201,600 Acres

I.2.D.4.a Size of the impact area(s): 57,120 Acres

I.2.D.4.b Size of the restricted area in which the range lies: 3,252 Sq Mi

I.2.D.4.c Altitude ceilingof this restricted area: 50,000 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):

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Not authorized for laser operations or full scale weapons except for SHAPEs and rockets

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

149 FG ANG
150 FG ANG
27 FW
34 FS
366 FW
416 FS
46 TG
49 FW
49 RQS
542 CTW
58 FW
VFA-97
VMA-513
VMFA-323

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

0800 - 2000 hrs nondaylight savings time; 0800 - 2200 hrs M-F daylight savings

Range scheduling statistics (yearly average from 1990 to 93.

I.2.D.8.a Hours scheduled: 1,417 hrs

I.2.D.8.b Hours used: 1,394 hrs

I.2.D.8.c Percent utilized: 98.4

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

Lack of assigned aircraft that need to utilyze the ranges.

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

SHAPEs and rockets

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

SHAPEs

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

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

I.2.D.13 **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:**

White Sands Missile Range **Current status:** permanent

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

I.2.D.16 **It is possible to expand hours and volume to increase the range utilization.**

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

RANGE: Red Rio Tactical Bombing

I.2.D.2 **Type of any associated airspace:** R5170B, R5107J, R5107C, and R5

I.2.D.3 **Distance from the base to the range:** 48 NM

I.2.D.4 **Overall size of the range:** 195,840 Acres

I.2.D.4.a **Size of the impact area(s):** 55,680 Acres

I.2.D.4.b **Size of the restricted area in which the range lies:** 5,040 Sq Mi

I.2.D.4.c **Altitude ceilingof this restricted area:** 50,000 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):**

none

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

149 FG ANG

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150 FG ANG
27 FW
34 FS
366 FW
416 FS
46 TG
49 FW
49 RQS
542 CTW
58 FW
VFA-97
VMA 513
VMFA-323

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

24 hours a day, seven days a week

Range scheduling statistics (yearly average from 1990 to 93.

I.2.D.8.a **Hours scheduled:** 1,363 hrs

I.2.D.8.b **Hours used:** 1,320 hrs

I.2.D.8.c **Percent utilized:** 96.8

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

Large part of additional time available is late at night or early in the morning

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

Up to Mk-84, 2.75in rockets and SHAPEs

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

Inert laser guid bombs up to 2000 lbs, SHAPEs, and live general purporse and LGBs up to 2000 lbs

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

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

I.2.D.13 **There are no commercial / civilian encroachment problems associated with the range**

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

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

White Sands Missile Range **Current status:** Permanent

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

I.2.D.16 **It is possible to expand hours and volume to increase the range utilization.**

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

RANGE: Yonder Air-to-Air

I.2.D.2 **Type of any associated airspace:** R5107B, R511A

I.2.D.3 **Distance from the base to the range:** 30 NM

I.2.D.4 **Overall size of the range:** 900,032 Acres

I.2.D.4.a **Size of the impact area(s):** 179,600 Acres

I.2.D.4.b **Size of the restricted area in which the range lies:** 3,636 Sq Mi

I.2.D.4.c **Altitude ceilingof this restricted area:** 50,000 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):**

none

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

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

24 hours a day, seven days a week

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Range scheduling statistics (yearly average from 1990 to 93.

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

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

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

Range has not been scheduled since the F-15s left Holloman Air Force Base

I.2.D.9 **The range does Not have a full-scale weapons delivery capability.**

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

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

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

I.2.D.13 **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:**

White Sands Missile Range **Current status:** Permanent

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

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

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

Ranges (Used by the base)

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

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

I.2.D.20 **MOAs/bombing ranges/other training areas have scheduling restrictions/limitations as follows:**

I.2.D.20.a ALL Scheduling requirement 30 days prior to planned range use

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-310	Air Refueling Track / Anc
AR-644	Air Refueling Track / Anc
BEAK A	MOA
BEAK B	MOA
BEAK C	MOA
COWBOY	ATCAA
IR 133 MTR	MTA
IR 134 MTR	MTA
IR 192 MTR	Other
IR 194 MTR	Other
IR 195 MTR	MTA
R-5103B	Restricted Area
R-5103C	Restricted Area
R-5107B	Other
R-5107C	Other
R-5107H	Restricted Area
R-5107J	Restricted Area
R-5111A	Restricted Area
R-5111B	Restricted Area
TALON	MOA
VALENTINE MOA	MOA

Details for airspace scheduled or managed by the base:

Airspace: AR-310

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

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

I.2.E.2.b **There are problems associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was Not used in the latest environmental analysis and supersonic waiver.

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Explanation for any lack of reports:

Only possess DOPAA for live drop area in White Sands Missile Range. Other DOPAAs were prepared as part of unit beddowns prepared at HQ ACC, the former HQ TAC, and/or HQ USAF. Do not possess copies of those DOPAAs and do not know if they were used.

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:**

Time

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

24 hrs a day, 7 days a week except high altitude block, not usable from 1000 t 1900 Z daily.

Range scheduling statistics (yearly average from 1990 to 93.

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

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

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

This route is primarily scheduled by non HAFB aircraft.

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:**

Low FL 210 - FL 260. High FL 270 - FL 290. Lenght: 238 NM (ARIP to EXIT).

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

Airspace: AR-644

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

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

Current

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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:

Only possess DOPAA for live drop area in White Sands Missile Range. Other DOPAAs were prepared as part of unit beddowns prepared at HQ ACC, the former HQ TAC, and/or HQ USAF. Do not possess copies of those DOPAAs and do not know if they were used.

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:**

If Beak A/B/C or Cowboy active
If R-5109 A/B active, no use
can' use

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

24 hours a day, 7 days a week.

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:** 9 hrs

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

Thunderstorms

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

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

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

FL 200 - FL 260. Length: 67 NM. Width: 29NM (protected airspace)

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

Airspace: BEAK A

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 for current uses

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:

Only possess DOPAA for live drop area in White Sands Missile Range. Other DOPAAs were prepared as part of unit beddowns prepared at HQ ACC, the former HQ TAC, and/or HQ USAF. Do not possess copies of those DOPAAs and do not know if they were used.

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	Airspace
I.2.E.4.a	Public use 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:**

No supersonic ops
TIme

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

0600 - 1800L M-F; Other times by NOTAM

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 386 hrs

I.2.E.7.b **Hours used:** 366 hrs

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

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Resheduled, weather, and maintenance

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:**

12,500 MSL to FL 180: ATCAA FL180-FL290 Area: 690 Square nautical miles

I.2.E.11 **95.00 percent of the airspace is usable.**

Airspace: BEAK B

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

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

Current

I.2.E.2.b **There are problems associated with the environmental analysis.**

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

The DOPAA was Not used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

Only possess DOPAA for live drop area in White Sands Missile Range. Other DOPAAs were prepared as part of unit beddowns prepared at HQ ACC, the former HQ TAC, and/or HQ USAF. Do not possess copies of those DOPAAs and do not know if they were used.

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	Airspace
I.2.E.4.a	Public use 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:**

No supersonic ops
time

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

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0600 - 1800 M-F Other times by NOTAM

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 672 hrs

I.2.E.7.b **Hours used:** 654 hrs

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

Ops rescheduling, weather, maintenance

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:**

12,500 ft MSL to FL 180: ATCAA FL 180 - FL 290: Area 620 square nautical miles

I.2.E.11 **98.00 percent of the airspace is usable.**

Airspace: BEAK C

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

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

Current

I.2.E.2.b **There are problems associated with the environmental analysis.**

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

The DOPAA was Not used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

Only possess DOPAA for live drop area in White Sands Missile Range. Other DOPAAs were prepared as part ofunit beddowns prepared at HQ ACC, the former HQ TAC, and/or HQ USAF. Do not possess copies of those DOPAAs and do not know if they were used

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 **Restrictions currently acting on this airspace:**

Not supersonic
time

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

0600 - 1800 hrs M-F. Other hours by NOTAM

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 700 hrs

I.2.E.7.b **Hours used:** 674 hrs

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

Ops, weather, amintenance cancels

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:**

12,500 MSL to FL 180: ATCAA FL 180-FL290: Area 640 square nautical miles

I.2.E.11 **98.00 percent of the airspace is usable.**

Airspace: COWBOY

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

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

Current

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:

Only possess DOPAA for live drop area in White Sands Missile Range. Other DOPAAs were prepared as part of unit beddowns prepared at HQ ACC, the former HQ TAC, and/or HQ USAF. Do not possess copies of those DOPAAs and do not know if they were used.

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

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

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

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

Not all supersonic

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

Not published. Schedule and use not known.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 16 hrs

I.2.E.7.b **Hours used:** 12 hrs

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

unknown

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:**

FL 310 - FL 450: Area 3704 sq NM

I.2.E.11 **98.00 percent of the airspace is usable.**

Airspace: IR 133 MTR

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

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

Current

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:

Only possess DOPAA for live drop area in White Sands Missile Range. Other DOPAAs were prepared as part of unit beddowns prepared at HQ ACC, the former HQ TAC, and/or HQ USAF. Do not possess copies of those DOPAAs and do not know if they were used.

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I.2.E.3	List of Noise Sensitive Areas (NSAs) associated with the airspace:
I.2.E.3.a	33 54.0N 105 50.0W
I.2.E.3.b	No affect on or threat to the quality of training or the mission.
I.2.E.3.a	33 59.0N 105 18.0W
I.2.E.3.b	No affect on or threat to the quality of training or the mission.
I.2.E.3.a	34 02.02N 106 28.5W
I.2.E.3.b	No affect on or threat to the quality of training or the mission.
I.2.E.3.a	34 06.0N 106 28.0W
I.2.E.3.b	No affect on or threat to the quality of training or the mission.
I.2.E.3.a	34 08.1N 105 59.5W
I.2.E.3.b	No affect on or threat to the quality of training or the mission.
I.2.E.3.a	34 15.5N 106 06.0W
I.2.E.3.b	No affect on or threat to the quality of training or the mission.
I.2.E.3.a	34 27.0N 106 21.5W
I.2.E.3.b	No affect on or threat to the quality of training or the mission.
I.2.E.3.a	34 28.5N 106 17.9W
I.2.E.3.b	No affect on or threat to the quality of training or the mission.
I.2.E.3.a	34 32.5N 105 22.5W
I.2.E.3.b	No affect on or threat to the quality of training or the mission.
I.2.E.3.a	34 36.0N 106 16.5W
I.2.E.3.b	No affect on or threat to the quality of training or the mission.
I.2.E.3.a	35 16.9N 105 05.0W
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:

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I.2.E.4.a	Airports
I.2.E.4.a	Public Use

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:**

Not useable IMC except by RF-4
Prior clearance (if IR 113 in
Time

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

Sunrise - 0600Z daily

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 118 hrs

I.2.E.7.b **Hours used:** 106 hrs

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

Ops, weather, maintenance reshedule

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:**

Minimum altitude all legs: 100 ft AGL. Max altitude varies by leg, up to 11,000 ft MSL. Area: 3110 sq nm

I.2.E.11 **98.00 percent of the airspace is usable.**

Airspace: IR 134 MTR

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

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

Current

I.2.E.2.b **There are problems associated with the environmental analysis.**

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

The DOPAA was Not used in the latest environmental analysis and supersonic waiver.

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Explanation for any lack of reports:

Only possess DOPAA for live drop area in White Sands Missile Range. Other DOPAAs were prepared as part of unit beddowns prepared at HQ ACC, the former HQ TAC, and/or HQ USAF. Do not possess copies of those DOPAAs and do not know if they were used.

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

I.2.E.3.a **32 11.4N 104 44.0W**

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

I.2.E.3.a **32 18.5N 105 27.5W**

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

I.2.E.3.a **32 42.0N 105 25.0W**

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

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

Not usable IMC except by RF-4
Not usable IMC exept by F-111
Time

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

Sunrise to 0600Z daily.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 78 hrs

I.2.E.7.b **Hours used:** 79 hrs

This MTR is used as a backup in case the restricted airspace in WSMR is pre-empted.

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 and volume to increase the airspace utilization.**

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

Minimum altitude all legs: 100 ft AGL : Maximum altitude is 8000 ft on each leg. Area: 1,725 sq NM.

I.2.E.11 **95.00 percent of the airspace is usable.**

Airspace: IR 192 MTR

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

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

Current

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:

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:**

Max alt not exceed 11,500 ft
Minimun alt 100 ft AGL
Time

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

Not published. New route.

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 hours and volume to increase the airspace utilization.**

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

Minimum altitude all legs: 100 ft AGL. Maximum altitude is 11,500 ft MSL. Area: 4,223 sq miles.

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

Airspace: IR 194 MTR

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

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

Current

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:

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:**

Max alt not exceed 11,500 MSL
Minimum alt 100 ft AGL
Time

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

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Not Published. New route.

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 **Deacription of the volume or area of the Airspace:**

Minimin alt all legs: 100 ft AGL. Maximum alt 11,500 ft MSL. Area : 4,134 sq NM.

I.2.E.11

Airspace: IR 195 MTR

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

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

Current

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:

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

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

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

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

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Maximin not exceed 11,500 MSL
Minimun alt 100 ft AGL
Time

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

Not published. New route.

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:**

Minimum alt all legs: 100 ft AGL. Maximum alt 11,500 ft MSL. Area 2,163 sq NM.

I.2.E.11

Airspace: R-5103B

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

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

Current, except for live drop area. EA for live drop area has been released in draft area. Final is expected within 60 days.

I.2.E.2.b **There are problems associated with the environmental analysis.**

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

The DOPAA was Not used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

Only possess DOPAA for live drop area in White Sands Missile Range. Other DOPAAs were prepared as part of unit beddowns prepared at HQ ACC, the former HQ TAC, and/or HQ USAF. Do not possess copies of those DOPAAs and do not know if they were used.

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

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

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

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

Not supersonic
Preemption by priority R&D
Time

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

0700-1600L M-F.

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:** 64 hrs

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

Ops resceduling. Preemption by priority R&D or FOT&E activity from Ft. Bliss. Some weather.

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 ft MSL. 650 sq NM.

I.2.E.11 **90.00 percent of the airspace is usable.**

Airspace: R-5103C

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

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

Current

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:

Only possess DOPAA for live drop area in White Sands Missile Range. Other DOPAAs were prepared as part of unit beddowns prepared at HQ ACC, the former HQ TAC, and/or HQ USAF. Do not possess copies of those DOPAAs and do not know if they were

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used.

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:**

Not supersonic
Preemption by priority R&D
Time

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

0700 - 1600L M- F.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 233 hrs

I.2.E.7.b **Hours used:** 182 hrs

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

Ops resceduling. Preemption by priority R&D or FOT&E activity from Ft. Bliss. Some weather.

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:**

12,500 ft MSL to unlimited. 650 sq NM.

I.2.E.11 **90.00 percent of the airspace is usable.**

Airspace: R-5107B

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

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

Current

I.2.E.2.b **There are problems associated with the environmental analysis.**

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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:

Only possess DOPAA for live drop area in White Sands Missile Range. Other DOPAAs were prepared as part of unit beddowns prepared at HQ ACC, the former HQ TAC, and/or HQ USAF. Do not possess copies of those DOPAAs and do not know if they were used.

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:**

15,000' cable at mid-range
Altitude and geographic
Hour by hour restrictions
Scheduling preemption
Some not cleared for supersoni

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

24 hours per day. 7 days per week.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 1,443 hrs

I.2.E.7.b **Hours used:** 1,277 hrs

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

Preemption of airspace by priority R&D.

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

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

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

SFC - unlimited

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I.2.E.11 **60.00 percent of the airspace is usable.**

Airspace: R-5107C

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

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

Current

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:

Only possess DOPAA for live drop area in White Sands Missile Range. Other DOPAAs were prepared as part of unit beddowns prepared at HQ ACC, the former HQ TAC, and/or HQ USAF. Do not possess copies of those DOPAAs and do not know if they were used.

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:**

.

Altitude and geographi
Hour by hour restriction
Most cleared for supersoni
Scheduling preemption by R&D

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

24 hours a day. 7 datys a week.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 727 hrs

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I.2.E.7.b **Hours used:** 638 hrs

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

Preemption by priority WSMR R&D activity. Also thunderstorm and winter cloud decks.

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

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

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

9000 ft MSL - unlimited. 885 sq NM.

I.2.E.11 **95.00 percent of the airspace is usable.**

Airspace: R-5107H

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

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

Current

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:

Only possess DOPAA for live drop area in White Sands Missile Range. Other DOPAAs were prepared as part of unit beddowns prepared at HQ ACC, the former HQ TAC, and/or HQ USAF. Do not possess copies of those DOPAAs and do not know if they were used.

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:**

Altitude and geographic rest.
Hour by hours restrictionss

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Preemption by priority R&D

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

24 hours and day, 7 days a week.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 654 hrs

I.2.E.7.b **Hours used:** 638 hrs

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

Preemptions of airspace by WSMR R&D activity, thunderstorms, and winter cloud deck.

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

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

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

SFC-9000 ft MSL, 885 sq miles.

I.2.E.11 **95.00 percent of the airspace is usable.**

Airspace: R-5107J

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

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

Current

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:

Only possess DOPAA for live drop area in White Sands Missile Range. Other DOPAAs were prepared as part of unit beddowns prepared at HQ ACC, the former HQ TAC, and/or HQ USAF. Do not possess copies of those DOPAAs and do not know if they were used.

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 **Restrictions currently acting on this airspace:**

Altitude and geographic
Hour by hour restrictions
Most cleared for supersonic
Preemptions by R&D activity

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

24 hours a day, 7 days a week. Hours and use not known, because it is not our airspace.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 5 hrs

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

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

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

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

SFC-9000 ft MSL, 80 sq NM.

I.2.E.11 **95.00 percent of the airspace is usable.**

Airspace: R-5111A

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

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

Current

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:

Only possess DOPAA for live drop area in White Sands Missile Range. Other DOPAAs were prepared as part of unit beddowns prepared at HQ ACC, the former HQ TAC, and/or HQ USAF. Do not possess copies of those DOPAAs and do not know if they were used.

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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 **Restrictions currently acting on this airspace:**

Altitude and geographic
Hour by hour restricitons
Preempted by priority R&D

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

By NOTAM

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 276 hrs

I.2.E.7.b **Hours used:** 219 hrs

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

Preemption of airspace by priority WSMR R&D.

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

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

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

13,000-unlimited. 3,565 sq NM (Only 2,610 sq NM are designated for use under 49 FW opreational directives).

I.2.E.11 **60.00 percent of the airspace is usable.**

Airspace: R-5111B

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

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

Current

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:

Only possess DOPAA for live drop area in White Sands Missile Range. Other DOPAAs were prepared as part of unit beddowns prepared at HQ ACC, the former HQ TAC, and/or HQ USAF. Do not possess copies of those DOPAAs and do not know if they were used.

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:**

By NOTAM

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:**

384 sq NM

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

Airspace: TALON

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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Current

I.2.E.2.b **There are problems associated with the environmental analysis.**

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

The DOPAA was Not used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

Only possess DOPAA for live drop area in White Sands Missile Range. Other DOPAAs were prepared as part of unit beddowns prepared at HQ ACC, the former HQ TAC, and/or HQ USAF. Do not possess copies of those DOPAAs and do not know if they were used.

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 Public use airports

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

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

Not supersonic
Time

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

Sunrise - Sunset M-F Other times by NOTAM

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 638 hrs

I.2.E.7.b **Hours used:** 668 hrs

Airspace used as backup in case airspace at White Sands Missile Range is preempted. Additionally, the airspace is backup when BEAK A, B, C MOAs are not workable for weather.

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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12,500 MSl to FL 180: ATCAA FL 180-FL290: Area 1270 Square nautical miles

I.2.E.11 **95.00 percent of the airspace is usable.**

Airspace: VALENTINE 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:**

Current

I.2.E.2.b **There are problems associated with the environmental analysis.**

I.2.E.2.c **The current Deacription 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:

Only possess DOPAA for live drop area in White Sands Missile Range. Other DOPAAs were prepared as part of unit beddowns prepared at HQ ACC, the former HQ TAC, and/or HQ USAF. Do not possess copies of those DOPAAs and do not know if they were used.

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

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

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

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

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

Sunrise - Sunset M-F. Other hours by NOTAM

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 70 hrs

I.2.E.7.b **Hours used:** 91 hrs

F-16 alert a/c from HAFB uses this space to train after active scrambles.

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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:**

15,000 MSL to FL 180: ATCAA FL 180 - FL 510: Area 2520 sq NM

I.2.E.11 **95.00 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:
Carrizozo	General Aviation
Condron AAF	Military
Sierra Blanca	General Aviation
Timberon	General Aviation
White Sands Space Harbor	Military
White Sands/Alamogordo Regional Airport	Civilian

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:**

Some expansion of existing airspace and the construction of more new MRTs is 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 BLISS

62 NM from the base.

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

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

US Navy Top Gun School, Mirima

565 mi from the base.

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

150 TFG, Albuquerque, NM

134 mi from the base.

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

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

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

J. Weather Data (AF Environmental Technical Applications Center)

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

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.8	99.6	98.7	98.0	97.7

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 **8 Days have freezing partcipitation (mean per year).**

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Alamogordo Radar Tes	Detached Installatio			
II.1.A.2	Boles Wells Water Sy	Off-base site	7,411		2,694
II.1.A.3	Bonito Lake Water Sy	Off-base site	155		
II.1.A.4	Holloman AFB	Main Base	50,999	37,933	11,216
II.1.A.5	Tularosa Radar Test	Detached Installatio			
		TOTALS:	58,565	37,933	13,910

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	45	41	100.0	0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	44	40	100.0	0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	42,035	94.0	6.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	290,403	85.0	1.0	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	96,100	112,108	100.0	0.0	0.0	16,008
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	7,140	7,640	64.0	0.0	36.0	500
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	92,149	91.0	9.0	0.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	33,007	33,007	79.0	21.0	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	12,368	12,368	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	0	0		0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	891,755	58.0	22.0	20.0	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	149,000	93,689	64.0	5.0	31.0	0

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II.1.B.1.e.iii	211-152a	DASH 21	SF	2,310	2,310	73.0	27.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	9,300	5,681	0.0	0.0	100.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	78,000	64,860	69.0	14.0	17.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	49,430	51,822	56.0	0.0	44.0	2,392
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	20,100	33,917	27.0	73.0	0.0	13,817
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	603,990	623,751	60.0	22.0	18.0	19,761
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	51,640	13,920	0.0	100.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	7,600	3,258	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	9,425	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	131,502	97.0	0.0	3.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	100,744	85,927	100.0	0.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	3,600	2,178	0.0	0.0	100.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	17,500	6,300	100.0	0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	43,000	19,465	100.0	0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	46,296	98.0	0.0	2.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	52,000	45,289	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	4,800	0		0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	88,700	39,840	55.0	1.0	44.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	17,783	12,697	100.0	0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	10,900	10,571	100.0	0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	168,449	100.0	0.0	0.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	121,304	84.0	16.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	38,222	100.0	0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	26,150	100.0	0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	59,205	100.0	0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	180,497	93.0	7.0	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	55,841	46,205	0.0	0.0	100.0	0

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II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	77,241	91.0	9.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	7,022	4,504	100.0	0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	19,235	30,661	100.0	0.0	0.0	11,426
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	11,945	11,945	100.0	0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	7,500	14,982	80.0	20.0	0.0	7,482
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	1	1	100.0	0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	329,440	99.0	1.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	252,234	92.0	0.0	8.0	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	2,970	2,970	100.0	0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	225,933	198,387	97.0	0.0	3.0	0
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	12,000	12,223	100.0	0.0	0.0	223
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	73,300	31,334	100.0	0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	90,807	25.0	73.0	2.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	949	0.0	100.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	7,077	0.0	5.0	95.0	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	476,150	79.0	17.0	4.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	9,720	6,660	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	1,598	71.0	15.0	14.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	1,466	1,414	68.0	16.0	16.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	29,636	100.0	0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	28,710	29,636	100.0	0.0	0.0	926
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	205	41.0	59.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	85,509	97.0	0.0	3.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	406,524	84.0	10.0	6.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	4,875	48,568	100.0	0.0	0.0	43,693

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	689,071	29.0	71.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	614,180	71.5	28.0	0.5
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	328,409	78.0	22.0	0.0

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II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	2,578,808	98.0	2.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	1,421	0.0	0.0	100.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	395,159	100.0	0.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	894,828	100.0	0.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	13,564	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	2,396,024	82.0	18.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	1,208,431	65.0	35.0	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: 636

II.1.C.1.b Number of substandard units from current DD Form 1410, line 18e: 915

II.1.C.1.c Current deficit (-) or surplus units in validated Market Analysis: -444 (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: 448 (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: 95 (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: 991 (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 51.0 percent of officer families live on base.

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II.1.C.3.b 50.0 percent of enlisted families live on base.

II.1.C.3.a 50.4 percent of all military families live on base.

2. Airfield Characteristics

II.2 Runway Table:

Primary Designation		Dimensions: Length	Width	Cross Runway
22	Secondary	10577 ft	300 ft	Yes
25	Secondary	8055 ft	150 ft	Yes
16	Primary	12133 ft	150 ft	No

Aircraft Arresting Systems (II.2.I) Number	Types
4	BAK-12,MA1A
4	BAK-12, 61QSH
6	BAK-12, BAK-9, 61QSH

II.2.A There are 3 active runways.

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

II.2.B There are NO parallel runways.

II.2.C Dimensions of the primary runway (16).

II.2.C.1 Length: 12,133 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).

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

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

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Pavement:	Aircraft:	(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Taxiway	B-1B	SY	36,667	Reconstruct with 23.5" PCC ; 12,500 SY Reconstruct with 16.5" PCC ; 12,166 SY Reconstruct with 16.5" PCC
Runway	B-1B	SY	35,833	Reconstruct with 5" AC and 8" base thickness ; 16,667 SY Reconstruct with 21"PCC
Aprons	B-1B	SY	7,500	Reconstruct with 22" PCC ; 24,791 SY REconstruct with 19.5" PCC ; 17,500 SY Reconstruct with 26" PCC ; 23,611 SY Reconstruct with 20.5" PCC ; 20,833 SY Reconstruct with 20.5" PCC ; 7,083 SY Reconstruct with 18.5" PCC
Runway	B-52	SY	35,833	Reconstruct with 5" AC and 8" base thickness ; 16667 Reconstruct with 22.5" PCC
Taxiway	B-52	SY	36,667	Reconstruct with 25" PCC ; 12,500 SY Reconstruct with 19" PCC ; 12,166 SY Reconstruct with 19" PCC ; 14,444 SY Reconstruct with 20.5" PCC ; 3,333 SY Reconstruct with 24.5" PCC
Aprons	B-52	SY	7,500	Reconstruct with 23.5" PCC ; 24,791 SY Reconstruct with 21" PCC ; 17,500 SY Reconstruct with 27.5" PCC ; 23,611 SY Reconstruct with 22" PCC ; 20,833 SY Reconstruct with 22" PCC ; 7,083 SY Reconstruct with 20" PCC
Aprons	C-141	SY	7,500	Reconstruct with 18.5" PCC ; 24,791 SY Reconstruct with 16" PCC ; 17,500 SY Reconstruct with 21.5" PCC ; 23,611 SY Reconstruct with 17" PCC ; 20,833 SY Reconstruct with 17" PCC
Runway	C-141	SY	16,667	Reconstruct with 17.5" PCC
Taxiway	C-141	SY	36,667	Reconstruct with 14" PCC ; 12,500 SY Reconstruct with 12.5" PCC
Aprons	C-5B	SY	7,500	Reconstruct with 17" PCC ; 24,791 SY Reconstruct with 14.5" PCC ; 17,500 SY Reconstruct with 20" PCC ; 23,611 SY Reconstruct with 15.5" PCC ; 20,833 SY Reconstruct with 15.5" PCC
Aprons	F-15	SY	7,500	Reconstruct with 12" PCC ; 24,791 SY Reconstruct with 12" PCC ; 17,500 SY Reconstruct with 12" PCC ; 23,611 SY Reconstruct with 12" PCC ; 20,833 SY Reconstruct with 12" PCC
Runway	KC-10	Sy	16,667	Reconstruct with 17" PCC
Aprons	KC-10	SY	7,500	Reconstruct with 17.5" PCC ; 24,791 SY Reconstruct with 15" PCC ; 17,500 SY Reconstruct with 21" PCC ; 23,611 SY Reconstruct with 16" PCC ; 20,833 SY Reconstruct with 16" PCC
Taxiway	KC-135R	SY	12,500	Reconstruct with 13" PCC

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Aprons	KC-135R	SY	7,500	Reconstruct with 17.5" PCC ; 24,791 SY Reconstruct with 15" PCC ; 17,500 SY Reconstruct with 20.5" PCC ; 23,611 SY Reconstruct with 16" PCC ; 20,833 SY Reconstruct with 16" PCC
Runway	KC-135R	SY	16,667	Reconstruct with 16.5" PCC

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

II.2.G.1 **The total usable apron space for aircraft parking is 251,956 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.)	
11227	95 ft	293 ft	Primary Aircraft	N.Ramp, F-106. HH-1H
11301	110 ft	140 ft	Primary Aircraft	N.Ramp, F-106, HH-1H
11303	94 ft	94 ft	Neither	Engine Test/Storage/
11307	250 ft	400 ft	Primary Aircraft	Aero Club
11312	2,560 ft	445 ft	Transient Aircraft	T/A parking
11313	911 ft	911 ft	Primary Aircraft	Main Ramp T-38/F-4
11314	275 ft	450 ft	Transient Aircraft	VIP T/A parking
11319	640 ft	640 ft	Primary Aircraft	North Ramp
11320	1,220 ft	500 ft	Primary Aircraft	North Ramp
11322	286 ft	286 ft	Primary Aircraft	Multiple use
11324	270 ft	100 ft	Primary Aircraft	Alert Facility
11325	396 ft	397 ft	Primary Aircraft	HH-60 parking

II.2.G.2 **Permanently assigned aircraft currrently require 169,948 Sq Yds of parking space.**

II.2.G.3 **82,008 Sq Yds of parking space is available for parking additional non-transient aircraft.**

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

Size of the aircraft, weight/category of the aircraft, and type of munitions aircraft is carrying

II.2.H **The dimensions of the (largest) transient parking area:** **2,560 Ft** **445 Ft**

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

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

Load capacity at rear entrance to alert facility and West area mobility apron prevent regular use until repairs are completed.

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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:**	6.801 MG/D	MG/D - million gallons per day	48 %
II.3.A.2	**Sewage:**	3.456 MG/D		37 %
II.3.A.3	**Electrical distribution:**	82.0 MW	MW - million watts	21 %
II.3.A.4	**Natural Gas:**	4.50 MCF/D	MCF/D - million cubic feet per day	24 %
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:**

Some Holloman AFB utility service contracts have "take or pay" clauses in them. Holloman AFB purchases gas through as central office (DFSC) and purchases electrical power from a federal power marketing administration (WAPA). Holloman uses PVC for w

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:** 282 Hanger

Current Use: Corrosion Control facility, F-4E, AT-38B

II.4.A.2 **Size (SF):** 19,396 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** T-41

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	89 ft	37 ft	
II.4.A.6	Largest unobstructed space inside the facility:	94 ft	37 ft	68 ft

II.4.A.1 **Facility number:** 283 Hanger

Current Use: Corrosion Control facility, F4-E, AT-38B

II.4.A.2 **Size (SF):** 19,396 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** T-41

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	89 ft	37 ft	
II.4.A.6	Largest unobstructed space inside the facility:	94 ft	37 ft	68 ft

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II.4.A.1 **Facility number:** 291 Hanger

Current Use: Maintenance Dock, S/A F4-E, AT-38B

II.4.A.2 **Size (SF):** 14,755 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** A/OA-10

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	81 ft	25 ft	
II.4.A.6	Largest unobstructed space inside the facility:	106 ft	25 ft	86 ft

II.4.A.1 **Facility number:** 301 Hanger

Current Use: Maintenance Dock, S/A F-4E, AT-38B

II.4.A.2 **Size (SF):** 33,920 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** B-2A

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	160 ft	25 ft	
II.4.A.6	Largest unobstructed space inside the facility:	226 ft	25 ft	160 ft

II.4.A.1 **Facility number:** 315 Hanger

Current Use: Maintenance Dock, Fuel Shop, F-4E, AT-38B

II.4.A.2 **Size (SF):** 13,920 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:	95 ft	20 ft	
II.4.A.6	Largest unobstructed space inside the facility:	99 ft	20 ft	87 ft

II.4.A.1 **Facility number:** 500 Hanger

Current Use: Maintenance Dock, S/A F-4E, AT-38B

II.4.A.2 **Size (SF):** 41,379 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** UV-18B

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	168 ft	25 ft	
II.4.A.6	Largest unobstructed space inside the facility:	100 ft	37 ft	119 ft

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II.4.A.1 **Facility number:** 830 Hanger

Current Use: Corrosion Control facility, F-117A

II.4.A.2 **Size (SF):** 8,670 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-21A

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	64 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	56 ft	17 ft	84 ft

II.4.A.1 **Facility number:** 867 Hanger

Current Use: Maintenance Dock, S/A F-117A

II.4.A.2 **Size (SF):** 7,508 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** T-41

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	145 ft	18 ft	
II.4.A.6	Largest unobstructed space inside the facility:	145 ft	18 ft	72 ft

II.4.A.1 **Facility number:** 868 Hanger

Current Use: Maintenance Dock, S/A F-117A

II.4.A.2 **Size (SF):** 48,904 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** T-1A

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	107 ft	24 ft	
II.4.A.6	Largest unobstructed space inside the facility:	103 ft	24 ft	92 ft

II.4.A.1 **Facility number:** 877 Hanger

Current Use: Maintenance Dock, S/A F-117A

II.4.A.2 **Size (SF):** 51,012 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** B-2A

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	161 ft	25 ft	
II.4.A.6	Largest unobstructed space inside the facility:	257 ft	37 ft	155 ft

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II.4.A.1 **Facility number:** 898 Hanger

Current Use: Maintenance Dock, S/A F-117A

II.4.A.2 **Size (SF):** 35,287 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** EC-121

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	160 ft	31 ft	
II.4.A.6	Largest unobstructed space inside the facility:	257 ft	44 ft	155 ft

II.4.A.1 **Facility number:** 21810 Hanger

Current Use: Maintenance Dock, S/A F-117A

II.4.A.2 **Size (SF):** 31,478 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:	64 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	58 ft	22 ft	82 ft

II.4.A.1 **Facility number:** 21811 Hanger

Current Use: Maintenance Dock, S/A F-117A

II.4.A.2 **Size (SF):** 32,478 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:	64 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	58 ft	22 ft	82 ft

II.4.A.1 **Facility number:** 21812 Hanger

Current Use: Maintenance Dock, F-117A

II.4.A.2 **Size (SF):** 32,478 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:	64 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	58 ft	22 ft	82 ft

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II.4.A.1 **Facility number:** 21813 Hanger

Current Use: Maitnenance Dock, F-117A

II.4.A.2 **Size (SF):** 32,478 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:	64 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	58 ft	22 ft	82 ft

II.4.A.1 **Facility number:** 21814 Hanger

Current Use: Maintenance Dock, F-117A

II.4.A.2 **Size (SF):** 32,478 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:	64 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	58 ft	22 ft	82 ft

II.4.A.1 **Facility number:** 21815 Hanger

Current Use: Maintenance Dock, F-117A

II.4.A.2 **Size (SF):** 32,478 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:	64 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	58 ft	22 ft	82 ft

II.4.A.1 **Facility number:** 21816 Hanger

Current Use: Maintenance Dock, F-117A

II.4.A.2 **Size (SF):** 32,478 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:	64 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	58 ft	22 ft	82 ft

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II.4.A.1 **Facility number:** 21817 Hanger
Current Use: Maintenance Dock, F-117A
II.4.A.2 **Size (SF):** 32,478 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:	64 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	58 ft	22 ft	82 ft

II.4.A.1 **Facility number:** 21818 Hanger
Current Use: Maintenance Dock, F-117A
II.4.A.2 **Size (SF):** 32,478 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:	64 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	58 ft	22 ft	82 ft

II.4.A.1 **Facility number:** 21819 Hanger
Current Use: Maintenance Dock, F-117A
II.4.A.2 **Size (SF):** 32,478 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:	64 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	58 ft	22 ft	82 ft

5. Unique Facilities

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

A.1 Name or type of facility	A.2 Total square footage	A.3 Category code	A.4 Present use
46th Test Group	387,543 SF	311-174	Additional Cat Codes: 312-472, 312-476, 312-477, 315-237, 315-944, 317-311, 317-315, 317-316, 319-442, 319-443, 319-951, 319-995, 371-475, 422-275, 211-161, 211-154, 610-243, 216-642, 125-977, 422-256, 740-668, 811-149, 821-177, 842-249, 890-187, and
49th Bare Base Sys Gp	434,274 SF	219-944	Addition Cat Codes: 610-243, 441-758, 214-425, 214-422, 218-712, 610-142, 441-628, 610-122, 441-257, 179-371, and 112-211. Supports world-wide contingencies both war and peacetime for DOD and National agencies

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4th Space Warning Sq	62,626 SF	141-454	Additional Cat Codes: 214-425, 123-335. USAF only survivable Mobile Defense Support Program satellite ground system.
Alamogordo Radar Test Site	117,723 SF	317-316	Add Cat Codes: 730-832, 841-169, 831-168, 214-422, 823-248, 123-335, 319-995, and 442-257, plus 46 miscellaneous support facilities. SF covers nine buildings
Det 1, AF Space Forecast Cente	2,652 SF	310-293	Additional Cat Codes: 610-243. One of six world-wide Air Force solar observatories
Housing and Maintenance	324,780 SF	211-177	Housing and maintenance facilties for F-117A
Maintenance Facilities	305,027 SF	218-852	Additional Cat Codes, 211-157, 442-257, 211-183, 211-152, 218-712, 217-712, 216-642, 211-159, 218-868, 211-153, 211-177, and 211-154. Unique maintenance facilties for the F-117A
Phillips Lab	111,111 SF	none	Atmospheric Research Program Balloon Launch Pad which requires large unobstructed areas around the pad that are not in the vicinity of an airfield.
Tularosa Radar Test Site	8,322 SF	610-811	Add Cat Code: 843-316 plus 88 miscellaneous facilities, spread over four buildings. Three major R&D facilties are miscellaneous structures in cat codes 390-311 and 371-923.

6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures

Local/Regional Land Encroachment

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

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.1	04	CZ	0	206	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	07	CZ	0	206	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	16	CZ	0	206	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	22	CZ	0	206	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	25	CZ	0	206	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	34	CZ	0	206	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.A.2	04	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	07	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	16	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	22	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	25	APZ 1		344	0.0	Gen Compat	0.0	0.0	0.0	55.0	0.0	45.0
	34	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0

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II.6.A.3	04	APZ 2	0	482	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	07	APZ 2	0	482	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	16	APZ 2	0	482	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	22	APZ 2	0	482	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	25	APZ 2		482	0.0	Gen Compat	0.0	0.0	0.0	80.0	0.0	20.0
	34	APZ 2	0	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/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.4	65-70	0	9,700	0	Gen Compat	0.0	0.0	0.0	88.0	0.0	12.0
II.6.A.5	70-75	0	6,381	0	Gen Compat	0.0	0.0	0.0	92.0	0.0	8.0
II.6.A.6	75-80	0	2,936	0	Gen Compat	0.0	0.0	0.0	97.0	0.0	3.0
II.6.A.7	80+	0	939	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0

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	04	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	07	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	16	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	22	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	25	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	34	CZ	0	206	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.B.2	04	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	07	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	16	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	22	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	25	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	55.0	0.0	45.0
	34	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.B.3	04	APZ 2	0	482	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	07	APZ 2	0	482	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	16	APZ 2	0	482	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	22	APZ 2	0	482	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	25	APZ 2	0	482	0	Gen Compat	0.0	0.0	0.0	80.0	0.0	20.0
	34	APZ 2	0	482	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0

DNL			Percent	Percent	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES

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	Noise Contour	Est Pop	Acres	Incompatible Land Use	Incompatible Land Use	RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.4	65-70	0	9,700	0	Gen Compat	0.0	0.0	0.0	88.0	0.0	12.0
II.6.B.5	70-75	0	6,381	0	Gen Compat	0.0	0.0	0.0	92.0	0.0	8.0
II.6.B.6	75-80	0	2,936	0	Gen Compat	0.0	0.0	0.0	97.0	0.0	3.0
II.6.B.7	80+	0	939	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0

II.6.C The most recent, publicly released AICUZ study is dated Jan 94

II.6.D Current AICUZ study's flying activities subsection reflects all currently assigned aircraft

Subsection reflects the number of daily flying operations conducted by all assigned aircraft

Current AICUZ study's flight track figure/map reflects current flight tracks.

II.6.E The AICUZ study was last updated on Jan 94

The study is still valid.

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
Tularosa	2307	2418	2536	2615	2720
Alamogordo	21783	23335	24024	27596	39720

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Otero County	36976	41097	44664	51928	57832

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

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

Type of facility:	Appoximate number of occupants	Zone with violation	Reason the incompatability is necessary
Build 824, 49 FW	45	CZ	Predates AICUZ Program
CE Maintenance Shop	0	CZ	Predates AICUZ Program
Disaster Prep A	6	CZ	Predates AICUZ Program
Disaster Prep B	0	CZ	Predates AICUZ Program
EOD A	0	CZ	Predates expanded CZ
EOD B	26	CZ	Predates AICUZ Program
FAC 11303 A/C pads 8,9	0	CZ	Predates AICUZ Program
FAC 11322 A/C pads 9, 10	0	CZ	Predates AICUZ Program
FAC 12900, Open Storage Jet Fuel, 285 gal	0	APZ 1	Predates AICUZ Program
FAC 12901, Open Storage, MOGAS, Diesel, AVLUBE	0	APZ 1	Predates AICUZ Program
FAC 12902 LF STD Unload	0	APZ 1	Predates AICUZ Program
FAC 4105 Storage, jet	0	APZ 1	Predates AICUZ Program
FAC 41108 Storage, jet	0	CZ	Predates AICUZ Program
FAC 75104, Trees at the golf course	0	CZ	Predates AICUZ Program
FAC 83202, San Sewage Pump Station	0	CZ	Predates AICUZ Program

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HQ Named/No Div	0	CZ	Predates AICUZ Program
MSL LCH Facility	0	CZ	Predates AICUZ Program
MSL Research Testing	0	CZ	Predates AICUZ Program
Misc O/Rec Facility	0	APZ 1	Predates AICUZ Program
Mobility Fac	0	CZ	Predates AICUZ Program
Non-Dest Insp	21	CZ	Predates AICUZ Program
POL Ops Facility	75	APZ 1	Predates AICUZ Program
POL Ops Facility (CE)	8	APZ 1	Predates AICUZ Program
RAD Beacon Facility	0	APZ 1	Predates AICUZ Program
SC Lab Geophysics A	4	CZ	Predates AICUZ Program
SC Lab Geophysics B	2	CZ	Predates AICUZ Program
SHP NAVAID	0	CZ	Predates AICUZ Program
San Sew Pmp St	0	CZ	Predates AICUZ Program
TRML Air FRT	3	CZ	Predates AICUZ Program
Test Track Build	0	CZ	Predates AICUZ Program
Water Supply Building	0	APZ 1	Predates AICUZ Program
Whse Sup Equip A	10	CZ	Predates AICUZ Program

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Whse Sup Equip B	0	CZ	Predates AICUZ Program
Whse Sup Equip C	0	CZ	Predates expanded CZ
Whse Sup Equip D	0	CZ	Predates expanded CZ

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

Air Space Encroachment

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

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

II.6.L **The base has implemented noise abatement procedures as follows:**

II.6.L.1 **Avoiding pop. areas during take-off; governing a/c speed, rate of climb, and turn radius; imposition of quiet hours for certain a/c; limit max power take-offs; maintain higher altitude for all a/c patterns; training; more sound suppression equip.**

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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: 2K electric (2 ea); 4K diesel (6ea); 6K diesel (4ea); 10k diesel (12ea); 15K diesel (1ea); 22K diesel (1ea); 25K diesel (2ea); 40K diesel (1ea); The number of "E" MHE is 104.

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 has an operational fuel hydrant system:

III.1.C.1 The fuel hydrant system is Not available to transient aircraft.

III.1.C.2 4 hydrant pits are operational.

Description of base fuel hydrant system:

System Type:	Total Pumping Rate (GPM):	Number of Laterals:	Nomber of Usable Refueling Positions:	Number of SIMULTANEOUS aircraft refuelings of Narrow	Widebody
Modified Type IV	600	4	4	4	1
TYPE V	40	40	40	40	0

III.1.C.3 2 fuel storage tanks support the operational fuel hydrant system:

III.1.C.3.a

Storage tank Capacity:	Tanks with this capacity

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Capacity:	Unit capacity
25000	2

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

III.1.C.5 4 pits are certified for hot pit operations.

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

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

III.1.D.2 The are No limitations to continious service from the primary source.

III.1.D.3 0 excess storage

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: 8

4 tank trucks can be simultaneously offloaded

Tank cars can Not be offloaded.

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

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

III.1.D.6 Current despensing capabilities as defined in AFR 144-1 sustained: 1195008
maximum: 3312069

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

III.1.D.7.a Supporting DFSP: Standard TRANS Pipeline

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:	3288141	0
Square footage available (including physical capacity limit):	40241	40241
III.1.E.2 Normal installation mission storage requirement:	239998	29

Physical Limits for Cat 1.2 Munitions:

In 18 buildings a limitation of 40,241 sq ft. exists. Maximum capacity in Cat 1.2 can't be figured.

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

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

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

Active ground force installations within 150 NM:

FORT BLISS	62 NM

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

Railheads within 150 NM:

Alamogordo - Las Cruces	47 NM
Albuquerque	137 NM
El Paso - El Paso	69 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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III.1.L **Unique missions performed by the base medical facility:**

Wartime taskings, Physiological Centrifuge Training, NASA Shuttle Support, Prototype Patient Decontamination Materiel Assemblage, FF

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:**

Alter lab; addition/alteration composite medical facility; ambulance parking; HVAC repair for operating room; Alter emergency room; rep

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

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

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

III.1.N **Base facilities have a total excess storage capacity of 34,078 sq ft.**

III.1.N.1 **Base facilities have a total covered storage capacity of 198,387 sq ft.**

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	140,237 sq ft
Mobility storage:	24,942 sq ft
War Readiness Support Kits (WRSK) storage:	12,223 sq ft

III.1.O **340 light military vehicles are on base.**

III.1.P **757 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-92	Appropriation	Direct	Reimbursable				
		3400	2,046.60 $sK	4.70 $sK		2,051.30 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	5,096.80 $sK	0.00 $sK			5,096.80 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	6,417.30 $sK	0.00 $sK				6,417.30 $sK
				xxx56 TOTALS:		2,051.30 $sK	5,096.80 $sK	6,417.30 $sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-93	Appropriation	Direct	Reimbursable				
		0200	644.40 $sK	5.00 $sK			649.40 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		0200	140.00 $sK	0.00 $sK				140.00 $sK
				xxx76 TOTALS:			649.40 $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-93	Appropriation	Direct	Reimbursable				
		0200	4,106.80 $sK	0.20 $sK			4,107.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		0200	2,255.00 $sK	0.00 $sK				2,255.00 $sK
				xxx78 TOTALS:			4,107.00 $sK	2,255.00 $sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	173.30 $sK	0.00 $sK	173.30 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	120.90 $sK	0.00 $sK		120.90 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	231.00 $sK	4.30 $sK			235.30 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	71.00 $sK	0.00 $sK				71.00 $sK
				xxx90 TOTALS:	173.30 $sK	120.90 $sK	235.30 $sK	71.00 $sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				

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FY-92	3400 Appropriation	2,187.60 $sK Direct	6.90 $sK Reimbursable	2,194.50 $sK				
FY-93	3400 Appropriation	3,398.90 $sK Direct	26.00 $sK Reimbursable		3,424.90 $sK			
FY-94	3400 Appropriation	2,425.30 $sK Direct	4.60 $sK Reimbursable			2,429.90 $sK		
	3400	1,406.00 $sK	0.00 $sK				1,406.00 $sK	
			xxx95 TOTALS:	2,194.50 $sK	3,424.90 $sK	2,429.90 $sK	1,406.00 $sK	
				FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total	

IV.1.F xxx96 Base Operating Support

FY-91	Appropriation	Direct	Reimbursable					
FY-92	3400 Appropriation	6,807.60 $sK Direct	58.60 $sK Reimbursable	6,866.20 $sK				
FY-93	3400 Appropriation	6,125.00 $sK Direct	49.80 $sK Reimbursable		6,174.80 $sK			
FY-94	3400 Appropriation	11,984.40 $sK Direct	1,564.10 $sK Reimbursable			13,548.50 $sK		
	3400	8,772.00 $sK	0.00 $sK				8,772.00 $sK	
			xxx96 TOTALS:	6,866.20 $sK	6,174.80 $sK	13,548.50 $sK	8,772.00 $sK	
				FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total	

IV.1.G MFH Military Family Housing

FY-91	Appropriation	Direct	Reimbursable					
FY-92	7045 Appropriation	6,454.70 $sK Direct	4.70 $sK Reimbursable	6,459.40 $sK				
FY-93	7045 Appropriation	9,717.50 $sK Direct	1.10 $sK Reimbursable		9,718.60 $sK			
FY-94	7045 Appropriation	11,919.60 $sK Direct	0.00 $sK Reimbursable			11,919.60 $sK		
	7045	10,267.70 $sK	5.00 $sK				10,272.70 $sK	
			MFH TOTALS:	6,459.40 $sK	9,718.60 $sK	11,919.60 $sK	10,272.70 $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: 257$sM

Twenty year Net Present Value (633)$sM

Steady state savings 65$sM per year

Manpower savings associated with closure 1,392

Return on Investment (years): 4

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Section VI Economic Impact

Economic Area Statistics:

Otero County, NM

Total population: 51,000 (FY 92)

Total employment: 26,873 (FY 93)

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

8.3% / 8.2% / 7.2%

Average annual job growth: 280

Average annual per capita income: $13,662

Average annual increase in per capita income: $4.4%

Projected economic impact:

Direct Job Loss:	6,332	
Indirect Job Loss:	2,103	
Closure Impact:	8,435	(31.4% of employment total)
Other BRAC Losses:	0	
Cumulative Impact:	8,435	(31.4% of employment total)

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

VII.1.A.1 **Off-base housing is affordable**

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

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

VII.1.A.3 **12.5 Percent of off-base housing was rated as unsuitable in the latest VHA survey**

VII.1.A.4 **Median monthly cost of off-base housing based on latest VHA survey:** $613

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:** 7 miles

VII.1.B.2 **Airport name:** Alamogordo-White Sands Regional

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:** 45 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	Washington Park	15		Hrs.	20	Min.
VII.1.C.2	Movie theater	Cinema 5	18		Hrs.	25	Min.
VII.1.C.3	Public golf course	Desert Lakes	12		Hrs.	15	Min.
VII.1.C.4	Bowling lane	Apollo Lanes	15		Hrs.	20	Min.
VII.1.C.5	Boating	Elephant Butte Lake	160	3	Hrs.		Min.
VII.1.C.6	Fishing	Elephant Butte Lake	160	3	Hrs.		Min.
VII.1.C.7	Zoo	Alameda Park Zoo	15		Hrs.	20	Min.
VII.1.C.8	Aquarium	San Antonio Aquarium	700	12	Hrs.		Min.
VII.1.C.9	Family theme park	Wet and Wild	70	2	Hrs.		Min.
VII.1.C.10	Professional sports	Cohen Stadium	90	2	Hrs.	30	Min.
VII.1.C.11	Collegiate sports	NMSU	50	1	Hrs.	30	Min.

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VII.1.C.12	Camping facilities	KOA Campground	15		Hrs.	20	Min.
VII.1.C.13	Beaches (lake or ocean)	Gulf of California	400	3	Hrs.		Min.
VII.1.C.14	Outdoor winter sports	Snow Canyon	35		Hrs.	50	Min.

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

White Sands MAll 25 min (18 Miles)

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

El Paso, TX 2 hrs (94 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.)** 351

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.)** 4497

2. Education

VII.2.A **The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios:** 25 to 1

VII.2.B **Local high schools offer a four-year English program.**

VII.2.B **Local high schools offer a four-year Math program.**

VII.2.B **Local high schools offer four-year Foreign Language programs.**

VII.2.C **Local high schools offer an Honors program.**

VII.2.D **92.0 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:**

NMSU-Alamogordo; Alamo Business College

VII.2.E.2 **Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:**

NMSU-Alamogordo

VII.2.E.3 **Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:**

NMSU-Alamogordo

3. Spousal Employment

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VII.3.A **71.4 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **47.5 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **8.3 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:**	0.8 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	1.4 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:** El Paso-Las Cruces-Alamo Interstate 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 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 No state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

E.2.b No state or local air quality regulatory agency Limits the hours of these activities.

E.2.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

E.2.d No state or local air quality regulatory agency Requires emission offsets for these activities.

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VIII.E.3 Open Burn/Open Detonation

E.3.a No state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training

E.3.b No state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.

E.3.c No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.

E.3.d No state or local air quality regulatory agency Requires periodic emission testing.

VIII.E.4 Fire Training

E.4.a No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.

E.4.b No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

VIII.E.6 Emergency Generators

E.6.a The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

E.6.b No state or local air quality regulatory agency Limits the hours of emergency operation of generators.

E.6.c The state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergenct generators.

E.6.d The state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

E.6.d 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 continious emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

VIII.E.9 BACT/LAER

E.9 No state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

2. Water - Potable

VIII.2.A The base potable water supply is On-base and the source is:

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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.** Leaking underground storage tanks, fuel leakage

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 **30 water wells exist at the base.**

VIII.3.D **10 wells have been abandoned for the following reasons:**

Casing and/or screen failures

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
Lake Holloman	160.00 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 known contamination to the base or local community surface water**

VIII.4.C.1 **Nature of the contamination:** Organochlorine pesticides and metals

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VIII.4.C.2 **The contaminated surface water is Not a potable water source.**

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:**

Holloman AFB, wastewater treatment plant

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:**

Lake Holloman which is not contiguous to the main base. It is surrounded by land administered by the Bureau of Land Management.

VIII.6.C **The base has discharge impoundments.**

VIII.6.C.1 **There are 7 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 **96.0 percent of facilities have been surveyed for asbestos.**

VIII.7.A.1 **98.0 percent of the facilities surveyed are identified as having asbestos.**

VIII.7.A.2 **0 facilities are considered regulated areas or have restricted use due to friable asbestos.**

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8. Biological - Habitat

VIII.8.A **Ecological or wildlife management areas ON the base:**

Lake Holloman

Ecological or wildlife management areas ADJACENT TO the base:

Lake Stinky

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.

VIII.8.D **The presence of these resources does not constrain CURRENT construction activities/operations.**

The presence of these resources does not constrain FUTURE construction activities/operations.

9. Biological - Threatened and Endangered Species

VIII.9.A **Threatened and/or endangered species identified on the base:**

Species	Kingdom				Remarks
Alamo Penstemon	Plant	State	Listed	Endangered	
American Peregrine Falcon	Animal	Federa	Listed	Endangered	
Aplomado Falcon	Animal	Federa	Listed	Endangered	
Arizona Black-tailed Prarie Dog	Animal	State	Candidate	Threatened	
Baird's Sparrow	Animal	Federa	Candidate	Endangered	
Bald Eagle	Animal	Federa	Listed	Endangered	
Bell's Vireo	Animal	Federa	Candidate	Endangered	
Black-footed Ferret	Animal	Federa	Listed	Endangered	
Button Cactus	Plant	State	Listed	Endangered	
Catchfly Gentian	Plant	State	Listed	Endangered	
Common Ground Dove	Animal	Federa	Proposed	Threatened	
Duncan's Pincushon Cactus	Plant	State	Listed	Endangered	
Ferruginous Hawk	Animal	Federa	Candidate	Endangered	
Grama Grass Cactus	Animal	State	Listed	Endangered	
Gray Vireo	Animal	State	Candidate	Endangered	
Gypsum Scalebroom	Plant	State	Listed	Endangered	
Loggerhead Shrike	Animal	Federa	Candidate	Endangered	
Long-billed Curlew	Animal	Federa	Candidate	Endangered	
Meadow Jumping Mouse	Animal	State	Candidate	Endangered	

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Northern Goshawk	Animal	Federa	Candidate	Endangered	
Olivaceous Cormorant	Animal	Federa	Proposed	Threatened	
Prarie Gentian	Plant	State	Listed	Endangered	
Sacramento Prickly Poppy	Plant	State	Listed	Endangered	
Sand Prickly Pear	Plant	State	Listed	Endangered	
Scarlet Penstemon	Plant	State	Listed	Endangered	
Scheer's Pincushion Cactus	Plant	State	Listed	Endangered	
Southwestern Willow Flycatcher	Animal	Federa	Candidate	Endangered	
Spotted Owl	Animal	Federa	Candidate	Endangered	
Swainson's Hawk	Animal	Federa	Candidate	Endangered	
Swift Fox	Animal	Federa	Candidate	Endangered	
Texas Horned Lizard	Animal	Federa	Candidate	Endangered	
Todsen's Pennyroyal	Plant	State	Listed	Endangered	
Western Snowy Plover	Animal	Federa	Candidate	Endangered	
White Sands Pupfish	Animal	Federa	Candidate	Endangered	
White Sands Woodrat	Animal	Federa	Candidate	Endangered	
White-faced Ibis	Animal	Federa	Candidate	Endangered	
White-flower Visnagita Cactus	Plant	Federa	Listed	Endangered	
Whooping Crane	Animal	Federa	Listed	Endangered	
Wright's Fishhook Cactus	Plant	State	Listed	Endangered	

VIII.9.B **There are No Special Concern species identified on the base.**

VIII.9.C **The presence of these species constrains current or future construction activities or operations as follows:**

Location of White Sand Pupfish in Malone Draw and Lost River constrains construction and training uses in the bottom and on the banks of the drainages.

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:
Lake Holloman	166
Wastewater Lagoons	100

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
Holloman AFB - ACC

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:

Several federal Acts, to include Migratory Bird Treaty Act, Migratory Bird Conservation Act, Endangered Species Act, and the Clean Water Act, constrain construction.

11. Biological - Floodplains

VIII.11.A Floodplains are present on the base.

VIII.11.A.1 Floodplains constrain construction (siting) activities or operations.

VIII.11.A.2 Periodic flooding constrains base operations.

12. Cultural

VIII.12.A Historic,prehistoric, archaeological sites or other cultural resources located on the base:

VIII.12.A.1

Sites:	Significant status:
HAR-001	FCR and lithic scatter, Late Archaic
HAR-002	Hearths, sherd, and lithic scatter, Jornada Mogollon
HAR-003	Hearths, sherd, and lithic scatter, Jornada Mogollon
HAR-004	FCR and lithic scatter, unknown aboriginal
HAR-005	Sole Missile Theo Tower, lithics, Historic Military, unknown aboriginal
HAR-006	Lithic Scatter, Late Archaic
HAR-007	Pritch Missile Theodolite Tower, Historic Military
HAR-008 (Danley Well Line Camp)	Historic Anglo
HAR-009 (Ballistic Rainfield Site)	Historic Military
HAR-010	Concrete foundations, Historic Military
HAR-011	Lithic and ground stone scatter, unknown aboriginal
HAR-012 (Owl Well Line Camp)	Historic Anglo
HAR-013	Pithouse and pit features, Jornada Mogollon
HAR-014	Historic Habitation, lithic scatter, Historic Anglo, Late Archaic
HAR-015	FCR and lithic scatter, unknown aboriginal
HAR-016	FCR and lithic scatter, unknown aboriginal
HAR-017	FCR, sherd, lithic and GS scatter, Jornada Mogollon

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HAR-018	FCR, sherd, lithic and GS scatter, Jornada Mogollon
HAR-019	Homestead, FCR, sherd, and lithics, Historic Anglo, Jornada Mogollon
HAR-020	FCR and lithic scatter, unknown aboriginal
HAR-021 (BERN Site)	Historic Military
HAR-022	Concrete foundations, Historic Military
HAR-023	Lithic scatter with FCR, unknown aboriginal
HAR-024	Sherd and lithic scatter, Jornada Mogollon
HAR-025	Lithic scatter with FCR, unknown aboriginal
HAR-026	Lithic Scatter, GS, Middle/Late Archaic
HAR-027	Lithic Scatter, GS, FCR, unknown aboriginal
HAR-028	Lithic scatter with hearths, unknown aboriginal
HAR-029	Lithic scatter, GS, hearths, Late Archaic
HAR-030	Sherd and GS concentration, Jornada Mogollon
HAR-031	Lithic scatter, FCR, Late Archaic
HAR-032	Lithic scatter, GS, FCR, unknown aboriginal
HAR-033	Lithic scatter, Late Archaic
HAR-034	Historic trash scatter, Historic Anglo
HAR-035	Lithic Scatter, Paleo-Indian-Folsum
HAR-036	Sherd and lithic scatter, Jornada Mogollon
HAR-037	Historic artifact scatter, Historic Military
HAR-038	Sherd and lithic scatter, Jornada Mogollon
HAR-039	Lithic Scatter, FCR, unknown aboriginal
HAR-040	Concrete foundations, Historic Military
HAR-041 (JB-2 Loon Launch Ramp)	Historic Military
HAR-042	Ranch, Historic Anglo
HAR-043	Sherd and lithic scatter, Jornada Mogollon
HAR-044	Sherd and lithic scatter, Jornada Mogollon
HAR-045	Artifact scatter, Jornada/Historic Anglo
HAR-046	Military feature, Historic Military
HAR-047	Ranch, Historic Anglo
HAR-048	Lithic scatter, Archaic
HAR-049	Water control feature, Historic Anglo
HAR-050	Witness tower, Historic Military

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HAR-051	Habitation, Historic Anglo
HAR-052	Well and artifact scatter, Historic Anglo
HAR-053	Artifact scatter, Historic habitation, Archaic/Historic Anglo
HAR-054	Artifact scatter, Archaic/Historic Anglo
HAR-055	Habitation, Historic Anglo
HAR-056	Sherd and lithic scatter, Jornada Mogollon
HAR-057	Windmill and artifact scatter, Historic Anglo
HAR-058	Sherd and lithic scatter, FCR, Jornada Mogollon
HAR-059	Sherd and lithic scatter, Jornada Mogollon
HAR-060	Sherd and lithic scatter, Jornada Mogollon
HAR-061	Artifact scatter, Historic Anglo
HAR-062	Lithic scatter, unknown aboriginal
HAR-063	Habitation, Historic Anglo
HAR-064	Corral, Historic Anglo
HAR-065	Artifact scatter with features, Historic Anglo
HAR-066	Sherd and lithic scatter, FCR, Jornada Mogollon
HAR-067	Sherd and lithic scatter, GS, FCR, Jornada Mogollon
HAR-068	Sherd and lithic scatter, Jornada Mogollon
HAR-070	Historic trash, Historic Anglo
HAR-071	Historic trash, Historic Anglo
HAR-072	Sherd and lithic scatter, hearths, Jornada Mogollon
HAR-073	Sherd and lithic scatter, GS, hearth, Jornada Mogollon
HAR-074	Lithic scatter, hearths, Paleo-Indian (Folsum)
HAR-075	Lithic Scatter, FCR, historic trash, Late Archaic/Historic Anglo
HAR-076	Sherd and lithic scatter, FCR, Jornada Mogollon
HAR-077	Lithic scatter, GS, FCR, unknown aboriginal
HAR-078	Sherd and lithic scatter, Jornada Mogollon
HAR-079	Sherd and lithic scatter, GS, FCR, Jornada Mogollon
HAR-080	Sherd and lithic scatter, FCR, Jornada Mogollon
HAR-081	Sherd and lithic scatter, FCR, Jornada Mogollon

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.**

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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 18 percent of the base has been surveyed.

VIII.12.D.2 Archeological sites have been found.

VIII.12.D.3 Archeological collections are housed on base.

VIII.12.D.4 No Native Americans or others use/identified sacred areas or burial sites on or near base.

VIII.12.E The base has 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: HAFB wil develop and implement and installation historic preservation plan which will ensure the identification and management of cultural resources on base property in compliance with AFR 126-7

Signatories: HAFB Installation Commander, USAF Preservation Officer, SHPO, and Executive Director of Advisory Council for Historic Preservation

Date signed: Mar 94

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 58 IRP sites have been identified

VIII.13.A.2 5 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 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 20 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 Remediation	$176.000 K	$181.000 K	$181.000 K	$181.000 K	$181.000 K
Bio-Engineering Budget	$160.000 K	$346.000 K	$346.000 K	$346.000 K	$346.000 K
Hazardous Waste Disposal/Remediation	$405.000 K	$405.000 K	$405.000 K	$405.000 K	$405.000 K
IRP	$2,952.000 K	$2,100.000 K	$1,500.000 K	$2,000.000 K	$2,000.000 K
Level 1 Corrective Actions	$528.000 K	$0.000 K	$0.000 K	$0.000 K	$0.000 K
Level 2 Corrective Actions	$235.000 K	$0.000 K	$0.000 K	$0.000 K	$0.000 K
Miscellaneous	$45.000 K	$39.000 K	$39.000 K	$39.000 K	$39.000 K
Natural Resources	$600.000 K	$615.000 K	$200.000 K	$200.000 K	$200.000 K
NEPA/EIAP Contracts	$785.000 K	$250.000 K	$250.000 K	$250.000 K	$250.000 K
Oil/Water Separators	$75.000 K	$85.500 K	$85.500 K	$85.500 K	$85.500 K
Permits	$67.000 K	$57.300 K	$57.300 K	$57.300 K	$57.300 K
Pollution Prevention	$230.000 K	$390.000 K	$100.000 K	$100.000 K	$100.000 K

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RCRA Actions	$4,683.000 K	$4,250.000 K	$4,950.000 K	$3,080.000 K	$3,080.000 K
TDY/Training	$65.000 K	$80.000 K	$80.000 K	$80.000 K	$80.000 K

15. Other Issues

VIII.15.A Description of other activities which may constrain or enhance base operations:

LOCAL: The following are constraints on base operations: small wetlands, cultural and natural resources, threatened and endangered species, land use control, and water constraints. An enhancement is that the base is in a region of attainment for air quality.

STATE: See local

FEDERAL: See local

16. Air Quality - Clean Air Act

VIII.16.A Air Quality Control Area (AQCA) geographic region in which the base is located:
El Paso-Las Cruces-Alamogordo Interstate Air Quality Control Region

VIII.16.B Air quality regulatory agency responsible for the AQCA:. New Mexico Environment Department

VIII.16.B Name and phone number of the AQCA program manager for issues pertaining to the base:

Bill Blankenship 505-827-0070

The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:

VIII.16.C.1 In Attainment for Ozone

VIII.16.C.2 In Attainment for Carbon Monoxide

VIII.16.C.3 In Attainment for Particulate matter (PM-10)

VIII.16.C.4 In Attainment for Sulfur Dioxide

VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx)

VIII.16.C.6 In Attainment for Lead

VIII.16.C.7 The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT

VIII.16.D.1 Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located: 0.00 ppm

VIII.16.D.2 Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located: 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

Air Quality Survey complete, No additional data required.

1995 AIR FORCE BASE QUESTIONNAIRE

Holloman AFB - ACC

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Homestead, AFB

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: February 8, 1995

TIME: 8:30

MEETING WITH: Senators Bob Graham and Connie Mack

SUBJECT: Military Installations in Florida

PARTICIPANTS:

Name/Title/Phone Number:

Senator Bob Graham
Buddy Shorstein; Administrative Assistant, Office of Bob Graham
Mike Thomas; Legislative Assistant; Office of Bob Graham
Ross Lindholm; Legislative Assistant; Office of Connie Mack

Commission Staff:

David Lyles, Staff Director
Charles Smith, Executive Director/Special Assistant
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
Ed Brown, Army Team Leader
Frank Cirillo, Air Force Team Leader
Bob Cook, Interagency Issues Team Leader
Jim Owsley, Cross-Service Team Leader
Alex Yellin, Navy Team Leader

MEETING PURPOSE: David Lyles gave the Process Brief. He noted the intent to nominate the Commissioners was released on the 7th. Sen Graham asked for clarification on the Commission intent on Reuse and the concept of Investigative Hearings. There was a lengthy discussion on Economic and Cumulative Economic Impact as well as the relationship of the other Criteria. Further dialogue ensued on Environmental Cleanup and Compliance, COBRA, common Service Accounting systems (or lack thereof), non DoD cost issues, cross-service team concept and the status of DoD actions . A senior staff member noted that DoD was down to the lick-log in their process. Sen Graham noted strong concern on the status of Jacksonville and mentioned various depot related reports. fc

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1995 AIR FORCE BASE QUESTIONNAIRE

Hurlburt Fld - AFSOC

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	16 Ops Support Squadron (USA)	-	4	-	4
I.1.A.2	16 Ops Support Squadron (USN)	-	1	-	1
I.1.A.3	20th Special Ops Squadron (USMC)	-	-	-	0
I.1.A.4	55th Special Ops Squadron (USA)	1	-	-	1
I.1.A.5	720th Special Tactics Group	-	1	-	1
I.1.A.6	Defense Commissary Agency	-	9	46	55
I.1.A.7	Defense Finance Accounting Svs	-	10	7	17
I.1.A.8	USAF Air Ground Ops School (USA)	10	2	-	12
I.1.A.9	USAF Air Ground Ops School (USMC)	1	-	-	1
I.1.A.10	USAF Air Ground Ops School (USN)	1	-	-	1
I.1.A.11	USAF Battlestaff Training School	2	1	-	3
	TOTAL:				96

I.1.B **No Remote/Geographically Separated Units receive more then 50% of Base Operational Support from the base.**

1995 AIR FORCE BASE QUESTIONNAIRE

Hurlburt Fld - AFSOC

2. Operational Effectiveness

A. Air Traffic Control

ATCALS - Air Traffic Control and Landing Systems
NAS - National Airspace System

I.2.A.1 None of the base ATCALS are officially part of the NAS.

I.2.A.2 Details for specific ATC facilities:

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
Tower	2	50636	12650	37977	N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 36

34821 operations were conducted this runway during calander year 1993

I.2.A.5 Known or potential airspace problems that may prevent mission accomplishment:

We are not aware of any known or projected airspace problems.

I.2.A.6 The base does Not experience ATC delays.

B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: FORT BENNING distance 144 NM

Nearest major primary airdrop customer: FORT RUCKER distance 72 NM

I.2.B.2 Distance to foward deployment Air Bases:

Lajes AB: 2978 NM

Rota AB: 4030 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Hurlburt Fld - AFSOC

Hickam AFB: 3872 NM

RAF Mildenhall: 4051 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	EGLIN AFB	9
I.2.B.4	Military airfield, runway >= 8,000ft	EGLIN AFB	9
I.2.B.5	Military airfield, runway >= 10,000ft	EGLIN AFB	9
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Eglin AFB	10
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Eglin AFB	10
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Eglin AFB	10
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Bob Sikes	23
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Birmingham Int.	186

I.2.B.11 **Name and distance to an emergency landing airfield compatible with aircraft flown at the base.**

Eglin AFB 10 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-155 A,B	67 NM	W-151 A,B,C,D	70 NM	W-470 A,B,C,D,E	142 NM
W-168A	271 NM	W-168 A,B,C	276 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-151A	32 NM	W-155 A,B	67 NM	W-151 A,B,C,D	70 NM
W-151B	80 NM	W-155B	83 NM	W-151D	116 NM
W-470 A,B,C,D,E	142 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	32 NM	W-155 A,B	67 NM	W-151 A,B,C,D	70 NM
W-151B	80 NM	W-155B	83 NM	W-151D	116 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Hurlburt Fld - AFSOC

W-470 A,B,C,D,E	142 NM	W-168A	271 NM	W-92	272 NM
W-168 A,B,C	276 NM	W-174A	344 NM	W-158A	346 NM
W-157A	350 NM	W-497A	371 NM	W-174 A,B,C,D,F,G	373 NM
W-132A,B/W-134/W-157A	380 NM	W-174B	385 NM	W-158B	398 NM
W-132 A,B	406 NM	W-157B	418 NM	W-497 A,B	438 NM
W-177A	441 NM	W-602	449 NM	W-161A,B/W-177A,B	450 NM
W-497B	450 NM	W-157C	461 NM	W-174D	471 NM
W-465 A,B,C,	503 NM	W-122J	526 NM	W-122I	530 NM
W-228C	539 NM	W-228 A,B,C,D	549 NM	W-122 D	571 NM
W-122 E	571 NM	W-122 A,B,C,D,E,F,G,H,I,	580 NM	W-228D	581 NM
W-122F	582 NM	W-122G	593 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
EGLIN C52	20 NM	EGLIN C62	27 NM	SHELBY EAST	125 NM
SHELBY WEST	129 NM	GRAND BAY	186 NM	PINECASTLE	270 NM
TOWNSEND	271 NM	AVON PARK BRAVO/FO	326 NM	CLAIBORNE	326 NM
AVON PARK CHARLIE/E	334 NM	POINSETT	375 NM	RAZORBACK	472 NM
CANNON	512 NM	JEFFERSON PROVING G	518 NM	ATTERBURY	532 NM
CHERRY POINT BT-11	584 NM	USAF DARE COUNTY	628 NM	NAVY DARE COUNTY	631 NM
McMULLEN	645 NM	FALCON	658 NM	SMOKEY HILL	741 NM
INDIANTOWN GAP	774 NM				

I.2.C.5 **Nearest electronic combat (EC) range and distance from base:**

SHELBY EAST	125 NM

I.2.C.6 **Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:**

GULFPORT MDS	101 NM

I.2.C.7 **Nearest full-scale, heavyweight (live drop or inert) range and distance from base:**

EGLIN C52	20 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	8	13	15	48	78	117
SR	4	13	13	30	59	127
VR	8	18	23	59	104	171
Total Routes:	**20**	**44**	**51**	**137**	**241**	**415**

1995 AIR FORCE BASE QUESTIONNAIRE

Hurlburt Fld - AFSOC

Identify Routes:

IR-030	21 NM	IR-031	21 NM	IR-057	24 NM	SR-103	24 NM	SR-101	24 NM	IR-059	24 NM
SR-104	24 NM	SR-106	24 NM	IR-021	25 NM	VR-1082	36 NM	VR-1084	36 NM	VR-1085	36 NM
VR-1020	76 NM	IR-038	81 NM	IR-040	84 NM	VR-1021	84 NM	VR-1023	84 NM	VR-1024	84 NM
IR-037	86 NM	VR-1070	100 NM								
SR-029	101 NM	VR-060	102 NM	VR-1022	104 NM	VR-1005	110 NM	VR-1083	110 NM	IR-017	118 NM
VR-1017	118 NM	SR-031	124 NM	VR-1030	128 NM	SR-069	129 NM	SR-070	129 NM	SR-072	129 NM
SR-071	129 NM	VR-1056	131 NM	IR-041	132 NM	IR-063	132 NM	VR-1067	132 NM	SR-039	135 NM
IR-015	141 NM	VR-179	142 NM	SR-038	144 NM	SR-030	148 NM	IR-032	150 NM	VR-1065	150 NM
VR-1033	166 NM	VR-1054	167 NM	VR-1031	171 NM	IR-044	182 NM	IR-016	187 NM	VR-1014	197 NM
VR-1066	198 NM										
IR-077	201 NM	VR-094	201 NM	VR-1072	202 NM	IR-066	211 NM	VR-1051	211 NM	VR-1050	211 NM
IR-067	211 NM	IR-069	213 NM	SR-137	218 NM	IR-019	221 NM	IR-046	221 NM	IR-091	224 NM
VR-1008	227 NM	SR-035	235 NM	SR-036	235 NM	SR-037	235 NM	SR-040	235 NM	VR-1002	240 NM
VR-1010	241 NM	VR-1097	241 NM	IR-070	246 NM	VR-1032	246 NM	VR-1001	249 NM	VR-1006	249 NM
VR-1007	249 NM	IR-089	252 NM	VR-1004	258 NM	VR-1052	261 NM	IR-020	262 NM	VR-1039	265 NM
VR-1016	267 NM	IR-068	268 NM	IR-023	271 NM	VR-092	272 NM	IR-047	275 NM	VR-1049	279 NM
VR-1196	285 NM	IR-049	287 NM	VR-1098	287 NM	IR-051	287 NM	IR-050	287 NM	SR-102	291 NM
VR-1011	295 NM	IR-033	296 NM	VR-1009	296 NM	VR-1003	299 NM	IR-042	301 NM	VR-1068	301 NM
IR-160	306 NM	IR-161	306 NM	IR-083	307 NM	SR-075	307 NM	IR-078	317 NM	IR-018	322 NM
IR-048	324 NM	SR-073	324 NM	SR-074	324 NM	IR-090	325 NM	SR-238	325 NM	VR-058	327 NM
VR-1059	332 NM	SR-166	334 NM	SR-105	337 NM	VR-095	339 NM	VR-1055	340 NM	VR-097	341 NM
IR-036	344 NM	VR-1041	344 NM	IR-055	348 NM	IR-002	354 NM	IR-075	357 NM	IR-079	363 NM
IR-080	363 NM	IR-074	366 NM	VR-088	373 NM	VR-1087	377 NM	VR-1088	377 NM	IR-121	379 NM
VR-1103	379 NM	VR-1089	382 NM	SR-059	390 NM	SR-060	390 NM	SR-062	390 NM	SR-061	390 NM
SR-225	391 NM	VR-106	394 NM								
IR-081	402 NM	IR-174	402 NM	IR-157	402 NM	SR-218	409 NM	SR-219	409 NM	SR-222	409 NM
SR-221	409 NM	SR-220	409 NM	SR-226	409 NM	SR-229	409 NM	SR-231	409 NM	SR-230	409 NM
SR-237	409 NM	SR-232	409 NM	SR-227	409 NM	VR-087	417 NM	VR-1013	422 NM	IR-082	433 NM
IR-034	435 NM	IR-056	435 NM	IR-120	444 NM	VR-1102	444 NM	SR-239	457 NM	IR-127	458 NM
VR-187	458 NM	IR-022	459 NM	VR-1060	459 NM	IR-053	463 NM	VR-093	464 NM	IR-592	465 NM
IR-164	467 NM	VR-1104	467 NM	VR-1040	471 NM	IR-743	474 NM	VR-1743	474 NM	IR-035	475 NM
VR-1069	475 NM	SR-223	478 NM	SR-224	478 NM	IR-726	480 NM	VR-1726	480 NM	VR-189	480 NM
IR-012	486 NM	VR-1074	489 NM	VR-1182	489 NM	VR-188	489 NM	SR-228	502 NM	IR-129	512 NM
VR-1721	517 NM	VR-151	518 NM	VR-1668	518 NM	VR-085	525 NM	VR-086	525 NM	IR-721	530 NM

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VR-1679	530 NM	VR-1667	530 NM	IR-618	531 NM	SR-290	531 NM	VR-619	531 NM	SR-292	531 NM
SR-871	536 NM	SR-874	536 NM	SR-873	536 NM	SR-872	536 NM	VR-1546	538 NM	VR-1130	540 NM
IR-142	544 NM	VR-1046	547 NM	VR-615	548 NM	VR-1043	554 NM	SR-270	555 NM	VR-1120	560 NM
IR-136	562 NM	IR-723	563 NM	VR-096	563 NM	VR-073	563 NM	VR-1124	569 NM	IR-762	573 NM
VR-1756	573 NM	SR-261	574 NM	VR-1722	577 NM	VR-1631	578 NM	IR-761	579 NM	VR-1751	579 NM
IR-608	580 NM	VR-1061	580 NM	VR-1632	582 NM	VR-1633	582 NM	SR-734	586 NM	SR-732	587 NM
SR-735	587 NM	IR-614	588 NM	VR-1635	588 NM	IR-062	591 NM	SR-733	591 NM	VR-104	592 NM
VR-1642	592 NM	VR-1641	592 NM	IR-166	595 NM	VR-1110	595 NM	IR-502	596 NM	IR-504	596 NM
VR-1122	597 NM	SR-286	599 NM								
SR-738	601 NM	IR-117	603 NM	VR-1113	603 NM	VR-1128	603 NM	SR-737	603 NM	VR-1137	603 NM
IR-167	604 NM	SR-293	604 NM	IR-105	605 NM	IR-103	606 NM	VR-168	609 NM	VR-1146	612 NM
VR-143	612 NM	VR-1752	612 NM	IR-123	613 NM	IR-148	614 NM	IR-139	616 NM	IR-718	616 NM
IR-715	616 NM	IR-147	616 NM	VR-1058	617 NM	VR-152	617 NM	VR-1145	617 NM	SR-296	619 NM
VR-1139	621 NM	VR-1525	621 NM	VR-158	623 NM	IR-719	624 NM	VR-101	624 NM	VR-162	626 NM
IR-135	628 NM	VR-1640	628 NM	IR-720	630 NM	VR-156	630 NM	VR-1152	630 NM	VR-1105	630 NM
IR-527	631 NM	VR-118	631 NM	VR-163	631 NM	VR-1143	631 NM	SR-707	633 NM	SR-708	633 NM
SR-713	633 NM	SR-714	633 NM	SR-711	633 NM	SR-710	633 NM	SR-867	639 NM	VR-1758	640 NM
SR-709	641 NM	SR-712	641 NM	VR-1121	641 NM	VR-1057	641 NM	SR-715	641 NM	VR-1759	642 NM
VR-1106	643 NM	VR-1138	645 NM	VR-1123	646 NM	SR-294	649 NM	SR-295	649 NM	VR-159	650 NM
IR-149	655 NM	VR-1142	656 NM	VR-1144	656 NM	VR-119	659 NM	VR-1617	661 NM	VR-1638	661 NM
VR-534	663 NM	VR-535	663 NM	VR-533	664 NM	SR-815	666 NM	SR-822	666 NM	SR-816	666 NM
IR-145	667 NM	IR-146	667 NM	VR-138	669 NM	IR-714	674 NM	VR-1140	674 NM	VR-1754	674 NM
IR-760	674 NM	IR-171	677 NM	IR-182	677 NM	IR-124	679 NM	SR-835	679 NM	VR-186	679 NM
SR-821	679 NM	SR-820	679 NM	SR-616	680 NM	SR-617	680 NM	VR-1753	681 NM	VR-1755	681 NM
SR-802	690 NM	SR-803	690 NM	SR-804	690 NM	SR-807	690 NM	SR-806	690 NM	SR-808	690 NM
IR-181	691 NM	IR-183	691 NM	SR-205	693 NM	SR-233	696 NM	SR-236	696 NM	SR-242	696 NM
SR-240	696 NM	SR-273	696 NM	SR-267	696 NM	SR-258	696 NM	SR-255	696 NM	SR-251	696 NM
SR-250	696 NM	SR-249	696 NM	SR-245	696 NM	SR-244	696 NM	SR-243	696 NM	SR-234	696 NM
IR-175	697 NM	SR-817	699 NM	IR-185	700 NM	SR-618	700 NM	VR-532	700 NM	SR-619	700 NM
SR-208	702 NM	SR-217	702 NM	SR-774	702 NM	VR-1141	708 NM	SR-818	709 NM	VR-1711	711 NM
VR-1713	711 NM	VR-1712	711 NM	VR-531	711 NM	VR-1709	716 NM	SR-280	721 NM	VR-708	722 NM
SR-773	729 NM	SR-206	730 NM	VR-1757	731 NM	VR-511	738 NM	VR-704	738 NM	VR-705	738 NM
VR-544	740 NM	IR-169	742 NM	VR-541	747 NM	IR-180	748 NM	VR-1116	749 NM	VR-552	750 NM
SR-216	753 NM	IR-128	759 NM	IR-154	761 NM	IR-155	761 NM	IR-170	762 NM	SR-701	762 NM
SR-703	762 NM	VR-512	762 NM	IR-716	766 NM	SR-702	766 NM	SR-771	767 NM	SR-800	770 NM
SR-801	770 NM	SR-805	770 NM	SR-844	774 NM	SR-845	774 NM	SR-846	774 NM	VR-1117	775 NM

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IR-505	777 NM	IR-172	786 NM	VR-545	786 NM	IR-173	786 NM	IR-503	788 NM	VR-1624	792 NM
VR-1625	792 NM	IR-506	795 NM	VR-1522	795 NM	VR-536	796 NM	IR-524	798 NM	SR-823	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 1066 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
4	14	39

I.2.C.10.a **Routes and distance to route's control point:**

Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-200	104 NM	AR-627	178 NM	AR-103	182 NM	AR-302 WEST	188 NM
AR-302 EAST	204 NM	AR-646	211 NM	AR-101 NORTH	220 NM	AR-655	224 NM
AR-615	230 NM	AR-108 WEST	238 NM	AR-216 NORTHEAST	238 NM	AR-716	246 NM
AR-101 SOUTH	289 NM	AR-108 EAST	296 NM				
AR-618	316 NM	AR-620	324 NM	AR-207NE NORTHEA	336 NM	AR-203 NORTHEAST	346 NM
AR-216 SOUTHWEST	359 NM	AR-633B	364 NM	AR-633A	381 NM	Racoon MOA	393 NM
AR-111 WEST	404 NM	AR-600	410 NM	AR-601	413 NM	AR-315 WEST	417 NM
AR-111 EAST	422 NM	AR-315 EAST	427 NM	AR-203 SOUTHWEST	432 NM	AR-313 NORTH	442 NM
AR-207SW SOUTHW	447 NM	AR-328	447 NM	AR-455 EAST	448 NM	AR-202AN ALTERNA	458 NM
AR-202N NORTH	460 NM	AR-617	462 NM	AR-455 WEST	468 NM	AR-202S SOUTH	471 NM
AR-638	471 NM						

I.2.C.10b **The total number of refueling events within:**

500 NM	700 NM
3593	5363

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-302	188 NM	445	AR-101	220 NM	217	AR-108	238 NM	140	AR-216	238 NM	64
AR-203	346 NM	223	Racoon	393 NM	1829	AR-111	404 NM	303	AR-455	448 NM	372
AR-112	504 NM	360	AR-110	508 NM	596	AR-102	574 NM	10	AR-016	616 NM	157

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 393NM from the base."**

I.2.C.10d **Percentage of tanker demand in region:** 27.0
Percentage of tankers based in region: 9.0

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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	Route Count SR
BIFF	56 NM	✔	✔		0	0
BILL BAG	58 NM	✔	✔		0	0
BRAVO	326 NM	✔	✔	✔	6	0
BRUSHY	325 NM	✔	✔	✔	0	0
BURMA SPECIAL N	13 NM				3	4
BURMA SPECIAL S	13 NM				3	4
CAVALIER NORTH	13 NM	✔	✔	✔	3	4
CAVALIER SOUTH	13 NM	✔	✔		3	4
CLERKIN	47 NM	✔	✔		0	0
ECHO CHARLIE	333 NM	✔	✔	✔	10	0
ELIZABETH WEST	8 NM	✔	✔	✔	3	4
FRYAR	142 NM	✔	✔	✔	4	6
GALLAHAD #1	283 NM				0	1
GERONIMO NORTH	326 NM		✔	✔	0	0
GERONIMO SOUTH	326 NM		✔	✔	0	0
GRAHAM	202 NM	✔	✔	✔	4	6
HARD LUCK	326 NM	✔	✔		8	0
HUNTER	300 NM		✔		0	0
JONES	255 NM	✔	✔	✔	6	0
KAREN	327 NM	✔	✔	✔	8	0
LOWRY LAKE	246 NM	✔	✔		2	0
MALLON	61 NM	✔	✔		0	0
MCKENNA	151 NM	✔	✔	✔	4	6
MITCHELL	116 NM	✔	✔	✔	0	0
NORTHFIELD E-W	343 NM	✔	✔	✔	2	1
NORTHFIELD S-N	343 NM	✔	✔	✔	0	0
OSCAR NOVEMBER	330 NM	✔	✔	✔	8	0
OSCAR QUEBEC	328 NM	✔	✔	✔	8	0
OSCAR QUEBEC REV	327 NM	✔	✔	✔	6	0
PAYNE	222 NM	✔	✔		0	0
PRESTON	288 NM		✔	✔	0	0

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QUICK	271 NM	✔			0	0
REMAGEN	270 NM	✔	✔	✔	1	1
REMAGEN REVERSE	270 NM	✔	✔		1	1
RIM	327 NM	✔	✔	✔	8	0
SANDY DOG	13 NM	✔	✔	✔	3	4
SHARON	322 NM	✔	✔	✔	0	0
SHAW, JOHN	324 NM	✔	✔		0	0
SHEILA	323 NM		✔	✔	0	0
SHELBY	132 NM	✔	✔	✔	0	3
SOUTH POLK	337 NM	✔	✔	✔	0	0
TAYLORS CREEK	271 NM	✔	✔	✔	1	1
THUNDERBOLT	300 NM	✔	✔		0	0
WHITE FALCON	15 NM	✔	✔		3	4

I.2.C.11.a **Drop Zone** **Servicing Instruement and Slow Routes (IRs and SRs)**

BRAVO	IR-034	IR-046	IR-047	IR-048	IR-049	IR-055			
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		
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		
ECHO CHARLIE	IR-034	IR-036	IR-037	IR-038	IR-046	IR-047	IR-049	IR-050	IR-055
[redacted]	IR-056								
ELIZABETH WEST	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
FRYAR	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
[redacted]	SR-072								
GALLAHAD #1	SR-038								
GRAHAM	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
[redacted]	SR-072								
HARD LUCK	IR-034	IR-046	IR-047	IR-048	IR-049	IR-050	IR-055	IR-056	
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							
MCKENNA	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
[redacted]	SR-072								
NORTHFIELD E-W	IR-035	IR-036	SR-166						
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	

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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	
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:

AUX FLD 6 13 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
ELIZABETH WEST	8 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 277 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:**

Hurlburt Field LATN	Other
IR-057	Other
IR-059	Other
SR 102	Other
SR-101	Other
SR-103	Other
SR-104	Other
SR-105	Other
SR-106	Other

Details for airspace scheduled or managed by the base:

Airspace: Hurlburt Field 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:**

Environmental assessments were prepared for all mission and low-altitude, low-speed training routes in December 1978. Supplement was prepared in July 1983.

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:

There is no lack of reports.

I.2.E.3 **List of Noise Sensitive Areas (NSAs) associated with the airspace:**

I.2.E.3.a **30-56.4N 86-30.0W**

I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.3.a **31-01.2N 86-37.0W**

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.3.a 31.01.8N 86-36.5W
I.2.E.3.b No affect on or threat to the quality of training or the mission.

I.2.E.3.a 35-41.0N 84-32.0W
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.5 There are No planned expansions (including new airspace) to the base's special use airspace.

I.2.E.6 There are No restrictions currently acting on this airspace

I.2.E.7 Published availability of the airspace:
24 hrs a day
Range scheduling statistics (yearly average from 1990 to 93.
I.2.E.7.a Hours scheduled: 387 hrs
I.2.E.7.b Hours used: 377 hrs
I.2.E.7.c Reasons for non-use:
Inclement weather or maintenance delays
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:
36,000 sq miles
I.2.E.11 92.00 percent of the airspace is usable.

Airspace: IR-057

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:
Environmental assessments were prepared for all mission and low-altitude, low-speed training routes in December 1978. Supplement was prepared July 1983.

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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:

There is no lack of reports

I.2.E.3 **List of Noise Sensitive Areas (NSAs) associated with the airspace:**

I.2.E.3.a **30-56.4N 86-30.0W**

I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.3.a **31-01.8N 86-36.5W**

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 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

24 hrs per day

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 44 hrs

I.2.E.7.b **Hours used:** 44 hrs

I.2.E.8 **Utilization of the airspace can Not be increased.**

I.2.E.9 **It is Not possible to expand either hours or volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

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1,474 miles

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: IR-059

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:**

Environmental assessmnets wer preoared for all mission and low-altitude, low-speed training routes in December 1978. Supplement was prepared in July 1983.

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:

There is no lack of reports.

I.2.E.3 **List of Noise Sensitive Areas (NSAs) associated with the airspace:**

I.2.E.3.a **30.56.4N 86.30.0W**

I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.3.a **31.01.8N 86-36.5W**

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 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

24 hrs per day

Range scheduling statistics (yearly average from 1990 to 93.

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I.2.E.7.a **Hours scheduled:** 31 hrs

I.2.E.7.b **Hours used:** 31 hrs

I.2.E.8 **Utilization of the airspace can Not be increased.**

I.2.E.9 **It is Not possible to expand either hours or volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

1,448 miles

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR 102

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:**

Environmental assessments were prepared for all mission and low-altitude, low-speed training routes in December 1978, Supplement was prepared in July 1983.

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:

There is no 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:**

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24 hrs per day

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 8 hrs

I.2.E.7.b **Hours used:** 8 hrs

I.2.E.8 **Utilization of the airspace can Not be increased.**

I.2.E.9 **It is Not possible to expand either hours or volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

1,170 miles

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR-101

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:**

Environmental assessments were prepared for all mission and low-altitude, low-speed training routes in December 1978. Supplement was prepared in July 1982.

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:

There is no 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.**

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I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

24 hrs per day.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 1,749 hrs

I.2.E.7.b **Hours used:** 1,641 hrs

I.2.E.7.c **Reasons for non-use:**

Inclement weather or maintenance delays

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:**

2,581 miles

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR-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:**

Environmental assessments were prepared for all mission and low-altitude, low-speed training routes in December 1978.

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:

There were no 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:**

24 hours per day

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 247 hrs

I.2.E.7.b **Hours used:** 241 hrs

I.2.E.7.c **Reasons for non-use:**

Inclement weather or maintenance delays

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:**

1,595 miles

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR-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:**

Environmental assesments were prepared for all mission and low-altitude, loow -speed traing routes in December 1978. The most recent supplement was prepared in July 1983.

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:

There is no 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:**

24 hrs oper day

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 6 hrs

I.2.E.7.b **Hours used:** 6 hrs

I.2.E.8 **Utilization of the airspace can Not be increased.**

I.2.E.9 **It is Not possible to expand either hours or volume to increase the airspace utilization.**

I.2.E.10 **Description of the volume or area of the Airspace:**

3,236 miles

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR-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:**

Environmental assessments were prepared for all mission and low-altitude, low-speed traiing routes in December 1978. Supplement was prepared in July 1983.

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:

There is no 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:**

24 hrs per day

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 63 hrs

I.2.E.7.b **Hours used:** 61 hrs

I.2.E.7.c **Reasons for non-use:**

Inclement weather or maintenance delays

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:**

904 miles

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR-106

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:**

Environmental assessments were prepared for al mission and low-atitude, low-speed training routes in December 1978. Supplement was prepared in July 1983

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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There is no 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:**

24 hrs per day

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 241 hrs

I.2.E.7.b **Hours used:** 236 hrs

I.2.E.7.c **Reasons for non-use:**

Inclement weather or maintenance delays

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:**

1,163 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:
Barin NOLF	Military
Bob Sikes	Commercial
Brewton Municipal	Commercial

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Choctaw NOLF	Military
Defuniak Springs	Commercial
Destin-Fort Walton Beach	Commercial
Eglin AFB	Military
Eglin AFB Aux Field #2	Military
Eglin AFB Aux Field #3 (Duke Field)	Military
Eglin Test Site B-6	Military
Holley NOLF	Military
Pensacola NAS	Military
Pensacola Regional	Civilian
Peter Prince Field	Military
Santa Rosa NOLF	Military
Whiting Field NAS, North	Military
Whiting Field NAS, South	Military
Wolf NOLF	Military

I.2.E.14 Civilian/commercial operators or other airspace users constrain or limit operations:

I.2.E.14.a Description of impacts: Commercial Traffic at Eglin poses an occasional ATC delay, Tests conducted on the Eglin ranges also impact operations. Increase in population in surrounding area has resulted in increased noise complaints.

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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:** Any degradation of training is due to missions being preempted for higher priority Eglin test missions. Only 50% of Deck Landing Qualifications (DLQ) training for MH-53s can be accomplished locally due to depoyment schedules.

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 RUCKER

72 NM from the base.

I.2.G.2 **DELETED**

I.2.G.3 **Nearest Naval unit where joint training can be accomplished:**

Whiting NAS

26 mi from the base.

I.2.G.4 **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**

EGLIN AFB, FL

10 mi from the base.

I.2.G.5 **DELETED**

H. Missile Bases (AF Space Command)

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Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

I.2.1 **No technical training mission.**

J. Weather Data (AF Environmental Technical Applications Center)

I.2.J.1 **Percentage of time the weather is at or above (ceiling / visibility)**

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
98.3	97.4	88.8	84.1	81.3

I.2.J.2 **Crosswind component to the primary runway:**

I.2.J.2.a **Is at or below 15 knots 98.4 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 **1 Days have freezing partcipitation (mean per year).**

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Hurlburt Field	Eglin Aux #9	6,634	1,853	970
		TOTALS:	6,634	1,853	970

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	2	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	40,780	37.9	0.0	62.1	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	236,276	88.4	5.8	5.8	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	25,400	25,400	100.0	0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	191,756	78,477	95.4	0.0	4.6	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	259,966	68.4	31.6	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	45,400	33,048	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	25,000	23,529	100.0	0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	304,004	56.2	43.8	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	131,591	88,191	24.6	75.4	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	119,046	67,146	64.4	35.6	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	18,000	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	17,500	17,500	100.0	0.0	0.0	0
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	4,000	4,000	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	49,000	27,031	50.0	50.0	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	48,480	24,480	100.0	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	74,312	39,912	100.0	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	31,526	25,632	100.0	0.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	1,804	1,804	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	79,561	100.0	0.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	64,905	54,229	100.0	0.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	3,000	2,600	100.0	0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	12,293	6,793	100.0	0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	12,300	8,959	100.0	0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	66,425	94.0	6.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	62,825	33,425	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	45,060	24,200	82.0	17.0	1.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	27,000	15,970	100.0	0.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	9,716	7,902	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	80,661	69.0	3.0	28.0	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	42,035	22,035	100.0	0.0	0.0	0
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	42,963	100.0	0.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	11,890	11,890	100.0	0.0	0.0	0

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II.1.B.1.t.iii	422-264	Igloo Magazine	SF	4,814	4,814	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	209,093	97.0	2.4	0.6	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	3,120	3,120	100.0	0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	168,088	129,428	99.0	0.0	1.0	0
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	39,000	7,920	0.0	100.0	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	36,000	100.0	0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	385,143	71.0	10.0	19.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	1,799	74.0	15.0	11.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	2,365	1,687	72.0	16.0	12.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	25,581	100.0	0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	26,286	25,581	100.0	0.0	0.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	148	72.0	27.0	1.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	58,807	87.0	6.0	7.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	343,584	88.0	10.0	2.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	9,823	9,823	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	160,000	92.0	8.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	126,631	100.0	0.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	458,741	100.0	0.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	15,458	100.0	0.0	0.0
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	463,043	100.0	0.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	10,970	100.0	0.0	0.0

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II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	147,001	100.0	0.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	265,994	90.0	10.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	4,230	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	385,900	85.0	15.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	441,896	80.0	20.0	0.0

Notes for specific Cat Codes:

II.1.B.1.e	812	Most of our utility systems/infrastructure have been replaced or renovated within the last two years.
II.1.B.1.f	822	Most of our utility systems/infrastructure have been replaced or renovated within the last two years.
II.1.B.1.g	832	Most of our utility systems/infrastructure have been replaced or renovated within the last two years.
II.1.B.1.h	842	Most of our utility systems/infrastructure have been replaced or renovated within the last two years.
II.1.B.1.i	843	Most of our utility systems/infrastructure have been replaced or renovated within the last two years.

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:** 680

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:** -288 **(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:** -310 **(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:** 680 **(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:** 0 **(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 8.0 percent of officer families live on base.

II.1.C.3.b 19.0 percent of enlisted families live on base.

II.1.C.3.a 17.0 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
36	Primary	9600 ft	150 ft	No	None	

II.2.A There are 1 active runways.

II.2.A.1 There are NO cross runways

II.2.B There are NO parallel runways.

II.2.C Dimensions of the primary runway (36).

II.2.C.1 Length: 9,600 ft

II.2.C.2 Width: 150 ft

II.2.D Dimensions of all secondary runways are in the runway table.

II.2.E The primary taxiway is 75 ft wide.

II.2.F Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency(AFCESA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).

Procedures in AFM 88-24 were used to perform calculations for this section.

	Aircraft Group		Criteria		Primary Pavements: Runways	Taxiways	Aprons
II.2.F.1	Fighter	F-15	61 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.5	Tanker	KC-135R	320 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Supports Now	Supports Now	Supports Now

II.2.F.9 Work required to upgrade pavement to the required strength:

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Pavement:	Aircraft:	(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Aprons	B-1B	SY	218,500	of 6" bonded PCC overlay
Taxiway	B-1B	SY	99,300	of 4" AC overlay PLUS 55,100 SY of AC shoulder
Runway	B-1B	SY	160,000	of 4" AC overlay PLUS 6700 SY of 8" AC over a 12" base runway extension
Aprons	B-52	SY	109,200	of 6" bonded PCC overlay.
Taxiway	B-52	SY	99,300	of 4" (avg) AC overlay PLUS 55,100 SY AC shoulder
Runway	B-52	SY	160,000	of 4" AC overlay PLUS 62,222 SY of 8" AC over base runway extension.

II.2.G **Excess aircraft parking capacity for operational use.**

II.2.G.1 **The total usable apron space for aircraft parking is 310,000 Sq Yds.**

II.2.G.1.a **Specifications for individual parking areas (irregularly shaped areas are approximated by rectangle).**

Parking area name:	Dimensions (Equivalent Rectangle)		CURRENT USE DATA. (Type of Aircraft and which of the permanently assigned aircraft use the area.)	
Base Ops	1,560 ft	300 ft	Primary Aircraft	Parking
Commando Apron	720 ft	700 ft	Primary Aircraft	M-53 Parking
Doolittle	1,400 ft	150 ft	Primary Aircraft	Overflow Parking
South Apron	1,158 ft	1,000 ft	Primary Aircraft	C-130
Special Ops	1,512 ft	300 ft	Primary Aircraft	M-60 Parking

II.2.G.2 **Permanently assigned aircraft currrently require 628,011 Sq Yds of parking space.**

II.2.G.3

II.2.G.4 **The following factors limit aircraft parking capability:**

Every existing parking spot is required for assigned aircraft. No transient parking is available. A current deficit of -164, 270 SY has been programmed for future construction and will meet parking requirement. (see comment on cover letter)

II.2.H **The dimensions of the (largest) transient parking area:** N/A

II.2.I **Details of operational aircraft arresting systems on each runway are in the Runway Table (II.2)**

II.2.J **Critical features relative to the airfield pavement system that limit its capacity:**

Two aircraft gross weight limitations exist that require minor work-arounds. Both have scheduled projects to correct limitations by 95/96.

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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:	1.525 MG/D	MG/D - million gallons per day	51 %
II.3.A.2	Sewage:	1.0 MG/D		54 %
II.3.A.3	Electrical distribution:	25.0 MW	MW - million watts	50 %
II.3.A.4	Natural Gas:	28.00 MCF/D	MCF/D - million cubic feet per day	18 %
II.3.A.5	High temperature water/steam generation/distribution:	13.2 MBTUH	MBTUH - million British thermal units per hour	30 %

II.3.B **Characteristics regarding the utility system that should be considered:**

Recent upgrade projects include primary electrical distribution system, state-of-the-art sewage treatment facility, underground cable duct system for communications, and 10" water main. Projects in progress will upgrade sewer mains and storm sewer

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:** 700 Hanger

Current Use: Aircraft Phase Inspections

II.4.A.2 **Size (SF):** 116,096 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:	247 ft	63 ft	
II.4.A.6	Largest unobstructed space inside the facility:	247 ft	63 ft	81 ft

II.4.A.1 **Facility number:** 810 Hanger

Current Use: Aircraft Fuel Cell Maintenance

II.4.A.2 **Size (SF):** 24,382 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:	160 ft	28 ft	
II.4.A.6	Largest unobstructed space inside the facility:	167 ft	28 ft	107 ft

5. Unique Facilities

II.5.A **There are No unique (one-of-a-kind) Air Force facilitaties which must be replaced if the base is closed.**

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6. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures Local/Regional Land Encroachment

II.6.A **Percent current off base incompatible land use:**

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.1	18	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	36	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	97.0	0.0	3.0
II.6.A.2	18	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	36	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	45.0	0.0	55.0
II.6.A.3	18	APZ 2	0	482	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	36	APZ 2	0	482	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.A.4	65-70	0	389	0	Gen Compat	0.0	0.0	0.0	71.0	0.0	29.0
II.6.A.5	70-75	0	149	0	Gen Compat	0.0	0.0	0.0	92.0	0.0	8.0
II.6.A.6	75-80	0	29	0	Gen Compat	0.0	0.0	0.0	86.0	0.0	14.0
II.6.A.7	80+	0	0	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0

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	18	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	36	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	97.0	0.0	3.0
II.6.B.2	18	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	36	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	45.0	0.0	55.0
II.6.B.3	18	APZ 2	0	482	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	36	APZ 2	0	482	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

	DNL Noise Contour	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
						RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.4	65-70	0	389	0	Gen Compat	0.0	0.0	0.0	71.0	0.0	29.0
II.6.B.5	70-75	0	149	0	Gen Compat	0.0	0.0	0.0	92.0	0.0	8.0
II.6.B.6	75-80	0	29	0	Gen Compat	0.0	0.0	0.0	86.0	0.0	14.0

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II.6.B.7	80+	0	0	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0

II.6.C There is No publicly released AICUZ study.

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 May 94

The study is still valid.

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
Mary Esther	0	3192	3530	4139	5487
Ft Walton Beach	0	19974	20829	21471	22557

II.6.H.3 County (ies) encompassing the installation.

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Okaloosa County	0	88187	109920	143776	206400

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.

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Air Space Encroachment

II.6.K Noise complaints are received from off base residents.

II.6.K.1 4.0 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 If possible, 16 SOW/DOO institutes a "no-fly" area over the complaintant's residence. Hurlburt Field has an exemption to the USAF AICUZ program because its noise contours remain on government property.

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 **4 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:** 3 - 25 K loader (3 pallet capacity): 1 - 40 K loader (5 pallet capacity); 4 - 10K Adverse Terrain 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:
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 **No excess storage capacity.**

Based on normal requirements in the Fuel Logistics Area Summary(FLAS) or Inventory Management Plan (IMP). Storage for others is excluded.

III.1.D.4 **Other receipt modes available:** Barges and Tank Trucks

Number of offload headers: 4

4 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 despensing capabilities as defined in AFR 144-1** **sustained:** 9999
maximum: 9999

III.1.D.7 **The base is Not directly supported by an intermediate Defense Fuels Supply Point.**

		Cat 1.1	Cat 1.2
III.1.E	**Cat 1.1 and 1.2 munitions storage requirements and capacity.**		
III.1.E.1	**Maximum NET EXPLOSIVE WEIGHT (NEW) storage capacity:**	921166	0
	Square footage available (including physical capacity limit):	40732	0
III.1.E.2	**Normal installation mission storage requirement:**	30973	319768

III.1.F **The base has a dedicated hot cargo pad.**

III.1.F.1 **Hot cargo pad access limitations:**

Hot Cargo pad size does not permit C-5 access.

III.1.F.2 **The size of the hot cargo pad is 139,122 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 70.**

III.1.F.6 **Aircraft using pad over the last 5 years:**

AC-130, C-141

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III.1.G **Proximity (within 150 NM) to mobilization elements.**

III.1.G.1 **The base is proximate to a ground force installation.**

Active ground force installations within 150 NM:

CAMP SHELBY	136 NM
FORT BENNING	144 NM
FORT RUCKER	72 NM

III.1.G.2 **The base is proximate to a railhead.**

Railheads within 150 NM:

Columbus - Fort Benning	145 NM
Gulfport - NCBC	124 NM
Hattiesburg - Camp Shelby	144 NM
Mobile	70 NM
Panama City - Lynn Haven	56 NM
Waterford - Daleville	73 NM

III.1.G.3 **The base is proximate to a port.**

Deep water ports within 150 NM:

Gulfport	124 NM
Mobile	68 NM

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:**

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Hurlburt Clinic is designated to augment Eglin Hospital in support of (1) Blood Donor Center, (2) MTF bed expansion from 105 to 275 be

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:**

A $1.5 million project for the Flight Medicine operation is in the planning stages. Construction is anticipated within the next two years.

Facilities projects include military consruction program (MCP) or Operations and Maintenence (O&M) alterations.

III.1.M.1 **The project has Not been approved.**

III.1.M.2 **Major MCP completed since 1989:**

An MCP project for a 36,000 SFMedical/Dental facility was accepted in Aug 92.

III.1.N **Base facilities have No excess storage capacity.**

III.1.N.1 **Base facilities have a total covered storage capacity of 122,127 sq ft.**

III.1.N.2 **Breakout of the total covered storage capacity:**

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	80,583 sq ft
Mobility storage:	14,344 sq ft
War Readiness Support Kits (WRSK) storage:	27,200 sq ft

III.1.N.3 **Base supply facilities that have a planned and funded MCP project:**

Facility:	Funding:
Add to Base Supply/WRSK	1500

III.1.O **329 light military vehicles are on base.**

III.1.P **453 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	974.30 $sK	0.00 $sK	974.30 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	206.55 $sK	0.00 $sK		206.55 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	803.70 $sK	0.00 $sK			803.70 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	1,710.60 $sK	0.00 $sK				1,710.60 $sK
				xxx56 TOTALS:	974.30 $sK	206.55 $sK	803.70 $sK	1,710.60 $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	8,455.00 $sK	89.67 $sK	8,544.67 $sK			
	FY-94	Appropriation	Direct	Reimbursable				
		3400	7,759.24 $sK	85.88 $sK				7,845.12 $sK
				xxx76 TOTALS:	8,544.67 $sK			7,845.12 $sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-94	Appropriation	Direct	Reimbursable				
		3400	6,482.78 $sK	0.00 $sK				6,482.78 $sK
				xxx78 TOTALS:				6,482.78 $sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-92	Appropriation	Direct	Reimbursable				
		3400	125.30 $sK	0.00 $sK		125.30 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	142.30 $sK	0.00 $sK			142.30 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	122.60 $sK	0.00 $sK				122.60 $sK
				xxx90 TOTALS:		125.30 $sK	142.30 $sK	122.60 $sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	739.00 $sK	27.50 $sK	766.50 $sK			
	FY-92	Appropriation	Direct	Reimbursable				

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	FY-93	3400	423.93 $sK	63.63 $sK		487.55 $sK		
		Appropriation	Direct	Reimbursable				
	FY-94	3400	974.90 $sK	32.90 $sK			1,007.80 $sK	
		Appropriation	Direct	Reimbursable				
		3400	967.00 $sK	1.00 $sK				968.00 $sK
				xxx95 TOTALS:	766.50 $sK	487.55 $sK	1,007.80 $sK	968.00 $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	6,059.50 $sK	1.85 $sK	6,061.35 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	4,491.40 $sK	185.98 $sK		4,677.38 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	8,078.40 $sK	273.75 $sK			8,352.15 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	8,984.70 $sK	0.10 $sK				8,984.80 $sK
				xxx96 TOTALS:	6,061.35 $sK	4,677.38 $sK	8,352.15 $sK	8,984.80 $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				
		7040	1,686.90 $sK	0.00 $sK	1,686.90 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		7040	3,116.70 $sK	0.00 $sK		3,116.70 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		7040	4,995.37 $sK	0.00 $sK			4,995.37 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		7040	5,492.00 $sK	0.00 $sK				5,492.00 $sK
				MFH TOTALS:	1,686.90 $sK	3,116.70 $sK	4,995.37 $sK	5,492.00 $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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Section IV/V Level Playingfield COBRA Data

One time closure costs: 129$sM

Twenty year Net Present Value (400)$sM

Steady state savings 38$sM per year

Manpower savings associated with closure 865

Return on Investment (years): 4

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Section VI Economic Impact

Economic Area Statistics:

Fort Walton Beach, FL MSA
Total population: 153,000 (FY 92)
Total employment: 86,772 (FY 93)
Unemployment Rates (FY93/3 Year Average/10 Year Average)

6.2% / 6.5% / 6.2%

Average annual job growth: 1,661

Average annual per capita income: $17,656

Average annual increase in per capita income: $5.7%

Projected economic impact:

Direct Job Loss:	**7,262**	
Indirect Job Loss:	**2,195**	
Closure Impact:	**9,457**	**(10.9% of employment total)**
Other BRAC Losses:	**0**	
Cumulative Impact:	**9,457**	**(10.9% of employment total)**

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

VII.1.A.1 **Off-base housing is affordable**

VII.1.A.2 **Units are available for families**

VII.1.A.2 **Units are available for single members.**

VII.1.A.3 **7.9 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:** $689

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:** 15 miles

VII.1.B.2 **Airport name:** Okaloosa County Air Terminal

VII.1.B.3 **Number of commercial air carriers available at the airport:** 4

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	YMCA	4		Hrs.	08	Min.
VII.1.C.2	Movie theater	Sun Plaza IV	3		Hrs.	08	Min.
VII.1.C.3	Public golf course	Ft Walton Beach Golf Course	6		Hrs.	15	Min.
VII.1.C.4	Bowling lane	White Sands	5		Hrs.	10	Min.
VII.1.C.5	Boating	Shalimar Yacht Basin	11		Hrs.	23	Min.
VII.1.C.6	Fishing	Cinco Bridge	7		Hrs.	16	Min.
VII.1.C.7	Zoo	The Zoo	14		Hrs.	20	Min.
VII.1.C.8	Aquarium	Gulfarium	7		Hrs.	20	Min.
VII.1.C.9	Family theme park	Lost Lagoon	12		Hrs.	20	Min.
VII.1.C.10	Professional sports	New Orleans Superdome	260	4	Hrs.	30	Min.
VII.1.C.11	Collegiate sports	Oklaloosa Walton Community College	22		Hrs.	25	Min.

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VII.1.C.12	Camping facilities	Gulfshore National Park	15		Hrs.	20	Min.
VII.1.C.13	Beaches (lake or ocean)	Navarre Beach	10		Hrs.	15	Min.
VII.1.C.14	Outdoor winter sports	Asheville Resort Center, Asheville, NC	564	11	Hrs.	30	Min.

VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):

Santa Rosa Mall 10 min (4 Miles)

VII.1.E Nearest Metropolitan center (population in excess of 100,000):

Pensacola, FL 60 min (40 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.) 391

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.) 3389

2. Education

VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 28 to 1

VII.2.B Local high schools offer a four-year English program.

VII.2.B Local high schools offer a four-year Math program.

VII.2.B Local high schools offer four-year Foreign Language programs.

VII.2.C Local high schools offer an Honors program.

VII.2.D 67.7 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:

Bay Area Vocational Technical School

VII.2.E.2 Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:

Okaloosa-Walton Community College

VII.2.E.3 Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:

University of West Florida

3. Spousal Employment

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VII.3.A **95.0 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **70.0 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **6.2 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:**	5.0 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	9.0 beds/1000 people

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Section VIII

1. Air Quality - Clean Air Act

VIII.1.A **Air Quality Management District for the base:** Florida Department of Environmental Protection, Northwest District

VIII.1.B **The base is NOT located within a maintenance or non-attainment area for pollutants.**

VIII.1.C **There are NO critical air quality regions within 100 kilometers of the base**

(Critical air quality regions are non-attainment areas, national parks, etc.)

VIII.1.D **On- or off-base activities have NOT been restricted or delayed due to air quality considerations.**

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

VIII.1.D.1 **The base has NOT been required to impliment emissions reduction through special actions**

(i.e. carpooling or emissions credit transfer)

VIII.1.E **Restrictions placed on operations by state or local air quality regulatory agencies:**

VIII.E.1 Aerospace Ground Equipment (AGE):

E.1.a No state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

E.1.b No state or local air quality regulatory agency Requires permits for such units.

E.1.c No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

E.1.d No state or local air quality regulatory agency Requires retrofit controls for AGE.

VIII.E.2 Infrastructure Maintenance / Public Works

E.2.a No state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

E.2.b No state or local air quality regulatory agency Limits the hours of these activities.

E.2.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

E.2.d No state or local air quality regulatory agency Requires emission offsets for these activities.

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VIII.E.3 Open Burn/Open Detonation

E.3.a No state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training

E.3.b The state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.

E.3.c The state or local air quality regulatory agency Limits the number of detonations to keep an exemption.

E.3.d No state or local air quality regulatory agency Requires periodic emission testing.

VIII.E.4 Fire Training

E.4.a No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.

E.4.b No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

VIII.E.6 Emergency Generators

E.6.a No state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

E.6.b No state or local air quality regulatory agency Limits the hours of emergency operation of generators.

E.6.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergenct generators.

E.6.d No state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

E.6.d No state or local air quality regulatory agency Requires emission offsets.

VIII.E.7 Short-term Activities

E.7.a No state or local air quality regulatory agency Regulates or conditionally exempts short-term (12 months or less) activities (i.e., air shows, exercises, construction, or emergency actions).

E.7.b No state or local air quality regulatory agency Limits the operation for short-term activities.

E.7.c No state or local air quality regulatory agency Requires periodic fuel analysis, emission testing, or emission offsets.

E.7.d No state or local air quality regulatory agency Prohibits any short-term activities.

VIII.E.8 Monitoring

E.8 No state or local air quality regulatory agency Has continious emissions monitoring requirements for sources at the base which exceed the Federal New Source Performance Standards requirements.

VIII.E.9 BACT/LAER

E.9 No state or local air quality regulatory agency Has BACT/LAER emissions thresholds (excluding lead) that exceed the Federal Clean Air Act requirements.

2. Water - Potable

VIII.2.A The base potable water supply is On-base and the source is:

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Floridian 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 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.** Hydocarbon contamination from fire training pit and fuel storage facilities (localized on-base)

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 **26 water wells exist at the base.**

VIII.3.D **2 wells have been abandoned for the following reasons:**

One yield was below design gpm. one shallow well was high in iron.

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 Lake	30.00 Acres
Northeast Golf Course Lakes	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 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:**

Facility 91500, Waste Water Treatment Plant

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 and Stormwater NPDES permits allow discharge to US waters.

VIII.6.B **The base currently discharges treated wastewater ON-Base. Description of treated wastewater discharge location:**

After primary, secondary and tertiary treatment, effluent is discharged to wetlands located in the north portion of the base.

VIII.6.C **The base has discharge impoundments.**

VIII.6.C.1 **There are 1 water/wastewater treatment impoundments.**

VIII.6.C.2 **There are No industrial wastewater treatment impoundments.**

VIII.6.D **There are no discharge violations or outstanding discharge open enforcement actions pending.**

7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A **56.0 percent of facilities have been surveyed for asbestos.**

VIII.7.A.1 **51.0 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 **The U.S. Fish and Wildlife Service has identified critical/sensitive habitats on base.**

Inactive cavities of red cockaded woodpecker

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 **Threatened and/or endangered species identified on the base:**

Species	Kingdom				Remarks
Curtiss Sand Grass	Plant	State	Listed	Endangered	Federally listed C-2
Flatwoods Salamander	Animal	Federa	Listed	Threatened	Federally listed C-2
Parrot Pitcher Plant	Plant	State	Listed	Endangered	
Red Cockaded Woodpecker	Animal	Federa	Listed	Endangered	State species of special concern due to similarity of appearance.
White Top Pitcher Plant	Plant	State	Listed	Endangered	Federally listed C-2

VIII.9.B **Special Concern species identified on the base:**

Species	Kingdom				Remarks
Curtiss sand grass	Plant	State		Special Concern	State endangered, Federal C-2
Flatwoods salamander	Animal	Federa		Special Concern	Federal C-2
Parrot pitcher plant	Plant	State		Special Concern	State endangered
Red Cockaded Woodpecker	Animal	Federa		Special Concern	Federal E
White top pitcher plant	Plant	State		Special Concern	State endangered, Federal C-2

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:**

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Tidal Marsh	35
Wetlands (freshwater)	3465

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 Aug 92

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 Deliniation Manual

VIII.10.C Part of the base is located in a 100-year floodplain.

VIII.10.D The presence of these resources constrains current or future construction activities or operations as follows:

The presence of wetland limits future construction.

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:
80K126	SIGNIFICANT
80K128	NOT SIGNIFICANT
80K133	NOT SIGNIFICANT
80K134	SIGNIFICANT
80K167	UNKNOWN
80K168	NOT SIGNIFICANT
80K380	NOT SIGNIFICANT
80K61	UNKNOWN

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.

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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 10 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.

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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 **16 IRP sites have been identified**

VIII.13.A.2 **No IRP sites extend off base.**

VIII.13.A.3 **All on-site remediation is estimated to be in place in 2000**

VIII.13.B **The installation is Not a National Priority List (NPL) site nor proposed as an NPL site.**

VIII.13.C **There are no existing Federal Agency Agreements to clean up the base.**

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D **There 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	$155.000 K	$175.000 K	$51,000.000 K	$73,436.000 K	$150,000.000 K
IRP	$700.000 K	$1,000.000 K	$1,250.000 K	$735.000 K	$550.000 K
Natural Resources					
Permits	$14.000 K	$9.000 K	$5,000.000 K	$5,000.000 K	$5,000.000 K

15. Other Issues

VIII.15.A **Description of other activities which may constrain or enhance base operations:**

LOCAL: Base lies in a Coastal Management Zone. This together with the excellent rapport with the state environmental regulators significantly enhance base operations.

STATE:

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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:**
Mobile-Pensacola-Panama City- Southern Mississippi Interstate Air Quality Central Region

VIII.16.B **Air quality regulatory agency responsible for the AQCA:.** Dept of Environmental Protection (DEP)

VIII.16.B **Name and phone number of the AQCA program manager for issues pertaining to the base:**

Ms Salmon (904) 444-8360

The EPA has designated the AQCA (or the specific portion of the AQCA containing the base) to be:

VIII.16.C.1 In Attainment for Ozone

VIII.16.C.2 In Attainment for Carbon Monoxide

VIII.16.C.3 In Attainment for Particulate matter (PM-10)

VIII.16.C.4 In Attainment for Sulfur Dioxide

VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx)

VIII.16.C.6 In Attainment for Lead

VIII.16.C.7 **The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT**

VIII.16.D.1 **Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located:** 0.00 ppm

VIII.16.D.2 **Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:** 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**

Air Quality Survey complete, No additional data required.

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Section IX