1995 AIR FORCE BASE QUESTIONNAIRE

Keesler AFB - AETC

Section I

1. Force Structure

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

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	AAFES	-	-	466	466
I.1.A.2	American Red Cross	-	-	5	5
I.1.A.3	Army Detachment	-	4	-	4
I.1.A.4	Army Vet Service	1	3	-	4
I.1.A.5	Bank of Mississippi	-	-	7	7
I.1.A.6	DECA	-	-	107	107
I.1.A.7	Defense Finance Agency	-	-	36	36
I.1.A.8	Defense Investigative Service	-	-	6	6
I.1.A.9	Defense Printing Service	-	-	10	10
I.1.A.10	Defense Reutilization & Marketing	-	-	18	18
I.1.A.11	Embry Riddle Air Univ	-	-	2	2
I.1.A.12	Keesler Federal Credit Union	-	-	27	27
I.1.A.13	Marine Corp Detachment	2	62	-	64
I.1.A.14	Miss Gulf Coast Comm College	-	-	5	5
I.1.A.15	Navy Detachment	2	278	3	283
I.1.A.16	Resident Off in Charge of Coast	3	-	7	10
I.1.A.17	SATO	-	-	-	0
I.1.A.18	US Post Office	-	-	3	3
I.1.A.19	University of Southern Miss	-	-	2	2
I.1.A.20	William Carey College	-	-	-	0
	TOTAL:				1059

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

I.1.B.1 **Supported Unit:** 159 Ftr Gp (ANG) GSU **GSU - Geographically Separated Unit**
Location: New Orleans LA **REM - Remote Unit**
Support provided: Adm,Actg&Fin, DataAuto, Budget, Prsnl,Ofc Equip Maint, Supp, Svcs, Mort, Med, PMEL

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I.1.B.2 **Supported Unit:** 236 Cmbt Comm Sq GSU
Location: Hammond LA
Support provided: PMEL, Comd Ele (Log Plans)

I.1.B.3 **Supported Unit:** Army Natl Guard Aviation GSU
Location: Gulfport MS
Support provided: Actg & Finance, Other

I.1.B.4 **Supported Unit:** Combt Readiness Tng Cen GSU
Location: Gulfport MS
Support provided: Legal, Safety

I.1.B.5 **Supported Unit:** DOD IG, New Orleans Area GSU
Location: Slidell LA
Support provided: Acctg & Fin, Legal, Purchasing & Contracting, Disaster Preparedness, Health Svcs and Admin Svcs

I.1.B.6 **Supported Unit:** Det A, CO 4 ASLTAMPH GSU
Location: Gulfport MS
Support provided: PMEL, Sup, Comm Equip/Components, Laundry & Dry Clean

I.1.B.7 **Supported Unit:** Gulfport Regl Aprt GSU
Location: Gulfport MS
Support provided: Safety, Legal, Persnl, Social Actions, PMEL, Eqmt, Avionics, & Grnd CEM Maint, Audio Visual Supply, CE, Med, Transp, & Disaster Preparedness

I.1.B.8 **Supported Unit:** HQ 5th US Army GSU
Location: Ft Sam Houston TX
Support provided: Social Actions, Comm Svcs, Health Svcs, Supply & Storage Ops, Legal, Mobilization, Mortuary & Transportation Svcs

I.1.B.9 **Supported Unit:** MIUW 212, Naval Res Cen GSU
Location: Gulfport MS
Support provided: PMEL

I.1.B.10 **Supported Unit:** Naval Construction Battalion GSU
Location: Gulfport MS
Support provided: Fire Protection, Police Svcs, Housing/Lodging, Health Svcs, Transp, PMEL, Comms Equip, Wpns Firing Ranges, Audio Visual, & Equip Repair

I.1.B.11 **Supported Unit:** Supervisor of Ship Building GSU
Location: Pascagoula MS
Support provided: Transp, Chaplain, Social Actions, Health, & Police Svcs

GSU - Geographically Separated Unit
REM - Remote Unit

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I.1.B.12 **Supported Unit:** USAAVNC (ATZQ-DOL) GSU

Location: Ft Rucker AL

Support provided: Supplies and POLs

GSU - Geographically Separated Unit
REM - Remote Unit

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2. Operational Effectiveness

A. Air Traffic Control

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

I.2.A.1 **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	36011	17207	18804	N/A	N/A	N/A

I.2.A.4 **The primary instrument runway is designated 21**

24632 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 Class "D" airspace problems exist.

I.2.A.6 **The base experiences ATC delays.**

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

Average number of delays per month (over the last 2 years): 1

The total number of sorties per month: 2891

The average length of the delays: 0:07

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

Delay duration, 7 minutes, due to other radar traffic.

B. Geographic Location

I.2.B.1 **Nearest major primary airlift customer:** FORT POLK **distance** 223 NM

Nearest major primary airdrop customer: FORT RUCKER **distance** 173 NM

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

Lajes AB: 3087 NM

Rota AB: 4141 NM

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Hickam AFB: 3753 NM

RAF Mildenhall: 4145 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	HAGLER AAF	47
I.2.B.4	Military airfield, runway >= 8,000ft	NEW ORLEANS NAS	68
I.2.B.5	Military airfield, runway >= 10,000ft	EGLIN AFB	124
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Gulfport-Biloxi Regional	8
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Gulfport-Biloxi Regional	8
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	New Orleans Int'l	73
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Gulfport-Biloxi Regional	8
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	New Orleans Int'l	73

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

GPT-BILOXI REGIONAL APRT 8 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	96 NM	W-151 A,B,C,D	164 NM	W-470 A,B,C,D,E	246 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-155 A,B	96 NM	W-155B	106 NM	W-151A	133 NM
W-151 A,B,C,D	164 NM	W-151B	183 NM	W-92	199 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-155 A,B	96 NM	W-155B	106 NM	W-151A	133 NM
W-151 A,B,C,D	164 NM	W-151B	183 NM	W-92	199 NM
W-151D	203 NM	W-470 A,B,C,D,E	246 NM	W-602	345 NM
W-168A	351 NM	W-168 A,B,C	358 NM	W-174A	416 NM

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W-228C	434 NM	W-174 A,B,C,D,F,G	441 NM	W-228 A,B,C,D	443 NM
W-174B	449 NM	W-158A	461 NM	W-157A	465 NM
W-228D	474 NM	W-497A	483 NM	W-132A,B/W-134/W-157A	493 NM
W-158B	514 NM	W-132 A,B	518 NM	W-157B	533 NM
W-174D	543 NM	W-177A	548 NM	W-497 A,B	550 NM
W-161A,B/W-177A,B	559 NM	W-497B	563 NM	W-157C	577 NM
W-465 A,B,C,	589 NM				

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
SHELBY WEST	42 NM	SHELBY EAST	43 NM	EGLIN C52	134 NM
EGLIN C62	140 NM	CLAIBORNE	215 NM	GRAND BAY	300 NM
PINECASTLE	383 NM	TOWNSEND	384 NM	RAZORBACK	390 NM
AVON PARK BRAVO/FO	431 NM	AVON PARK CHARLIE/E	439 NM	CANNON	463 NM
POINSETT	475 NM	McMULLEN	531 NM	JEFFERSON PROVING G	543 NM
ATTERBURY	550 NM	FALCON	556 NM	SMOKEY HILL	664 NM
CHERRY POINT BT-11	686 NM	USAF DARE COUNTY	727 NM	NAVY DARE COUNTY	730 NM
MELROSE	789 NM				

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

SHELBY WEST	42 NM

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

GULFPORT MDS	48 NM

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

SHELBY WEST	42 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	4	9	15	42	90	120
SR	3	7	12	44	77	120
VR	7	15	21	52	122	178
Total Routes:	**14**	**31**	**48**	**138**	**289**	**418**

Identify Routes:

VR-1022 16 NM	SR-029 19 NM	VR-179 29 NM	IR-040 32 NM	VR-1024 32 NM	VR-1023 32 NM
VR-1021 32 NM	IR-038 35 NM	SR-030 35 NM	IR-037 36 NM	VR-1083 36 NM	SR-031 47 NM

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VR-1020	59 NM	IR-021	100 NM								
VR-1072	116 NM	IR-057	118 NM	IR-059	119 NM	SR-101	119 NM	SR-103	119 NM	SR-104	119 NM
VR-1030	119 NM	SR-106	119 NM	VR-1082	124 NM	VR-1084	124 NM	VR-1085	124 NM	VR-1033	127 NM
IR-044	133 NM	IR-030	137 NM	IR-031	137 NM	VR-060	140 NM	VR-1031	147 NM		
IR-070	167 NM	VR-1032	167 NM	VR-1070	170 NM	VR-1196	173 NM	SR-137	186 NM	IR-041	188 NM
IR-063	188 NM	VR-1067	188 NM	VR-1014	188 NM	SR-069	189 NM	SR-072	189 NM	SR-070	189 NM
SR-071	189 NM	IR-091	193 NM	IR-160	195 NM	IR-161	195 NM	VR-1056	197 NM		
IR-017	201 NM	VR-1017	201 NM	VR-1054	206 NM	IR-068	208 NM	VR-1005	212 NM	SR-039	217 NM
SR-038	227 NM	IR-066	235 NM	VR-1051	235 NM	VR-1050	235 NM	IR-067	235 NM	IR-077	237 NM
VR-1016	244 NM	IR-069	247 NM	IR-015	256 NM	IR-032	262 NM	VR-1065	265 NM	SR-075	270 NM
SR-238	273 NM	SR-073	276 NM	SR-074	276 NM	VR-106	280 NM	IR-121	288 NM	VR-1103	288 NM
IR-016	296 NM	IR-089	301 NM	IR-078	303 NM	SR-040	303 NM	SR-035	303 NM	SR-037	303 NM
SR-036	303 NM	VR-092	312 NM	VR-094	312 NM	VR-1066	313 NM	VR-1052	314 NM	IR-046	321 NM
IR-019	336 NM	SR-218	341 NM	SR-229	341 NM	SR-227	341 NM	SR-237	341 NM	SR-232	341 NM
SR-231	341 NM	SR-230	341 NM	SR-219	341 NM	SR-221	341 NM	SR-222	341 NM	SR-226	341 NM
SR-220	341 NM	VR-1008	342 NM	IR-127	344 NM	VR-187	344 NM	VR-1097	344 NM	VR-1002	355 NM
VR-1010	355 NM	IR-020	361 NM	VR-1001	361 NM	SR-102	361 NM	VR-1006	365 NM	VR-1007	365 NM
IR-042	369 NM	VR-1068	369 NM	IR-120	372 NM	IR-164	372 NM	VR-1004	372 NM	VR-1104	372 NM
VR-1102	372 NM	IR-023	377 NM	IR-047	378 NM	VR-1039	378 NM	VR-188	379 NM	VR-1049	380 NM
IR-083	381 NM	VR-189	383 NM	SR-239	384 NM	IR-157	385 NM	IR-174	385 NM	IR-049	386 NM
IR-050	386 NM	VR-1098	386 NM	IR-051	386 NM	SR-225	392 NM	SR-059	393 NM	SR-062	393 NM
SR-061	393 NM	SR-060	393 NM	SR-228	394 NM	VR-1055	395 NM	SR-223	396 NM	SR-224	396 NM
IR-002	401 NM	SR-105	402 NM	VR-058	402 NM	VR-151	405 NM	VR-1011	407 NM	IR-129	410 NM
VR-1003	410 NM	VR-1182	410 NM	IR-033	411 NM	VR-1009	412 NM	IR-090	413 NM	IR-075	415 NM
SR-290	416 NM	SR-292	416 NM	VR-097	419 NM	VR-095	424 NM	VR-1059	425 NM	IR-048	428 NM
IR-142	428 NM	IR-592	432 NM	IR-018	433 NM	IR-079	434 NM	IR-080	434 NM	SR-166	435 NM
IR-036	443 NM	SR-270	443 NM	VR-1120	445 NM	IR-074	449 NM	IR-136	450 NM	IR-055	451 NM
VR-1041	453 NM	VR-1124	455 NM	SR-261	460 NM	VR-088	462 NM	VR-1130	462 NM	VR-1546	465 NM
VR-1087	469 NM	VR-1088	469 NM	IR-081	479 NM	VR-1089	482 NM	VR-1122	482 NM	SR-286	483 NM
IR-166	485 NM	VR-1110	485 NM	VR-104	485 NM	SR-293	488 NM	VR-168	495 NM	IR-123	497 NM
IR-167	497 NM	VR-143	497 NM	IR-103	498 NM	IR-105	498 NM	IR-148	500 NM	IR-147	502 NM
IR-139	506 NM	IR-117	508 NM	VR-1146	508 NM	VR-1113	508 NM	VR-1137	508 NM	VR-1128	508 NM
VR-101	509 NM	VR-087	510 NM	VR-1145	511 NM	VR-1139	514 NM	VR-1105	515 NM	VR-1152	515 NM
VR-156	515 NM	VR-158	516 NM	IR-135	517 NM	VR-162	519 NM	VR-118	521 NM	IR-034	522 NM
SR-296	522 NM	IR-056	522 NM	VR-1143	523 NM	IR-082	524 NM	VR-163	524 NM	VR-152	525 NM
VR-1121	527 NM	VR-1013	529 NM	VR-1106	529 NM	IR-502	532 NM	IR-504	532 NM	VR-1123	532 NM

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VR-1679	532 NM	VR-615	535 NM	VR-1138	538 NM	IR-618	539 NM	VR-619	539 NM	IR-149	540 NM
VR-093	542 NM	VR-1668	543 NM	VR-159	544 NM	IR-743	545 NM	VR-1743	545 NM	VR-1667	549 NM
VR-1142	550 NM	VR-1144	550 NM	IR-022	552 NM	SR-294	552 NM	VR-1726	552 NM	SR-295	552 NM
IR-726	552 NM	IR-053	556 NM	VR-1060	560 NM	VR-1525	563 NM	IR-124	564 NM	VR-186	564 NM
VR-119	573 NM	IR-145	575 NM	VR-1040	575 NM	IR-146	575 NM	VR-1140	575 NM	IR-614	576 NM
VR-1635	576 NM	IR-035	579 NM	VR-1069	579 NM	VR-534	582 NM	VR-535	582 NM	VR-138	583 NM
IR-171	584 NM	IR-182	584 NM	SR-233	585 NM	SR-273	585 NM	SR-267	585 NM	SR-258	585 NM
SR-255	585 NM	SR-251	585 NM	SR-250	585 NM	SR-249	585 NM	SR-240	585 NM	SR-242	585 NM
SR-243	585 NM	SR-245	585 NM	SR-244	585 NM	SR-236	585 NM	SR-234	585 NM	VR-533	586 NM
IR-012	588 NM	IR-527	589 NM	SR-205	592 NM	VR-1074	594 NM	VR-1721	595 NM	SR-208	598 NM
SR-217	598 NM	SR-871	599 NM	SR-874	599 NM	SR-873	599 NM	SR-872	599 NM	IR-181	600 NM
IR-183	600 NM										
VR-1641	605 NM	VR-1642	605 NM	IR-175	606 NM	IR-721	606 NM	VR-1141	608 NM	SR-280	609 NM
IR-185	611 NM	VR-532	616 NM	IR-723	619 NM	VR-085	620 NM	VR-086	620 NM	VR-1631	623 NM
IR-169	626 NM	SR-616	626 NM	SR-617	626 NM	VR-1632	627 NM	VR-1633	627 NM	SR-206	629 NM
SR-734	629 NM	SR-732	630 NM	SR-735	630 NM	IR-608	631 NM	IR-180	634 NM	VR-531	634 NM
SR-733	635 NM	VR-1116	639 NM	SR-618	641 NM	SR-619	641 NM	VR-1640	644 NM	IR-170	646 NM
SR-738	646 NM	IR-128	647 NM	SR-737	648 NM	VR-1046	649 NM	SR-216	650 NM	IR-154	652 NM
VR-073	652 NM	VR-1722	652 NM	IR-155	652 NM	IR-762	653 NM	VR-1756	653 NM	VR-096	654 NM
VR-1043	656 NM	IR-761	658 NM	VR-1751	658 NM	VR-1117	659 NM	VR-544	663 NM	VR-1061	669 NM
VR-552	673 NM	SR-707	675 NM	SR-708	675 NM	SR-711	675 NM	SR-714	675 NM	SR-713	675 NM
SR-710	675 NM	VR-511	676 NM	SR-709	680 NM	SR-715	680 NM	SR-712	680 NM	IR-172	683 NM
IR-173	683 NM	VR-541	689 NM	IR-062	691 NM	VR-1638	691 NM	VR-1617	691 NM	SR-774	695 NM
IR-503	697 NM	VR-512	697 NM	VR-1752	707 NM	IR-715	708 NM	IR-718	708 NM	VR-1758	709 NM
IR-505	710 NM	IR-719	712 NM	VR-536	714 NM	IR-720	716 NM	SR-773	718 NM	VR-545	718 NM
VR-1058	719 NM	IR-506	721 NM	SR-822	721 NM	VR-1522	721 NM	SR-815	721 NM	SR-816	721 NM
VR-1759	725 NM	IR-524	726 NM	SR-867	727 NM	VR-1574	731 NM	VR-196	738 NM	VR-1057	743 NM
IR-517	749 NM	VR-1520	749 NM	VR-1515	749 NM	VR-114	751 NM	SR-817	755 NM	VR-1523	756 NM
SR-771	759 NM	SR-820	761 NM	SR-835	761 NM	SR-821	761 NM	SR-802	762 NM	SR-806	762 NM
SR-807	762 NM	SR-808	762 NM	SR-804	762 NM	SR-803	762 NM	SR-818	764 NM	IR-714	766 NM
VR-1754	766 NM	IR-760	766 NM	VR-540	769 NM	IR-507	773 NM	VR-1753	773 NM	VR-1755	773 NM
VR-1108	774 NM	VR-1109	774 NM	VR-510	775 NM	VR-1174	776 NM	IR-107	782 NM	VR-100	787 NM
VR-125	788 NM	IR-130	791 NM	SR-701	794 NM	VR-1711	794 NM	VR-1713	794 NM	VR-1712	794 NM
SR-703	794 NM	VR-708	796 NM	SR-702	797 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 997 NM from the base.**

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

200 NM	300 NM	500 NM
7	12	35

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-103	68 NM	AR-302 WEST	77 NM	AR-302 EAST	93 NM	AR-101 NORTH	109 NM
AR-615	119 NM	AR-646	158 NM	AR-108 WEST	161 NM		
AR-108 EAST	201 NM	AR-200	210 NM	AR-101 SOUTH	225 NM	AR-627	292 NM
AR-216 NORTHEAST	297 NM						
AR-655	308 NM	AR-716	329 NM	AR-313 NORTH	346 NM	AR-203 NORTHEAST	351 NM
AR-111 EAST	390 NM	AR-618	395 NM	AR-111 WEST	396 NM	AR-633B	411 NM
AR-216 SOUTHWEST	422 NM	AR-313 SOUTH	424 NM	AR-112 WEST	425 NM	AR-620	425 NM
AR-207NE NORTHEA	438 NM	AR-633A	441 NM	AR-315 EAST	449 NM	AR-637	458 NM
AR-102A EAST	464 NM	AR-315 WEST	464 NM	AR-112 EAST	465 NM	AR-110 WEST	474 NM
AR-203 SOUTHWEST	478 NM	AR-110 EAST	479 NM	AR-455 EAST	481 NM		

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

500 NM	700 NM
2730	6440

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-302	77 NM	445	AR-101	109 NM	217	AR-108	161 NM	140	AR-216	297 NM	64
AR-203	351 NM	223	AR-111	390 NM	303	AR-112	425 NM	360	AR-102	464 NM	10
AR-110	474 NM	596	AR-455	481 NM	372			0			0
Racoon	502 NM	1829	AR-113	548 NM	27	AR-104	551 NM	123	AR-016	599 NM	157

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 474NM from the base."**

I.2.C.10d **Percentage of tanker demand in region:** 27.0
Percentage of tankers based in region: 9.0

Tanker saturation within the region has been classified as tanker Poor

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	Route Count SR
ALL AMERICAN	210 NM	✓	✓	✓	0	0

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ALL AMERICAN	319 NM	✔	✔	✔	0	0
BIFF	161 NM	✔	✔		0	0
BILL BAG	171 NM	✔	✔		0	0
BLACKJACK R+CIR	327 NM	✔	✔	✔	0	0
BRUSHY	211 NM	✔	✔	✔	0	0
BURMA SPECIAL N	113 NM				3	4
BURMA SPECIAL S	113 NM				3	4
CAVALIER NORTH	113 NM	✔	✔	✔	3	4
CAVALIER SOUTH	113 NM	✔	✔		3	4
CLERKIN	160 NM	✔	✔		0	0
ELIZABETH WEST	115 NM	✔	✔	✔	3	4
FRYAR	232 NM	✔	✔	✔	4	6
GERONIMO NORTH	213 NM		✔	✔	0	0
GERONIMO SOUTH	213 NM		✔	✔	0	0
GRAHAM	251 NM	✔	✔	✔	4	6
JD (CIR, water)	334 NM				0	1
KAREN EAST	262 NM			✔	0	0
KAREN WEST	262 NM			✔	0	0
MALLON	171 NM	✔	✔		0	0
MCKENNA	241 NM	✔	✔	✔	4	6
MITCHELL	189 NM	✔	✔	✔	0	0
PAYNE	137 NM	✔	✔		0	0
ROXANNE	328 NM	✔	✔		0	0
SANDY DOG	113 NM	✔	✔	✔	3	4
SHARON	209 NM	✔	✔	✔	0	0
SHAW, JOHN	279 NM	✔	✔		0	0
SHEILA	209 NM		✔	✔	0	0
SHELBY	47 NM	✔	✔	✔	0	3
SOUTH POLK	223 NM	✔	✔	✔	0	0
WHITE FALCON	102 NM	✔	✔		3	4

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

BURMA SPECIAL N	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
BURMA SPECIAL S	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
CAVALIER NORTH	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
CAVALIER SOUTH	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
ELIZABETH WEST	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		

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FRYAR	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
[redacted]	SR-072								
GRAHAM	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
[redacted]	SR-072								
JD (CIR, water)	SR-224								
MCKENNA	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
[redacted]	SR-072								
SANDY DOG	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		
SHELBY	SR-029	SR-030	SR-031						
WHITE FALCON	IR-015	IR-057	IR-059	SR-101	SR-103	SR-104	SR-106		

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

AUX FLD 6 113 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
SHELBY	47 NM	✔	✔	✔	0	0

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

FORT POLK 223 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:
BATES FIELD	Commercial
BOBBY L. CHAIN MUNICIPAL	Uncontrolled
CAMP SHELBY	Military
DAUPHIN ISLAND	Uncontrolled
DIAMONDHEAD	Uncontrolled
GPT-BILOXI REGIONAL APRT	Civilian
GRIFFIN MEMORIAL	Uncontrolled
I H BASS JR MEMORIAL	Uncontrolled
MOBILE DOWNTOWN APRT	General Aviation
OCEAN SPRINGS AIRPORT	Uncontrolled
PICAYUNE-PEARL RIVER	Uncontrolled
POPLARVILLE-PEARL RIVER	Uncontrolled
SLIDELL	Uncontrolled
ST. ELMO AIRPORT	Uncontrolled
STENNIS AIRPORT	General Aviation
TRENT LOTT INTL	Uncontrolled

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

I.2.E.14.a **Description of impacts:** ATC delays at Keesler for traffic in and out of Gulfport-Biloxi Airport (less than one a month).

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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:**

CAMP SHELBY

47 NM from the base.

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

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

Pensacola NAS FL

83 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

125 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 **Trained personnel requirements over the Future Years Defense Plan:**

Forecast trained personnel requirements over the FYDP:

Forecast for:	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
ENLISTED	29435	30467	30348	30044	29894	29785	29785
OFFICER	5253	5281	5253	5200	5174	5149	5123
TOTALS:	34688	35748	35601	35244	35068	34934	34908
PERCENT CHANGE:		+3.1%	+2.6%	+2.6%	+1.6%	+1.1%	+0.7%

J. Weather Data (AF Environmental Technical Applications Center)

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

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
98.5	97.6	90.0	85.5	81.5

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

I.2.J.2.a **Is at or below 15 knots 97.0 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 **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	KEESLER AFB MS	MAIN BASE	1,611	1,531	80
II.1.A.2	ON/OFF BASE	HOUSING AREA	57	57	
II.1.A.3	SMALL ARMS RANGE	FIRING RANGE	10		
		TOTALS:	1,678	1,588	80

B. Facilities

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

	Facility Category Code	Category Description	Units of Measure	(A) Required Capacity	(B) Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3	(C) Excess Capacity
II.1.B.1.a.i	121-122	Hydrant Fueling System Pits	EA	0	0		0.0	0.0	0
II.1.B.1.a.ii	121-122a	Consolidated Aircraft Support System	EA	0	0		0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	9,525	86.0	14.0	0.0	0
II.1.B.1.c	141	Operations-Buildings	SF	N/A	98,809	77.0	23.0	0.0	0
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	51,294	50,030	78.0	22.0	0.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	3,489	3,489	100.0	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	1,563,685	58.0	41.0	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	4,254	4,254	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	9,960	9,960	100.0	0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	140,683	86.0	14.0	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	56,051	55,677	64.0	36.0	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	6,200	3,426	100.0	0.0	0.0	0

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II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	22,412	47,615	100.0	0.0	0.0	25,203
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	23,903	365	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	39,800	16,800	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	22,254	16,800	100.0	0.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	40,008	98.0	2.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	2,748	2,748	100.0	0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	0		0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	36,540	97.0	3.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	17,248	19,974	95.0	5.0	0.0	2,726
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	12,750	26,163	0.0	100.0	0.0	13,413
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	4,224	4,224	100.0	0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	15,720	17,500	100.0	0.0	0.0	1,780
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	106,616	70.0	30.0	0.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	21,630	0.0	86.0	14.0	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	13,570	13,570	0.0	0.0	100.0	0
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	3,049	46.0	0.0	54.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	0		0.0	0.0	0

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II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	3,049	1,240	0.0	0.0	100.0	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	285,310	35.0	57.0	8.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	5,000	7,220	100.0	0.0	0.0	2,220
II.1.B.1.v.ii	442-258	LOX Storage	GA	4,000	4,000	100.0	0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	191,422	200,338	26.0	74.0	0.0	8,916
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	6,700	0		0.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	1,620	1,620	0.0	0.0	100.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	673,557	7.0	93.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	37,145	7.0	93.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	39,918	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	627,318	66.0	24.0	10.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	0	0		0.0	0.0	0
II.1.B.1.aa.ii	610-144a	Munitions Line Delivery/Storage Section	SF	0	0		0.0	0.0	0
II.1.B.1.bb	721	Unaccompanied Enlisted (UEPH & VAQ)	PN	N/A	8,748	31.0	69.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	7,473	7,306	24.0	76.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	95,135	42.0	58.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	94,384	95,135	42.0	58.0	0.0	751
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	366	39.0	61.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	132,632	77.0	7.0	16.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	655,959	72.0	21.0	7.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	0	1,495	100.0	0.0	0.0	1,495

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	93,834	100.0	0.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	72,072	100.0	0.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	201,694	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	1,274,846	84.0	16.0	0.0

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II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	25,708	0.0	100.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	434,287	38.0	62.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	516,254	32.0	68.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	2,714	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	897,059	38.0	59.0	3.0
II.1.B.1.k	852	Veh/Equip Parking	SY	768,294	60.0	40.0	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:** 1953

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:** -198 **(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:** -442 **(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:** 1953 **(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:** 1613 **(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 **31.0 percent of officer families live on base.**

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

II.1.C.3.a **43.0 percent of all military families live on base.**

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2. Airfield Characteristics

II.2 Runway Table:

Primary Designation		Dimensions: Length	Width	Cross Runway	Aircraft Arresting Systems (II.2.I) Number	Types
21	Primary	6632 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 (21).

II.2.C.1 Length: 6,632 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	Upgrade Needed	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	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.5	Tanker	KC-135R	320 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed

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

Pavement:	Aircraft:	(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Taxiway	B-1B	SY	31,944	R' const 6" stbl BC, 17.5" PCC
Runway	B-1B	SY	60,250	R' const 20.5" BC, 5" ACC
Aprons	B-1B	SY	45,222	PCC overlay 10.5"

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Taxiway	B-52	SY	31,944	R' const 6" stbl BC, 18.5" PCC
Runway	B-52	SY	60,250	R' const 20" BC, 5" ACC
Aprons	B-52	SY	45,222	PCC overlay 12.5"
Runway	C-141	SY	60,250	R' const 17" BC, 4" ACC
Taxiway	C-141	SY	31,944	R' const 6" stbl BC, 14.5" PCC
Aprons	C-141	SY	45,222	PCC Overlay 7"
Aprons	C-5B	SY	79,499	PCC overlay 6"
Runway	C-5B	SY	60,250	R' const 15" BC, 4" ACC
Taxiway	C-5B	SY	31,944	R' const 6" stbl BC, 12.5" PCC
Taxiway	F-15	SY	31,944	PCC r'const 6" stbl BC, 10.5" PCC
Runway	F-15	SY	60,250	10.5" base, 4" surface ACC r'const
Aprons	F-15	SY	66,055	6" concrete overlay
Taxiway	KC-10	SY	31,944	R' const 6" stbl BC, 13" PCC
Runway	KC-10	SY	60,250	R' const 16.5" BC, 4" ACC
Aprons	KC-10	SY	79,499	PCC overlay 6"
Aprons	KC-135R	SY	79,499	PCC overlay 6"
Taxiway	KC-135R	SY	31,944	R' const 6" stbl BC, 13.5" PCC
Runway	KC-135R	SY	60,250	R' const 16" BC, 4" ACC

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

II.2.G.1 **The total usable apron space for aircraft parking is 199,128 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.)	
Apron #1	1,900 ft	400 ft	Primary Aircraft	Acft Parking-WC130E
Apron #2	520 ft	254 ft	Primary Aircraft	Acft Parking-C12,C21
Apron #3	2,108 ft	400 ft	Primary Aircraft	Acft Parking-Eng Run
Hangar Aprons	325 ft	175 ft	Neither	AGE Storge,Veh Park

II.2.G.2 **Permanently assigned aircraft currrently require 143,665 Sq Yds of parking space.**

II.2.G.3 **58,029 Sq Yds of parking space is available for parking additional non-transient aircraft.**

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

Limiting factors are: Minimal amount of available apron space; some encroachment onto existing acft parking space by other uses, particularly behind Hangars 1 and 2.

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

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

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

Review of the base airfield waiver file shows no restrictions to airfield operations.

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3. Utility Systems

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

	Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1	Water:	7.215 MG/D	MG/D - million gallons per day	43 %
II.3.A.2	Sewage:	4.0 MG/D		63 %
II.3.A.3	Electrical distribution:	57.0 MW	MW - million watts	56 %
II.3.A.4	Natural Gas:	7.536 MCF/D	MCF/D - million cubic feet per day	19 %
II.3.A.5	High temperature water/steam generation/distribution:	92.0 MBTUH	MBTUH - million British thermal units per hour	34 %

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

All service contracts are without "take or pay" clauses, natural gas is purchased through DFSC central office, no electrical power is purchased from Federal Power Marketing Administrations, cathodic protection on water storage tanks not water lines,

4. Aircraft Maintenance Hangar Facilities

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

II.4.A.1 **Facility number:** 4204 Hanger

Current Use: C-12/21 msn in Jul 94, maint hgr space

II.4.A.2 **Size (SF):** 40,000 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-12/21

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	120 ft	28 ft	
II.4.A.6	Largest unobstructed space inside the facility:	100 ft	28 ft	60 ft

II.4.A.1 **Facility number:** 4205 Hanger

Current Use: Acft Mnt, Avcs, Ofc Sp, Strge; C-130 w/o tail

II.4.A.2 **Size (SF):** 103,565 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:	139 ft	28 ft	
II.4.A.6	Largest unobstructed space inside the facility:	100 ft	28 ft	60 ft

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II.4.A.1 **Facility number:** 4253 Nose Dock

Current Use: Acft maint nose dock; C-130 w/o tail

II.4.A.2 **Size (SF):** 16,800 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:	152 ft	28 ft	[redacted]
II.4.A.6 Largest unobstructed space inside the facility:	130 ft	28 ft	70 ft

II.4.A.1 **Facility number:** 4254 Nose Dock

Current Use: Acft maint; fuel cell; C-130 w/o tail

II.4.A.2 **Size (SF):** 16,800 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:	152 ft	28 ft	[redacted]
II.4.A.6 Largest unobstructed space inside the facility:	130 ft	28 ft	70 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
AFMC Maint Fac (bldg 7704)	15,300 SF	217-742	Maintenance check out facility
AN/TRC-170 (Bldg 6902)	170,184 SF	171-621	AN/TRC-170 and base intrusion security system training
AN/TSQ-111Comm nodal Cntl Sim	170,184 SF	171-621	AN/TSQ communications nodal control element (CNCE) simulator (Bldg 4227)
ATC & Auto trk Radar (4202)	103,886 SF	171-625	Air traffic control and automatic tracking radar system
Air Traffic Control Sim (4201)	103,886 SF	171-625	High bay air traffic control simulator
Airborne Cmd post Tng (4116)	170,184 SF	171-621	Airborne command post AFSATCOM training
Airborne Warn & cntl sim(6918)	170,184 SF	171-621	Airborne warning and control system (AWACS) simulators (3 systems)
Bldg 1002	170,184 SF	171621	Secured Compartmental Info Facility area for National Security Agency training
CRITICOM (Bldg 6901	170,184 SF	171-621	USAF/USMC training, CRITICOM training for NSA
Calib/Met Tng (Bldg 4330)	170,184 SF	171-621	Calibration/metrology training space systems training base command post operations, and disaster preparation
Elec Cntrmeasures trner (6903)	170,184 SF	171-621	Electronic countermeasures trainers

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Med Genetic clinic	6,808 SF	510-411	Medical genetics clinic is unique to the AF medical service
NEXRAD(bldg 4203)	103,886 SF	171-265	Next generation Weather Radar
Navy WX Tng (bldg 4331)	170,184 SF	171-621	Navy weather training
WSM Simulator (bldg 4108)	5,000 SF	171-621	Worldwide Airborne Command Post System mock-up (WSM)
WX tng (Bldg 4332)	85,300 SF	171-621	Weather training facility
Wall studio (bldg 0902)	24,720 SF	141-389	Instructional television production facility w/interactive video disc premastering capability

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	03	CZ	0	41	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	21	CZ	0	41	0.0	Gen Compat	0.0	0.0	0.0	71.0	0.0	29.0
II.6.A.2	03	APZ 1	3,844	345	43.0	Sig Incompat	37.0	11.0	0.0	27.0	0.0	25.0
	21	APZ 1	299	345	4.0	Gen Compat	4.0	0.0	0.0	6.0	0.0	90.0
II.6.A.3	03	APZ 2	2	482	0.0	Gen Compat	0.0	1.0	0.0	0.0	0.0	99.0
	21	APZ 2	1,540	482	30.0	Sig Incompat	23.0	12.0	0.0	2.0	0.0	63.0

	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	1,169	447	15	Sig Incompat	15.0	3.0	0.0	1.0	0.0	81.0
II.6.A.5	70-75	663	122	31	Sig Incompat	31.0	13.0	0.0	0.0	0.0	56.0
II.6.A.6	75-80	3	13	8	Incompat	8.0	0.0	0.0	6.0	0.0	86.0
II.6.A.7	80+	0	1	0	Gen Compat	0.0	0.0	0.0	9.0	0.0	91.0

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

	Runway Number	Area	Est Pop	Acres	Percent Incompatible Land Use	Percent Incompatible Land Use	PERCENT OF CURRENT LAND USE W/I FOLLOWING CATEGORIES					
							RES	COM	IND	PUB/SEMI	REC	OPEN/AG/ LOW DEN
II.6.B.1	03	CZ	0	41	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	21	CZ	0	41	0	Gen Compat	0.0	0.0	0.0	71.0	0.0	29.0
II.6.B.2	03	APZ 1	3,844	345	43	Sig Incompat	37.0	11.0	0.0	27.0	0.0	25.0
	21	APZ 1	299	345	4	Gen Compat	4.0	0.0	0.0	6.0	0.0	90.0

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II.6.B.3	03	APZ 2	2	482	0	Gen Compat	0.0	1.0	0.0	0.0	0.0	99.0
	21	APZ 2	1,540	482	30	Sig Incompat	23.0	12.0	0.0	2.0	0.0	63.0

	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	1,169	447	15	Sig Incompat	15.0	3.0	0.0	1.0	0.0	81.0
II.6.B.5	70-75	663	122	31	Sig Incompat	31.0	13.0	0.0	0.0	0.0	56.0
II.6.B.6	75-80	3	13	8	Incompat	8.0	0.0	0.0	6.0	0.0	86.0
II.6.B.7	80+	0	1	0	Gen Compat	0.0	0.0	0.0	9.0	0.0	91.0

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:

Keesler has no publicly released AICUZ study/amendment.. Keesler AICUZ operational data was last validated in the 30 Jun 93 AICUZ report compiled as a result of the C-12/21 beddown. Report info still valid.

II.6.E **The AICUZ study was last updated on Jun 93**

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

II.6.E.1 Expect completed AICUZ in October 1995

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.

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 1	Commercial	Planned	Dec 95	Biloxi MS	Some anticipated gaming development could alter land uses off base. Size and date of development is unknown.

Long range (20 year) development trends in the 7 AICUZ zones:

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

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
BILOXI	44053	48486	49311	46319	55000

II.6.H.2 **Metropolitan area encompassing the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Biloxi-Gulfsport-Pascagola	189300	239944	300176	312368	343600

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
HARRISON	119489	134582	157665	165365	181900

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

II.6.J **All existing on base facilities are sited in accordance with AICUZ recommendations.**

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

Air Space Encroachment

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

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

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

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 **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 **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't land	Can't taxi	Can't park	Can't refuel	
C-5	Can land	Can taxi	Can park	Can refuel	Airfield is suitable for C-5, C-141B, C-130, and C-17 aircraft. Runway is less than 6000 feet, approval is required for C-5/C-141 ops
KC-10	Can't land	Can't taxi	Can't park	Can refuel	Airfield is unsuitable for KC-10, and KC-135 aircraft. If KC-10, or KC-135, aircraft could land, base does have JP-8 fuel.

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 **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 only; 3 off-loading headers; 3 trucks

Number of offload headers: 7

3 tank trucks can be simultaneously offloaded

Tank cars can Not be offloaded.

III.1.D.5 **3 refueling unit fillstands are available.**

III.1.D.5.a **3 refuelers can be filled simultaneously.**

III.1.D.6 **Current despensing capabilities as defined in AFR 144-1** **sustained:** 590400
maximum: 940800

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

III.1.D.7.a **Supporting DFSP:** S. T. Services, Montgomery AL

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:	18	0
Square footage available (including physical capacity limit):	1089	0
III.1.E.2 Normal installation mission storage requirement:	0	0

Physical Limits for Cat 1.1 Munitions:

Qty distance criteria & AFR 127-100; waiver for 18 # if 1,1

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

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

With aircraft parked on Hot Cargo Area, Spot 25, taxiway 6 is closed. This requires aircraft to back-taxi for landing/takeoff.

III.1.F.2 **The size of the hot cargo pad is 502,400 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 1.**

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

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C-130

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

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

Active ground force installations within 150 NM:

CAMP SHELBY	47 NM

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

Railheads within 150 NM:

Gulfport - NCBC	9 NM
Hattiesburg - Camp Shelby	58 NM
Mobile	48 NM
New Orleans	66 NM
Picayune	39 NM

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

Deep water ports within 150 NM:

Gulfport	9 NM
Mobile	48 NM
New Orleans	65 NM

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

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

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

III.1.J.1

Facilities Receiving Referrals:	Types of Patients Referred:
Naval Hosp, Corpus Christi TX	Keesler Med Cen is a tertiary med fac & receives patients in all specialties & sub specialties
Naval Hosp, Jacksonville FL	Same as above
Naval Hosp, Millington TN	Same as above
Naval Hosp, Orlando FL	Same as above
Naval Hosp, Pensacola FL	Same as above
Naval Medical Clinic, Key West FL	Same as above
Naval Medical Clinic, New Orleans LA	Same as above
Naval Dental Center, Jacksonville FL	Same as above
Naval Dental Center, Orlando FL	Same as above

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Naval Hospital, Beaufort SC	Same as above
Naval Dental Center, Parris Island SC	Same as above
Naval Dental Center, Pensacola FL	Same as above
Naval Hospital, Charleston SC	Same as above
Naval Dental Center, Charleston SC	Same as above
Naval Healthcare Support Office, Jacksonville FL	Same as above
Fox Army Community Hospital, Redstone Arsenal AL	Same as above
Noble Army Community Hospital, Ft McClellan AL	Same as above
Lyster Army Hospital, Ft Rucker AL	Same as above
Eisenhower Army MEDCEN, Ft Gordon GA	Same as above
Martin Army Community Hospital, Ft Benning GA	Same as above
Winn Army Community Hospital, Ft Stewart GA	Same as above
Blanchfield Army Hospital, Ft Campbell KY	Same as above
Bayne-Jones Army Hospital, Ft Polk LA	Same as above
Moncrief Army Community Hospital, Ft Jackson SC	Same as above
Gorgas Army Community Hospital, Panama Canal Zone, APO Miami	Same as above
502d Medical Group, Maxwell AFB AL	Same as above
646th Medical Group, Eglin AFB FL	Same as above
56th Medical Group, MacDill AFB FL	Same as above
45th Medical Group, Patrick AFB FL	Same as above
325th Medical Group, Tyndall AFB FL	Same as above
347th Medical Group, Moody AFB GA	Same as above
653d Medical Group, Robins AFB GA	Same as above
2d Medical Group, Barksdale AFB LA	Same as above
14th Medical Group, Columbus AFB MS	Same as above
363d Medical Group, Shaw AFB SC	Same as above
VA Medical Center, Birmingham AL	Same as above
VA Medical Center, Montgomery AL	Same as above
VA Medical Center, Tuscaloosa AL	Same as above
VA Medical Center, Tuskegee AL	Same as above
VA Medical Center, Bay Pines FL	Same as above

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VA Medical Center, Gainesville FL	Same as above
VA Medical Center, Lake City FL	Same as above
VA Medical Center, Miami FL	Same as above
VA Medical Center, Tampa FL	Same as above
VA Medical Center Atlanta, Decatur GA	Same as above
VA Medical Center, Augusta GA	Same as above
VA Medical Center Car Vinson, Dublin GA	Same as above
VA Medical Center, Louisville KY	Same as above
VA Medical Center, Alexandria LA	Same as above
VA Medical Center, New Orleans LA	Same as above
VA Medical Center Overton Brooks, Shreveport LA	Same as above
VA Medical Center, Biloxi MS	Same as above
VA Medical Center, Gulfport MS	Same as above
VA Medical Center, Jackson MS	Same as above
VA Medical Center, Memphis TN	Same as above
VA Medical Center, Mountain Home TN	Same as above
VA Medical Center Alvin C. York, Murfreesboro TN	Same as above
VA Medical Center, Nashville TN	Same as above

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

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

Base medical facilities have 41 unique missions. Detailed listing attached.

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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There are 11 MCP/OM alteration projects planned, totaling $7,412,800. Detailed listing attached.

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

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

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

There are 31 major MCPs completed totaling $4,555,400. Detailed listing attached.

III.1.N **Base facilities have a total excess storage capacity of 22,319 sq ft.**

III.1.N.1 **Base facilities have a total covered storage capacity of 203,827 sq ft.**

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	162,458 sq ft
Mobility storage:	29,090 sq ft
War Readiness Support Kits (WRSK) storage:	8,790 sq ft

III.1.O **256 light military vehicles are on base.**

III.1.P **322 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	963.00 $sK	0.00 $sK	963.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	299.40 $sK	58.60 $sK		358.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	321.00 $sK	28.90 $sK			349.90 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	134.00 $sK	30.00 $sK				164.00 $sK
				xxx56 TOTALS:	963.00 $sK	358.00 $sK	349.90 $sK	164.00 $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	15,120.10 $sK	724.80 $sK	15,844.90 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	13,064.90 $sK	1,268.30 $sK		14,333.20 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	5,427.90 $sK	66.40 $sK			5,494.30 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	143.20 $sK	0.00 $sK				143.20 $sK
				xxx76 TOTALS:	15,844.90 $sK	14,333.20 $sK	5,494.30 $sK	143.20 $sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	0.00 $sK	0.00 $sK	0.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	0.00 $sK	0.00 $sK		0.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	3,173.40 $sK	728.20 $sK			3,901.60 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	2,566.60 $sK	815.80 $sK				3,382.40 $sK
				xxx78 TOTALS:	0.00 $sK	0.00 $sK	3,901.60 $sK	3,382.40 $sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				

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		3400	11.40 $sK	0.00 $sK	11.40 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	29.50 $sK	2.00 $sK		31.50 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	2.60 $sK	2.00 $sK			4.60 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	0.00 $sK	0.00 $sK				0.00 $sK
				xxx90 TOTALS:	11.40 $sK	31.50 $sK	4.60 $sK	0.00 $sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	887.30 $sK	13.10 $sK	900.40 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	703.80 $sK	30.30 $sK		734.10 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	594.90 $sK	15.90 $sK			610.80 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	589.30 $sK	36.70 $sK				626.00 $sK
				xxx95 TOTALS:	900.40 $sK	734.10 $sK	610.80 $sK	626.00 $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	11,976.90 $sK	86.20 $sK	12,063.10 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	9,642.80 $sK	222.50 $sK		9,865.30 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	18,226.50 $sK	974.40 $sK			19,200.90 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	17,151.80 $sK	753.40 $sK				17,905.20 $sK
				xxx96 TOTALS:	12,063.10 $sK	9,865.30 $sK	19,200.90 $sK	17,905.20 $sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		7045	7,509.10 $sK	68.90 $sK	7,578.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		7045	6,975.60 $sK	64.00 $sK		7,039.60 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		7045	10,744.10 $sK	67.10 $sK			10,811.20 $sK	
	FY-94	Appropriation	Direct	Reimbursable				

1995 AIR FORCE BASE QUESTIONNAIRE

Keesler AFB - AETC

7045	4,515.30 $sK	69.00 $sK				4,584.30 $sK
		MFH TOTALS:	7,578.00 $sK	7,039.60 $sK	10,811.20 $sK	4,584.30 $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: $ 14,370.00 K

1995 AIR FORCE BASE QUESTIONNAIRE

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Section IV/V Level Playingfield COBRA Data

1995 AIR FORCE BASE QUESTIONNAIRE

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Section VI Economic Impact

Economic Area Statistics:

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

/ /

Projected economic impact:

Direct Job Loss:

Indirect Job Loss: _____

Closure Impact:

Other BRAC Losses: _____

Cumulative Impact:

1995 AIR FORCE BASE QUESTIONNAIRE

Keesler AFB - AETC

Section VII

1. Community Infrastructure

Describe the off-base housing situation.

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

VII.1.A.2 **Units are NOT available for families**

VII.1.A.2 **Units are NOT available for single members.**

VII.1.A.3 **9.5 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:** $630

Describe the transportation systems.

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

Bus (Coast Area Transit Authority)

VII.1.B.2 **Distance to the nearest municipal airport with scheduled, commercial air traffic:** 18 miles

VII.1.B.2 **Airport name:** Biloxi/Gulfport Regional Airport

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	Natatorium	2	0	Hrs.	05	Min.
VII.1.C.2	Movie theater	Surfside Cinema	3	0	Hrs.	07	Min.
VII.1.C.3	Public golf course	Edgewater Bay	4	0	Hrs.	10	Min.
VII.1.C.4	Bowling lane	Gulf Park Lanes	10	0	Hrs.	20	Min.
VII.1.C.5	Boating	Biloxi Small Craft Harbor	5	0	Hrs.	10	Min.
VII.1.C.6	Fishing	Biloxi Small Craft Harbor	5	0	Hrs.	10	Min.
VII.1.C.7	Zoo	Audubon Zoo	90	1	Hrs.	30	Min.
VII.1.C.8	Aquarium	Gulfport Marine Life	11	0	Hrs.	20	Min.
VII.1.C.9	Family theme park	Wet Willie's	11		Hrs.	15	Min.
VII.1.C.10	Professional sports	New Orleans Superdome	90	1	Hrs.	30	Min.
VII.1.C.11	Collegiate sports	University of Southern Alabama	63	1	Hrs.	00	Min.

1995 AIR FORCE BASE QUESTIONNAIRE

Keesler AFB - AETC

VII.1.C.12	Camping facilities	Sand Beach Campground	5	0	Hrs.	10	Min.
VII.1.C.13	Beaches (lake or ocean)	Mississippi Beach Biloxi	1	0	Hrs.	02	Min.
VII.1.C.14	Outdoor winter sports	Gatlinburg TN	485	8	Hrs.	00	Min.

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

Wal-Mart, Biloxi 0 hrs 15 min (5 Miles)

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

New Orleans LA 1 hrs 30 min (90 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.) 954

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.) 8035

2. Education

VII.2.A The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios: 33 to 1

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

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

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

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

VII.2.D 60.0 percent of high school students go on to either a two- or four-year college

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

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

Mississippi Gulf Coast Community College

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

MS Gulf Coast Community, Wm Carey, & USM

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

William Carey & University of Southern MS (USM)

3. Spousal Employment

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VII.3.A **70.0 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **83.0 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **5.1 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **11.2 percentage rate of job growth in the local area (Department of Labor Stastics)**

4. Local Medical Care

VII.4.A	**Current ratio of active, non-federal physicians in the community:**	1.6 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	4.4 beds/1000 people

1995 AIR FORCE BASE QUESTIONNAIRE

Keesler AFB - AETC

Section VIII

1. Air Quality - Clean Air Act

VIII.1.A **Air Quality Management District for the base:** Southern MS 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 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 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 The state or local air quality regulatory agency Limits the hours of emergency operation of generators.

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

E.6.d 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:**

Graham Ferry Formation (12 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 **12 water wells exist at the base.**

VIII.3.D **2 wells have been abandoned for the following reasons:**

Abandoned over 22 years--reason unknown.

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 Lake	0.18 Acres

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

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

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

Wetlands Permits

(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**

1995 AIR FORCE BASE QUESTIONNAIRE

Keesler AFB - AETC

VIII.4.C.1 Nature of the contamination: Fecal Coliform & Surface Rain

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

5. Wastewater

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

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

6. Discharge Points / Impoundments

VIII.6.A 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:

There is no treated wastewater discharged from the base; untreated water is discharged off base, then treated at the Biloxi Regional Wastewater Treatment Plant.

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

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

7. HAZARDOUS MATERIALS - Asbestos

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

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

VIII.7.A.2 1 facilities are considered regulated areas or have restricted use due to friable asbestos.

1995 AIR FORCE BASE QUESTIONNAIRE

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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.

Wetlands next to Biloxi Back Bay

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
Alligator	Animal	Federa	Listed	Threatened	
Least Tern	Animal	Federa	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:
Saltmarsh fringe along Biloxi Back Bay Shore	30

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 Oct 90

VIII.10.B.2 90 percent of the base was included in the survey.

1995 AIR FORCE BASE QUESTIONNAIRE

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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 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 17 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 24 IRP sites have been identified

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

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

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

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

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

VIII.13.D There 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 36 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	$0.000 K	$0.000 K	$0.000 K	$0.000 K	$0.000 K
Hazardous Waste Disposal/Remediation	$65.000 K	$65.000 K	$65.000 K	$75.000 K	$85.000 K
IRP	$3,333,140.000 K	$4,559.000 K	$1,202.000 K	$15.000 K	$21.000 K
Lead Paint	$0.000 K	$0.000 K	$0.000 K	$0.000 K	$0.000 K
Natural Resources	$10.000 K	$40.000 K	$40.000 K	$50.000 K	$50.000 K
Permits	$2.000 K	$7.000 K	$8.000 K	$8.000 K	$9.000 K

15. Other Issues

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

1995 AIR FORCE BASE QUESTIONNAIRE
Keesler AFB - AETC

16. Air Quality - Clean Air Act

VIII.16.A Air Quality Control Area (AQCA) geographic region in which the base is located:
Mobile, AL-Pensacola, Panama City, FL-Southern MS Interstate Air Quality Control Region

VIII.16.B Air quality regulatory agency responsible for the AQCA:. Mississippi Department of Environmental Quality, Bureau of Pollution Control

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

Mr Elliot Vickerstaff (601)961-5176

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

VIII.16.C.1 In Attainment for Ozone

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

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

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

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

VIII.16.C.6 In Non-Classifiable for Lead

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

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

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

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

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

Air Quality Survey complete, No additional data required.

1995 AIR FORCE BASE QUESTIONNAIRE

Keesler AFB - AETC

Section IX

Kelly AFB

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

MEMORANDUM OF MEETING

DATE: November 17, 1994

TIME: 4:15

MEETING WITH: Paul Roberson

SUBJECT: San Antonio defense presence

PARTICIPANTS:

Name/Title/Phone Number:

BGen Paul Roberson; San Antonio Chamber of Commerce

Commission Staff:

David Lyles; Staff Director
Frank Cirillo; Air Force Team Leader
Bob Cook; Interagency Issues Team Leader

MEETING PURPOSE: General discussion on process. Paul asked possibilites of meeting with the Chairman. Mr. Lyles noted the best time would be after the list was recommended and then the priority would be to bases on DoD's list. fc

Bill Mock

Vice President
Military Affairs

The Chamber.
100 YEARS OF SERVICE

The Greater San Antonio Chamber of Commerce
602 E. Commerce P.O. Box 1628 San Antonio, Texas 78296-1628
210/229-2148 FAX 210/229-1600

DEFENSE BA *MISSION*
1700 *5*

MEMORANDUM OF MEETING

DATE: Aug 25, 1994

TIME:10:00 AM

MEETING WITH: Paul Roberson

SUBJECT: Telephone setup w/Mary

PARTICIPANTS:

Name/Title/Phone Number: 210-229-2147

Paul Roberson; San Antonio Chamber of Commerce
Leo Gomez; San Antonio Hispanic Chamber of Commerce
Bill Mock; Vice President, Military Affairs

Commission Staff:
Frank Cirillo; Air Force Team Leader
CeCe Carman; Congressional Liaison

MEETING PURPOSE:

General discussions as in past meetings. Paul brought two participants as shown. He did share one rumor concerning an MOA between USAF and USN on Depots with 5 Points: 1) One multi Service Depot would be established, 2) USMC would retain one Rotary Wing/VTOL Depot, 3) One dedicated Navy Depot, 4) One dedicated Air Force Depot, 5) The rest of the Depots up for Interservicing Analysis. We also discussed the Edwards Aquifer issue and the fact that the nonpotable water storage referendum had failed. The city is planning on a minimum guaranteed availability issue/MOA which they plan to time for availability to the BRAC decision process. I informed them that under the "know your competitors" concept, at least two of the other depot communities were following the news releases... The visitors set up a visit to the Commission on Oct 4 at 9:30 for the annual "San Antonio to D.C." trip. About 20 people will participate. fc

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

MEMORANDUM OF MEETING

DATE: July 12

TIME: 4:30 PM

MEETING WITH: Paul Roberson

SUBJECT: Telephone setup w/Mary

PARTICIPANTS:

Name/Title/Phone Number: 210-229-2147

Paul Roberson; San Antonio Chamber of Commerce

Commission Staff:

Ben Borden; Dir R&A
Frank Cirillo; Air Force Team Leader
Bob Cook; Interagency Issues Team Leader
Mary Ann Hook; General Counsel

MEETING PURPOSE:

General discussions as in past meetings. Paul presented two charts as attached that represent the military personnel total reductions over the last 8 years and the Hispanic workforce statistics. We also discussed the Edwards Aquifer issue as related to the San antonio military bases. fc

CITY OF SAN ANTONIO

J. ROLANDO BONO
ASSISTANT CITY MANAGER

P.O. BOX 839966
SAN ANTONIO, TEXAS 78283-3966

CITY HALL
(210) 299-7082
(210) 270-4217 (FAX)

URE & REALIGNMENT COMMISSION
MOORE STREET, SUITE 1425
TON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: May 10, 1994- UnSched

TIME: 9:30 AM

MEETING WITH: Paul Roberson

SUBJECT: Telephone setup w/Ben

PARTICIPANTS:

Name/Title/Phone Number: **210-229-2147**

Paul Roberson; San Antonio Chamber of Commerce
Lyle Larson; City Councilman
Helen Ayala; City Council member
Rolando Bono; Asst City Mngr

Commission Staff:

Ben Borden; Dir R&A
Frank Cirillo; Air Force Team Leader
Bob Cook; Interagency Issues Team Leader

MEETING PURPOSE:

General discussions as in past meetings. Ben reviewed the Process presentation and speculative discussions ensued regarding the '95 round. Mr Roberson provided DoD Depot policy letters dated 4 May. fc

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

MEMORANDUM OF MEETING

DATE: May 10, 1994- UnSched

TIME: 9:30 AM

MEETING WITH: Paul Roberson

SUBJECT: Telephone setup w/Ben

PARTICIPANTS:

Name/Title/Phone Number: 210-229-2147

Paul Roberson; San Antonio Chamber of Commerce
Lyle Larson; City Councilman
Helen Ayala; City Council member
Rolando Bono; Asst City Mngr

Commission Staff:

Ben Borden; Dir R&A
Frank Cirillo; Air Force Team Leader
Bob Cook; Interagency Issues Team Leader

MEETING PURPOSE:

General discussions as in past meetings. Ben reviewed the Process presentation and speculative discussions ensued regarding the '95 round. Mr Roberson provided DoD Depot policy letters dated 4 May. fc

DRAFT

KELLY AFB DATA SHEET

14-Nov-94

MAJOR COMMAND:	AFMC
BRAC CATEGORY:	Large AC(A) *
JOINT CROSS-SERVICE GROUP:	Depot, Test & Evaluation, Laboratories
STATE:	TX
NEAREST CITY:	San Antonio
INSTALLATION TYPE:	Air Logistics Center & Reserve Airlift Operations
RESOURCES:	ALC, 15-F16(G), 14-C5(R)
MAJOR UNITS ASSIGNED:	San Antonio ALC, 76th Air Base Wg, Air Intelligence Agency, Air Force Electronic Warfare Center, Joint Electronic Warfare Center, Defense Commissary Agency, 433rd Airlift Wg(AFRES), 149th Fighter Group(G)
INSTALLATION MISSION:	Integrated Weapon System Management ofC5A/B, C17, C9, T37, T38,Foreign - OV10, A37, F5, C47, Overhauls F100, TF39 and T58 engines, nuclear Weapons
AUTHORIZED MILITARY:	5,078
AUTHORIZED CIVILIAN:	15,966
AVERAGE NUMBER OF STUDENTS:	
FY 93 OPERATING COSTS:	
NATIONAL PRIORITY LIST SITE:	No
TOTAL ACRES:	4,660
TOTAL BUILDING SQUARE FOOTAGE:	
FAMILY HOUSING UNITS:	1,487
UNACCOMPANIED OFFICER HOUSING UNITS:	
UNACCOMPANIED ENLISTED HOUSING SPACES:	
AREA COST FACTOR:	
HOSPITAL BEDS:	
IMPACT OF PREVIOUS BRAC:	
GOVERNOR:	Ann W. Richards
SENATORS:	Phil Gramm Kay Bailey Hutchison
REPRESENTATIVE:	Henry B. Gonzalez

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

MEMORANDUM OF MEETING

DATE: January 28, 1994

TIME: 9:00 a.m.

MEETING WITH: San Antonio Chamber of Commerce

SUBJECT: Courtesy Call

PARTICIPANTS:

Name/Title/Phone Number: 210-229-2147

Paul Roberson; Senior V.P. Military Affairs Project Director

Commission Staff:

Matt Behrmann; Staff Director
Ben Borden; Director of R&A
Mary Woodward; Congressional Liaison
Frank Cirillo; Air Force Team Leader
Bob Cook; Issues Team Leader

MEETING PURPOSE: Staff briefed Mr. Roberson on the Commission process and milestones and informed him of the content and availability of the library. We discussed all military installations in the San Antonio area to include a brief chat with Ed Brown regarding Ft. Sam Houston. A lot of discussion involved our expectations on the '95 process including the proposed five Joint Study Groups at OSD and the Economic Study Group. Purpose of meeting was primarily one of familiarization with the process and meeting of key DBCRC personnel. Mr. Roberson indicated he would return for more information and discussions in the future. fc

Leo Gomez
President

SAN ANTONIO
HISPANIC CHAMBER
OF COMMERCE

One Ten Broadway, Suite 230
San Antonio, TX 78205

210/225-0462
Fax 225-2485

Bill Mock
Vice President
Military Affairs

The Chamber
100 YEARS OF SERVICE

The Greater San Antonio Chamber of Commerce
602 E. Commerce P.O. Box 1628 San Antonio, Texas 78296-1628
210/229-2148 FAX 210/229-1600

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

MEMORANDUM OF MEETING

DATE: Aug 25, 1994

TIME:10:00 AM

MEETING WITH: Paul Roberson

SUBJECT: Telephone setup w/Mary

PARTICIPANTS:
Name/Title/Phone Number: 210-229-2147

Paul Roberson; San Antonio Chamber of Commerce
Leo Gomez; San Antonio Hispanic Chamber of Commerce
Bill Mock; Vice President, Military Affairs

Commission Staff:
Frank Cirillo; Air Force Team Leader
CeCe Carman; Congressional Liaison

MEETING PURPOSE:
General discussions as in past meetings. Paul brought two participants as shown. He did share one rumor concerning an MOA between USAF and USN on Depots with 5 Points: 1) One multi Service Depot would be established, 2) USMC would retain one Rotary Wing/VTOL Depot, 3) One dedicated Navy Depot, 4) One dedicated Air Force Depot, 5) The rest of the Depots up for Interservicing Analysis. We also discussed the Edwards Aquifer issue and the fact that the nonpotable water storage referendum had failed. The city is planning on a minimum guaranteed availability issue/MOA which they plan to time for availability to the BRAC decision process. I informed them that under the "know your competitors" concept, at least two of the other depot communities were following the news releases... The visitors set up a visit to the Commission on Oct 4 at 9:30 for the annual "San Antonio to D.C." trip. About 20 people will participate. fc

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
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ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: January 28, 1994

TIME: 9:00 a.m.

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SUBJECT: Courtesy Call

PARTICIPANTS:

Name/Title/Phone Number: 210-229-2147

Paul Roberson; Senior V.P. Military Affairs Project Director

Commission Staff:

Matt Behrmann; Staff Director
Ben Borden; Director of R&A
Mary Woodward; Congressional Liaison
Frank Cirillo; Air Force Team Leader
Bob Cook; Issues Team Leader

MEETING PURPOSE: Staff briefed Mr. Roberson on the Commission process and milestones and informed him of the content and availability of the library. We discussed all military installations in the San Antonio area to include a brief chat with Ed Brown regarding Ft. Sam Houston. A lot of discussion involved our expectations on the '95 process including the proposed five Joint Study Groups at OSD and the Economic Study Group. Purpose of meeting was primarily one of familiarization with the process and meeting of key DBCRC personnel. Mr. Roberson indicated he would return for more information and discussions in the future. fc

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

MEMORANDUM OF MEETING

DATE: October 4, 1994

TIME: 10:00

MEETING WITH: The Greater San Antonio Chamber of Commerce and the San Antonio Hispanic Chamber of Commerce

SUBJECT: Military Installations in San Antonio

PARTICIPANTS:

Name/Title/Phone Number:

See Attached list

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
Ed Brown; Army Team Leader

MEETING PURPOSE:

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

MEMORANDUM OF MEETING

DATE: July 12

TIME: 4:30 PM

MEETING WITH: Paul Roberson

SUBJECT: Telephone setup w/Mary

PARTICIPANTS:

***Name/Title/Phone Number:* 210-229-2147**

Paul Roberson; San Antonio Chamber of Commerce

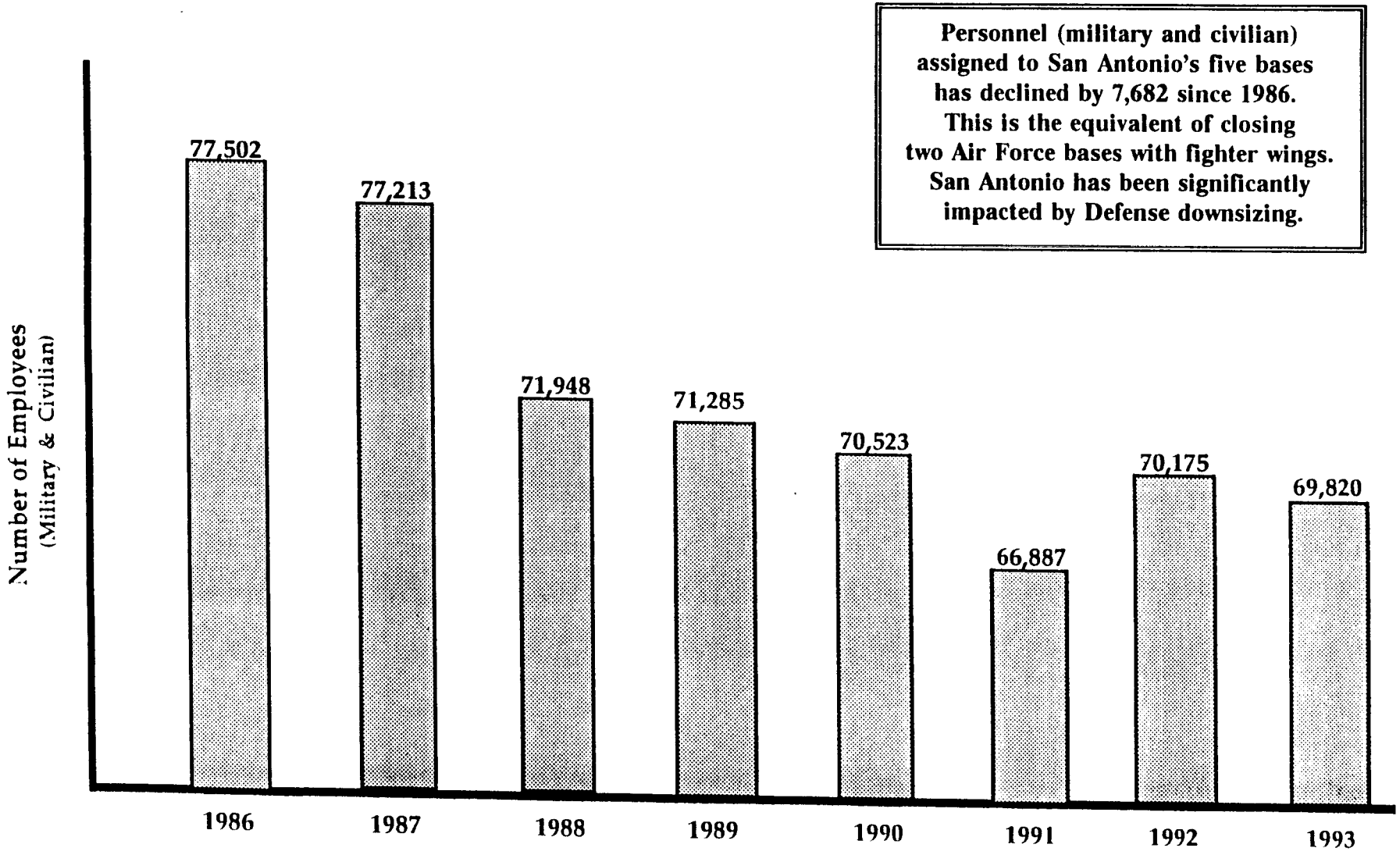
***Commission Staff*:**

Ben Borden; Dir R&A
Frank Cirillo; Air Force Team Leader
Bob Cook; Interagency Issues Team Leader
Mary Ann Hook; General Counsel

MEETING PURPOSE:

General discussions as in past meetings. Paul presented two charts as attached that represent the military personnel total reductions over the last 8 years and the Hispanic workforce statistics. We also discussed the Edwards Aquifer issue as related to the San antonio military bases. fc

San Antonio
Military Base Personnel Totals



Personnel (military and civilian) assigned to San Antonio's five bases has declined by 7,682 since 1986. This is the equivalent of closing two Air Force bases with fighter wings. San Antonio has been significantly impacted by Defense downsizing.

KELLY AFB - HISPANIC WORKFORCE

SAN ANTONIO/KELLY AFB HAVE A SPECIAL RELATIONSHIP

•San Antonio's Hispanic traditions and multiculturism make it a unique city
•Kelly AFB and San Antonio's Hispanic community have formed a strong alliance that contributes to the city's cultural identity and economic well-being

KELLY'S WORKFORCE IS 61% HISPANICE; 44.8% OF ALL HISPANICS IN THE AIR FORCE ARE AT KELLY AFB

•Kelly's Hispanic workforce as a percentage of Hispanics assigned to:

Air Force Material Command	67.1%
Air Force	44.8%
DOD	13.5%

SAN ANTONIO RANKS 10TH INPOPULATION, BUT 40TH IN WEALTH

•Many of San Antonio's Hispanics are counted among the poor and disadvantaged in terms of job opportunities, income, healthcare, housing and education
•Average per capita income is 25 percent below state and national averages - and many Hispanics are in this category

HISPANICS LOOK TO KELLY FOR:

•Employment, upward mobility, skill training

KELLY IS KEY TO HISPANIC MIDDLE CLASS

•Forty percent of San Antonio's Hispanics earning $25,000 or more are employed at Kelly or Kelly related jobs
•Kelly's Hispanics average 25% above the San Antonio's average worker's income
•Kelly has been primary vehicle for advancement for generations of San Antonio's Hispanics

IMPACT OF CLOSING KELLY AFB

•San Antonio has only 8,500 precision manufacturing jobs
    •modest growth, low turnover
    •no capability to absorb Kelly workforce
•Currently one of five Hispanics in San Antonio is unemployed
•Thus closing Kelly would:
    •Devastate Hispanic middle class
    •Eliminate opportunities for upward mobility, skill training
    •Push unemployment to unprecedented crisis levels
    •Severely impact Air Force and DOD Equal Employment Opportunity Programs

July 9, 1994

CITY OF SAN ANTONIO

J. ROLANDO BONO
ASSISTANT CITY MANAGER

P.O. BOX 839966
SAN ANTONIO, TEXAS 78283-3966

CITY HALL
(210) 299-7082
(210) 270-4217 (FAX)

HELEN AYALA
CITY COUNCIL MEMBER
DISTRICT 6

MAILING:
P.O. BOX 839966
SAN ANTONIO, TEXAS 78283-3966

CITY OF SAN ANTONIO, TX
CITY HALL (512) 299-7040
FAX (512) 299-7027

LYLE T. LARSON
CITY COUNCILMAN
DISTRICT 10

MAILING:
P.O. BOX 839966
SAN ANTONIO, TEXAS 78283-3966

CITY OF SAN ANTONIO, TX
CITY HALL (512) 299-7040

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

MEMORANDUM OF MEETING

DATE: May 10, 1994- UnSched

TIME: 9:30 AM

MEETING WITH: Paul Roberson

SUBJECT: Telephone setup w/Ben

PARTICIPANTS:

Name/Title/Phone Number: **210-229-2147**

Paul Roberson; San Antonio Chamber of Commerce
Lyle Larson; City Councilman
Helen Ayala; City Council member
Rolando Bono; Asst City Mngr

Commission Staff:

Ben Borden; Dir R&A
Frank Cirillo; Air Force Team Leader
Bob Cook; Interagency Issues Team Leader

MEETING PURPOSE:

General discussions as in past meetings. Ben reviewed the Process presentation and speculative discussions ensued regarding the '95 round. Mr Roberson provided DoD Depot policy letters dated 4 May. fc

CITY OF SAN ANTONIO

J. ROLANDO BONO
Assistant City Manager

P.O. Box 839966
San Antonio, Texas 78283-3966

City Hall
(210) 207-7082
FAX (210) 207-4217

Hand carried to Mr. Cirillo

8 3 1b

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

MEMORANDUM OF MEETING

DATE: January 30, 1995

TIME: 3:45 p.m.

MEETING WITH: B.Gen. Paul Roberson USAF (Ret.)

SUBJECT: Military bases in San Antonio

PARTICIPANTS:

Name/Title/Phone Number:

B.Gen. Paul Roberson USAF (Ret.)
Helen Ayala, City Council Member
J. Rolando Bono, Assistant City Manager

Commission Staff:

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
Ann Reese, Cross-Service Team
Dick Helmer, Cross-Service Team
Les Farrington, Cross-Service Team
Steve Bailey, Army Team
Bob Miller, Army Team

MEETING PURPOSE: General discussions as in past meetings. Paul emphasized Kelly's military value as a Strategic Airlift Base and indicated that Kelly is the one DoD depot that can support the C-5. Paul also reviewed Kelly's strengths to include; the lowest defect rate of all ALCs; lowest labor rate; largest engine repair space and the 30 day guarantee that Kelly provides on its engine repair work. Paul also reminded the Commission Staff that 1993 DoD analysis indicated that Kelly had the highest cost-to-close of any of the ALCs ($1.3 billion).

Paul stated that previous environmental and water-use concerns will be resolved by the time a potential regional hearing would be held. A local group will be elected to oversee use of the aquifer. In the interim, the City Council has guaranteed 300,000 acre feet of water, which will more than satisfy Kelly's water requirements.

Paul asked the Commission Staff to be aware of the severe economic impact that the closure of Kelly would have on the Hispanic employment levels in San Antonio. The closure of Kelly would increase the Hispanic unemployment in San Antonio by 73 percent.

Paul asked about the schedule for the 95 Commission process. Frank responded there will not be a firm schedule for quite sometime but reviewed, in general terms, the timing of upcoming events.

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
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MEMORANDUM OF MEETING

DATE: January 30, 1995

TIME: 3:45 p.m.

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SUBJECT: Military bases in San Antonio

PARTICIPANTS:

Name/Title/Phone Number:

B.Gen. Paul Roberson USAF (Ret.) Congr. Ayala Roland Bono Asst City Mng

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 Schutreider~~; 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 +2
Jim Owsley, Cross-Service Team Leader +2
Alex Yellin, Navy Team Leader
Ann Reese; Cross-Service Team
Dick Helmer; Cross-Service Team Les, Dick
Bob Bivins; Interagency Issues Team, Cobra Specialist
Mike Kennedy; Army Team

MEETING PURPOSE:

David, Ben, Charlie, For info the past memo's are attached.

3 HAND OUTS glossy + 2 BRIEFS

Over

CIRILLO
Kelly

Mil Value

1. Strategic Airlift Bns
2. Engines
   - Defect Rate
   - Engine Labor Rate
   - Larger w/7 3.7 MMH
   - Larger space 2.1 MSF
3. Cost to close High
4. LABOR RATES LOW (Union issue turned around)
5. Concerned with Calif issue eg votes/Econ impact
6. Env solution Best as Frees Restrictions
   Water 2 issues
   - Management Authority
   - Water Rights exchange (Off Source)
   - Incidental Take permit possible
   - 3000 Acre-Ft use from the community for the Bases - referendum
7. HISPANIC ISSUE
   - Affirmative action issue
   - Push to look at Hispanic Community
   - 9 Largest 40 richest
   - 61% of Depot Civilians are Hispanic

Unemployment { 5 → 7% overall -
9 → 13% Hispanic - } Very few Manufacturing Jobs

- STABLE HISPANIC ~~[illegible]~~ Middle Class

→ Ft Sam Discussion
concern about encroachment around Camp Bullis

→ Discussion of Adds process

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

MEMORANDUM OF MEETING

DATE: November 17, 1994

TIME: 4:15

MEETING WITH: Paul Roberson

SUBJECT: San Antonio defense presence

PARTICIPANTS:

Name/Title/Phone Number:

BGen Paul Roberson; San Antonio Chamber of Commerce

Commission Staff:

David Lyles; Staff Director
Frank Cirillo; Air Force Team Leader
Bob Cook; Interagency Issues Team Leader

MEETING PURPOSE: General discussion on process. Paul asked possibilites of meeting with the Chairman. Mr. Lyles noted the best time would be after the list was recommended and then the priority would be to bases on DoD's list. fc

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

MEMORANDUM OF MEETING

DATE: October 4, 1994

TIME: 10:00

MEETING WITH: The Greater San Antonio Chamber of Commerce and the San Antonio Hispanic Chamber of Commerce

SUBJECT: Military Installations in San Antonio

PARTICIPANTS:

Name/Title/Phone Number:

See Attached list

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
Ed Brown; Army Team Leader

MEETING PURPOSE:

Bill Mock

Vice President
Military Affairs

The Chamber.
100 YEARS OF SERVICE

The Greater San Antonio Chamber of Commerce
602 E. Commerce P.O. Box 1628 San Antonio, Texas 78296-1628
210/229-2148 FAX 210/229-1600

DEFENSE BA *MISSION*
1700 *5*

MEMORANDUM OF MEETING

DATE: Aug 25, 1994

TIME:10:00 AM

MEETING WITH: Paul Roberson

SUBJECT: Telephone setup w/Mary

PARTICIPANTS:

Name/Title/Phone Number: 210-229-2147

Paul Roberson; San Antonio Chamber of Commerce
Leo Gomez; San Antonio Hispanic Chamber of Commerce
Bill Mock; Vice President, Military Affairs

Commission Staff:

Frank Cirillo: Air Force Team Leader
CeCe Carman; Congressional Liaison

MEETING PURPOSE:

General discussions as in past meetings. Paul brought two participants as shown. He did share one rumor concerning an MOA between USAF and USN on Depots with 5 Points: 1) One multi Service Depot would be established, 2) USMC would retain one Rotary Wing/VTOL Depot, 3) One dedicated Navy Depot, 4) One dedicated Air Force Depot, 5) The rest of the Depots up for Interservicing Analysis. We also discussed the Edwards Aquifer issue and the fact that the nonpotable water storage referendum had failed. The city is planning on a minimum guaranteed availability issue/MOA which they plan to time for availability to the BRAC decision process. I informed them that under the "know your competitors" concept, at least two of the other depot communities were following the news releases... The visitors set up a visit to the Commission on Oct 4 at 9:30 for the annual "San Antonio to D.C." trip. About 20 people will participate. fc

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

MEMORANDUM OF MEETING

DATE: July 12

TIME: 4:30 PM

MEETING WITH: Paul Roberson

SUBJECT: Telephone setup w/Mary

PARTICIPANTS:

Name/Title/Phone Number: 210-229-2147

Paul Roberson; San Antonio Chamber of Commerce

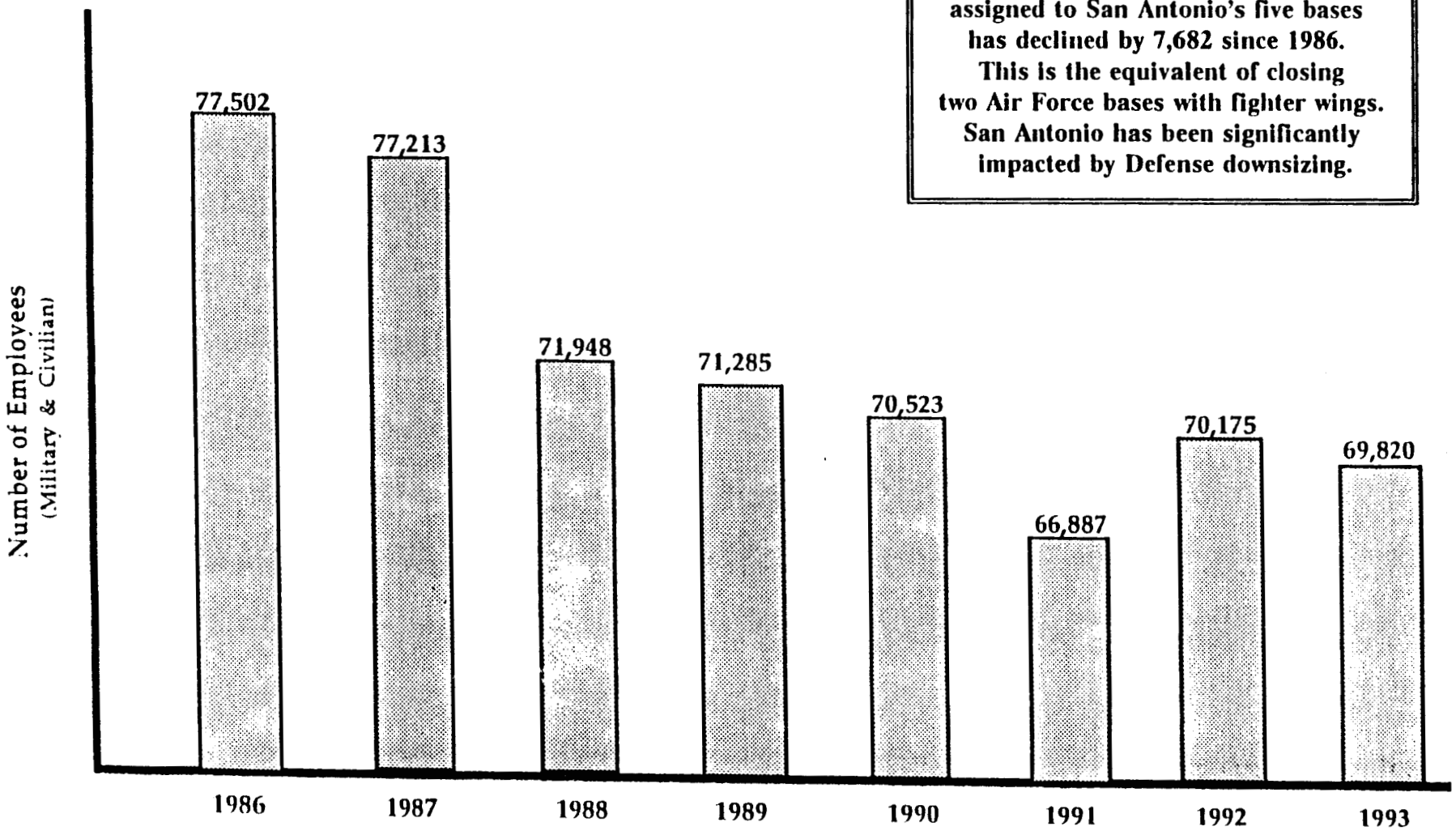
Commission Staff:

Ben Borden; Dir R&A
Frank Cirillo; Air Force Team Leader
Bob Cook; Interagency Issues Team Leader
Mary Ann Hook; General Counsel

MEETING PURPOSE:

General discussions as in past meetings. Paul presented two charts as attached that represent the military personnel total reductions over the last 8 years and the Hispanic workforce statistics. We also discussed the Edwards Aquifer issue as related to the San antonio military bases. fc

San Antonio
Military Base Personnel Totals



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•Currently one of five Hispanics in San Antonio is unemployed
•Thus closing Kelly would:
    •Devastate Hispanic middle class
    •Eliminate opportunities for upward mobility, skill training
    •Push unemployment to unprecedented crisis levels
    •Severely impact Air Force and DOD Equal Employment Opportunity Programs

July 9, 1994

CITY OF SAN ANTONIO

J. ROLANDO BONO
ASSISTANT CITY MANAGER

P.O. BOX 839966
SAN ANTONIO, TEXAS 78283-3966

CITY HALL
(210) 299-7082
(210) 270-4217 (FAX)

URE & REALIGNMENT COMMISSION
MOORE STREET, SUITE 1425
TON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: May 10, 1994- UnSched

TIME: 9:30 AM

MEETING WITH: Paul Roberson

SUBJECT: Telephone setup w/Ben

PARTICIPANTS:

Name/Title/Phone Number: 210-229-2147

Paul Roberson; San Antonio Chamber of Commerce
Lyle Larson; City Councilman
Helen Ayala; City Council member
Rolando Bono; Asst City Mngr

Commission Staff:

Ben Borden; Dir R&A
Frank Cirillo; Air Force Team Leader
Bob Cook; Interagency Issues Team Leader

MEETING PURPOSE:

General discussions as in past meetings. Ben reviewed the Process presentation and speculative discussions ensued regarding the '95 round. Mr Roberson provided DoD Depot policy letters dated 4 May. fc

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
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ARLINGTON, VIRGINIA 22209
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MEETING PURPOSE:

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DRAFT

KELLY AFB DATA SHEET

14-Nov-94

MAJOR COMMAND:	AFMC
BRAC CATEGORY:	Large AC(A) *
JOINT CROSS-SERVICE GROUP:	Depot, Test & Evaluation, Laboratories
STATE:	TX
NEAREST CITY:	San Antonio
INSTALLATION TYPE:	Air Logistics Center & Reserve Airlift Operations
RESOURCES:	ALC, 15-F16(G), 14-C5(R)
MAJOR UNITS ASSIGNED:	San Antonio ALC, 76th Air Base Wg, Air Intelligence Agency, Air Force Electronic Warfare Center, Joint Electronic Warfare Center, Defense Commissary Agency, 433rd Airlift Wg(AFRES), 149th Fighter Group(G)
INSTALLATION MISSION:	Integrated Weapon System Management ofC5A/B, C17, C9, T37, T38,Foreign - OV10, A37, F5, C47, Overhauls F100, TF39 and T58 engines, nuclear Weapons
AUTHORIZED MILITARY:	5,078
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AREA COST FACTOR:	
HOSPITAL BEDS:	
IMPACT OF PREVIOUS BRAC:	
GOVERNOR:	Ann W. Richards
SENATORS:	Phil Gramm Kay Bailey Hutchison
REPRESENTATIVE:	Henry B. Gonzalez

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

MEMORANDUM OF MEETING

DATE: January 28, 1994

TIME: 9:00 a.m.

MEETING WITH: San Antonio Chamber of Commerce

SUBJECT: Courtesy Call

PARTICIPANTS:

Name/Title/Phone Number: 210-229-2147

Paul Roberson; Senior V.P. Military Affairs Project Director

Commission Staff:

Matt Behrmann; Staff Director
Ben Borden; Director of R&A
Mary Woodward; Congressional Liaison
Frank Cirillo; Air Force Team Leader
Bob Cook; Issues Team Leader

MEETING PURPOSE: Staff briefed Mr. Roberson on the Commission process and milestones and informed him of the content and availability of the library. We discussed all military installations in the San Antonio area to include a brief chat with Ed Brown regarding Ft. Sam Houston. A lot of discussion involved our expectations on the '95 process including the proposed five Joint Study Groups at OSD and the Economic Study Group. Purpose of meeting was primarily one of familiarization with the process and meeting of key DBCRC personnel. Mr. Roberson indicated he would return for more information and discussions in the future. fc

CITY OF SAN ANTONIO

NELSON W. WOLFF
MAYOR

Please refer to this number when responding 941103.1

October 27, 1994

Alan Dixon
Chairman, Defense Base Realignment
and Closure Commission
1700 N. Moore Street, Suite 1425
Arlington, VA 22209

Dear Chairman Dixon:

San Antonio has enjoyed its long partnership with the military bases located in our city. This partnership, I believe, has been of mutual benefit both to our citizens and to the military installations. San Antonio provides personnel stationed here an excellent quality of life, as evidenced by the large number of military personnel who choose to live here when they retire. The military missions have given our citizens excellent employment opportunities. Kelly Air Force Base, for example, is the largest employer of Hispanics in the United States.

Our city's excellent infrastructure capably supports both civilian as well as military operations. Questions about water supply, however, may have raised concerns among observers. Let me assure you that more than sufficient water is available for all our City's military installations, not only for those currently here, but also for additional missions that we hope will be located in our area.

Like the rest of San Antonio, our military installations have their own wells which pump high quality water directly from our underground aquifer. Faced with the need to develop alternative water supplies so that aquifer pumping does not diminish the flow of nearby springs, San Antonio has implemented new strategies. One is a program to distribute reuse water. Reuse water is treated discharge water which is owned by the city and made available for non-potable industrial and irrigation use.

We presently have committed for military use in San Antonio 3,000 acre feet of reuse water each year. That is over <u>one billion gallons annually</u> -- 20% more water than is presently used by the military for industrial and irrigation purposes. Even more reuse water can be made available in the future, if needed.

This committed reuse water is <u>in addition</u> to the amounts of potable water the bases are already using and will continue to use. In other words, the availability of reuse water for industrial and irrigation purposes will offset some of the military's use of potable water, thus making more potable water available for those new and expanded missions which require potable water.

MAILING:
P.O. BOX 839966
SAN ANTONIO, TEXAS 78283-3966

CITY OF SAN ANTONIO, TEXAS
CITY HALL (210) 299-7060
FAX # (210) 270-4077

To formalize the City's commitment, the San Antonio City Council unanimously passed an ordinance on October 20, 1994. The ordinance sets out our proposal to supply military installations within our water utility's service area, on a priority basis, the 3,000 acre feet of reuse water for non-drinking industrial and irrigation uses. This commitment is consistent with what the city is doing in our overall water conservation and reuse planning and programs.

I am attaching the City Council ordinance related to this offer. Also attached is the supporting resolution of the San Antonio Water System, the public utility owned by the City of San Antonio, which owns and distributes reuse water on behalf of the City.

San Antonio is proud of our military installations and missions. I, our City Council, and our utility board are committed to providing total infrastructure support to them. We will take every measure possible to assure their needs not only for water but also for gas and electricity.

If you have any questions, please contact me personally at (210) 207-7060.

Sincerely,

Nelson W. Wolff,
Mayor

Enclosures

AN ORDINANCE 81012

PROVIDING FOR AN ALTERNATIVE SOURCE OF WATER TO CERTAIN FEDERAL MILITARY INSTALLATIONS BY GUARANTEEING 3,000 ACRE FEET OF REUSE WATER ANNUALLY FOR USE BY SUCH INSTALLATIONS IN PERFORMING INDUSTRIAL ACTIVITIES RELATED TO THEIR RESPECTIVE MISSIONS.

* * * * * *

Whereas, the City of San Antonio has long acknowledged the importance of the presence of the Federal military installations in the City of San Antonio, and the great contribution such installations make to the economy of the City and the employment of individuals within the San Antonio Region; and

Whereas, the City, in order to assure the continued existence of said military installations within the City of San Antonio Region shall in conjunction with the San Antonio Water System, provide to such installations a firm yield source of reuse water for industrial purposes; and

Whereas, the provision of a reliable supply of reuse water to such Federal military installations will provide for conservation of the Edwards Aquifer by allowing applicable industrial activities currently being performed on such installations with pumped water from the Edwards to be performed using reuse water; and

Whereas, the City finds that adopting a policy which further assures the current and future availability of water to the Federal military installations, and which provides further conservation of the Edwards Aquifer is in the best interest of all the citizens of the San Antonio Region; and

Whereas, the San Antonio Water System pursuant to Resolution 94-147, dated July 19, 1994, agreed to make such reuse water available to San Antonio Federal military installations; Now Therefore:

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SAN ANTONIO:

Section 1. The City of San Antonio, in conjunction with the San Antonio Water System, shall make available a minimum of 3,000 acre feet of reuse water each year on a highest priority basis, to the following Federal Military Installations: Kelly A.F.B. and its associated facilities, Lackland A.F.B. and its associated facilities, Brooks A.F.B. and its associated facilities, and Fort Sam Houston.

Section 2. The City of San Antonio shall in conjunction with the San Antonio Water System, shall require that the reuse water guaranteed in Section 1, herein, shall not be used as a source of drinking water.

Section 3. The President/C.E.O. of the San Antonio Water System is hereby authorized and instructed to develop a plan for the provision of the reuse supply committed by this ordinance, and to develop a proposed rate for the provision of reuse service to the Federal military

installations identified in Section 1 herein. The rate to be developed pursuant to this section should be calculated to provide an incentive to an installation to use reuse water in place of water currently produced from the Edwards Aquifer, whenever such use is permitted. Once proposed rates are developed they shall be presented to the Council for review and consideration prior to adoption.

Section 4. The President/C.E.O. of the San Antonio Water System is hereby authorized and instructed to take all necessary action to ensure that the reuse reserve established herein is maintained and that the availability of reuse water for industrial purposes to the installations identified in Section 1 herein is communicated to such installations. The President/C.E.O. is hereby further authorized to enter into discussions and negotiations with appropriate representatives of each of the respective installations for the purpose of providing reuse service to these installations.

Section 5. A copy of this ordinance shall be made available to the Commanding Officer of each installation benefited hereby, and to any other official, committee or commission to which the terms of this resolution may be relevant.

Section 6. Should any Section of this Ordinance, for any reason, be held illegal, inoperative, or invalid, or if any exception to or limitation upon any general provision herein contained be held to be unconstitutional or invalid or ineffective, the remainder shall, nevertheless, stand effective and valid as if it had been enacted and ordained without the portion held to be unconstitutional or invalid or ineffective.

Section 7. It is officially found, determined, and declared that the meeting at which this Ordinance is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting, including this Ordinance, was given, all as required by Texas Revised Civil Statutes Annotated as amended Title 5, Chapter 532, Government Code. It is further found that provisions of this ordinance are intended to protect the public health, safety and welfare, and, as such, the provisions of this ordinance shall be effective immediately upon and after its passage.

PASSED AN APPROVED this 20th day of October, 1994.

M A Y O R

ATTEST:

ASSISTANT City Clerk

APPROVED AS TO FORM:

for City Attorney

A RESOLUTION 94-147

OF THE SAN ANTONIO WATER SYSTEM BOARD OF TRUSTEES PROVIDING AN ALTERNATIVE SOURCE OF WATER TO CERTAIN FEDERAL MILITARY INSTALLATIONS WITHIN THE BOARD'S SERVICE AREA BY GUARANTEEING 3,000 ACRE FEET OF REUSE WATER ANNUALLY FOR USE BY SUCH INSTALLATIONS IN PERFORMING INDUSTRIAL ACTIVITIES RELATED TO THEIR RESPECTIVE MISSIONS.

* * * * * *

Whereas, the San Antonio Water System Board of Trustees (the Board) acknowledges the importance of the presence of the Federal military installations in the City of San Antonio, and the great contribution such installations make to the economy of the City and the employment of individuals within the San Antonio Water System service area; and

Whereas, the Board desires to assist in assuring the continued existence of said military installations within the City of San Antonio and the service area of the San Antonio Water System by providing to such installations a firm yield source of reuse water for industrial purposes; and

Whereas, the provision of a reliable supply of reuse water by the Board to such Federal military installations will provide for conservation of the Edwards Aquifer by allowing applicable industrial activities currently being performed on such installations with pumped water from the Edwards to be performed using reuse water; and

Whereas, the Board finds that adopting a policy which further assures the current and future availability of water to the Federal military installations in the Board's service area, and which provides further conservation of the Edwards Aquifer is in the best interest of the rate payers and bond holders of the System; Now Therefore:

BE IT RESOLVED BY THE SAN ANTONIO WATER SYSTEM BOARD OF TRUSTEES:

Section 1. That a minimum of 3,000 acre feet of reuse water each year shall hereafter be made available on a highest priority basis to the following Federal Military Installations: Kelly A.F.B. and its associated facilities, Lackland A.F.B. and its associated facilities, Brooks A.F.B and its associated facilities, and Fort Sam Houston.

Section 2. The reuse water guaranteed by Section 1, above, shall not be used as a source of drinking water.

Section 3. The President and C.E.O. of the San Antonio Water System is hereby authorized and instructed to develop a plan for the provision of the reuse supply committed by this resolution, and

to develop a proposed rate for the provision of reuse service to the Federal military installations identified in Section 1 above. The rate to be developed pursuant to this section should be calculated to provide an incentive to an installation to use reuse water in place of water currently produced from the Edwards Aquifer, whenever such use is permitted. Once proposed rates are developed they shall be presented to the Board for review and consideration prior to making recommendations to the City Counsel for adoption of the same.

Section 4. The President and C.E.O. of the San Antonio Water System is hereby authorized and instructed to take all necessary action and implement all necessary procedures to ensure that the reuse reserve established herein is maintained and that the availability of reuse water for industrial purposes to the installations identified in Section 1 above is communicated to such installations. The President and C.E.O. is hereby further authorized to enter into discussions and negotiations with appropriate representatives of each of the respective installations for the purpose of establishing reuse service to the same.

Section 5. This resolution shall be effective immediately after its adoption and execution, and copies of this resolution shall be made available to the Commanding Officer of each installation benefited hereby, and to any other official, committee or commission to which the terms of this resolution may be relevant.

PASSED AN APPROVED this 19th **day of** JULY, **1994.**

Diane D. Rath

for Clifford E. Morton, Chairman

ATTEST: Curtis E. Neal Jr.

Curtis E. Neal, Secretary

G:\legal\resolutions

Law Offices of
Craig L. Austin
2510 NationsBank Plaza
300 Convent
San Antonio, Texas 78205-3789

Please refer to this number when responding 941026-3

Craig L. Austin
Board Certified
- Civil Trial Law
- Civil Appellate Law
- Commercial Real Estate Law
- Farm & Ranch Real Estate Law
Texas Board of Legal Specialization

Telephone
(210) 222-2331
Telecopier
(210) 222-2334

October 19, 1994

Defense Base Closure and
Realignment Commission
1700 N. Moore Street, No. 1425
Arlington, Virginia 22209

Re: Closure of Kelly Air Force Base, Texas

Gentlemen::

The undersigned represents parties who may have interest in bringing about the closure of Kelly Air Force Base, Texas. We would like an opportunity to participate in the process of input, hearing and deliberation relative to this determination.

It would be much appreciated if you could place us on your mailing list and send any material available relative to the procedure. Please advise as to all deadlines and hearings in order that my clients may participate.

Very truly yours,

Craig L. Austin

CLA:a

cc: Mr. J. Tullos Wells

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

File

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950616-11

FROM: STEELY, PHILLIP	TO: COWSLEY, JIM
TITLE: DIR, FINANCIAL MANAGEMENT	TITLE: CROSS SERVICE TEAMLEADER
ORGANIZATION: KELLY AFB	ORGANIZATION: OBCRC
INSTALLATION (s) DISCUSSED: TINKER AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		✓		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER		X	
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

✓	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:
DISCUSSING UET ENGINE TEST CELL CAPACITY FOR TINKER.

Due Date:	Routing Date: 950616	Date Originated: 950615	Mail Date:

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS SAN ANTONIO AIR LOGISTICS CENTER (AFMC)
KELLY AIR FORCE BASE, TEXAS

15 JUN 1995

MEMORANDUM FOR DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
ATTN: Mr. Jim Owsley
1700 N Moore St Ste 1425
Arlington VA 22209

Please refer to this number when responding 9506.16-11

FROM: SA-ALC/FM
100 Moorman St Ste 2
Kelly AFB TX 78241-5809

SUBJECT: Jet Engine Test Cell Capability

1. General Curtis asked me to send this to set the record straight regarding engine test cell capability at Tinker AFB. During your visits to Kelly AFB, we briefed that Tinker does not currently have the capability to test the jet engines repaired here. While both Tinker and Kelly have four large universal test cells, the equipment for each center was built by different manufacturers. For this reason, adapters would have to be purchased, or their test cells would have to be reconfigured to use our adapters. Furthermore, testing of the T56 engine requires a specific test configuration which includes either a slave propeller or a dynamometer, neither of which is available at Tinker AFB.

2. With the full ramp-up of the Two Level Maintenance (2LM) transition to the depot and the closing of the F100 engine 2LM second source of repair, the test cells at both Kelly and Tinker will be saturated. In either case, consolidation of the total engine workload at a single center would require a significant investment.

3. The bottom line is that with the current configuration, neither Kelly nor Tinker can test all Air Force jet engines. However, with modifications, additional facilities and equipment, and a substantial taxpayer investment, either depot could accommodate the requirement.

Phillip W Steely

PHILLIP W. STEELY, SES, USAF
Director
Financial Management

NEWS CLIPPINGS FROM:
DATE: 6/15/95
Section/Page: B1

[X] L.A. TIMES (West Ventura Co. Edition)
[ ] DAILY INDEPENDENT (RIDGECREST)
[ ] Ventura County STAR
[ ] OTHER:

Secretary of Navy Defends Point Mugu Base

■ **Hearing:** John Dalton says it shouldn't be closed because it's a national asset and works cooperatively with the China Lake base.

By MARC LACEY
TIMES STAFF WRITER

WASHINGTON—Calling Point Mugu naval base "a critical national asset," Navy Secretary John H. Dalton offered a last-minute defense of the Ventura County facility Wednesday as the federal base closure commission prepares to vote next week on which installations ought to close.

"The Department of the Navy feels strongly that Point Mugu is a critical national asset for research, development, training and engineering for the Navy," Dalton told the Defense Base Closure and Realignment Commission at its final hearing, this one reserved for military brass.

Dalton, adding his influential voice to the chorus of Navy officials and local Point Mugu boosters, said the Navy evaluated the installation in previous base closure rounds, but never proposed closure because of its high military value, which places it No. 2 among Navy technical centers.

He disagreed with the commission's decision last month to add Point Mugu to the list to consider for closure. And he praised the installation for streamlining its activities in recent years and working cooperatively with the nearby China Lake base.

"We now have an efficient, irreplaceable set of land and sea ranges collocated with and integral to research and development laboratories that are unique within the Department of Defense," Dalton said.

He cited many of the critical functions offered at Point Mugu, including air tracking for the off-shore sea test range and support for the Naval Reserve and Air National Guard. Without mentioning the controversial Pentagon inspector general's report that suggested keeping the sea test range open while transferring most other functions, Dalton argued that significant numbers of workers would still be needed to run the test range extending off the Ventura coast.

"The closure of this facility would provide no reduction in numbers of technical personnel, even if all Point Mugu research and development functions were transferred," Dalton said. "And, there would only be limited reductions in base support staff, since most would still be required to support the test range."

Point Mugu was one of five bases Dalton emphasized in his testimony before the commission. Wednesday's hearing brings to a close the commission's public sessions, which have included numerous regional hearings and two days of testimony from members of Congress. The eight BRAC commissioners have offered few hints of Point Mugu's fate. On Wednesday, they questioned Dalton and other military officials on other proposed closures but did not bring up Point Mugu.

In other testimony Wednesday, Joshua Gotbaum, assistant secretary of defense for economic security, said the Pentagon stands by its original recommendations, which spared Point Mugu from closure or realignment.

In addition, Gotbaum agreed with commission Chairman Alan Dixon on the need for another round of closures once this one is complete. Defense Secretary William Perry has recommended that the next round come in three to four years, but Dixon said he is inclined to delay the process until 2001 to give the country time to absorb the latest closures.

Routed to:
- Code 000000D Commander
- Code 00A000E Vice Commander
- Code 08A000D Executive Assistant
- Code 500000E Competency Leader, T&E
- Code 700000D Corporate Operations
- Code 750000D PAO
- Code 750000E PAO
- Code 830000E NAWS PM CO/XO
- Code 833000E NAWS PM PWO
- Code 833200E NAWS PM Environmental
- Code 835000E NAWS PM Air Ops
- Code 839000E OIC,SNI
- NAVAIRSYSCOM PAO
- CHINFO
- NAVINFOWEST
- OTHER: CINCPACFLT PAO

OPTIONAL FORM 99 (7-90)

FAX TRANSMITTAL

# of pages ▶ 02

To: Mr. LES FARRINGTON	From: MARGE HAYS/POINT MUGU
Dept./Agency: DBCRC	Phone #: 805 989 8094
Fax #: 703 696 0550	Fax #: 805 989 1785

NSN 7540-01 317-7368 5099-101 GENERAL SERVICES ADMINISTRATION

 Provided by Point Mugu Public AffairsOffice (DSN) 351-8094 (commercial) 805-989-8094

NEWS CLIPPINGS FROM:

DATE: 6/15/95

Section/Page: A1

☐ L.A. TIMES (West Ventura Co. Edition) ☐ DAILY INDEPENDENT (RIDGECREST)

☒ Ventura County STAR ☐ OTHER:

Secretary of Navy defends local base

POINT MUGU: *He tells BRAC commission that it is 'critical to the Department of Defense.'*

By Lauren Dodge
Staff writer

The Secretary of the Navy appealed to the base closure commission on Wednesday to preserve a national asset and pull the Point Mugu naval base off its hit list.

Secretary John H. Dalton, addressing the eight-member panel on behalf of all targeted Navy installations, said Point Mugu's activities cannot be duplicated.

"Point Mugu is an asset with capabilities and capacities critical to the Department of Defense," Dalton said.

His remarks came as part of daylong testimony by the four military branches and the Department of Defense. It is the final hearing before the Defense Base Closure and Realignment Commission begins voting on a list of 178 bases next week.

Coupled with its counterpart base at China Lake, the Naval Air Warfare Center, Weapons Division, is the most highly valued technical activity in the Navy, Dalton said.

"We now have an efficient, irreplaceable set of land and sea ranges ... integral to research and development laboratories that are unique within the Department of Defense," he said.

The commission is studying a proposal to shift much of Point Mugu's activities to China Lake. Under the scenario, the 36,000-square-mile sea test range would remain open but would be managed from China Lake. Point Mugu's runways and hangars would be mothballed.

Dalton said the Navy has spent five years consolidating the two bases under one command, saving money and reducing overlapping activities.

"Redundant organization structures and functions have been eliminated," Dalton said. "The remaining functions are critical."

Also in testimony Wednesday afternoon, Assistant Secretary of Defense Joshua Gotbaum urged the commission to abide by the Pentagon's recommendations released in February, which did not include closing Point Mugu.

The testimony comes on the heels of congressional hearings Monday and Tuesday, when four state lawmakers argued on behalf of Point Mugu. Their message was much the same: Shutting down the base would be costly to taxpayers and national defense.

In a report released last year, the Pentagon's inspector general found $1.7 billion would be saved over 20 years under a scenario similar to what the commission has proposed.

But in an analysis completed last month, the Navy found such a move would cost taxpayers $430 million over the same time span.

A final list of closures is due to the president on July 1. The president must approve the list in its entirety and forward it to Congress by Sept. 1.

Routed to:

- Code 000000D Commander
- Code 00A000E Vice Commander
- Code 08A000D Executive Assistant
- Code 500000E Competency Leader, T&E
- Code 700000D Corporate Operations
- Code 750000D PAO
- Code 750000E PAO
- Code 830000E NAWS PM CO/XO
- Code 833000E NAWS PM PWO
- Code 833200E NAWS PM Environmental
- Code 835000E NAWS PM Air Ops
- Code 839000E OIC,SNI
- NAVAIRSYSCOM PAO
- CHINFO
- NAVINFOWEST
- OTHER: CINCPACFLT PAO

Page 1 of 1 pages | Provided by Point Mugu Public AffairsOffice (DSN) 351-8094 (commercial) 805-989-8094

Building 375

World's Largest Maintenance Hangar
- $88 million to replace

Unified Fuel Control Facility

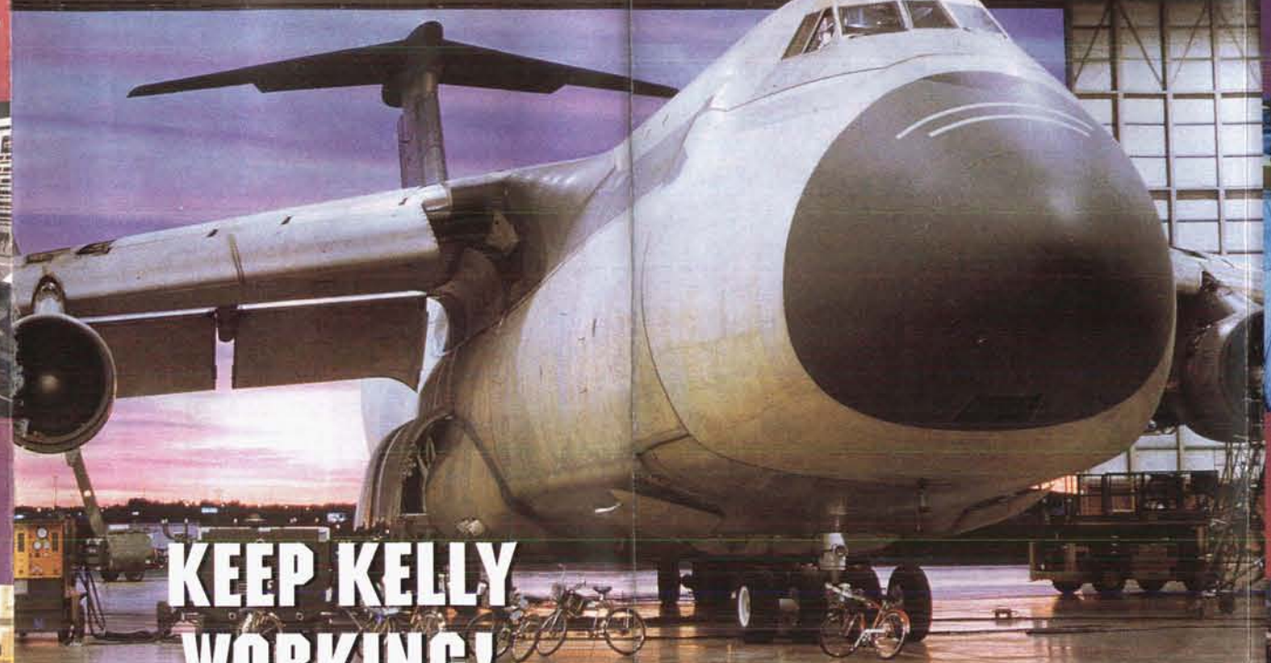
Only One In DOD
- $243 million to replace

Jet Engine Overhaul Facility

Largest In DOD
- $400 million to replace

SAN ANTONIO AIR LOGISTICS CENTER

A World Class Aviation Maintenance Depot



KEEP KELLY WORKING!

An Unmatched National Asset

The Mayor's
BRAC '95 Task Force

Co-chairs:
Helen Ayala
Charles Cheever
José Villarreal

The Heart Of DOD Strategic Airlift
The Best Engine Depot In DOD
Vital To Mobilization/Contingency
Workload Essential To Readiness
Cost Prohibitive To Close
Best Environmental Record In DOD
Outstanding Quality Work Force

Jet Engine Test Facility

Only One In DOD For TF-39
- $102 million to replace

Cryogenic Spin Facility

Only One In U.S.
- $20 million to replace

GTE Repair Facility

Most Modern In DOD
- $33 million to replace

MILITARY VALUE OF KELLY AFB

Kelly is the Heart of DOD Strategic Airlift

- Airlift is *the* critical element of success of JCS worldwide mission
- Kelly is the only DOD depot that can support the C-5
  - C-5 is the only outsize cargo-capable aircraft currently in the U.S. fleet
  - 23 years of C-5 management and maintenance experience at Kelly
  - Only hangar in the DOD which can hold 6 C-5's
  - Only depot able to repair/test C-5 engine (TF39)
  - Only modern paint and corrosion control facility large enough for the C-5
  - Best quality record in large aircraft repair
- Kelly support integral to the C-130 (Tactical Airlift Workhorse)
  - Only DOD depot repairing C-130 engine (T56)
  - USAF, Navy, Marine Corps and Coast Guard T56 engines repaired at Kelly
  - 7 years experience in depot repair of C-130
- Kelly will manage and maintain the C-17 (the newest airlift aircraft)
  - Kelly management personnel already involved in support
  - Depot activation for C-17 at Kelly being planned
  - New engineering facility built exclusively for C-17
- Co-located management and depot repair provides an integrated process for:
  - Aircraft (C-5 and later C-17) and engines (TF39 and T56)
  - On-the-spot engineering and management decisions
- 433rd Military Airlift Wing (C-5) located at Kelly
  - 12% of C-5 fleet
  - Reserve Unit that has been first to deploy
- Kelly able to expand with existing facility
- Excellent weather for outside work

Kelly is the Best Engine Depot in DOD

- Kelly is the largest engine depot - Highest volume, largest facility, largest workload
- Engines managed and repaired solely at Kelly are critical to USAF operations
  - TF39 (C-5) and T56 (C-130)
  - F100 engine powers the F-15 and F-16, the front line fighter aircraft in the USAF
- Recent absorption of intermediate (wing-level) F100, TF39, and T56 workload puts Kelly directly in the line of support to USAF units
- Kelly is the lowest cost engine producer in DOD
  - Repair at other DOD depots costs $22 million to $39 million more per year
- Only ALC where Foreign Air Forces have come for depot maintenance (F100 upgrade for Saudi Arabia/Portugal)
- Most modern engine depot in DOD
  - $615 million investment
  - $29 million in facilities and equipment in last 5 years
  - Unique one-of-a-kind capabilities exist at Kelly
- Best multi-skilled and experienced engine work force in DOD - Best quality record with 99.9% defect free performance
- Able to expand engine work with existing facilities

Kelly is Essential in Contingencies/Mobilizations

- Only 24 hour/7 day a week air base providing mobility link to Southern Hemisphere
- Primary USAF support activity for "Just Cause"
- Major support activity for "Desert Shield/Storm"
  - 64% of items for airlift support came from Kelly
  - Shipped 590,000 components - More than any other ALC
  - Surged 19 C-5 and B-52 Aircraft - Second only to the 41 C-141s from WR-ALC
  - Shipped 17 million pounds of munitions
    - 309 aircraft loads of munitions in 191 days
    - 45% of aircraft carrying munitions from U.S.

Kelly's Workload is Essential to Readiness

- Kelly workload continues even with planned force structure reductions
  - C-5 work grows as the aircraft ages
  - F100 engine in use well into the 21st Century
  - Major support of all Automatic Test and Support Equipment for USAF aircraft
- Kelly manages USAF (and NASA) fuels and USAF nuclear weapons
- Kelly manages more items than any other ALC
  - Moving this management would create major disruptions in support
- Labor cost of maintenance lower than other DOD depots
  - Cost is $10-$15 a hour less than Navy depots
  - Moving Kelly maintenance to Navy depots would cost $60-$90 million more per year
- Kelly manages more foreign military sales than any other ALC

Kelly is one of the Largest Air Logistics Centers and is Cost Prohibitive to Close

- Largest repair capabilities in DOD would have to be moved
- Re-creating unique and high-tech facilities would cost $1 billion
- Largest ALC population in DOD would be affected
- Kelly downsized by 8,000 since 1990 (equivalent to 2 Navy depots)
- 41 Tenants at Kelly
  - Major support to USAF mission
  - Defense Information Systems Regional Megacenter

Kelly's Environmental Situation is the most Desirable of any DOD Fixed Wing Depot

- Lowest environmental operating cost of any ALC
- Only ALC not on the clean-up superfund list
- Only depot rated OUTSTANDING in recent environmental inspection
- Kelly's operations do not affect region's potable water
- Recognized for environmental excellence by Texas 2000 Commission and EPA
- No restriction on AICUZ - Able to add flying units
- No days lost for snow, ice, flood, or other natural disasters (translates to cost and readiness)
- Outstanding flying weather (note: Ben Foulois selected Kelly as the first USAAF operating base over 78 years ago because he felt it was the premier U.S. flying field)

Kelly has an OUTSTANDING Work Force

- Kelly has the best quality record
  - Lowest defect rate of all ALCs - 0.04%
  - Fewest customer complaints of all ALCs
  - First ALC with an unconditional warranty on products produced
- Kelly has the best educated workforce among ALCs
  - Highest number of employees with one or more years of college
- Kelly employees are involved in the community
  - CFC participation is best in the nation - $2.2 million
  - Over 900 employees mentoring at-risk students
  - Awarded scholarships to 135 students
- Cooperative union/management relationship
  - First working partnership signed in DOD
- Workforce with great ethnic diversity
  - Largest minority population in DOD
  - 7600 minorities - 69% of the employees
  - 45% of *all* Hispanics in the Air Force work at Kelly
  - 14% of *all* Hispanics in the DOD work at Kelly

KELLY AIR FORCE BASE, TEXAS

FACT SHEET

- **Base**
  - 3,996 acres
  - 16,181,295 square feet
  - 598 buildings
  - Personnel

• ALC	12,924
• DLA	1,230
• Tenants	6,669
Total	20,823

  - Host Unit: San Antonio Air Logistics Center
  - Major Tenants: 41 tenants including.....
    - 433 Airlift Wing (USAFR)
      - 14 C-5
        - Largest USAFR C-5 unit
        - First to deploy to Gulf
    - 149 Fighter Group
      - 18 F-16
    - Air Force Intelligence Command
    - Defense Logistics Agency
    - Air Force Electronic Warfare Center
    - Joint Electronic Warfare Center
    - Headquarters, Air Force News Agency
    - Inter-American Air Forces Academy

- **Depot**
  - Personnel

• Aircraft Maintenance	1946
• Non-aircraft maintenance	4672
• Wpn Sys/Commodity Management	2796
• Base Support	3195
• Def Info Sys Agency	277
Total ALC	12,924

  - 51 buildings
  - 4,822,272 square feet
  - Average age of facilities: 34 years
  - Average age of equipment: 13 years
  - Replacement cost of facilities: $424 million
  - Replacement cost of equipment: $685 million
  - MILCON (FY 84 - FY 93): $274 million
  - Average salary: $28, 609 (lowest)
  - Cost of labor/overhead: $46.01 (lowest)
  - **Manages** repair of following aircraft
    - A-37, C-5, C-17, T-37, T-38, F-5
  - **Repairs** following aircraft
    - C-5 and T-38
    - Formerly repaired B-52s which were moved back to Tinker
  - Major commodity groups worked
    - Engines (F-15, F-16, C-5, T-38, C-130)
    - Nuclear Components
    - Gas Turbine Engines

- Electronic Support Equipment
- Software
- Automated Test Systems
- Ground Support Equipment

- Major technologies supported
  - Artificial Intelligence
  - Non-destructive inspection
  - Advanced Metals and Ceramics
  - Robotics
  - Integrated Reverse Engineering and Remanufacturing Capability

- Unique Facilities and Capabilities
  - Cryogenic Spin Facility
    - Checks for subsurface and material flaws that might be otherwise undetected
  - Jet Engine Overhaul Facility
  - Jet Engine Test Facility
  - Large Aircraft Repair Facility (C-5 Hangar)
  - Unified Fuel Control Facility
  - Special Weapons Repair Facility
    - Only Air Force facility able to perform complete nuclear ordnance environmental stress screening as well as testing/analysis of ICBM re-entry vehicle components.
  - Corrosion Control Facility
    - Largest munitions stockpile in continental U.S.

- Cost to Close
  - Initial Air Force Estimate: $1.38 billion
  - Revised Air Force Estimates:
    - Base: $1.2 billion
    - ALC Only: $1.1 billion
    - Under both scenarios, the C-5 and F-16 units would remain in cantonements.

- **Additional information:**
  - Community says Kelly "largest industrial complex in Southwest."
  - Lowest labor costs among all DoD depots
  - Over 51 percent of all Hispanics in Air Force work at Kelly
    - Over 25 percent of all Hispanics in DoD work at Kelly
  - Community argues that the Hispanic middle class in San Antonio developed largely through opportunities at Kelly.
  - Commission's independent analysis ranked Kelly top airlift complex.
  - C-5 Hangar
    - Only facility in DoD capable of performing repair on any aircraft in inventory, including the C-5.
    - Covers over 1,000,000 square feet
    - Listed in Guiness as "world's largest aircraft maintenance hangar."
    - In different configurations, can accommodate any one of following:
      - 6 C-5's
      - 40 T-38's
      - 14 B-52's
    - Has over 20 backshops in addition to airframe workspace.
  - Conventional Munitions Storage
    - Largest in U.S.
  - Special Weapons Repair Facility
    - Only [illegible]
  - Major MEDEVAC staging point (Wilford Hall and Brooks nearby)

- Only ALC not on National Priorities List
- Only organic warranty program in AFMC

Potential Questions

- By 1997, the DoD budget will be somewhere between 30-40 percent less than it was in 1987, uniformed personnel strength will be at least 25 percent less, and additional force structure changes are evident as a result of the Bottom Up Review. The DoD maintenance budget is projected to remain relatively stable through the remainder of the decade (at about $13 billion). Is it really realistic to assume that internal downsizing, streamlining, facility divestiture, and other measures proposed by the Air Force will result in a matching of requirements and capability, thereby avoiding the closure of an Air Logistics Center?

- The San Antonio Community, in presenting its case in defense of Kelly, stated that "bold action is required to properly define the DoD organic industrial base." The work done at ALCs is organic or core work--how do you here at Kelly define that work which is core, and what methodology do you use in that process? NO

- What adjustments to projected workload have been made at Kelly that will give Kelly a projected FY 97 utilization rate of 77 percent when HQ USAF/LG figures show it to be less than 50 percent (based on certified data provided to the Commission by HQ USAF, using FY 91 actual workload as the new capacity baseline)? NO

- Product Quality: Kelly claims to have a 99+ percent "defect-free" rate. ✓
  - To what do you attribute this? ✓
  - What is your response to those (including HQ USAF) who say that it's impossible to compare productivity and performance factors (like quality) when evaluating depots because of the different kinds of work they do?

- What methodology would you use to identify the most efficient and cost-effective depots? ✓

- Interservicing:
  - What amount of Kelly's work should be considered **susceptible** to interservicing? NO
  - Interservicing is sometimes portrayed as the solution to the depots' problems--yet the Corporate Business Plan says that of the $6.3 billion projected in savings through 1997, only $133 million will be realized through the interservicing approach. ?

- Productivity Improvement Programs:
  - You claim that by application of the "Theory of Constraints", a 38 percent increase in gas turbine engine productivity resulted, as well as a 10 percent reduction in material costs. Please explain the Theory of Constraints Performance Evaluation Process and how it's being implemented and applied at the ALCs. NO

- How many direct and indirect workers were dedicated to B-52 repair before the relocation of that work to Tinker? What are those workers doing now, and how are the workstations formerly dedicated to B-52 work now being used? NO

- How many direct labor hours will the C-5 "increased modification requirement" add to your workload projections?

- What is your estimate of the impact of two-level maintenance--in direct labor hours? Which ALC will be hit the hardest?

- What downsizing initiatives are underway at Kelly that will further impact capacity projections (i.e., lower the capacity projections)?

- How many workstations have actually been surrendered?

- How many direct and indirect employees have been RIF'ed or taken early retirement since 1987?

- Is there a hiring freeze currently underway at Kelly?

NO

- What major MILCON projects are currently approved or requested for Kelly?

- The Air Force plans to compete two of Kelly's workloads in FY 94--the T-56 engines and C-5 PDM. What is the cost to prepare the competition package? If Kelly should lose the C-5 PDM competition, what would happen next? (I.e., would workers formerly used for C-5 work be released and C-5 workstations be turned in, as implied in the Corporate Business Plan?)

- If long-term (i.e., FY 97 and beyond) capacity and workload projections are unreliable and subject to "misunderstanding and misapplication," why does AFMC and the Air Force, and the Defense Depot Maintenance Council use them?

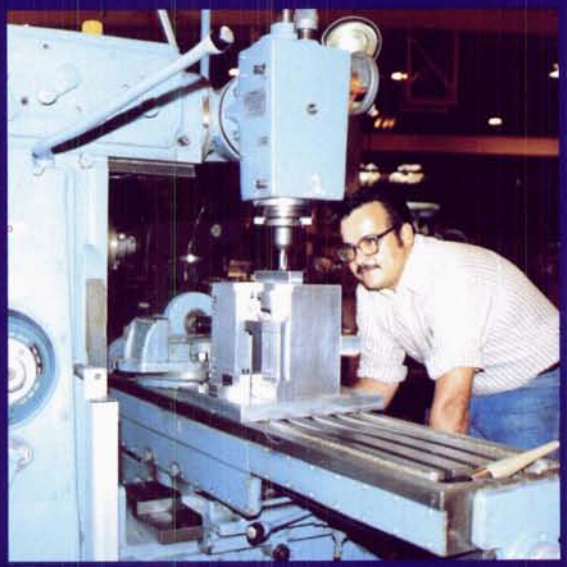
- Representatives from private industry have visited the Commission and believe that:

- the depots are "circling their wagons";
- depots are saving the "best work" for themselves;
- depots are pulling some work from private industry back to the depots;
- depots have an unfair advantage in public-private competition and that there is no level playing field.
- How do you respond to these allegations?

- Is it not a logical argument that if one wants to determine how best to downsize not only the military depots, but private industry as well, one of the first steps is to ascertain what capacity and capability exists in the private sector? If so, what approach would you take to determine what capacity and capability exists in private industry, particularly its surge and contingency capability?

- Much has been said about ALCs being a better deal for the American taxpayer than NADEPs. Beyond the obvious cost of labor differences, MILCON investments during the 1980s at ALCs, and the Air Force's Integrated Weapon System Management concept, what specifically makes ALCs superior to NADEPs? Wh[illegible] the most effective way of comparing the two?

San Antonio
Air Logistics Center



MANUFACTURING SERVICES

Kelly Air Force Base, Texas

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS SAN ANTONIO AIR LOGISTICS CENTER (AFMC)
KELLY AIR FORCE BASE, TEXAS

ENDORSEMENT

This brochure introduces you to the manufacturing capabilities of the Manufacturing Division (TIM) at the San Antonio Air Logistics Center (SA-ALC).

Highly precision equipment and processes have been enhanced with thoroughly skilled Foundry, Machine Shop, and Rubber Products Shop personnel to provide for the delivery of raw castings, finished parts, and specially formulated rubber products. The Foundry specializes in high grade x-ray quality aluminum castings, form dies for drop hammer use, and builds extremely complex patterns. The Machine Shop is proficient at machining parts from castings or solid blocks of metal on conventional, Numerical Control, or Computer Numerical Control equipment. The Rubber Products Shop can compound rubber of various formulations and form parts from simple to intricate configurations.

Since logistical restrictions often create untimely delays in the procurement of manufacturerd parts, SA-ALC has developed a Foundry, Machine Shop, and Rubber Products Shop capability to offer the expert services of these shops to all government agencies. To this end the well established manufacturing capabilities of SA-ALC can be utilized to meet your mission requirements in accordance with existing government manufacturing policies.

I encourage all government agencies to refer requests for these described types of manufacturing to:

SA-ALC/TIM
303 Industrial Park Road
Kelly AFB TX 78241-5932

Our Customer Service Center personnel are available to discuss your requirements at (210) 925-1356 or DSN 945-1356

Paul L. Bielowicz, Colonel, USAF
Director, Technology & Industrial
Support Directorate

Featured processes

FOUNDRY 3
Specializing in X-Ray quality aluminum castings

STEREOLITHOGRAPHY 7
Transforming mechanical designs to preliminary product form

MANUFACTURING MACHINE SHOP 8
Utilizing conventional and numerically controlled machines

RUBBER PRODUCTS SHOP 12
Compounding, extrusions and molded products

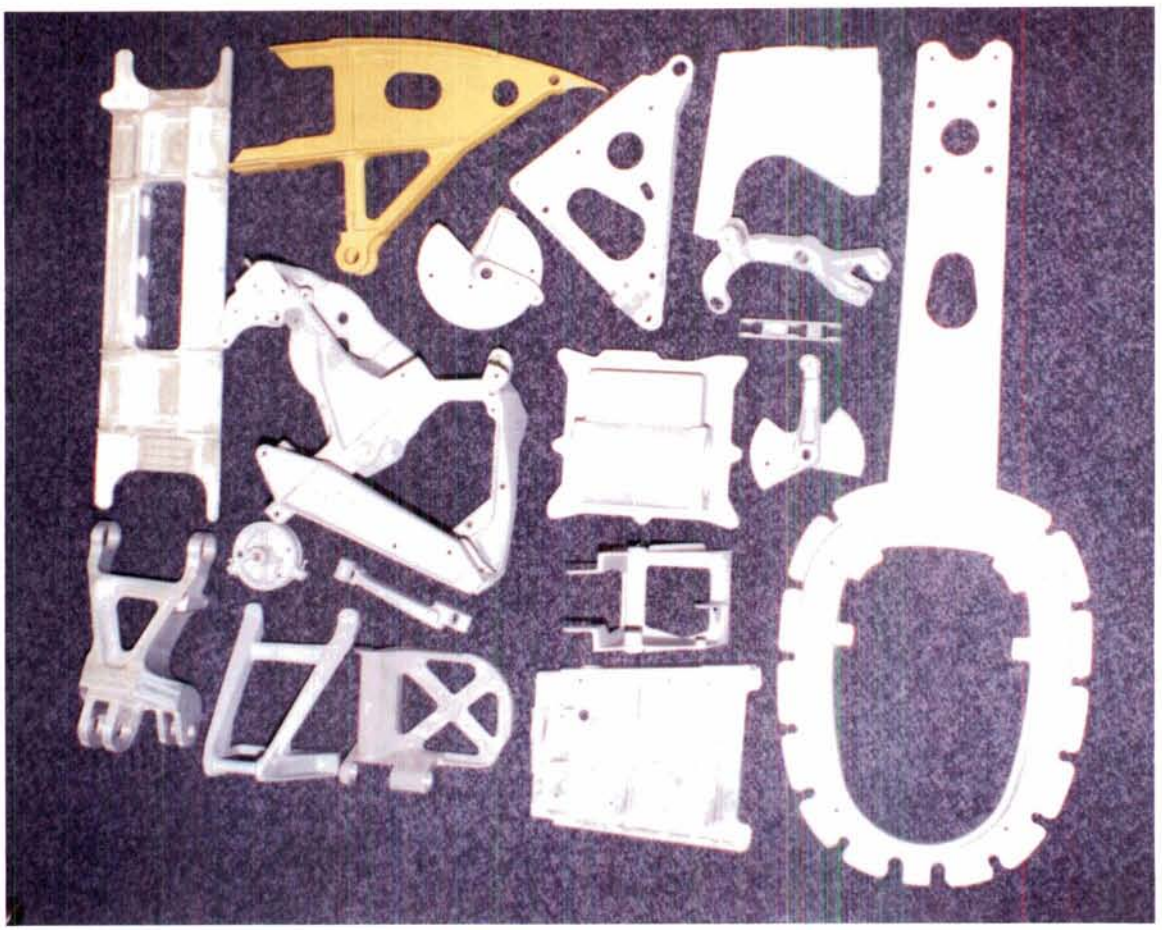
IN-HOUSE SUPPORT 14
Providing Engineering, Planning, Scheduling, and Quality Verification

OTHER ON-BASE SUPPORT 15
Furnishing Plating, Metal Spray, Welding, Heat Treating, Laboratory Analysis, and Inspection Services

Mission

The primary mission of the Depot Machine Shop is to provide manufacturing and repair support for engine and aircraft components. These excellent manufacturing services, including foundry production, new manufacture and repair capabilities, the composition of rubber products, and a new rapid prototyping process called stereolithography are available to **All Government Agencies.**

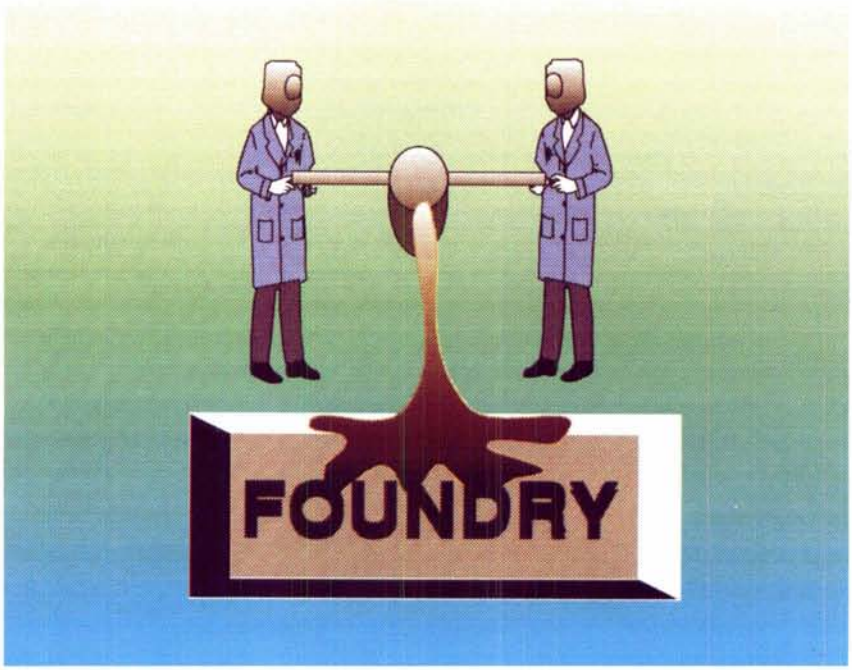
Products reflect implementation of total quality management principles. New products are prototyped and process parameters are optimized early in the production cycle to minimize costly inspection and rework. Customers benefit from high quality components at lowest possible cost.



Foundry

The Foundry specializes in the production of X-Ray quality castings. An example is a major T-38 flight control casting program recently completed which provided more than 18,000 aluminum castings to replace the magnesium ones formerly used.

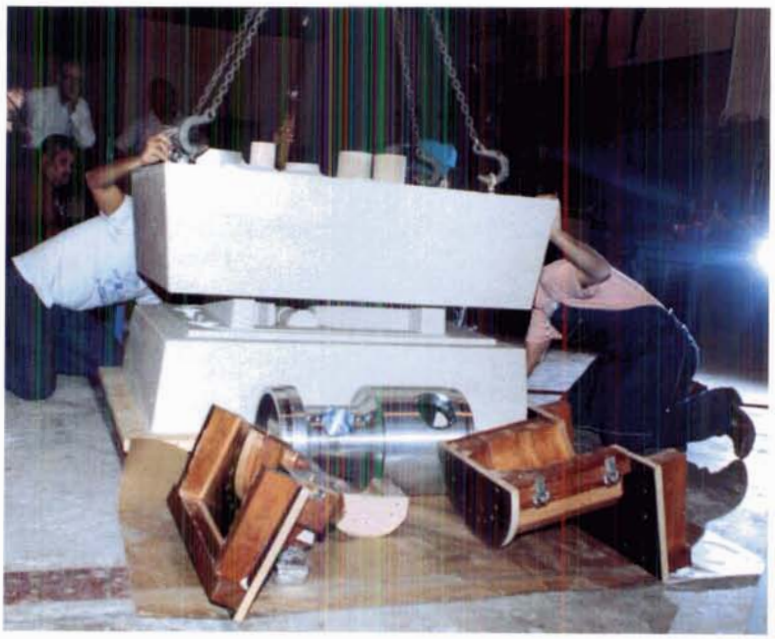
The capability exists to pour a variety of aluminum castings ranging from only a few ounces up to 400 pounds. Large all-plastic drop hammer dies are being manufactured in support of the production of aircraft sheet metal stampings.



The Foundry features a complete pattern shop capable of developing matchplate patterns. This consists of a commercial matchplate with a pattern inset having wood and epoxy details. Gating and risers are included on the pattern board for consistent casting quality.

Some molds are made using clay bonded sand processed through a mechanized sand mulling system. Belt conveyors distribute prepared sand and in-floor conveyors return excess sand for later use. Sand moisture level is minimized to avoid gas pickup in castings by use of a microprocessor that controls both moisture content and sand temperature. This ensures consistent mold quality in production of castings which meet stringent X-Ray criteria.

Most molds are now produced using a self-contained sand system that provides chemically bonded No Bake sand molds and internal cores using a "Pep Set" process. Mold output is significantly increased as a result of the short 10 minute curing time required for the pep set molds.



The Foundry provides the high quality aluminum castings our customers need. Processes provide for gas purging, grain refinement, and sodium modification to meet our customers' stringent X-Ray and mechanical requirements. Eighty and 150 pound induction furnaces and a 400 pound holding ladle are utilized for aluminum castings.

Large drop hammer dies are routinely produced in the Foundry for the manufacture of a variety of aircraft sheet metal stampings.

The Foundry now makes a number of all plastic drop hammer dies which replace the former method of all kirksite dies. This has eliminated costly match grinding since plastic dies are matched during the pouring process.

Finish trimming of excess metal gates, risers and sprues is done by using band saws, cutoff saws, and grinders. All castings are serialized to include Julian date and the melt/heat number, providing for future traceability of X-Ray and heat treat test results.

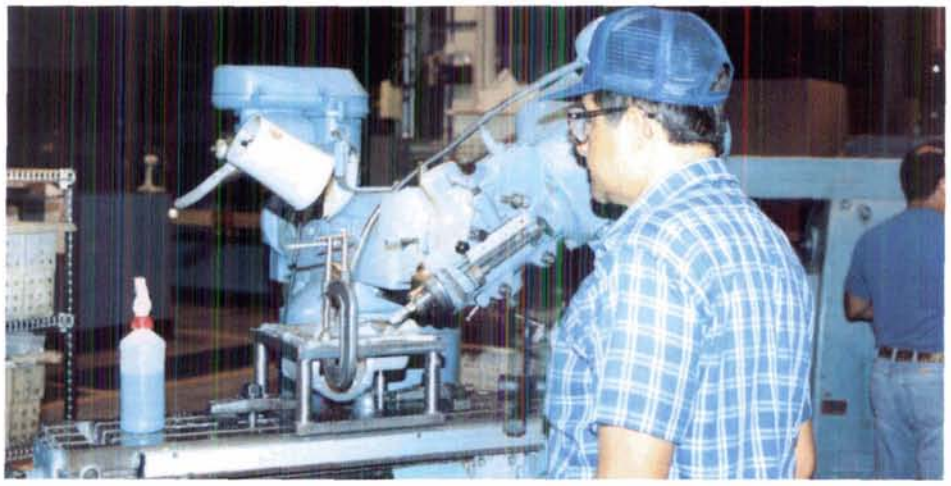
Stereolithography

A newly acquired stereolithography apparatus (SLA) for prototype development of casting models uses information from a three dimensional computerized design model to rapidly transfer mechanical designs into preliminary product form. A laser solidifies photopolymer chemicals into a solid model, layer by layer, in a chemical vat. Using an SLA system, it is possible to create a prototype model within a few hours rather than several weeks. Thus the system is extremely valuable for preparing "form and fit" pre-production models for new designs or engineering modifications.

San Antonio Air Logistics Center is the first production facility in the Air Force to receive an SLA unit for prototype development. Plans are to develop foundry patterns and rubber molds using the SLA products. This system is expected to greatly reduce prototype timeframes and costs, which is especially important for low volume quantities. This system will become an invaluable asset in the manufacture of foundry and rubber products. DOD-wide utilization of this unique equipment has already started, as the first task utilizing the SLA was for a Navy casting workload.

Manufacturing machine shop

The Machine Shop, an ultra-modern facility of 142,500 square feet, is environmentally controlled to maintain a constant temperature of 78°F for dimensional consistency of parts in manufacture and inspection. The shop contains 419 machine tools, including 49 numerically controlled machines, to provide state-of-the-art manufacturing capability.



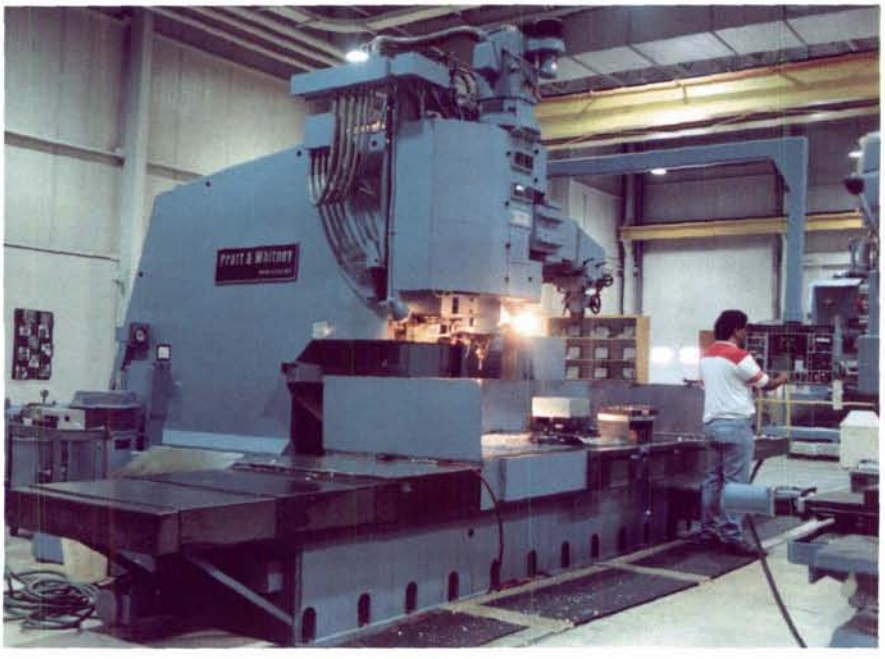
Conventional machines, such as this mill being used on a T-38 support housing, are used effectively throughout the shops. Efficiency is enhanced by using dedicated fixtures made within the organization's tool and die section.

This cluster gear for a Navy aircraft has just had its teeth formed on a Computer Numerical Controlled gear shaper. Gear manufacturing capability also includes a CNC gear hob and a gear grinder.

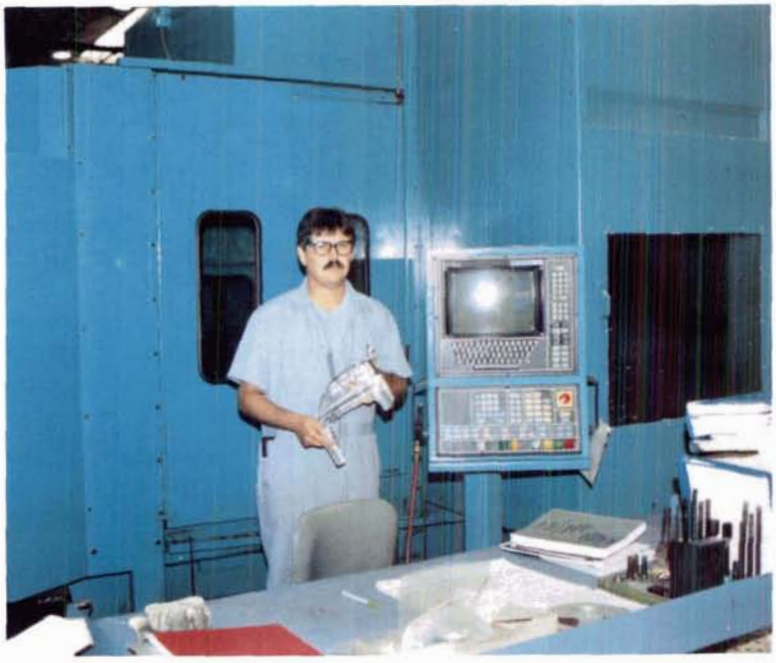
The Mazak Slant Turn 60 turning center increases efficiency and promotes rapid production of parts by allowing turning, drilling, reaming, and milling all in one setup. Shown is the thirteenth stage spacer for the F100 engine used by the F-15 and F-16 aircraft.

The CNC Tracer and Profile Milling Machine is equipped with a high-accuracy, rapid response, softwired electronic tracer system. It has the capability to digitize physical models of parts and use this data to produce a machined part. The machine has moving columns where, unlike Saddle and Ram-type mills, the entire column moves.

This design keeps the center of gravity fixed within the column base, creating stability for high feeds and speeds, and heavy cuts. This machine has a heavy-duty foundation which permits machining dies weighing in excess of 10,000 pounds.



The CNC 5-Axis Machine Center is a versatile tool capable of many machine operations such as milling, drilling, tapping, and boring. The 5-axis capability of this machine allows it to produce parts of complex geometry. It has a 30 HP spindle to machine up to a 40 inch cube and 4,500 pound part, 90 tool automatic toolchanger, and six pallet automatic workchanger with an off-line load and unload workstation. The system is fully adaptable to future flexible machining cell implementations.



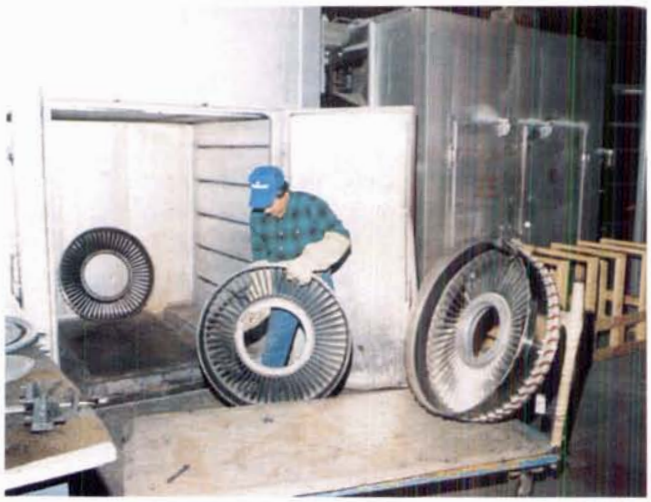
Many parts which were originally procured as forgings can be machined from a solid piece of material in relatively short order. The 44% spar shown here for the T-38 is an example of this process, having been machined on a Cincinnati T-30, 6 pallet, 5-axis machining center.

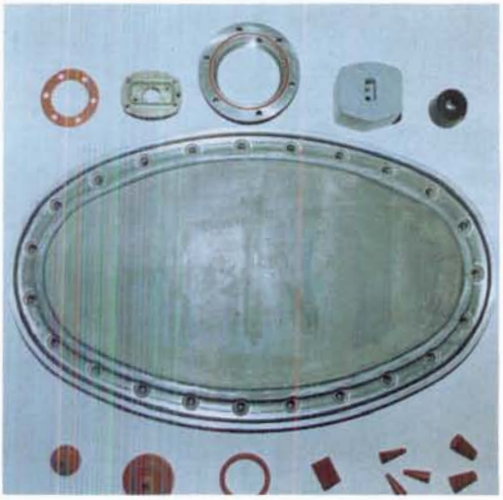
Highly skilled and experienced tool and die makers manufacture specialized machining fixtures and tools for a variety of requirements. Prototype services are provided to assure high quality on difficult jobs. Sheet metal stamping dies and tooling for rubber molded products and extrusions are also provided.

An AGIE 200D high performance CNC wire Electrical Discharge Machine (EDM) further enhances the capability of the tool and fixtures section. This state-of-the-art system provides for rapid manufacture of intricately shaped tools such as stamping and extrusion dies. The wire EDM's versatility also complements other machining processes in producing complex part shapes and features difficult to produce by other methods.

Rubber products shop

The SA-ALC Rubber Products Shop has the greatest rubber forming capability of any facility in the industrial network of the Air Force Materiel Command. This shop can make all types of rubber for short run or for high volume run, precision parts, or bulky parts in batch sizes of 3 to 45 pounds. All rubber is compounded, formed and certified to meet the stringent requirements of all applicable technical orders and military specifications.





Upon delivery of a formula and work order, the compounding of raw rubber and additional ingredients begins. The milling process takes from 30 minutes to one and a half hours. In addition to natural rubber, formulations can include silicone, neoprene, nitrite, and polyurethane.

After compounding, the rubber is cut into pieces of workable length. These are then put through an extruder capable of up to 2 inch diameter and infinite length.

Primary forming methods include liquid injection molding, compression molding, extrusion, casting, and gasket cutting. The compression presses allow molds up to 24 by 24 inches. The compression molds are heated to 289°F and compressed to 20,000 psi.

After final curing, the rubber products are detailed to remove excess rubber and repair minor defects. This is followed by testing with the integrity machine, which injects 400 psi of air into the part to check for weak bonds between the rubber and the part.

In-house support

Engineers establish in-house production methods and assist in the development of manufacturing process plans and techniques. Machine tool codes for numerical control machines are written by NC programmers. Facilities engineers manage the acquisition, maintenance, and use of industrial facilities and equipment. Software support, system development, and equipment repair are provided by computer specialists.

For each batch of rubber compound or metal alloy, a test sample is sent to Quality Assurance to ensure compliance with all military specifications. Tensile strength, ductility, and spectrographic, dimensional and chemical analyses are just a few of the rigorous tests each sample or finished part must pass.

Schedulers provide material, develop and monitor schedules for manufacturing workloads as well as requisition and manage material required for recurring repair workload support. Planners develop and maintain resource standards for labor, facilities, and equipment.

Other on-base support

Numerous services are furnished by other base agencies to provide a completely finished part in conjunction with casting and machining.

Full service heat treating for ferrous, non-ferrous, and super alloys exists using air recirculating, controlled atmosphere, and vacuum furnaces for loads up to 48 by 48 by 120 inches. Processes include hardening, tempering, solution heat treating, carburizing, carbonitriding, aging, nitriding, vacuum brazing and heat treating.

Extensive plating services are provided for buildup of worn surfaces, finish, and base metal corrosive protection. Nickel and chrome plating and anodizing services are utilized for manufacturing requirements.

Welding processes include shielded metal arc welding, gas metal arc welding, gas tungsten arc welding, plasma arc welding, and electron beam welding for fabrication and repair requirements. Metal spray is utilized for repair of worn parts to build up surfaces for follow-on grinding to original drawing requirements. Flame spray as well as metal and plasma arc capabilities exist, including robotics applications.

Laboratory services are provided for complete chemical and metallurgical analysis, including spectrographic material identification capability. Full non-destructive inspection capabilities include X-Ray, fluorescent penetrant inspection, magnetic particle inspection, ultrasound, eddy current, and CAT-SCAN.

Notes

FOR MORE INFORMATION

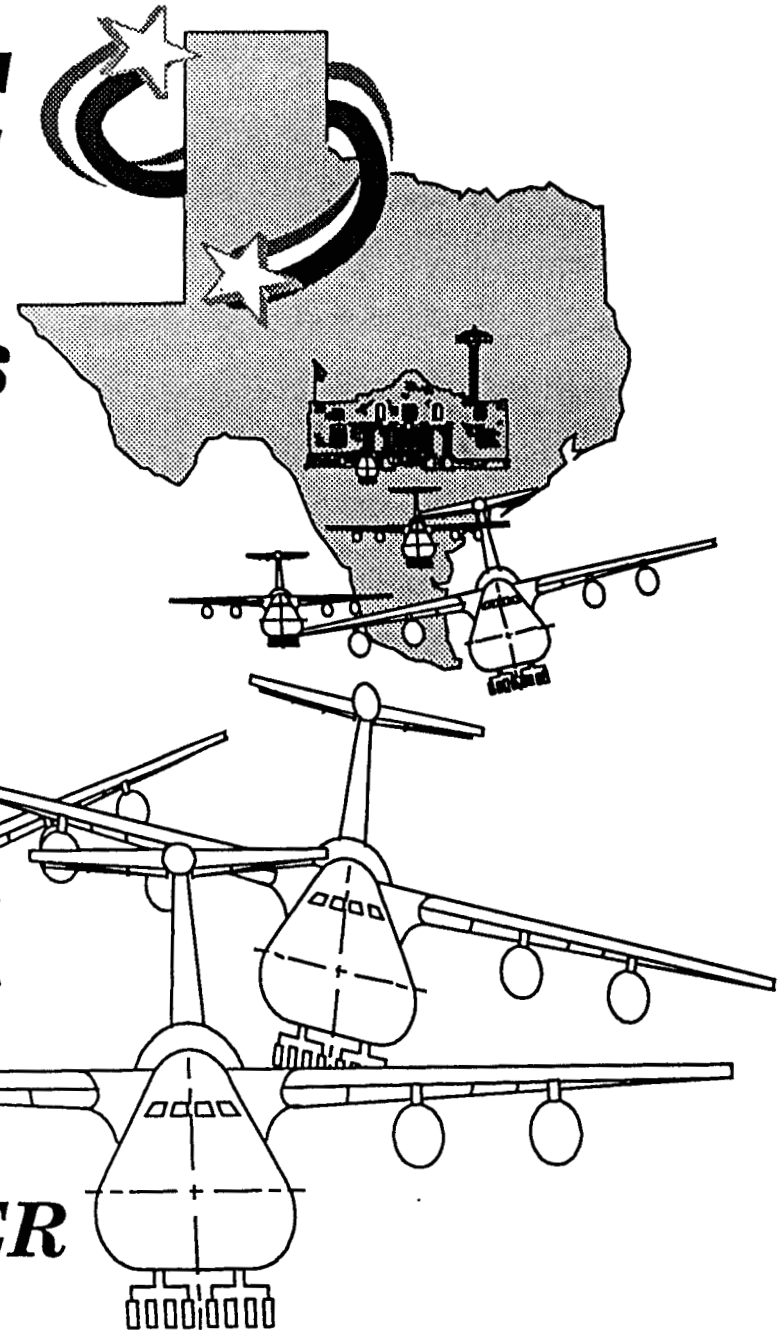
SA-ALC
KELLY AFB, TEXAS

PLANNING:	JESSE BARRERA	(210) 925-7713 DSN 945-7713
ENGINEERING:	DONALD RIVERS	(210) 925-4661 DSN 945-4661
CUSTOMER SERVICE:	KATHY HEICKMAN	(210) 925-1356 DSN 945-1356

WELCOME

to

Kelly AFB, Texas



Home of

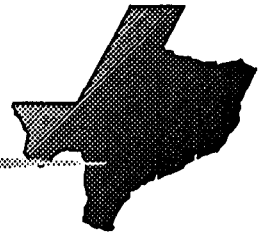
SAN ANTONIO

AIR LOGISTICS CENTER

KELLY AFB, TEXAS

KELLY FIELD - AIR FORCE'S OLDEST BASE

- Military aviation came to San Antonio in 1910 at Fort Sam Houston
- Lt. Kelly killed in 1911 crash of Curtiss "Pusher"
- December 1916, Kelly area leased as site for a new aviation center
- World War I - Most American flyers learned to fly at Kelly Field
- World War II
  - Advanced flight training until 1943
  - March 1943, Kelly Field became maintenance and supply depot (B-17, B-25, B-29, P-51, C-47, and 31,000 people)
- Post World War II
  - B-36, B-58, B-52, F-102, F-106, and Engines



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SA-ALC MISSION

INTEGRATED WEAPON SYSTEM MANAGEMENT

Commodity Management
Automated Test Equipment
Ground Support Equipment
Gas Turbine Engines
Aircraft & Engine Components
Aircraft & Missile Fuels

- Approx 300,000 items -

Weapon Systems Management
C-5 Airlifter
T-37 Trainer
T-38 Trainer
Air Force Product Group Management
TF39 (C-5)
F100 (F-15, F-16)
T56 (C-130)
TF34 (A-10)
J85 (T-38)
J69 (T-37)
OC-ALC Engine Management
ASC Engine ACQ
Nuclear Weapons

- Approx $5.8 B -

Depot Maintenance
C-5 Airlifter
T-38 Trainer
F100 (F-15, F-16)
TF39 (C-5)
T56 (C-130)
Components and Accessories

- 7.4M DPAH (FY93) -

FUTURE MISSIONS

C-17 AIRLIFTER *NEW COMMODITIES* *F119 (F-22)*

TWO LEVEL MAINTENANCE: ENGINES AND AVIONICS

SAN ANTONIO

AIR LOGISTICS CENTER

KELLY AFB, TEXAS

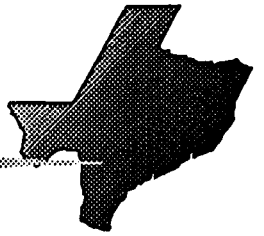
2 LEVEL MAINTENANCE

- Air Force Initiative
  - Moves off equipment maintenance from field to depot
    - 80% Avionics
    - 60% Engines
  - Reduces 5,888 military personnel and $384 Million
- Moved F100-220 Engines to SA-ALC in FY94
- Moves TF39 and T56 Engines to SA-ALC in FY95
- Adds approximately 800K hours to depot workload in FY97

KELLY AFB, TEXAS

TENANT UNITS AT KELLY AFB

- *Air Intelligence Agency - World Wide Support*
- *433RD Airlift Wing (AFR) - C-5 Strategic Airlifter*
- *149TH Fighter Group (ANG) - F-16 Tactical Air*
- *1827TH Electronic Installation Squadron - Install, Remove, and Relocate Communications Equipment*
- *Inter-American Air Force Academy - On Aircraft Training*
- *Defense Logistics Agency - Supply Distribution Center*
- *Defense Information Support Organization - Regional MegaCenter*
- *Defense Reutilization & Marketing Office - Disposal*
- *Defense Commissary Agency (Midwest Region) - Military Commissary Management*
- *Air Force News Agency - News Products*
- *Total 41 Tenant Units*



SAN ANTONIO

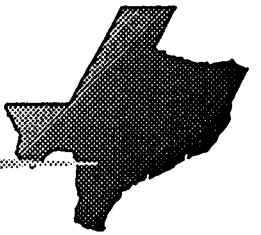
AIR LOGISTICS CENTER

KELLY AFB, TEXAS

FACTS ABOUT KELLY AIR FORCE BASE

- The Base
  - 3,996.5 Acres
  - 598 Buildings
  - 16,181,295 Square Footage
- Personnel
  - SA-ALC - 11,385 Civilian / 1,329 Military
  - Tenants & Other Orgs - 4,353 Civilian / 3,756 Military
- Highly Educated Depot Workforce
  - 5,372 Individuals have 1+ Year of College
  - Civilians: 12 PhDs / 487 Masters / 1,786 Bachelors / 675 Associates Degrees
- Ethic Diversity
  - 68% of Kelly Workforce are Minorities
  - 23.9% Air Force Minorities work at Kelly AFB
  - 60% SA-ALC Work Force is Hispanic
  - 75% Hispanics in AFMC work at Kelly AFB
  - 50% Hispanics in Air Force work at Kelly AFB
  - 15% Hispanics in DOD work at Kelly AFB

SAN ANTONIO



AIR LOGISTICS CENTER

KELLY AFB, TEXAS

FACTS ABOUT KELLY AIR FORCE BASE

- Manages Aircraft Inventory of Over 5,000 Aircraft
  - C-5 (126 Aircraft); T-37 (537 Aircraft); T-38 (715 Aircraft)
  - "Proven" Aircraft Operated by Foreign Air Forces
    - F-5, C-47, F-104, PC-7, O-2, T-33, T-34 - 4,605 Aircraft
    - Operated by 70 Air Forces
- Manages Engine Inventory of Over 14,000 Engines
  - Represents 75% of Entire Air Force Inventory
  - Program Group Manager for All Air Force Engines
  - Product group Manager for Cryptological and SIGINT Systems - July 94
- Manage All Fuels and Lubricants
  - Single Manager for Liquid Missile Propellants, Special Fuels, Chemicals, and Gases for DOD and NASA
  - 10 Fuel Labs Worldwide (8 Aviation, 2 Propellant)
  - 31,000 Samples Tested Annually

SAN ANTONIO

AIR LOGISTICS CENTER

KELLY AFB, TEXAS

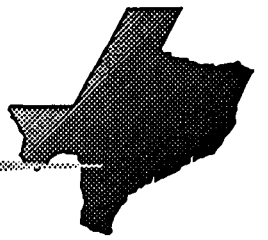
FACTS ABOUT KELLY AIR FORCE BASE

- Active and Dedciated Environmental Management Organization
  - 85% Hazardous Waste Reduction Against 1987 Baseline
  - 65 Storage Tanks Removed
  - 14,500 Tons of Contaminated Soal Remediated
  - Aggressive Installation Restoration Program - $29.1 Million Funding in the Last 3 Years

	Hours	Dollars (000)
• Interservice Workloads - SA-ALC Source of Repair		
• Patriot Gas Turbine Engine (GTE) & Other (Army)	14,000	3,800
• GTE85 & Other (Navy)	25,000	2,623
• Defense Logistics Agency	4,000	237
• Interservice Workloads - Other Services Source of Repair		
• TF34 Engine & Other (Navy SOR)	185,000	48,365
• T700 Engine, T53 Engine & Other (Army SOR)	23,000	4,459

SAN ANTONIO

AIR LOGISTICS CENTER



KELLY AFB, TEXAS

SAN ANTONIO AIR LOGISTICS CENTER

- *More than a Maintenance Depot*
- *Heart of Nation's Airlift Capability*
- *Capabilities Unmatched in the Department of Defense*
- *Kelly and San Antonio - A Team*

Kelly Air Force Base

Fiscal Portrait 1992

Kelly Air Force Base

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16 *Propulsion Directorate (LP)*
18 *Technology/Industrial Support (TI)*
19 *Aerospace Equipment Directorate (LD)*
20 *Aerospace Fuels (SF)*
21 *Special Weapons (SW)*
22 *Training/Team Building*
23 *Community Partnership*
24 *Communications/Computers*
25 *Hosted Units*
28 *AFMC Goals*

Cover Photo: *A C-5A Galaxy takes off from the flightline of Kelly AFB, Texas.*

A Message From The Commander

Kelly AFB continues to move through a period of professional growth characterized by change. Since my arrival in March 1992, the only constant has been change. Most significant has been the merger of the Air Force Logistics and Systems Commands into a new command – Air Force Materiel Command. The merger produced a more streamlined operation throughout the command and has positioned the work force for the era of competition.

The Congress is constantly seeking opportunities to reduce defense costs; it found one such opportunity in competition. And when the Congress mandated the military departments to compete with private industry and with each other, the San Antonio Air Logistics Center at Kelly AFB was quick to respond. It offered a professional work force capable of meeting world class performance standards in the competitive environment while maintaining quality work standards on its existing workload. The work ethic and expertise of our work force were recently affirmed with the award of a multi-million dollar, competed contract for the C-5 Speedline Modification Program.

Team Kelly! It is a mind-set that put San Antonio Air Logistics Center among top industrial leaders in depot-level maintenance. Each team member, from the employee working the shop floors to the top echelon of management, enthusiastically binds as one to give all our customers maximum value. It is in this spirit that the work force has defined "competition" not as a threat but as a challenge.

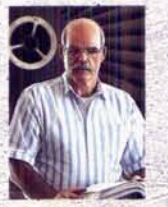
LEWIS E. CURTIS III
Major General, USAF
Commander

Area Impact

Area Impact 1.71 Billion Dollars

	dollars in millions
Payroll	$ 684.4
Construction	31.0
Services	59.6
ALC Procurement (1)	47.1
Commissary/Base Exchange	1.3
Education	0.4
Health	2.5
Temporary Duty	5.3
Other	9.2
Total	**$ 840.8**
Kelly's Impact (2) Within Economic Impact Region	**$ 1,712.7**
Primary Jobs	**27,869**
Secondary Jobs Created (3) Within Economic Impact Region	**13,318**

1



ALC Procurement:
Engineering services, engine spare parts and contract aircraft repair.

2

Kelly's Impact:
Formula based on revised FY92 factors in AFR 173-3.

3

Secondary Jobs Created:
Formula estimates how many jobs are created due to the existence of a military installation in the local area.

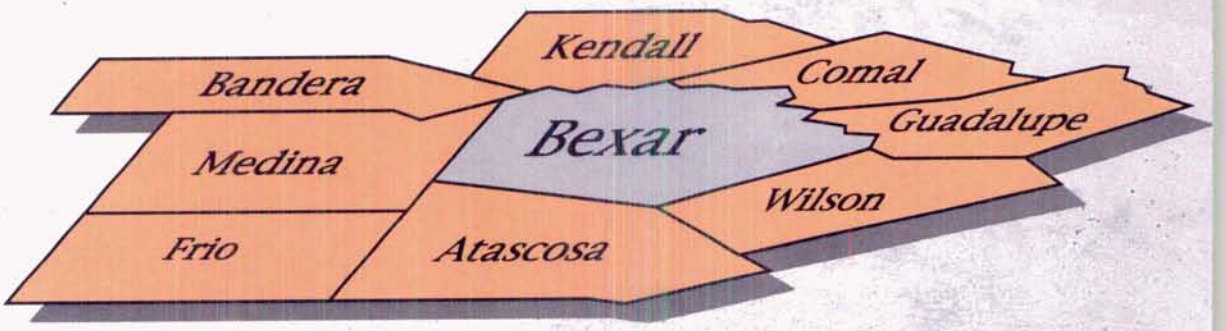
Funds Managed

FY92 Funds Managed

as of 30 September 1992

	dollars in millions
Operations and Maintenance	$ 709.8
Military Family Housing	3.4
Military Family Housing Construction	3.4
Foreign Military Sales	147.9
Foreign Military Sales (Admin)	10.1
Central Procurement	427.4
Research and Development	.2
Air Force Industrial Fund	940.7
Stock Funds	3,602.0
Total	$ 5,844.9
Non-Appropriated Funds (Base Operations)	$ 6.6
Grand Total	$ 5,851.5

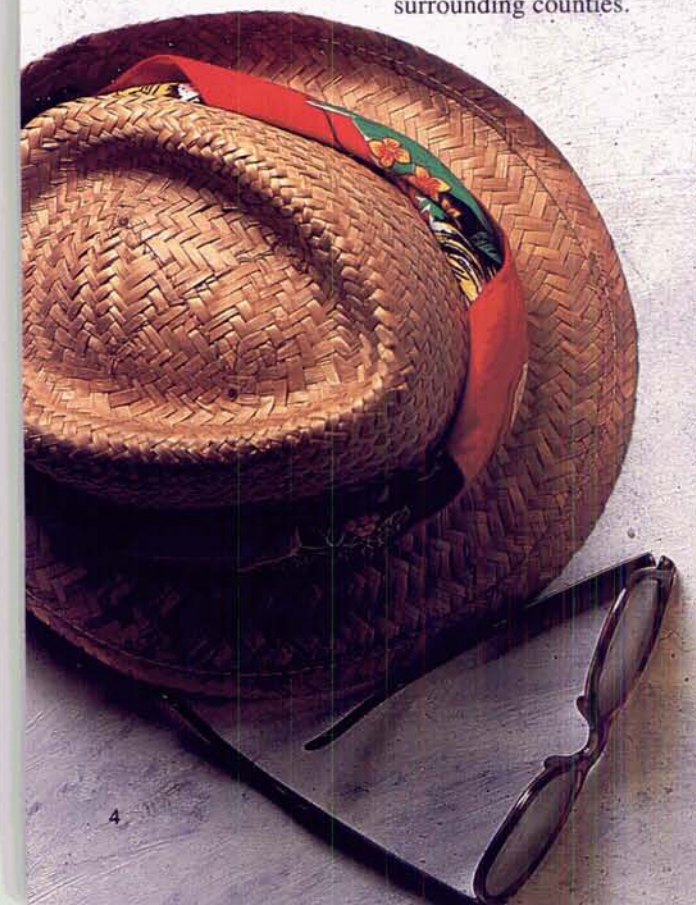
Economic Impact



Kelly AFB makes a significant impact on the local economy, with approximately 94% of the Kelly work force living in Bexar County and the remaining 6% residing in eight surrounding counties.

FY92 Estimate by Region

Counties	dollars in millions
Bexar	$ 640.7
Medina	11.9
Atascosa	10.9
Guadalupe	3.7
Wilson	5.0
Kendall	3.3
Comal	2.1
Bandera	1.4
Frio	0.7
Other	4.7
Total	$ 684.4



San Antonio provides an ideal climate to host a large number of civil service and military retirees. The Office of Personnel Management reports over 24,000 civilian retirees living in the San Antonio area who receive approximately $403M annually. The retired military receive approximately $711M in retired pay.

Kelly Air Force Base

Facilities Workload

The San Antonio Air Logistics Center (SA-ALC) at Kelly Air Force Base is one of the major Air Force Materiel Command organizations providing large scale logistics support to the United States Air Force worldwide. It supports not only the U.S. Air Force, but also the air forces of many U.S. allies. The center manages aircraft engines, weapon systems, support equipment, and aerospace fuels. In addition, a number of aircraft are maintained and repaired at Kelly including the F-5, F-16, C-5, and B-52.

By the twenty-first century, Kelly will have facilities in place to accept responsibility for the maintenance and repair of the C-17 aircraft.

Kelly AFB Facility Data

Total Land Area (Acres)	**4,660**
Number of Buildings	**600**
Building Floor Space (Sq Ft)	**16.11** Million
Military Family Housing (Units)	**323**
Roads (Miles)	**121**
Railroad (Miles)	**13.4**
Annual Utilities	
Electricity (Purchased)	**122,915** KW
Natural Gas (Purchased)	**262,145** MBTU
Water	**998,805** KGLs
Air Conditioning and Refrigeration	**26,884** Tons
Sanitary Sewage and Industrial Waste	**353,994** KGLs

C-5

C-17

B-52

Selected SA-ALC Workload Statistics

Overhauled/Modified Aircraft	**32**
Overhauled Jet Engines	**263**
Overhauled Jet Engine Modules	**4,585**
National Stock Numbers Managed	**414,000**
Contracts Awarded	**58,779**

Military Construction

During FY92, ongoing construction and facility maintenance projects managed by the Kelly Staff Civil Engineer and the Army Corps of Engineers amounted to $22.6M. A significant part of this money went into the local economy in the form of payments for labor and materials.

Child Care Center

The renovation and addition to the child care center will provide adequate space to care for children from six months to ten years old.

Air Force News Agency Facility

This facility includes office, operational and storage space for specialized equipment, centralized computer room, photo lab, radio and TV production facilities.

Military Construction

Gas Turbine Engine Repair Facility

This facility will enable the assembly and test of gas turbine engines, starters and accessory drive gear boxes to be accomplished in one location.

Log Systems Ops Center

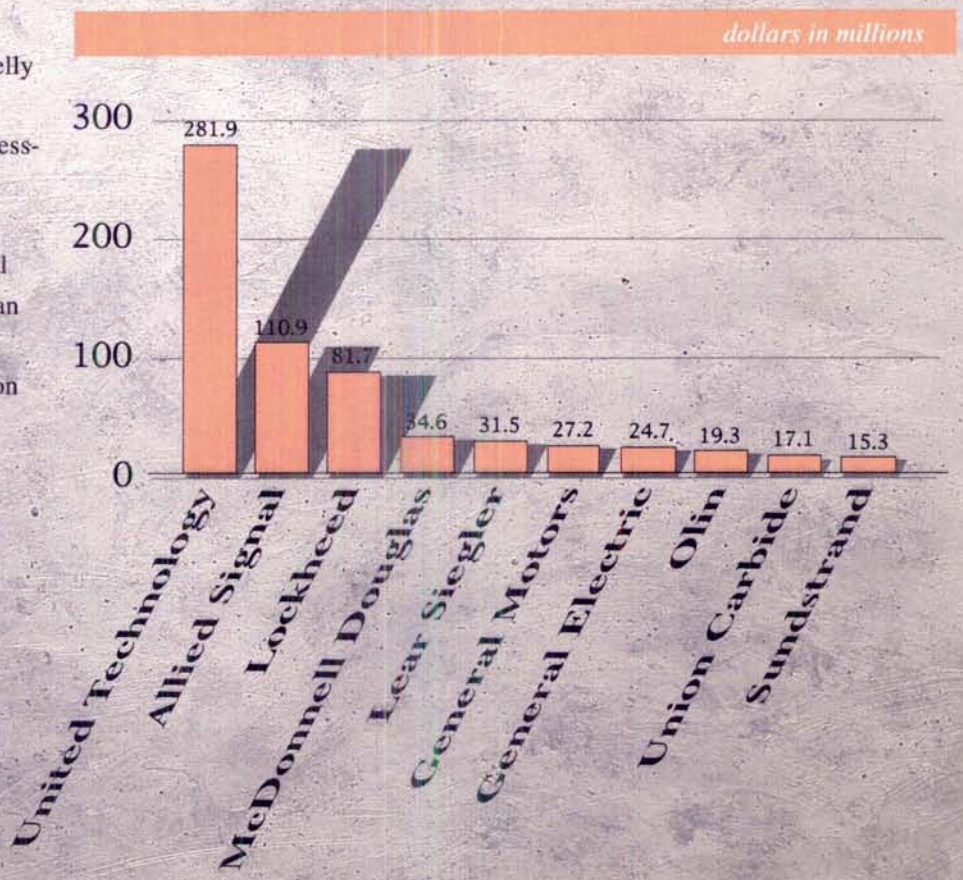
This addition is required to support the new automated Data Processing Region and will house additional computers and operational personnel.

CONTRACTS

Contract awards made by this ALC amounted to over $1.6B in FY92. Major activities that require contract awards at Kelly AFB deal with aircraft and engine overhaul, spare parts, repairs modifications, engineering and technical services.

From the total of $1.6B awarded by Kelly in contracts, Texas businesses were successful bidders for over $188 million. The number of contractual actions awarded to San Antonio firms was 20,514 or $101 million in contracts.

SA-ALC Top Ten Contractors For FY92

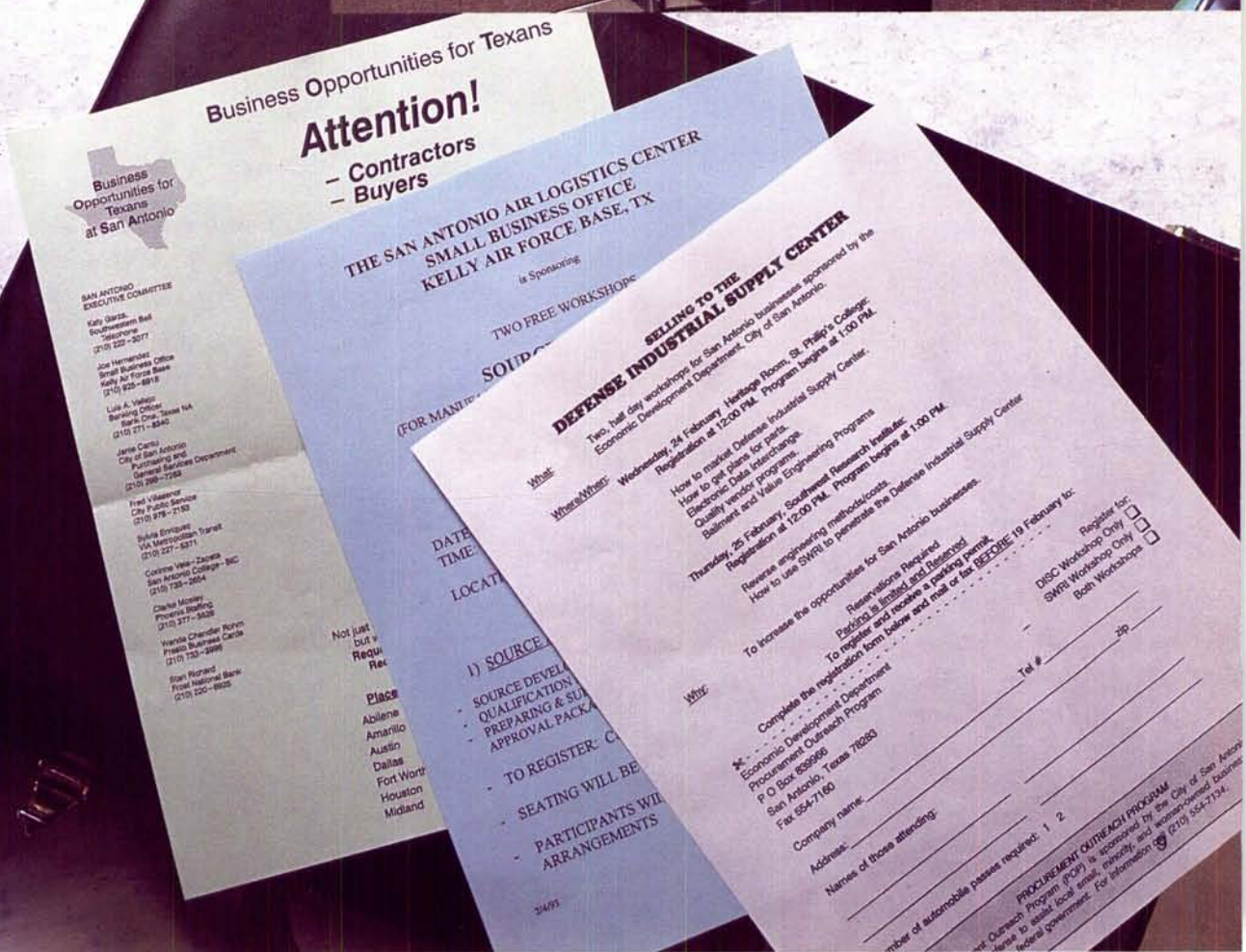


Small Business Office

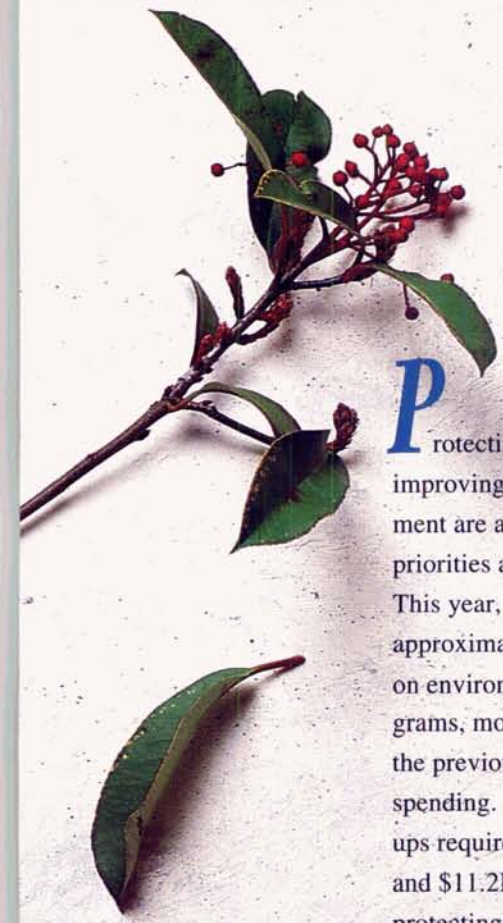
The Small Business Office (BC) assumed the responsibility for all Source Development and Source Approvals for both large and small business for the SA-ALC. As its primary objective, this office seeks to increase the participation of small, disadvantaged, and women-owned businesses in AF procurement.

The office offers individual counseling sessions to business people on contracting opportunities and how to submit Source Approval Requests with the SA-ALC. Individual solicitations are also posted in the lobby area for public viewing.

As part of its services, the office arranges meetings with technical and requirements personnel, conducts monthly workshops and co-hosts a contracting symposium once a year to meet with government and contractor personnel to exchange information regarding government procedures. Bid Board viewing is available on weekdays from 8:30 am to 4:00 pm. Our telephone number is 210-925-6918.



ENVIRONMENT



PARTNERS WITH THE ENVIRONMENT

Protecting and improving the environment are among the top priorities at Kelly AFB. This year, Kelly spent approximately $25M on environmental programs, more than twice the previous year's spending. Actual cleanups required $13.3M and $11.2M were spent protecting the environment under the Environmental Compliance Program. Many environmental projects are currently under way and many others are planned.

Industrial operations at Kelly require large quantities of chemicals. The Kelly AFB Hazardous Material and Spill Response Teams are ready 24 hours a day to protect workers as well as the environment. Frequent training exercises keep the teams at top efficiency.

As old underground storage tanks are removed, soil is tested for traces of fuel from leaks or spills.

ENVIRONMENT

Kelly is committed to reducing the number of chemicals it has used in the past by cutting by 80% within a year those chemicals that may be contributing to the destruction of atmospheric ozone. The chemicals will be totally eliminated at Kelly within two years.

Cadmium plating operations will be eliminated within a year. Kelly is also committed to reducing municipal and other solid wastes by 10% per year during the next six years.

Water conservation continues to be another top priority. Kelly has cut its use of Edwards Aquifer water by 30% in the last decade and another 30% cut will be made possible by reusing water for irrigation from our modern Environmental Process Control Facility.

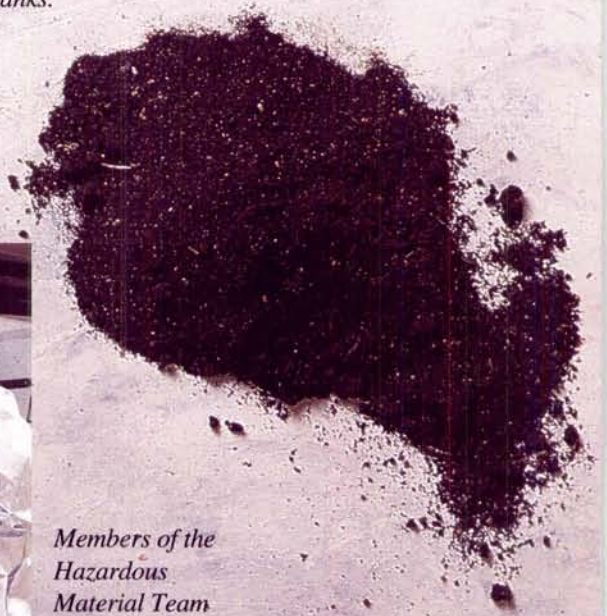
The Installation Restoration Program continues to accelerate.

Fifteen sites have now been removed from the program and five others have cleanup systems in place. At least six more sites will have cleanup systems in operation by the end of FY93. Kelly will remove 78 underground storage tanks during FY93.

Neighborhood youngsters keep close tabs on Kelly contractor sampling underground water in an off-base residential area.

Contaminated soil is removed and treated to protect the environment.

A member of the Spill Response Team reloads air tanks.



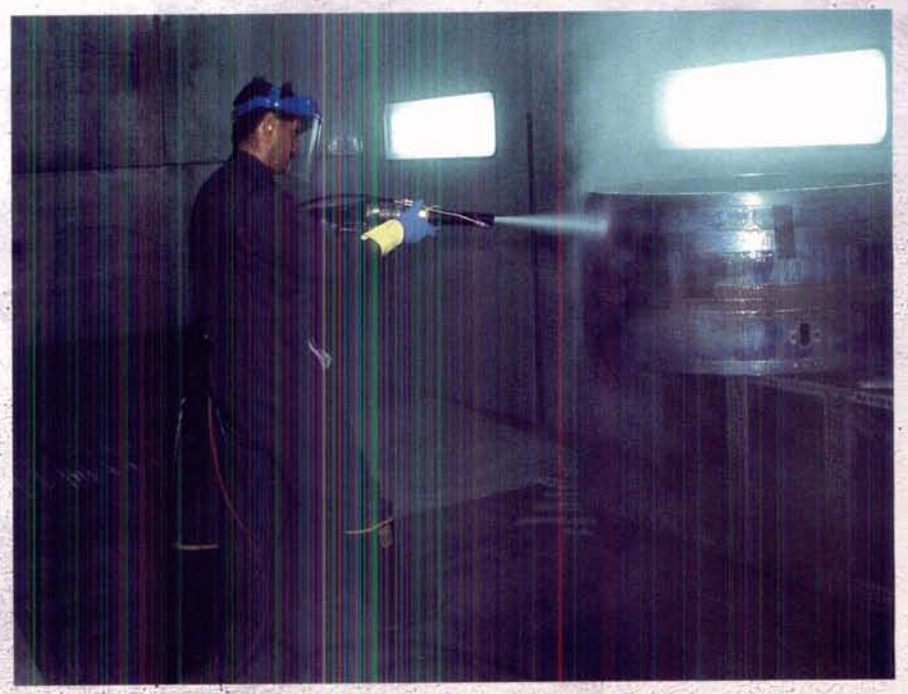
Members of the Hazardous Material Team practice their skills.

Aircraft Directorate

We Keep Them Flying

The mission is to provide worldwide logistics support for over 8,000 aircraft of 20 types. Responsibilities include systems program and FMS management for C-5, B-52, C-17, T-37, and T-38 aircraft as well as overhaul and modification of C-5 and B-52 aircraft.

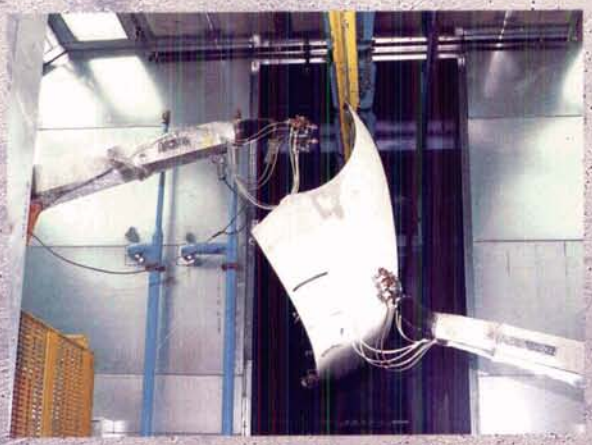
The Aircraft Directorate is recognized for innovative programs that integrate state-of-the-art technologies into its aerospace systems repair and manufacturing operations.



F-5

F-16

San Antonio ALC holds the lead role for all DOD activities for the bicarbonate of soda blast process. This new abrasive blasting process using bicarbonate of soda is an alternative to using chemical solvents and degreasers. This environmentally safe process requires less manpower and is much more effective in the removal of carbon and grease build-up. It is currently being utilized for depainting components with sensitive substrates and to provide superior cleaning and corrosion removal.

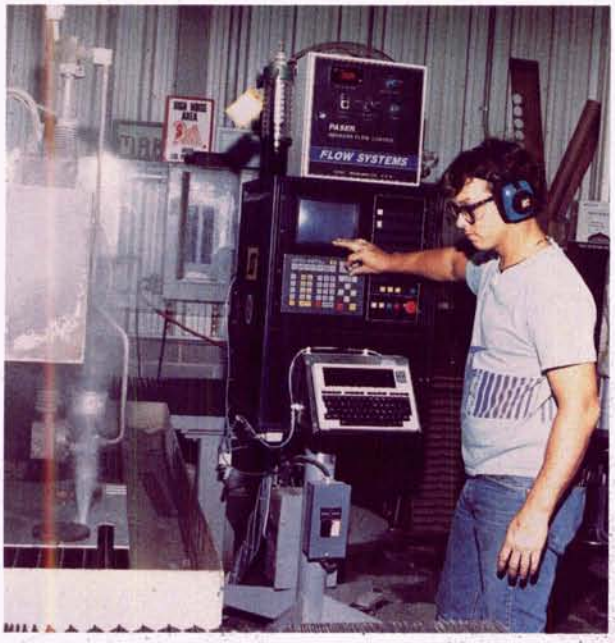


Twin robotic paint cell automatically paints all items up to 32' by 10.5'. Consistent, uniform, coatings result in superior quality and reduced environmental pollution. Turn-around is one day or less with an average savings of 40% versus conventional painting.

T-37

T-38

Aircraft Directorate



The abrasive waterjet cutting system can cut through glass, rubber, steel, and even titanium in three hours compared with ten hours using conventional methods. Accuracy of the cut is eight thousanths of an inch. This high-tech system, while simple in concept, is revolutionizing the way aircraft components are cut.

B-52

C-17

C-5

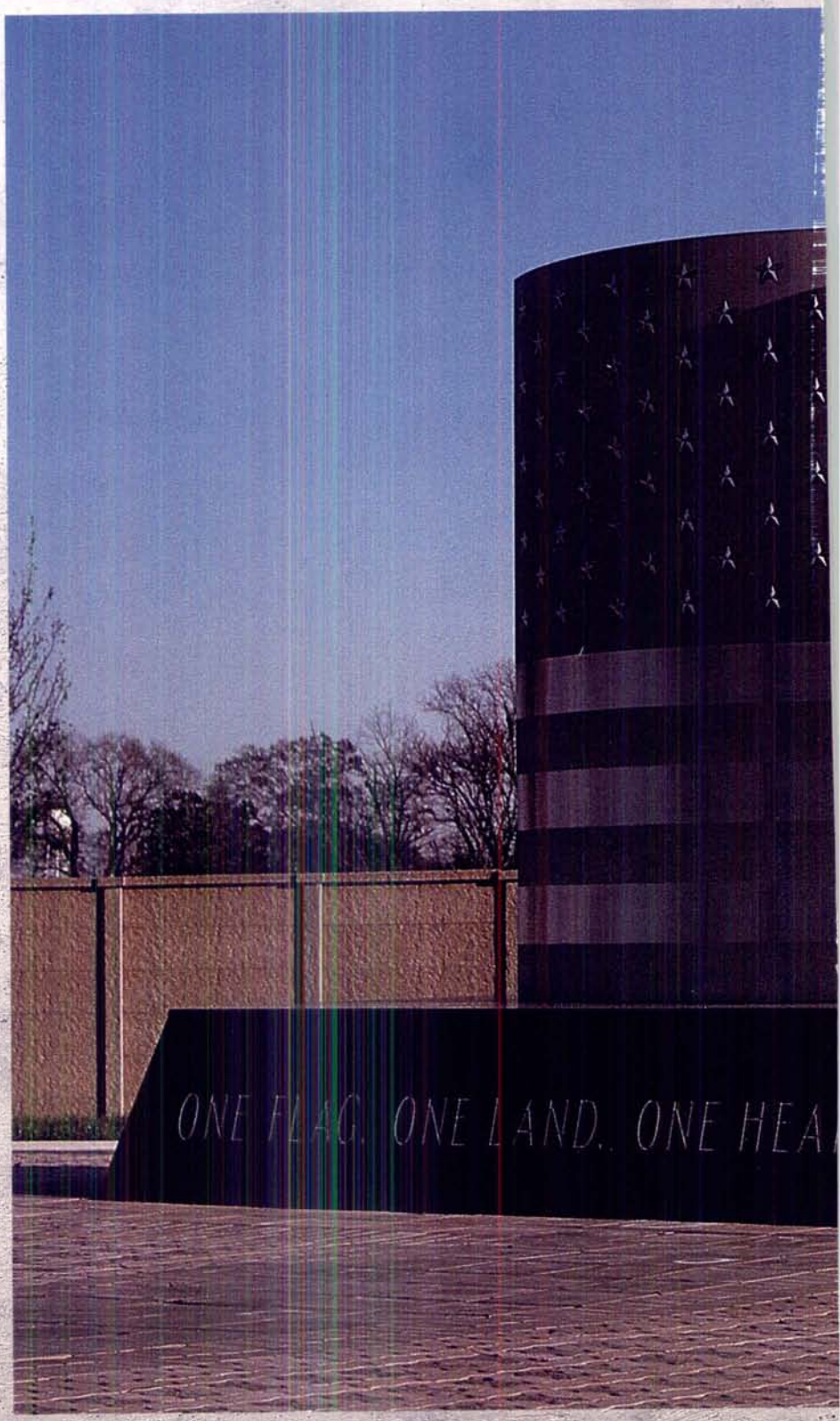
The corrosion control facility is designed to support an advanced coating removal process called plastic media blasting. It eliminates the use of toxic chemical strippers and will result in a 20 percent savings over the old chemical process.

Kelly Air Force Base

Veterans' Monument

The Kelly AFB Veterans' Monument is a stainless steel sculpture of the American flag surrounded by a plaza consisting of bricks engraved with the names of Americans who contributed to the defense of our country and who have committed themselves to preserving our way of life.

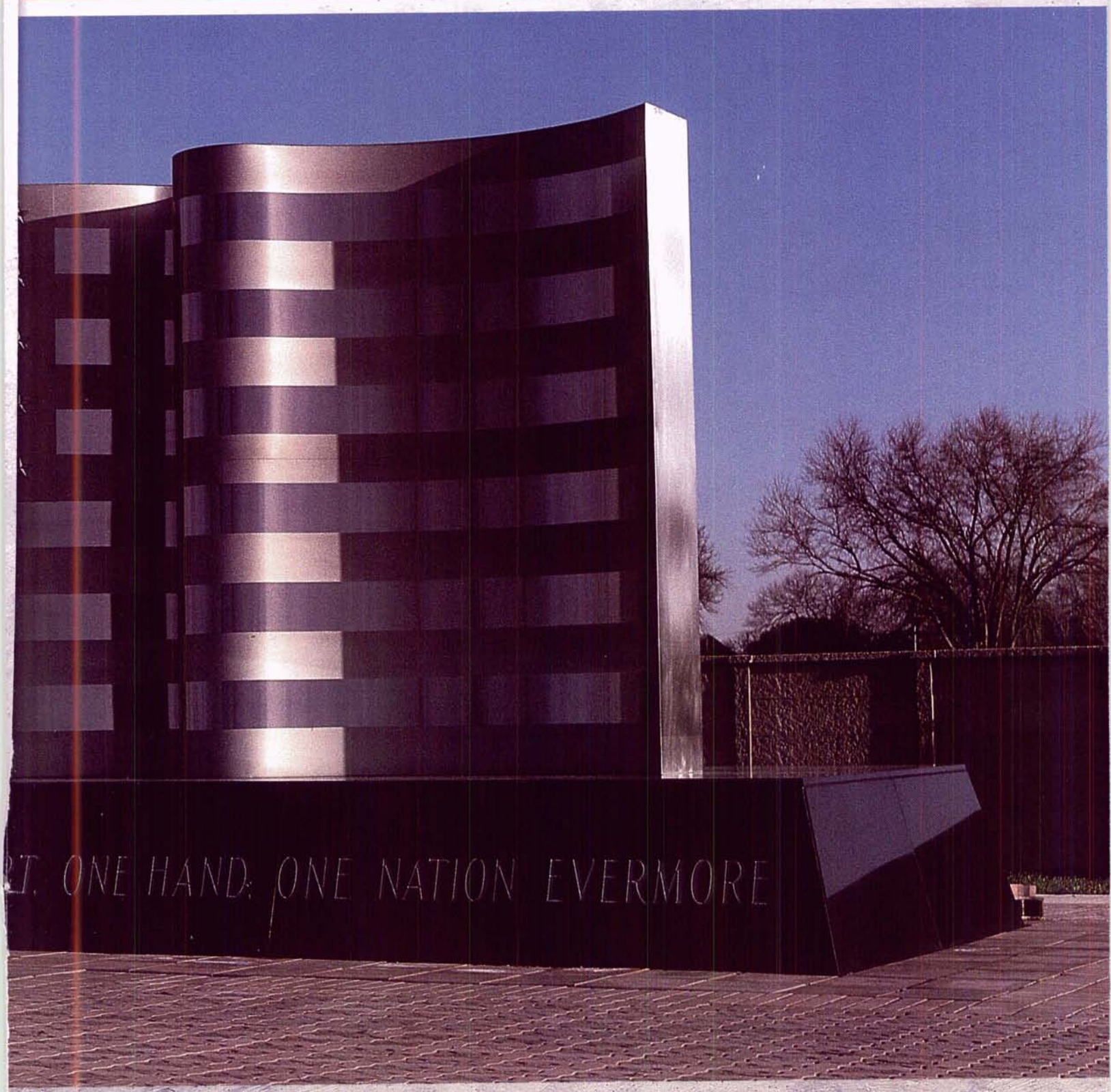
The monument provides a lasting tribute to all the men and women throughout history who have proudly served.



Kelly Air Force Base

Veterans' Monument

In Defense of Freedom

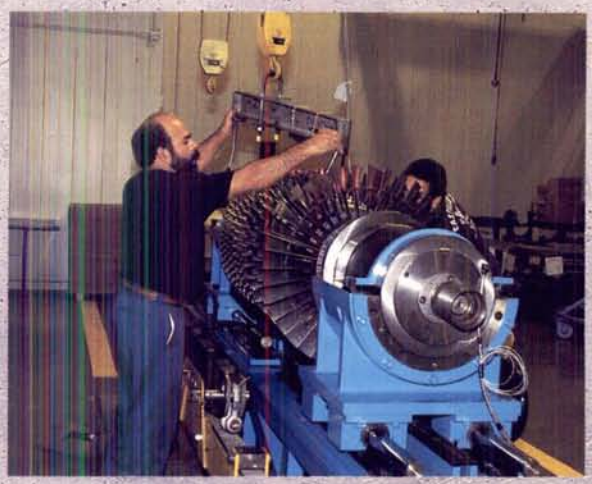


Propulsion Directorate

Quality is Our Thrust

The Propulsion Directorate is responsible for the total quality performance in the management and associated repair, overhaul, and modification of assigned propulsion systems and components in support of its customers.

Technicians (right) prepare to work on a section of a turbine engine.



Propulsion Directorate

F100 engine combustion chamber being coated with a plasma sprayed ceramic heat shield to prolong the life expectancy of the part.

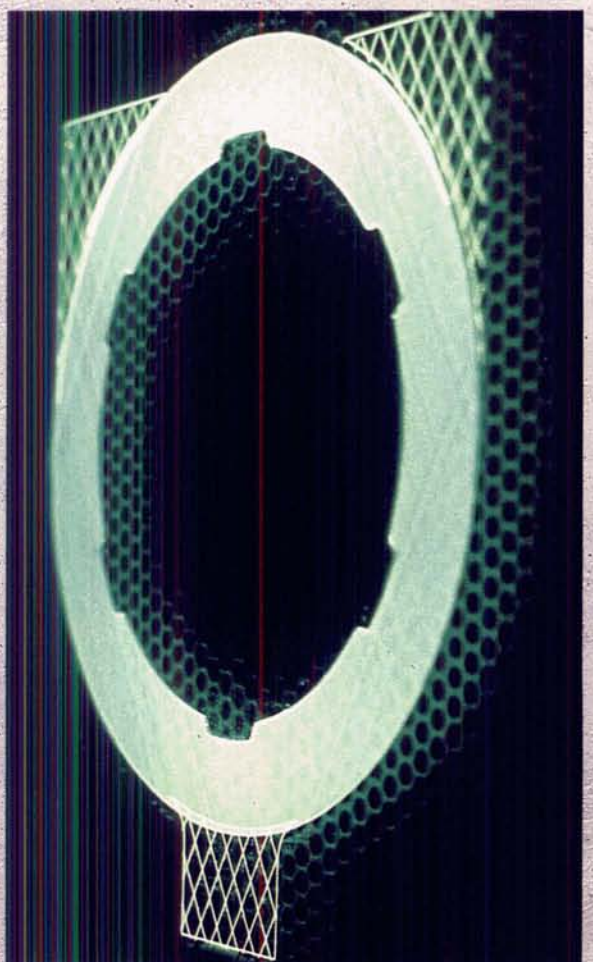
The cryogenic spin test facility is one of only two such facilities in the free world. It uses the application of cryogenic spin to the F100 engine fan disks at minus 320 degrees Fahrenheit to detect previously undetected flaws in critical stress areas. Those disks without flaws will be strengthened during the spin, resulting in the disk life being extended for an additional 3000 cycles.

Technology and Industrial Support

Committed to Quality Customer Service

The Technology and Industrial Support Directorate is committed to quality customer service. Major mission functions are responsive manufacturing and parts rework, laboratory services, conformance verification, technical data management, acquisition coding, industrial plant management, and engineering services.

Kelly has the only foundry in the Command with plastic drop hammer die and specializes in X-ray quality aluminum sand castings. In the foundry, wood, plastic and epoxy patterns are developed by skilled craftsmen.



The newly acquired stereolithography apparatus uses information from a three-dimensional computerized design model to guide a laser that solidifies photopolymer chemicals into a solid model, layer by layer, in a chemical vat. A prototype model can be created within a few hours rather than several weeks at a greatly reduced cost. From the molds made from these patterns, the foundry routinely produces high-quality castings, meeting stringent radiology specifications.

Aerospace Equipment

Exceeding Customer Expectations

The mission of the Aerospace Equipment Management Directorate is to exceed the customers expectations by providing quality logistics support for all aerospace equipment.

Gen Ronald Yates, AFMC Commander, presents Mr. Tommy Jordan, LD Deputy, the AFMC Quality Improvement Award, which recognizes command organizations that have successfully adopted total quality management principles. The Directorate competed with former AFSC and AFLC organizations and was the only organization in AFMC to receive this prestigious award.

The Precision Measurement Equipment Lab (PMEL) serves regional DOD and U.S. Government agencies as well as foreign customers. The diverse experience and expertise of the personnel is a direct result of the long-term partnership with Texas A&M University which provides electronics training to the work force. As a result of this training, the PMEL provides quality support for a wide range of complex electronic components and test systems.

AEROSPACE FUELS

A one-of-a-kind organization, the Directorate of Aerospace Fuels Management has worldwide responsibility for meeting all Air Force fuel requirements, and managing the Air Force Fuels Stock Fund worth $3 billion in FY92.

Directorate personnel are responsible for requisitioning, transporting, storing, distributing and quality assurance of petroleum products to sustain combat readiness of our operational forces. The Directorate represents the Air Force on committees of the Department of Energy and the Department of Defense, works closely with Commercial Space Launch firms and NASA, and serves on committees of the North Atlantic Treaty Organization.

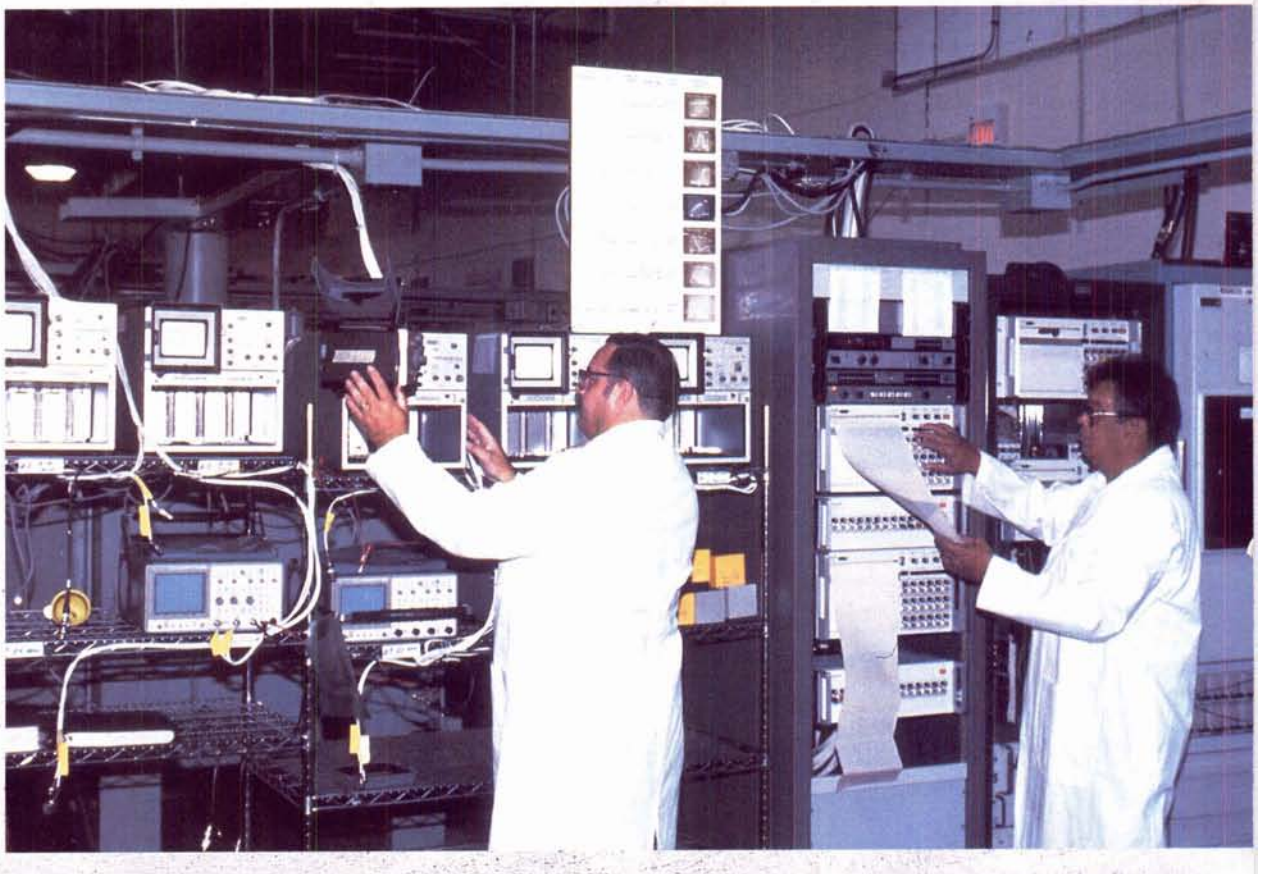
The products managed include aviation fuels, special fuels, ground fuels, liquid missile fuels, chemicals, gases, coal and cryogenic equipment. No Air Force mission can be undertaken without fuel, and the Directorate of Aerospace Fuels Management stands ready to meet this challenge.

REFUELING OUR FUTURE

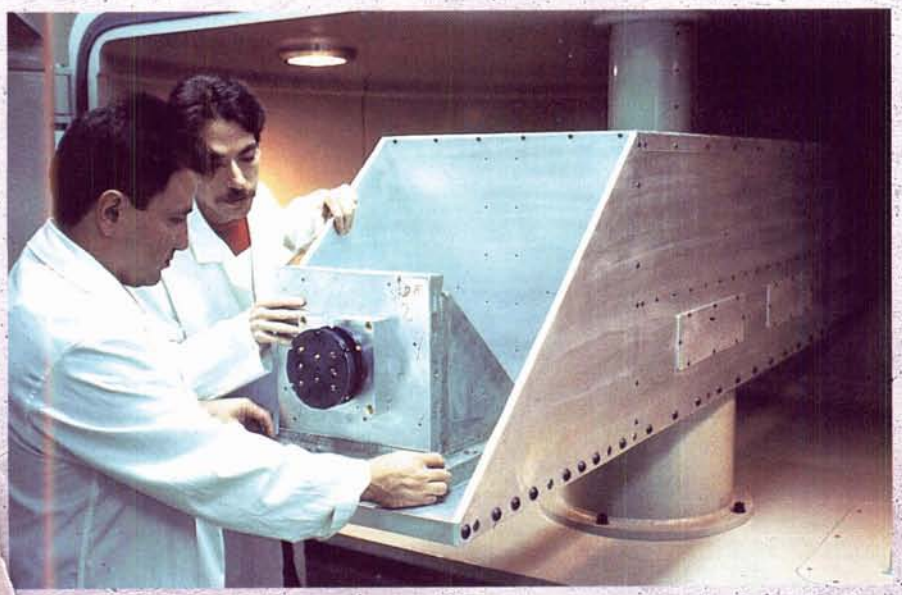
Special Weapons

Peace Through Preparedness

Special Weapons (SW) is the only organization providing worldwide logistics support to the Air Force Nuclear Weapons Program. SW supports Air Force operational commands in the development of tests to measure operational performance and reliability on a variety of weapon systems, such as the Air Force Intercontinental Ballistic Missile, the Ground and Air-Launched Cruise Missiles, and Short Range Attack Missile.



Technicians (above) are processing reentry vehicle in-flight performance data to assess operational reliability.



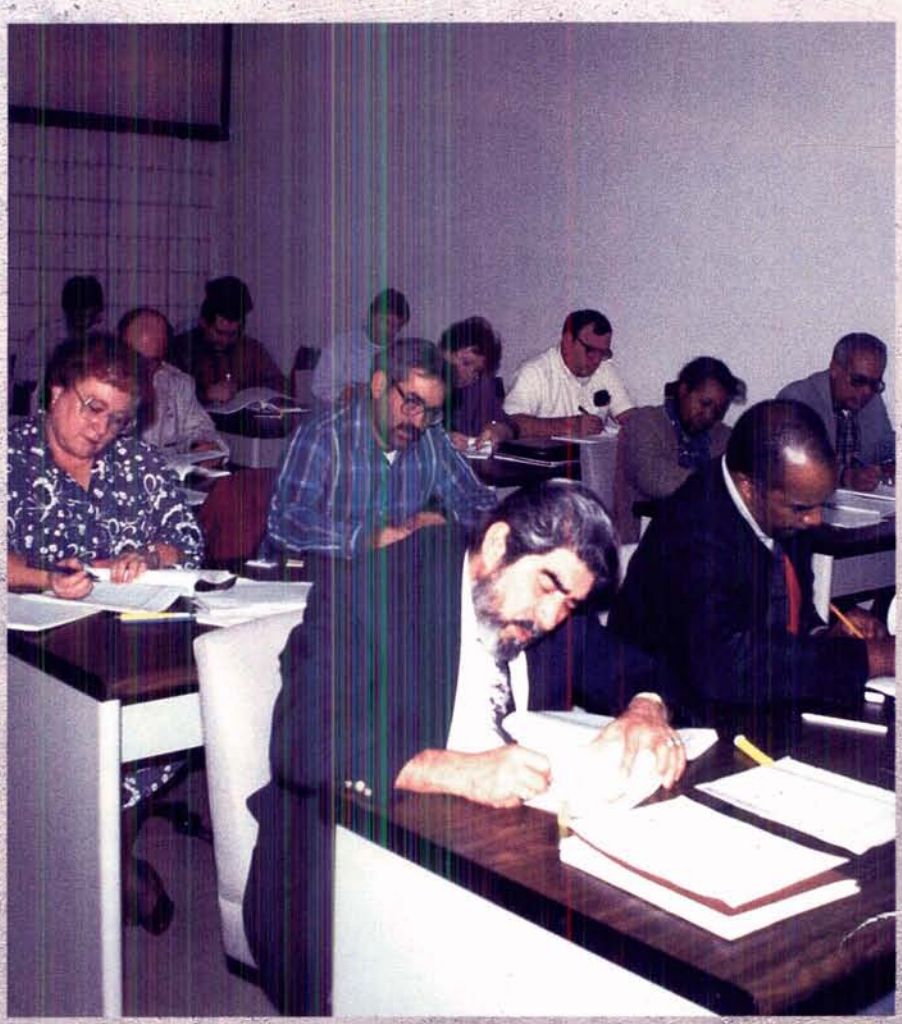
Technicians (above) are testing an arming and fusing component in our newest centrifuge.

At the Anechoic Chamber (above right) technicians conduct antenna patterns for integrity and conformance to design specifications.

Training and Team Building

Team building is an integral part of Total Quality Management created to assist the work force in achieving partnership among co-workers. Team building enables work center teams to operate more effectively by improving communications and building positive relationships. It promotes the natural relationship that exists between supervisors and subordinates and equips them with the tools necessary for process simplification and improvement.

Changes in training focus on more emphasis on the occupational approach process which identifies the skills, knowledges, and abilities required by an employee to successfully perform duties in a given occupation. The objective of this approach is to improve the employees' performance using classroom instruction supported by on-the-job training.

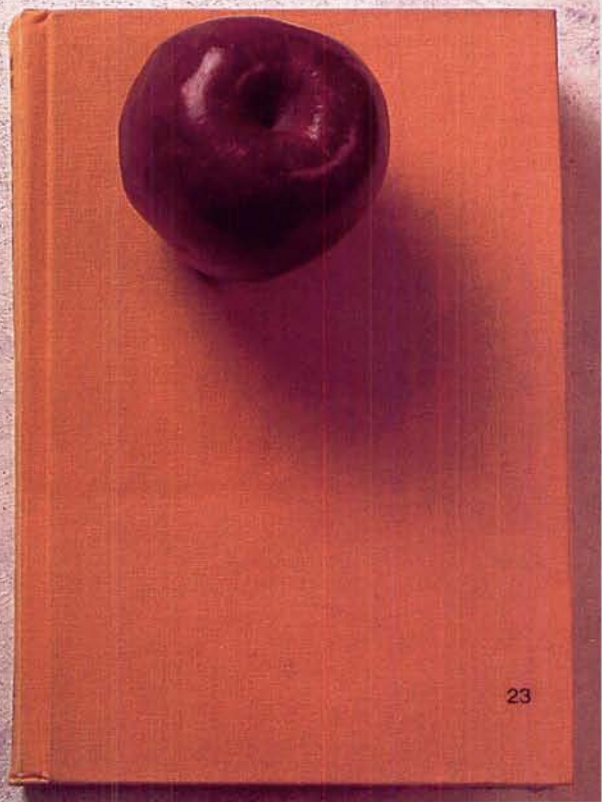


FREE TO MAKE A DIFFERENCE

As part of "Team San Antonio," Kelly people and organizations work closely with city leadership to promote community economic growth and enhance quality of life. Being a good neighbor has included a wide variety of volunteer efforts.

Pictured above, left to right, are Mr Steve Doneghy, Kelly CFC Chairperson, Maj Gen Lewis E Curtis III, SA-ALC Commander, and Mr Charles Cheever, 1992 United Way Chairperson of San Antonio and Bexar County.

Among the variety of volunteer efforts are participation in educational initiatives such as San Antonio 2000, support for a high technology career exposition and several mentoring and tutoring programs with area schools. Other continuing activities include Kelly participation in the Combined Federal Campaign and an annual Underprivileged Children's Christmas Party.



Kelly Air Force Base

Communications Computers

The 651st Communications Computer Systems Group provides telecommunications support to Lackland and Kelly AFBs, the Air Force Intelligence Command, Wilford Hall Medical Center and the Lackland Training Annex. It also maintains the host telephone switch (over 17,000 lines and over 21,000 instruments) and five remote line module locations with responsibility for receiving, logging, tracking, and dispatching repair technicians on all reported telephone outages. Additionally, the Group is responsible for the installation and relocation of all military and commercial voice and data circuits wired on the main distribution frame.

The Kelly Air Force Base broadband LAN is designed to meet a wide variety of communications needs and data communications connectivity characteristic of AFMC's broad mission requirements. Many types of digital and analog information can simultaneously be carried over the broadband cable network. Some examples are: computer-to-computer and terminal-to-computer communications, off-the-air television, closed circuit TV for door, hallway and open area security, intrusion/detection sensor signals and process control and status monitoring signals. Currently 8,500 customers utilize the LAN with approximately 35 new users added each week.

Hosted Units

The 433rd Airlift Wing

The 433d Airlift Wing, the "Alamo Wing," is an Air Force Reserve unit with 3,700 members stationed at Kelly AFB, Lackland AFB, and Brooks AFB. It is the first unit within the Air Reserve Forces to fly its own C-5A Galaxies, one of the world's largest aircraft. Its primary mission is to train members to augment the active force during national emergencies such as the Persian Gulf War. The 433d AW flew thousands of tons of cargo during humanitarian relief efforts to the Commonwealth of Independent States and Croatia, as well as to Florida and Hawaii in the wake of Hurricanes Andrew and Iniki. As an integral part of America's defense forces, the 433d AW stand ready to respond to any worldwide emergency on a moment's notice.

The 149th Fighter Group

The 149th Fighter Group of the Texas Air National Guard is composed of more than 1,200 men and women. The group performs both state and federal missions. In times of war, the unit serves the nation as a capable fighting force in the interest of preserving freedom. In times of peace, the 149th assists communities throughout the state of Texas by providing medical support, emergency communications, and a variety of other services.

Hosted Units

Air Force Intelligence Command

The Air Force Intelligence Command (AFIC) is headquartered at Kelly AFB. AFIC provides intelligence support in areas of security, electronic combat, foreign technology and treaty monitoring. AFIC also gives combat commanders data to help them decide when to exploit, jam, deceive or destroy hostile military communications to deny the enemy effective command and control of their forces.

Air Force News Agency

The Air Force News Agency(AFNEWS) is a Field Operating Agency of the Air Force director of public affairs. The mission of the 700-member organization is to be the source of leadership communications for the Air Force (active duty, civilian, Guard and Reserve families) and the American public. AFNEWS supports the Air Force Internal Information Service which produces the Airman magazine, Army and Air Force Hometown News Service, and Air Force Broadcasting Service, which operates all Air Force radio and television service outlets worldwide. It also provides resources support to the Secretary of the Air Force Office of Public Affairs regional offices in New York, Los Angeles and Chicago.

Hosted Units

The Defense Commissary Agency

The headquarters of the Defense Commissary Agency's Midwest Region, the largest in the worldwide network of DoD commissaries, is responsible for the operation of 42 commissaries; 31 Air Force, eight Army and three Navy stores. In addition to the region, DeCA's Western Service Center provides contracting, bill paying and data automation support to all DoD commissaries West of the Mississippi River.

Kelly Air Force Base Hosted Units

AFIC	Air Force Intelligence Command
AFAA	Air Force Audit Agency
AFOSI	AF Office of Special Investigations
CEMIRT	Civil Engineering Maint/Insp
CPSC	Computer Services Center
DeCA	Defense Commissary Agency MW Rgn.
DCS	Defense Courier Service
DCIS	Defense Criminal Investigation Svc
SWA	Defense Printing Service SW Area
DLA	Defense Logistic Agency
DRMO	Defense Reutilization & Marketing Org
Det 1, HQ AMCOS	
AAW	Det 5, 375th Aeromedical Airlift Wing
GAO	General Accounting Office
GSA	GSA Area Utilization Office
AFNEWS	Air Force News Agency
JPPSO	Joint Personal Property Shipping Off
AFCC	OL-F Det 6, 1816th RAS
SBA	Small Business Administration
TANG	Texas Air National Guard
APSAF	26th Aerial Port Sq
AEG	32nd Aeromed Eval Group
AES	34th Aeromed Evacuation Sq
APS	43d Aerial Port Sq
	74th Aerial Port Sq
	75th Aerial Port Sq
MAS	68th Military Airlift Sq
ANG	149th TAC Fighter Group
ANG	182d TAC Fighter Sq
WF	182d Weather Flight
CES	307th Civil Engineering Sq
AW	433d Airlift Wing
CS	433d Communications Sq
CES	433d Civil Engineering Sq
CLSS	404th Combat Log Supt Sq
IAS	748th Military Intell Bn
EIS	1827th Electronic Install Sq
ATC	3754th FTS-FTD 405

AFMC Goals

Air Force Materiel Command

Satisfy our customers' needs . . . in war and peace.

Enable our people to excel.

Sustain technological superiority.

Enhance the excellence of our business practices.

Operate quality installations.

Kelly Air Force Base

FISCAL PORTRAIT 1992

C-17 Globemaster III

DEPARTMENT OF THE AIR FORCE
Headquarters San Antonio Air Logistics Center (AFMC)
Headquarters Kelly Air Force Base
Kelly Air Force Base TX 78241-5000

SA-ALC KAFB PAMPHLET 170-4

31 December 1992

FINANCIAL MANAGEMENT

The Fiscal Portrait is produced and edited by The Cost Analysis Branch, Financial Management Directorate, and is designed to provide unclassified information to public officials, visitors, and other interested persons concerning the mission, resources, and financial impact of Kelly Air Force Base.

OFFICIAL

LEWIS E. CURTIS III, Major General, USAF
Commander

ELVIRA GOMEZ
Chief, Base Information Management Division

JAMES CONCANNON, Colonel, USAF
Commander

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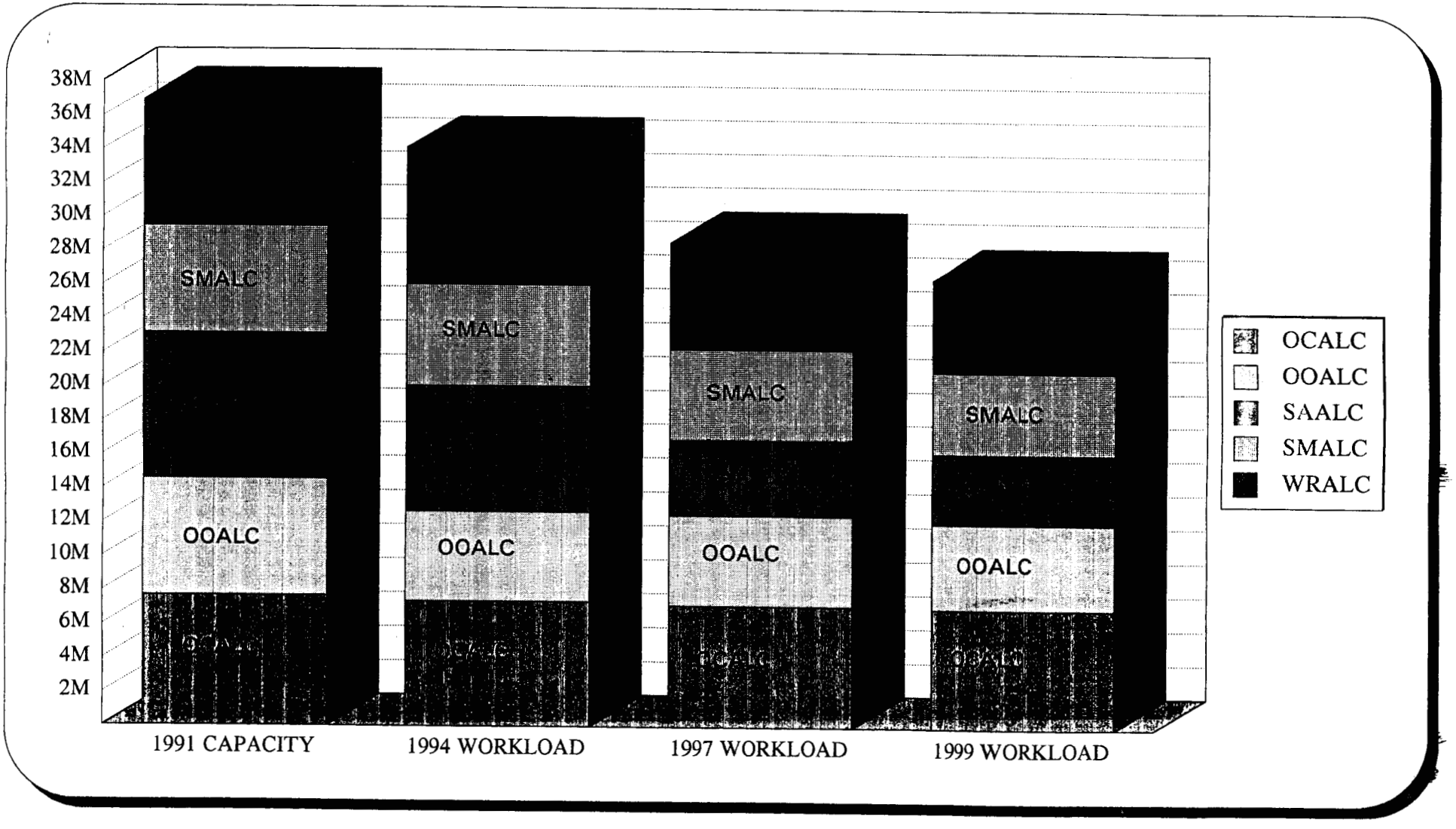
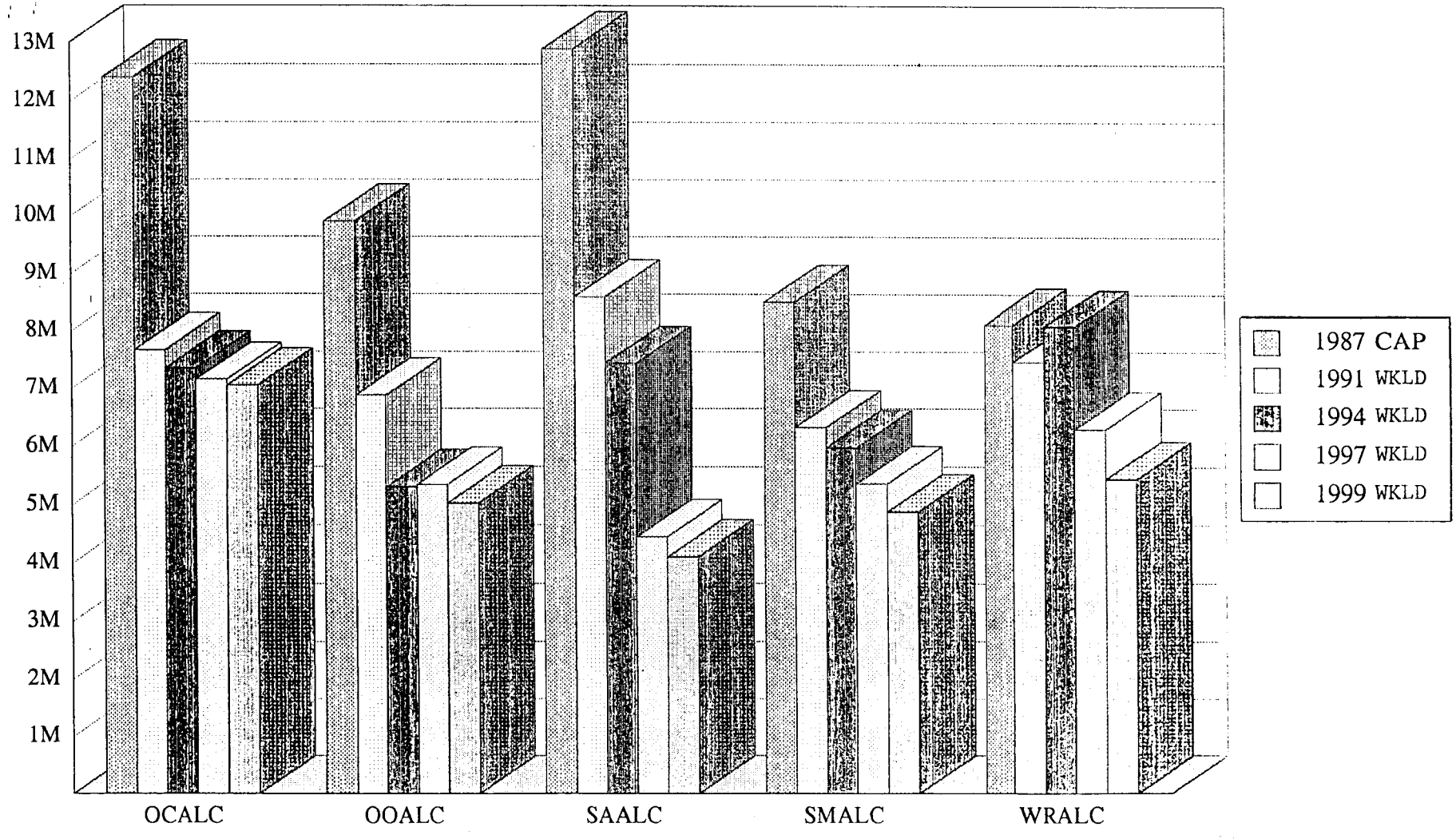
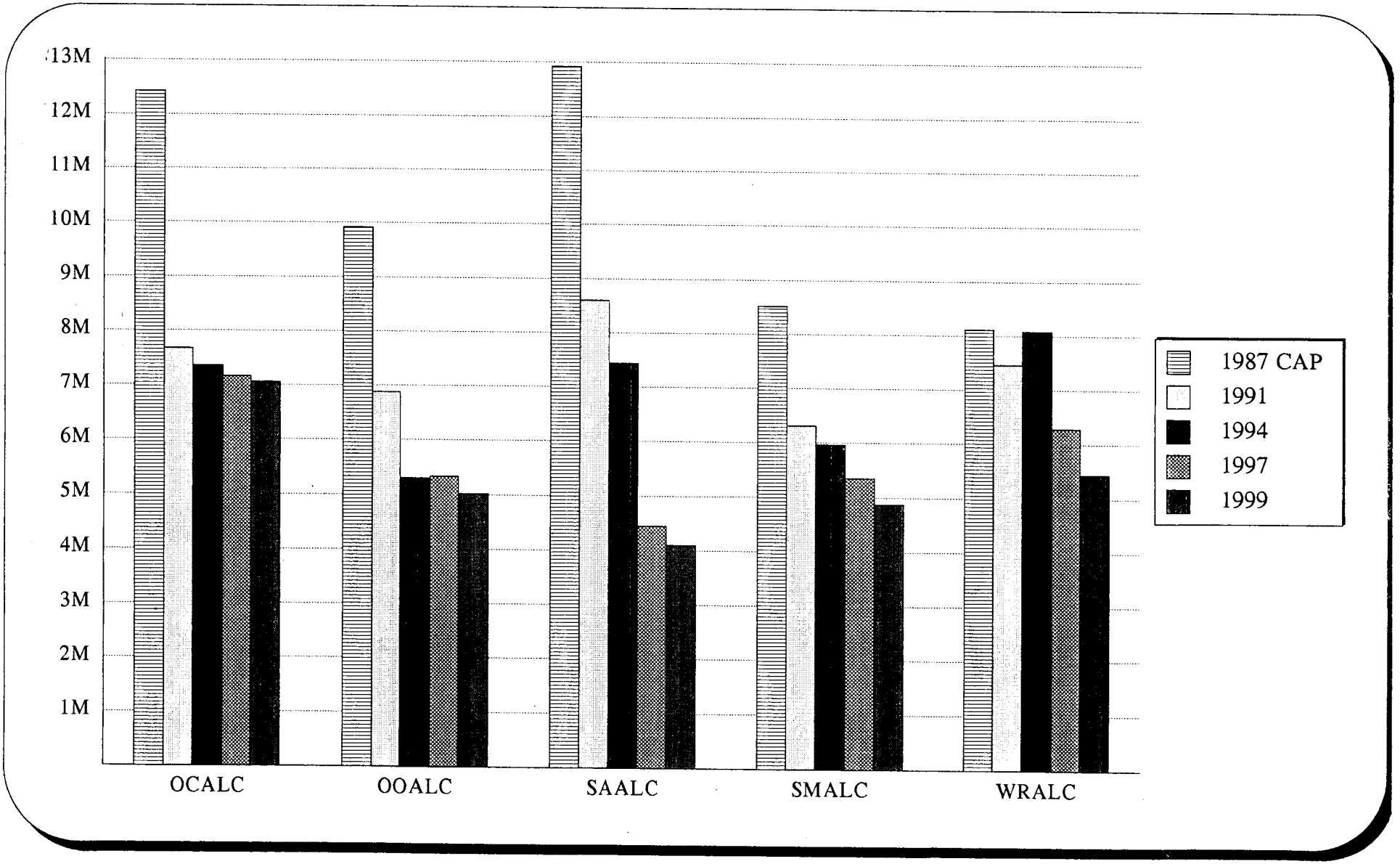
AIR LOGISTICS CENTERS
1991 - 1999 WORKLOAD VS. 1991 CAPACITY



AIR LOGISTICS CENTERS
1991 - 1999 WORKLOAD VS. 1987 CAPACITY



AIR LOGISTICS CENTERS
1991 - 1999 WORKLOAD VS. 1987 CAPACITY



KELLY AIR FORCE BASE, TEXAS

FACT SHEET

- **Base**
  - 3,996 acres
  - 16,181,295 square feet
  - 598 buildings
  - Personnel

ALC	12,924
DLA	1,230
Tenants	6,669
Total	20,823

  - Host Unit: San Antonio Air Logistics Center
  - Major Tenants: 41 tenants including.....
    - 433 Airlift Wing (USAFR)
      - 14 C-5
        - Largest USAFR C-5 unit
        - First to deploy to Gulf
    - 149 Fighter Group
      - 18 F-16
    - Air Force Intelligence Command
    - Defense Logistics Agency
    - Air Force Electronic Warfare Center
    - Joint Electronic Warfare Center
    - Headquarters, Air Force News Agency
    - Inter-American Air Forces Academy

- **Depot**
  - Personnel
    - Aircraft Maintenance 1946
    - Non-aircraft maintenance 4672
    - Wpn Sys/Commodity Management 2796
    - Base Support 3195
    - Def Info Sys Agency 277

    Total ALC 12,924
  - 51 buildings
  - 4,822,272 square feet
  - Average age of facilities: 34 years
  - Average age of equipment: 13 years
  - Replacement cost of facilities: $424 million
  - Replacement cost of equipment: $685 million
  - MILCON (FY 84 - FY 93): $274 million
  - Average salary: $28, 609 (lowest)
  - Cost of labor/overhead: $46.01 (lowest)
  - **Manages** repair of following aircraft
    - A-37, C-5, C-17, T-37, T-38, F-5
  - **Repairs** following aircraft
    - C-5 and T-38
    - Formerly repaired B-52s which were moved back to Tinker
  - Major commodity groups worked
    - Engines (F-15, F-16, C-5, T-38, C-130)
    - Nuclear Components
    - Gas Turbine Engines

- Electronic Support Equipment
- Software
- Automated Test Systems
- Ground Support Equipment

- Major technologies supported
  - Artificial Intelligence
  - Non-destructive inspection
  - Advanced Metals and Ceramics
  - Robotics
  - Integrated Reverse Engineering and Remanufacturing Capability

- Unique Facilities and Capabilities
  - Cryogenic Spin Facility
    - Checks for subsurface and material flaws that might be otherwise undetected
  - Jet Engine Overhaul Facility
  - Jet Engine Test Facility
  - Large Aircraft Repair Facility (C-5 Hangar)
  - Unified Fuel Control Facility
  - Special Weapons Repair Facility
    - Only Air Force facility able to perform complete nuclear ordnance environmental stress screening as well as testing/analysis of ICBM re-entry vehicle components.
  - Corrosion Control Facility
  - Conventional Munitions Storage Facility
    - Largest munitions stockpile in continental U.S.

- Cost to Close
  - Initial Air Force Estimate: $1.38 billion
  - Revised Air Force Estimates:
    - Base: $1.2 billion
    - ALC Only: $1.1 billion
    - Under both scenarios, the C-5 and F-16 units would remain in cantonements.

- **Additional information:**
  - Community says Kelly "largest industrial complex in Southwest."
  - Lowest labor costs among all DoD depots
  - Over 51 percent of all Hispanics in Air Force work at Kelly
    - Over 25 percent of all Hispanics in DoD work at Kelly
  - Community argues that the Hispanic middle class in San Antonio developed largely through opportunities at Kelly.
  - Commission's independent analysis ranked Kelly top airlift complex.
  - C-5 Hangar
    - Only facility in DoD capable of performing repair on any aircraft in inventory, including the C-5.
    - Covers over 1,000,000 square feet
    - Listed in Guiness as "world's largest aircraft maintenance hangar."
    - In different configurations, can accommodate any one of following:
      - 6 C-5's
      - 40 T-38's
      - 14 B-52's
    - Has over 20 backshops in addition to airframe workspace.
  - Conventional Munitions Storage
    - Largest in U.S.
  - Special Weapons Repair Facility
    - Only one of its kind in Air Force
  - Major MEDEVAC staging point (Wilford Hall and Brooks nearby)

- Only ALC not on National Priorities List
- Only organic warranty program in AFMC

Potential Questions

- By 1997, the DoD budget will be somewhere between 30-40 percent less than it was in 1987, uniformed personnel strength will be at least 25 percent less, and additional force structure changes are evident as a result of the Bottom Up Review. The DoD maintenance budget is projected to remain relatively stable through the remainder of the decade (at about $13 billion). Is it really realistic to assume that internal downsizing, streamlining, facility divestiture, and other measures proposed by the Air Force will result in a matching of requirements and capability, thereby avoiding the closure of an Air Logistics Center?

- The San Antonio Community, in presenting its case in defense of Kelly, stated that "bold action is required to properly define the DoD organic industrial base." The work done at ALCs is organic or core work--how do you here at Kelly define that work which is core, and what methodology do you use in that process?

- What adjustments to projected workload have been made at Kelly that will give Kelly a projected FY 97 utilization rate of 77 percent when HQ USAF/LG figures show it to be less than 50 percent (based on certified data provided to the Commission by HQ USAF, using FY 91 actual workload as the new capacity baseline)?

- Product Quality: Kelly claims to have a 99+ percent "defect-free" rate.
  - To what do you attribute this?
  - What is your response to those (including HQ USAF) who say that it's impossible to compare productivity and performance factors (like quality) when evaluating depots because of the different kinds of work they do?

- What methodology would you use to identify the most efficient and cost-effective depots?

- Interservicing:
  - What amount of Kelly's work should be considered **susceptible** to interservicing?
  - Interservicing is sometimes portrayed as the solution to the depots' problems--yet the Corporate Business Plan says that of the $6.3 billion projected in savings through 1997, only $133 million will be realized through the interservicing approach.

- Productivity Improvement Programs:
  - You claim that by application of the "Theory of Constraints", a 38 percent increase in gas turbine engine productivity resulted, as well as a 10 percent reduction in material costs. Please explain the Theory of Constraints Performance Evaluation Process and how it's being implemented and applied at the ALCs.

- How many direct and indirect workers were dedicated to B-52 repair before the relocation of that work to Tinker? What are those workers doing now, and how are the workstations formerly allocated to B-52 work now being used?

- How many direct labor hours will the C-5 "increased modification requirement" add to your workload projections?

- What is your estimate of the impact of two-level maintenance--in direct labor hours? Which ALC will be hit the hardest?

- What downsizing initiatives are underway at Kelly that will further impact capacity projections (i.e., lower the capacity projections)?

- How many workstations have actually been surrendered?

- How many direct and indirect employees have been RIF'ed or taken early retirement since 1987?

- Is there a hiring freeze currently underway at Kelly?

- What major MILCON projects are currently approved or requested for Kelly?

- The Air Force plans to compete two of Kelly's workloads in FY 94--the T-56 engines and C-5 PDM. What is the cost to prepare the competition package? If Kelly should lose the C-5 PDM competition, what would happen next? (I.e., would workers formerly used for C-5 work be released and C-5 workstations be turned in, as implied in the Corporate Business Plan?)

- If long-term (i.e., FY 97 and beyond) capacity and workload projections are unreliable and subject to "misunderstanding and misapplication," why does AFMC and the Air Force, and the Defense Depot Maintenance Council use them?

- Representatives from private industry have visited the Commission and believe that:

- the depots are "circling their wagons";
- depots are saving the "best work" for themselves;
- depots are pulling some work from private industry back to the depots;
- depots have an unfair advantage in public-private competition and that there is no level playing field.
- How do you respond to these allegations?

- Is it not a logical argument that if one wants to determine how best to downsize not only the military depots, but private industry as well, one of the first steps is to ascertain what capacity and capability exists in the private sector? If so, what approach would you take to determine what capacity and capability exists in private industry, particularly its surge and contingency capability?

- Much has been said about ALCs being a better deal for the American taxpayer than NADEPs. Beyond the obvious cost of labor differences, MILCON investments during the 1980s at ALCs, and the Air Force's Integrated Weapon System Management concept, what specifically makes [illegible] NADEPs? What is the most effective way of comparing the two?

SA-ALC COMMANDER'S ACTION GROUP

FAX MAIL

TO: Mr Bob Cook

OFFICE: Base Closure and Realignment Commission

DSN: 226-0550

COMMERCIAL: 703-696-0550

NUMBER OF PAGES: 4
(Not including this page)

SUBJECT: Visit to Kelly AFB – 13-15 Dec 93

COMMENTS: Gen Curtis has reviewed and approved this proposed itinerary but it is still subject to change.

FROM: CHUCK DUFFIN

OFFICE: SA-ALC/CCX

DSN: 945-9045

COMMERCIAL: (210) 925-9045

FAX: DSN: 945-9928

COMMERCIAL: (210) 925-9928

As of 4 Nov 93

Proposed Itinerary
Mr Mat Behrmann, Staff Director
Base Closure and Realignment Commission
TUESDAY 14 December 1993

Quarters: Mr Behrmann - Alamo Suite
Mr Boorden - Espada Suite
Mr Haucke - Bluebonnet Suite
Mr Cook - San Fernando Suite

Military Dress: Uniform of the day
Civilian Dress: Business Attire

MONDAY, 13 DEC 93

TBD Mr Behrmann and staff members arrives at San Antonio International Airport via Airlines Flight #
Met by: Mr Bob Cook

TBD Mr Behrmann and group depart San Antonio International Airport via rental car for Kelly Air Force Base

TBD Group arrives at Kelly Air Force Base and proceeds to Kelly VOQ, Bldg 1676

Activities as individually arranged

TUESDAY, 14 DEC 93

0730 Mr Behrmann and group walk to Bldg 1680 and proceed to CC Conference Room
Escorted by Mr Duffin/CCX

0735 MGen Curtis welcomes Mr Behrmann and others and introduces ALC staff and tenant commanders
(Pastries, fruit, juice and coffee available)

** PROPOSED ATTENDEES **

MGen Curtis	Mr Behrmann
AIA	CV
CCV	LR
FM	LA
LP	LD
TI	NW
SF	PK
EM	DP
651ABG/CC	433RD/CC
149TH/CC	DECA
AFNEWS	DISO
DLA	CCX
FM-1	PA

OTHER VISITORS: TBD

0745 Mr Behrmann makes opening remarks

0800 ALC Capabilities Briefing
Briefer: MGen Curtis

0840 AIA Briefing
Briefer: MGen Minihan

0850 433RD Briefing
Briefer: TBD

0900 149TH Briefing
Briefer: TBD

0910 DISO Briefing
Briefer: TBD

0920 DECA Briefing
Briefer: TBD

0930 DLA Briefing
Briefer: TBD

0940 Special Fuels
Briefer: TBD

0950 Nuclear Weapons
Briefer: TBD

1000 Break

1010 Mr Behrmann and group depart Bldg 1680, via surrey, for Bldg 360
Escorted by MGen Curtis

1015 Surrey arrives at Bldg 360, Door 131, for golfcart tour of Engine Overhaul Facility
Led by Col McClaugherty and Mr Valenzuela

1045 Surrey departs Bldg 360, via surrey, for Bldg 379
Escorted by MGen Curtis

1050 Tour group arrives at Bldg 379 and surrey pauses for 2 minutes while Col Zorich talks about the Corrosion Control Facility

1052 Surrey arrives at Bldg 375 for golf cart tour of Aircraft Maintenance Facility
Group stops and boards C-5 inside Bldg 375 Led by Col Zorich and Col Smith

1125 Surrey departs Bldg 375, South End, and drives by Bldgs 361 and 365, turns north pact C-5 Speedline, and proceeds to Bldg 1676
Escorted by MGen Curtis

1130 Arrive Bldg 1676 and proceed to El Comedor Room for lunch

** PROPOSED ATTENDEES **

TBD

** PROPOSED MENU **
TBD

1225 Depart Bldg 1676, via surrey for Bldg 303
Escorted by MGen Curtis

1230 Arrive at Bldg 303 for tour of Depot Machine Shop
Led by: TBD

1300 Depart Bldg 303, via surrey for Bldg 331
Escorted by MGen Curtis

1302 Arrive at Bldg 331 for tour of new Gas Turbine Engine Facility (facility will not be occupied at this time)
Led by: TBD

1310 Depart Bldg 331, via surrey, for Bldg 621
Escorted by MGen Curtis

1320 Arrive at Bldg 621 for tour of Environmental Process Control Facility and EM briefing
Led by: TBD
Briefer: TBD

1350 Depart Bldg 621, via surrey, for Bldg 655
Escorted by MGen Curtis

1355 Arrive Bldg 655 for tour of Jet Engine Test facility
Led by: TBD

1415 Depart Bldg 655 for AIA (via S. W. Military Drive, Gate 8
Escorted by MGen Curtis

1430 Arrive at AIA main gate and drive by AIA, proceeding down hill and across bridge thru AF Reserve (433rdMAW) and Texas National Guard (149thTFG) areas. Proceed across flightline accompanied by Security Police escort.

1500 Drive by Bldgs 1427 and 1428 (IAAFA Facilities) enroute to Special Weapons (Note: Exit Mobility Gate onto Jackson Road)

NOTE: SURREY WILL PAUSE AT BLDG 1427 TO PICK UP COL STUTTS WHO WILL TRAVEL WITH THEM PAST SPECIAL WEAPONS.

1505 Drive by Bldg 1420 and proceeds to Bldg 1530

NOTE: SURREY WILL PAUSE AT CORNER OF BLDG 1530 TO DROP OFF COL STUTTS AND PICK UP (TBD) WHO WILL TRAVEL WITH GROUP PAST DLA/TI FACILITY

1520 Arrive Bldg 1538 for tour of DLA warehouse
Led by: TBD

1540 Depart Bldg 1538, via surrey, for Bldg 1680 Drive thru base housing area off of Billy Mitchel Drive Escorted by MGen Curtis

1550 Arrive at Bldg 1680. Selected participants proceed to CC Conference Room for Executive Session with MGen Curtis

1600 Executive Session with MGen Curtis

** Proposed Attendees **

MGen Curtis	Mr Behrman
Mr Cook	TBD

1630 Mr Behrmann and group depart Bldg 1680 and walk to Bldg 1676
Escorted by Mr Duffin/CCX

Activities as individually arranged

<u>WEDNESDAY, 15 DEC 93</u>

0700 Mr Behrmann and group departs for Bergstrom AFB, Austin

<u>CCX Project Officer:</u> Mr C.H. Duffin, 59045

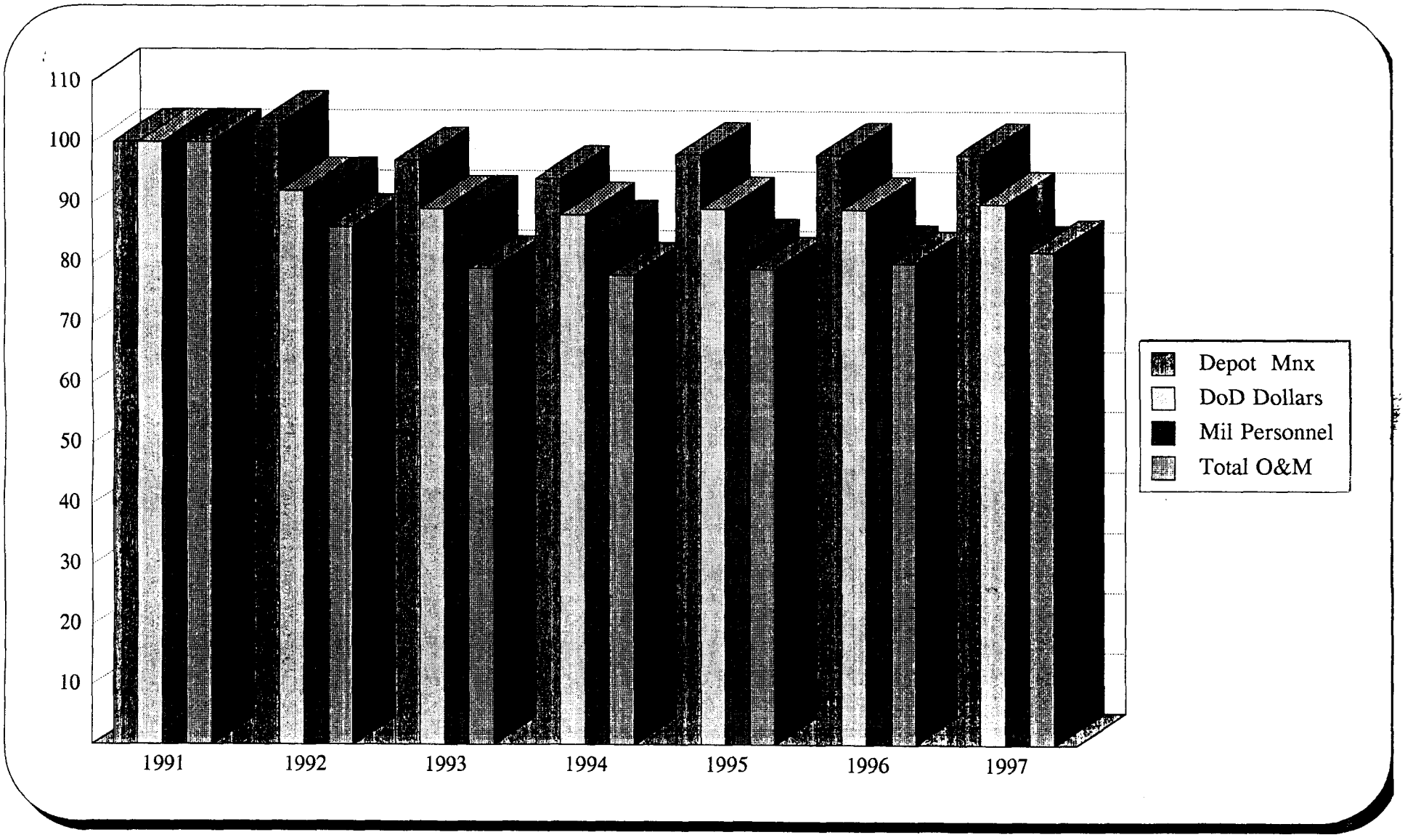
<u>Official Party:</u>
Mr Mat Behrmann - Staff Director, Base Closure and Realignment Commission

Mr Bob Cook
2 others/TBD

TOPICS FOR DISCUSSION

- DEPOT CAPACITY--HOW MEASURED?
- WORK STATIONS
- LOW CAPACITY UTILIZATION--WILL IT ALLOW CLOSURE, CONSOLIDATION, REALIGNMENT, OR INTERSERVICING?
- "CORE" OR "ORGANIC" WORKLOAD--HOW IS IT DETERMINED?
- HOW TO COMPARE NADEPS AND ALCS?
- HOW BEST TO MEASURE EFFICIENCY OF DEPOTS?
- PRIVATE SECTOR CAPACITY/CAPABILITY

DEFENSE PROGRAMS
(PERCENT CHANGE FROM FY 91)



1325 Arrive at Jet Engine Test Facility
Led by: Col McClaugherty

1340 Depart for Air Intelligence Agency (AIA)
Escorted by: Mr Riojas

1350 Drive by AIA, AF Reserve (433rdAW) and Texas National Guard (149thFG) areas.

1400 Drive by Inter American Air Force Academy (IAAFA) and Nuclear Weapons Facility

1410 Drive through Defense Logistics Agency warehouse area
Led by: Mr Flieller

1415 Drive past base housing area and proceed to East Kelly
Escorted by: Mr Riojas

1425 Arrive East Kelly and drive past Air Force News (AFNEWS), Defense Commissary Agency (DeCA) and the 307th Red Horse Civil Engineering Squadron

1440 Depart East Kelly and drive through bungalow Officers' Quarters

1455 Arrive at MGen Curtis' office for Executive Session

1500 Executive Session with MGen Curtis

** ATTENDEES **

MGen Curtis	Mr Behrmann
Mr Borden	Mr Riojas
Mr Cirillo	Mr Cook
Mr Houck	BGen Williams

1530 Depart MGen Curtis' office and walk to VOQ
Escorted by Mr Duffin

1700 Depart for Bergstrom AFB, Austin

ITINERARY FOR DISTINGUISHED VISITOR

Mr Matt Behrmann, Staff Director
Defense Base Closure and Realignment Commission
TUESDAY 14 December 1993

0730 Walk to HQ Building and proceed to Conference Room
Escorted by Mr Duffin

0735 Welcome and introduction of senior staff by MGen Curtis

** ATTENDEES **

MGen Curtis	Mr Behrmann	Mr Borden
Mr Cirillo	Mr Cook	Mr Houck
BGen Vesely	BGen Moore	BGen Williams
Mr Riojas	Mr Steely	Col Zorich
Col McClaugherty	Col Rasmussen	Col Bielowicz
Mr Stallings	Col Concannon	Mr Idrogo
Col Stief	Col Walston	Ms Gorden
Ms Rodriguez	Maj Ford	

0740 Opening remarks by Mr Behrmann

0800 ALC Capabilities Briefing
Briefer: MGen Curtis

0840 Air Intelligence Agency (AIA) Briefing
Briefer: MGen Minihan

0850 433RD Air Force Reserve Briefing
Briefer: Col Stief

0900 149TH Texas Air National Guard Briefing
Briefer: Col Walston

0910 Defense Information Services Oganization (DISO) Briefing
Briefer: Ms Gorden

0920 Break

0925 Depart for tour of the Jet Engine Facility
Escorted by Mr Riojas

0930 Arrive at Jet Engine Facility
Led by: Col McClaugherty and Col McGann

1005 Depart for Corrosion Control Facility and tour of Aircraft Maintenance Facility
Escorted by Mr Riojas

1008 Arrive at Corrosion Control Facility
Led by: Col Zorich

1010 Arrive at Aircraft Maintenance Facility
Tour C-5 aircraft
Led by: Col Zorich and Col Smith

1035 Depart for tour of the Depot Machine Shop
Escorted by: Mr Riojas

1045 Arrive at Depot Machine Shop
Met by: Col Bielowicz

1125 Depart for Officers' Club
Escorted by: Mr Riojas

1130 Arrive Officers' Club and proceed to El Comedor Room for lunch

** ATTENDEES **

Mr Behrmann	MGen Curtis
Mr Borden	BGen Williams
Mr Cook	Mr Riojas
Mr Cirillo	Mr Steely
Mr Houck	Mr Idrogo
Ms Rodriguez	Mr Stallings

** MENU **

Taco Salad (Large Shell)
Beverage
$6.00

1225 Depart Officers' Club for tour of F100 Two Level Maintenance (2LM) area
Escorted by: Mr Riojas

1230 Arrive for tour of F100 Two Level Maintenance area
Met By: Col McClaugherty

1240 Depart for tour of new Gas Turbine Engine Facility
Escorted by: Mr Riojas

1245 Arrive at Gas Turbine Engine Facility
Met By: Col Rasmussen
Led By: Mr Elhers

1255 Depart for tour of Environmental Process Control Facility
Escorted by: Mr Riojas

1300 Arrive at Environmental Process Control Facility
Met by: Mr Bailey

1320 Depart for tour of the Jet Engine Test Facility
Escorted by: Mr Riojas

This document is too large to be scanned in for electronic view. It is regarding AF Logistics Command.

KELLY AFB DRAFT DATA SHEET

30-Jan-95

MAJOR COMMAND:	AFMC
BRAC CATEGORY:	Large AC(A) *
JOINT CROSS-SERVICE GROUP:	Depot, Test & Evaluation, Laboratories
STATE:	TX
NEAREST CITY:	San Antonio
INSTALLATION TYPE:	Depot/Air lift Base
RESOURCES:	ALC, 15-F16(G), 14-C5(R)
MAJOR UNITS ASSIGNED:	San Antonio ALC, 76th Air Base Wg, Air Intelligence Agency, Air Force Electronic Warfare Center, Joint Electronic Warfare Center, Defense Commissary Agency, 433rd Airlift Wg(AFRES), 149th Fighter Group(G)
INSTALLATION MISSION:	Air Logistics Center & Reserve Airlift OperationsIntegrated Weapon System Management ofC5A/B, C17, C9, T37, T38,Foreign - OV10, A37, F5, C47, Overhauls F100, TF39 and T58 engines, nuclear Weapons
AUTHORIZED MILITARY:	4,599
AUTHORIZED CIVILIAN:	14,251
AVERAGE NUMBER OF STUDENTS:	
FY 93 OPERATING COSTS:	
NATIONAL PRIORITY LIST SITE:	No
TOTAL ACRES:	4,660
TOTAL BUILDING SQUARE FOOTAGE:	
FAMILY HOUSING UNITS:	1,487
UNACCOMPANIED OFFICER HOUSING UNITS:	
UNACCOMPANIED ENLISTED HOUSING SPACES:	
AREA COST FACTOR:	
RUNWAY LENGTH:	
HOSPITAL BEDS:	
IMPACT OF PREVIOUS BRAC:	
GOVERNOR:	George W. Bush
SENATORS:	Phil Gramm Kay Bailey Hutchison

✪ OUTLOOK

Motto: Kelly Stands for Quality

The AFMC Quality Bill of Rights guarantees Kelly workers
- The right to challenge business as usual
- The right to be heard
- The right to expect commitment to quality
- The right to place quality before production
- The right to feel genuine pride in AFMC products and services

New mission SA-ALC manages the C-17A airlifter, currently under production by McDonnell Douglas. First production delivery for initial squadron activation is expected in Spring 1993.

Phone Numbers

Base Operator	(210) 925-1110 (DSN 945)
Command Post	925-6906
Public Affairs	925-7951

(Current as of December 1992)

SAN ANTONIO AIR LOGISTICS CENTER FACTS

✪ MISSION

San Antonio Air Logistics Center
- is one of five major Air Force industrial centers that comprise a worldwide logistics network in Air Force Materiel Command responsible for acquisition, supply, maintenance and distribution.

-**MANAGES** aircraft, engines, stock items, weapons, maintenance, transportation and other services worldwide.

--AIRCRAFT: A-37A/B, C-5A/B, C-17, C-131, OV-10A, T-37, T-38, QF-106, F-106.

--ENGINES: Pratt & Whitney, General Electric and Allison, including J69, J85, TF34, TF39, F100, J60, F117 and T-56.

-**SUPPORTS:**

--Over 6,000 aircraft of 33 types, including the C-17, now under development; and systems used by allied foreign air forces under the United States Security Assistance Program.

--Equipment for automatic test, precision measurement, and ground support equipment.

--Over 35,000 aircraft engines and more than 55,000 auxiliary engines, comprising over three-quarters of the Air Force inventory.

--Fuels and lubricants used by the Air Force and the National Aeronautics and Space Administration (NASA).

--All Air Force nuclear ordnance.

--The Air Force's fleet of boats and other water craft.

--The standard air munitions package, and standard tank, rack, adapters and pylon package programs (STAMP/STRAPP) through Detachment 40 at Lackland AFB.

Other major units hosted at Kelly AFB include the 149th Fighter Group (Air National Guard), 433d Airlift Wing (Air Force Reserve), Air Force Intelligence Command (AFIC), Air Force News Agency (AFNEWS), Defense Logistics Agency (DLA), Defense Commissary Agency Mid-West Region (DeCA), Navy Printing and Publishing Office, and the 1827th Electronic Installation Squadron.

✪ KELLY PEOPLE

	SA-ALC	OTHER UNITS	TOTAL
Civilian	12,655	3,687	16,342
Military	1,354	3,496	4,850
ANG/Res (full time)			872
ANG/Res (part time)			3,748
Total	14,009	7,183	25,812

The over 9,800 Hispanic workers at Kelly represent the largest number and percentage (61%) of **minority federal employees** at one location.

Union membership 2,581

Retirees 27,204 annuitants/survivor annuitants
$995,399,616 annual payroll

Average annual civilian salary about $32,000; benefits worth $7,000

Most employees represented by three **Congressional Districts**

* District 20 Congressman Henry B. Gonzalez
* District 21 Congressman Lamar Smith
* District 23 Congressman Henry Bonilla

Training

19,367 training completions FY 92 (over 8 hrs ea)
65% *specialty/technical*
18% trades and craft
17% managerial/professional
$1.7 million outside training (29% of total completions)

16,000 completions under 8 hours

✪ ALC PRODUCTION FY 92

41 **aircraft** completed periodic depot maintenance
263 aircraft **engines** overhauled or repaired
3561 **engine modules** overhauled
720,000 items of **on-hand inventory** valued at $8 billion
89,349 line items **distributed** weighing 20,400 tons
54% **competition rate** for purchases

✪ ALC IMPACT FY 92

$7.1 billion **annual budget**
$654 million **annual payroll**

58,779 **contracts and modifications** for $1.64 billion
$101 million to San Antonio firms
$ 87 million to Texas-based firms (outside San Antonio)
$281 million to small/disadvantaged firms nationwide

✪ ALC PHYSICAL PLANT

11,550 X 300 ft of runway
3,996 acres
598 buildings
120 miles of roads
13 miles of railroad tracks
432 family housing units
790 persons housed in eight dormitories

Utility Cost for FY 92

$13.3 million	electricity
$ 2 million	Natural Gas
$ .6 million	sewage
$825	Cable T.V.

This document is a Welcome map for Kelly AFB and is too large to be scanned in for electronic view.

Please refer to this number
when responding 931207-1

DEPARTMENT OF THE NAVY
THE COMMANDER OF THE NAVAL AIR SYSTEMS COMMAND
ARLINGTON, VA 22243-0001

November 19, 1993

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

Dear Mr. Courter,

During the final phase of the 1993 Base Closure and Realignment Commission (BRAC) hearings, part of the discussions focused on the similarities and differences between the Navy and Air Force in executing our respective aviation depot maintenance strategies. Subsequent to those hearings, I understand you have had the opportunity to visit several of the USAF Air Logistics Centers. I would like to offer you a similar opportunity to visit any or all of the three Naval Aviation Depots that will remain open after the BRAC '93 depot closures have been completed. I believe that an on-site visit to our facilities would help round out your knowledge of Service Aviation depot capabilities and strategies.

Please let me know if you would like to visit our Naval Aviation Depots so that we can make the appropriate arrangements.

Very sincerely & respectfully,

Bill Bowes

W. C. BOWES
Vice Admiral, U. S. Navy

KELLY AIR FORCE BASE, TEXAS

FACT SHEET

- Base
  - 3,996 acres
  - 15,197,148 square feet
  - 504 buildings
  - Personnel
    - Military 4,599
    - Civilian 14,251

      Total 18,850
  - Host Unit: San Antonio Air Logistics Center
  - Major Tenants
    - 433 Airlift Wing (USAFR)
      - 14 C-5
    - 149 Fighter Group
      - 18 F-16
    - Air Force Intelligence Command
    - Defense Logistics Agency
    - Air Force Electronic Warfare Center
    - Joint Electronic Warfare Center
    - Headquarters, Air Force News Agency

- Depot
  - 51 buildings
  - 4,000,000 square feet
  - Average age of facilities: 34 years
  - Average age of equipment: 13 years
  - Replacement cost of facilities: $424 million
  - Replacement cost of equipment: $685 million
  - MILCON (FY 84 - FY 93): $274 million
  - Average salary: $28, 609 (lowest)
  - Cost of labor/overhead: $46.01 (lowest)
  - **Manages** repair of following aircraft
    - A-37, C-5, C-17, T-37, T-38, F-5
  - **Repairs** following aircraft
    - C-5 and T-38
    - Formerly repaired B-52s which were moved back to Tinker
  - Major commodity groups worked
    - Engines
    - Nuclear Components
    - Gas Turbine Engines
    - Electronic Support Equipment
    - Software

- Major technologies supported
  - Artificial Intelligence
  - Non-destructive inspection
  - Advanced Metals and Ceramics
  - Robotics
- Unique Facilities and Capabilities
  - Cryogenic Spin Facility
    - Checks for subsurface and material flaws that might be otherwise undetected
  - Jet Engine Overhaul Facility
  - Jet Engine Test Facility
  - Large Aircraft Repair Facility (C-5 Hangar)
  - Unified Fuel Control Facility
  - Special Weapons Repair Facility
- Cost to Close
  - Initial Air Force Estimate: $1.38 billion
  - Revised Air Force Estimates:
    - Base: $1.2 billion
    - ALC Only: $1.1 billion
    - Under both scenarios, the C-5 and F-16 units would remain in cantonements.

- Additional information:
  - Lowest labor costs among all DoD depots
  - Over 51 percent of all Hispanics in Air Force work at Kelly
    - Over 25 percent of all Hispanics in DoD work at Kelly
  - Community argues that the Hispanic middle class in San Antonio developed largely through opportunities at Kelly.
  - Commission's independent analysis ranked Kelly top airlift complex.
  - C-5 Hangar
    - Only facility in DoD capable of performing repair on any aircraft in inventory, including the C-5.
    - Covers over 1,000,000 square feet
    - Listed in Guiness as "world's largest aircraft maintenance hangar."
    - In different configurations, can accommodate any one of following:
      - 6 C-5's
      - 40 T-38's
      - 14 B-52's
  - Conventional Munitions Storage
    - Largest in U.S.
  - Special Weapons Repair Facility
    - Only one of its kind in Air Force
  - Major MEDEVAC staging point (Wilford Hall and Brooks nearby)
  - Only ALC not on National Prioties List
  - Only organic warranty program in AFMC

This document is an organizational chart for the San Antonio ALC organization Manning and Directory Chart for the San Antonio Air Logistics Center Kelly AFB, TX and is too large to be scanned in for electronic view.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS SAN ANTONIO AIR LOGISTICS CENTER (AFMC)
KELLY AIR FORCE BASE, TEXAS

14 Dec 1993

Dear Mr Cirillo

Welcome to Kelly Air Force Base, home of San Antonio Air Logistics Center. The base was named in honor of Lt George E. M. Kelly, who was the first American military advisor to lose his life while piloting a military aircraft. Lt Kelly, a member of the 30th U.S. Infantry, was killed in a crash landing at Fort Sam Houston here in San Antonio, while gallantly steering his aircraft away from a line of tents occupied by infantry troops.

Training for pilots and flight instructors was begun here during world War I, with 1,459 pilots and 298 flying instructors graduating during the course of the war.

When the Army Air Corps shifted into high gear for World War II, the Aviation Repair Depot was located with the Supply Depot at Duncan Field, now a part of Kelly AFB. This expansion of flying training and depot logistical support at Duncan led to dangerous flying conditions and congestion, so in 1943 the flying school was moved to Randolph Field and the depot took over the Kelly facilities. During this time, Kelly developed from a flying activity into the huge industrial complex you see today.

We at Kelly are very proud of our heritage and the role we play in our nation's defense. San Antonio Air Logistics Center has the finest resources available anywhere and when given a job to do we can accomplish it in a thoroughly professional, efficient, and responsive manner.

We hope you enjoy your visit to Kelly. If you need any assistance, please feel free to contact members of our center's staff.

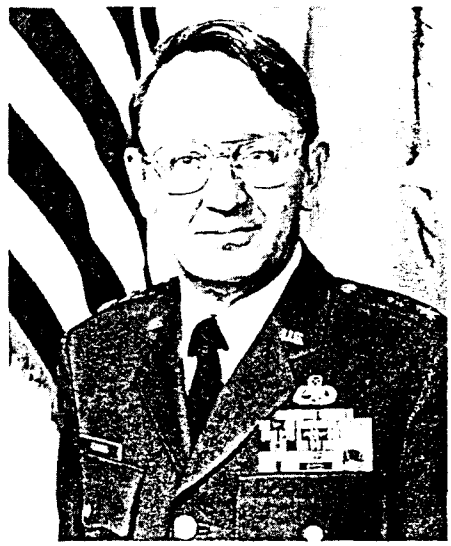
LEWIS E. CURTIS III
Major General, USAF
Commander

Biography

United States Air Force

Secretary of the Air Force, Office of Public Affairs, Washington, D.C. 20330-1000

MAJOR GENERAL LEWIS E. CURTIS III



Major General Lewis E. Curtis III is commander, San Antonio Air Logistics Center, Air Force Materiel Command, Kelly Air Force Base, Texas. He commands and directs the activities of approximately 16,000 military and civilian personnel who are responsible for system support of 35 types of aircraft, including the C-5, T-38, OV-10 and other aircraft operated by U.S. allies; the Air Force inventory of jet engines for the C-5, F-15, and F-16; turboprop engines for the C-130; and nearly 94,000 non-aircraft engines. He is also responsible for the management of more than 100 other property classes, including special weapons and aerospace fuels, as well as automatic test, precision measuring and aircraft ground equipment.

General Curtis was born Jan. 20, 1941, in Biloxi, Miss. He earned a bachelor of science degree in mechanical engineering from the University of Wyoming in 1964, a master of science degree in mechanical engineering from the Air Force Institute of Technology in 1969, and a master's degree in business administration from Troy State University in 1985. The general completed Squadron Officer School in 1970, Royal Air Force Staff College in 1974 and Air War College in 1984.

Enlisted in the Air Force in 1960, he served as an F-105D radar maintenance technician. He completed the Airman Education and Commissioning Program, and received his commission through Officer Training School, Lackland Air Force Base, Texas, in December 1964.

After completing technical training at Chanute Air Force Base, Ill., General Curtis served with Strategic Air Command as a maintenance officer on the U-2, DC-130, CH-3C and other special reconnaissance systems at Davis-Monthan Air Force Base, Ariz., and Bien Hoa Air Base, South Vietnam. In April 1969 he returned to Southeast Asia and served as an F-4D, RF-4C, C-130 and AC-47 maintenance officer at Udorn Royal Thai Air Force Base, Thailand.

Assigned to Headquarters Military Airlift Command, Scott Air Force Base, Ill., in April 1970, he was chief of the Systems Analysis Branch, Office of the Deputy Chief of Staff for Logistics. After completing Royal Air Force Staff College in December 1974, he served an exchange tour with the Royal Air Force at Headquarters Strike Command, Royal Air Force Station High Wycombe, England, where he managed the F-4K and F-4M. He subsequently served as commander of the 834th Organizational Maintenance Squadron, 1st Special Operations Wing, Hurlburt Field, Fla., maintaining AC-130, MC-130, UH-1N and CH-3C aircraft from January 1977 until March 1978. He was director of logistics for the AIM-120 advanced medium range air-to-air missile (AMRAAM), Eglin Air Force Base, Fla., until January 1982 and deputy director of logistics for the B-1B at Headquarters Air Force Logistics Command (AFLC), Wright-Patterson Air Force Base, Ohio, until July 1983.

After completing Air War College in June 1984, General Curtis was assigned to the Office of the Deputy Chief of Staff for Materiel Management, AFLC headquarters, and served in both engineering and logistics positions.

In August 1988 he became deputy chief of staff for plans and programs. A year later he assumed command of the Acquisition Logistics Division, AFLC headquarters, where he remained until its deactivation in September 1991. The general next served as deputy chief of staff for engineering and technology management. He assumed his current command in March 1992.

The general's awards and decorations include the Distinguished Service Medal, Defense Meritorious Service Medal, Meritorious Service Medal with oak leaf cluster, and Air Force Commendation Medal.

He was promoted to major general Oct. 1, 1991, with same date of rank.

General Curtis is married to the former Kathleen Taylor, also of Biloxi. They are the parents of two sons, Gig (deceased), and Paul.

BIOGRAPHY

UNITED STATES AIR FORCE

Secretary of the Air Force
Office of Public Affairs
Washington, D.C. 20330-1690

BRIGADIER GENERAL WILLIAM F. MOORE

Brigadier General William F. Moore is vice commander, San Antonio Air Logistics Center, Air Force Materiel Command, Kelly Air Force Base, Texas. He acts on behalf of the commander in the command and direction of more than 15,000 military and civilian personnel who are responsible for logistics support of 33 U.S. Air Force aircraft systems. These systems range in size from OV-10s to C-5s. He also assists in the management of more than 90,000 engines for such aircraft as the C-5, F-15, F-16 and C-130, as well as many non-aircraft engines. Additional responsibilities include management of more than 100 other Air Force systems, including special weapons, aerospace fuels, automatic test equipment, ground equipment and precision measuring equipment.

The general was commissioned in the Air Force following graduation from the U.S. Air Force Academy in June 1969. He has served as deputy director of Strategic, Special Operations Forces, and Airlift Programs in the Pentagon, and as system program director on the Small ICBM program. General Moore has held several technical management positions on other major Air Force development and acquisition programs such as the Advanced Medium Range Air-to-Air Missile (AMRAAM) and the Peacekeeper ICBM. He is a fully certified acquisition professional.

General Moore is married to the former Carol L. Satterfield of Meridian, Miss. They have two daughters, Rachel and Laurel.

EDUCATION:

1969 Bachelor of science degree in aeronautical engineering, U.S. Air Force Academy, Colo.
1977 Master's degree in business administration, Wharton School of Finance and Commerce, University of Pennsylvania.
1986 Air War College, Maxwell Air Force Base, Ala.
1989 Defense Systems Management College, Fort Belvoir, Va.

ASSIGNMENTS:

1. June 1969 - November 1974, Drone/Remotely Piloted Vehicles System Program Office, Aeronautical Systems Division (ASD), Wright-Patterson Air Force Base, Ohio.
2. November 1974 - August 1976, Office of the Deputy Chief of Staff for Development Plans, Headquarters Air Force Systems Command (AFSC), Andrews Air Force Base, Md.
3. August 1976 - December 1977, student, Air Force Institute of Technology, Wharton School of Finance and Commerce, University of Pennsylvania.
4. December 1977 - July 1982, executive officer to commander, then as project officer in the Peacekeeper Engineering Directorate, Ballistic Missile Office, Norton Air Force Base, Calif.
5. July 1982 - August 1985, director of program control, Joint System Program Office for the Advanced Medium Range Air-to-Air Missile (AMRAAM), Armament Division, Eglin Air Force Base, Fla.

6. August 1985 - May 1986, student, Air War College, Maxwell Air Force Base, Ala.
7. May 1986 - August 1987, director of cost, Office of the Deputy Chief of Staff, Comptroller, Headquarters Air Force System Command, Wright-Patterson Air Force Base, Ohio.
8. August 1987 - June 1989, deputy program director, Small ICBM, Ballistic Missile Office, Norton Air Force Base, Calif.
9. June 1989 - September 1989, student, Program Manager's Course, Defense Systems Management College, Fort Belvoir, Va.
10. September 1989 - January 1991, system program director, Small ICBM, Ballistic Missile Office Norton Air Force Base, Calif.
11. January 1991 - August 1992, deputy director of Strategic, Special Operation Forces, and Airlift Programs, Office of the Assistant Secretary of the Air Force for Acquisition, Pentagon, Washington, D.C.
12. August 1992 - present, vice commander, San Antonio Air Logistics Center, Kelly Air Force Base, Texas.

MAJOR AWARDS AND DECORATIONS:

Legion of Merit with oak leaf cluster
Defense Meritorious Service Medal
Meritorious Service Medal
Air Force Commendation Medal with two oak leaf clusters
Air Force Organizational Excellence Award with oak leaf cluster
National Defense Service Medal
Armed Forces Expeditionary Medal
Vietnam Service Medal

EFFECTIVE DATES OF PROMOTION:

Second Lieutenant	Jun 4, 1969
First Lieutenant	Dec 4, 1970
Captain	Jun 4, 1972
Major	Dec 18, 1977
Lieutenant Colonel	May 24, 1981
Colonel	Nov 1, 1986
Brigadier General	May 20, 1993

(Current as of August 1993)

Fact Sheet

United States Air Force

Office of Public Affairs, San Antonio Air Logistics Center,
Kelly Air Force Base, Texas 78241 (512) 925-7951

A BRIEF HISTORY OF KELLY AIR FORCE BASE

Kelly Air Force Base is the first permanent military airfield in Texas and is probably the oldest continuously-operating base in the Air Force. It is named in honor of Lt George E. M. Kelly, who in 1911 crash-landed at Ft Sam Houston and was the first American military aviator to lose his life while piloting a military aircraft.

Kelly Field originated in November 1916, when the "Father of Military Aviation," Capt Benjamin Foulois, selected its site for the expanding activities of the Aviation Flying Section of the U.S. Army Signal Corps. The first troops arrived in March 1917 to begin construction of the field and its facilities, and flying activities began on April 5 - one day prior to the United States' entry into World War I. Shortly after its founding, the field was unofficially divided into two adjoining fields. Maintenance and supply functions were concentrated on "Kelly Number One," the area that today is southeast of Duncan Drive. "Kelly Number Two," northwest of Duncan Drive, handled most of the flying activities and stretched in a mile-long array of buildings directly across the site of the modern runway.

During World War I the fields served as reception and testing centers for recruits, and as training centers for pilots, mechanics, cooks, and bakers, as well as engineering and supply officers. Most American trained World War I flyers trained or were processed at Kelly Field. After the war, Kelly underwent a number of changes. In 1925, "Kelly Number One" became "Duncan Field" and "Kelly Number Two" became, simply, Kelly Field. For eighteen years, Kelly and Duncan operated separately. Kelly remained the center for Army Flight instruction, while Duncan specialized in supply and maintenance functions.

The Air Corps Advanced Flying School established operations at Kelly and provided advanced training to numerous future leaders of the Air Force, including Curtis R. LeMay, Hoyt Vandenberg, and Claire Chennault. The most famous student, Charles A. Lindbergh, graduated in 1925. Other noteworthy individuals associated with Kelly and the AFS included Carl "Tooey" Spaatz, first Chief of the Air Corps, and renowned civilian pilot Eddie Stinson, who served as a flight instructor.

Both fields took part in numerous exciting events during the "Roaring Twenties," including Jimmy Doolittle's transcontinental "Dawn to Dusk" flight in 1922, the national Elimination Balloon Race of 1924, several "Air Circuses," and the "Pan American Goodwill Flight" of 1926. But no event matched the excitement generated in 1926, when Kelly helped make motion picture history by providing aircraft, pilots, and technicians for the film "Wings," which in 1928 received the first Academy Award ever given for "Best Production of the Year."

- OVER -

The business of flight training, maintenance, and supply expanded in the 1930's. Near the end of the decade, an assortment of hangars, residences, storehouses, offices, the present Officers' Club and Logistics Center Headquarters buildings, and the unique miniature bombing range (Building 1625) were constructed at Kelly. These facilities remain today, although nearly all traces of the original "Kelly Number Two" hangar line vanished in the 1950's, victim to expanding runway facilities for larger aircraft.

World War II brought about major changes. The Air Service Depot expanded while flight training activities moved to other locations. In 1943 Kelly and Duncan were reunited under the name Kelly Field, whose primary functions became those of maintenance and supply. By war's end, the annexation of the Normoyle Ordnance Depot, known today as East Kelly, further enlarged the base. During the war, Kelly developed into a huge industrial complex that stored and distributed materiel and modified or repaired aircraft, engines, and related equipment. The civilian workforce increased tremendously; many of the new employees were "Kelly Katies," the Kelly counterparts to the "Rosie the Riveters" who contributed nationwide to the war effort. These adjustments marked a distinct shift in Kelly's mission, which over the next forty years expanded into a world-wide logistics and support capability.

Kelly Field became Kelly Air Force Base in 1948 after the Air Force became a separate branch of the Armed Services. Throughout the years that followed, the San Antonio Air Materiel Area (SAAMA) based at Kelly continued to expand its responsibilities. Kelly maintained such aircraft as the B-29, B-36, B-47, and B-58 bombers, numerous types of fighters including the F-102 and F-106, and various cargo planes. The most famous of these was the XC-99, a one-of-a-kind aircraft that was based at Kelly. The XC-99 was for a time the world's largest land-based aircraft, and it was the logistical predecessor to today's huge C-5 cargo aircraft.

The SAAMA evolved into today's San Antonio Air Logistics Center (SA-ALC) which handles over 50 percent of the Air Force's engine inventory, all Air Force nuclear ordnance, the aerospace fuels used by the Air Force and by NASA, and over 240,000 stock items. It provides refueling facilities for the space shuttles' "piggyback" mother ship, and manages, supports, or maintains numerous Air Force aircraft, including the B-52 bomber and the C-5 cargo jet. Kelly itself is host to numerous tenant organizations, which collectively make the base not only the largest single employer in San Antonio, but a vital link in the Air Force's worldwide logistics system as well.

The days of small biplaned aircraft landing on dirt fields have long been a thing of the past, but the spirit with which early Kellyites maintained, repaired, and flew their aircraft is still very much a part of the ongoing Kelly tradition. As a tribute to this spirit, the Texas State Historical Commission has approved a proposal to place a commemorative marker on the site of the eastern end of the old flight line. This marker will be dedicated in 1986, Texas' Sesquicentennial year.

(Provided by the SA-ALC Office of History, April 1986)

- # -

QUICK REFERENCE TELEPHONE LIST

GENERAL EMERGENCY	DIAL 911
TIME AND WEATHER	226-3232
DSN	88 + EXT
OFF-BASE (LOCAL)	9+NUMBER

KELLY AFB ORG	FROM ON BASE	FROM OFF BASE
COMMAND POST	56906	925-6906
INFORMATION	113	925-1110
OFFICERS' CLUB	58254	924-7341
NCO CLUB	58354	924-4511
VOQ	58931	925-8931
DENTAL CLINIC - DAY	56647	925-6647
NIGHT - WILFORD HALL	47251	670-7251
DISPENSARY	51847	925-1847
MEDICAL: ACUTE CARE SERVICES	53227	925-3227
AMBULANCE	54544	925-4544
BASE TAXI (MILITARY)	56372	925-6372
BASE EXCHANGE	924-9247	924-9247
BARBER SHOP	55888	925-5888
BASE OPERATIONS	56802	925-6802
DV LOUNGE (BASE OPS)	57010	925-7010
PAX TERMINAL (MANIFEST INFO)	58715/8714	925-8714
SCHEDULE AIRLINE TRAVEL OFFICE	57371	925-7371
AFTER 1630 HRS		1-800-827-7777
SECURITY POLICE	56811	925-6811
LACKLAND CLOTHING SALES	3-3401	671-3401
OR AFTER HRS		674-0190

COMMERCIAL TAXICABS & RENTAL CARS

CHECKER	222-2151
LACKLAND (KELLY/LACKLAND ONLY)	671-3317
YELLOW	226-4242
BUDGET RENT-A-CAR (PICK UP SERVICE TO TAKE TO RENTAL LOCATION	828-5693

MAJOR AIRLINES SERVICING SAN ANTONIO

AMERICAN	1-800-433-7300	SOUTHWEST	617-1221
CONTINENTAL	1-800 525-0280	UNITED	1-800-241-6522
DELTA	1-800-221-1212	TWA	226-0626
MEXICANA	1-800-531-7921	US AIR	1-800-428-4322

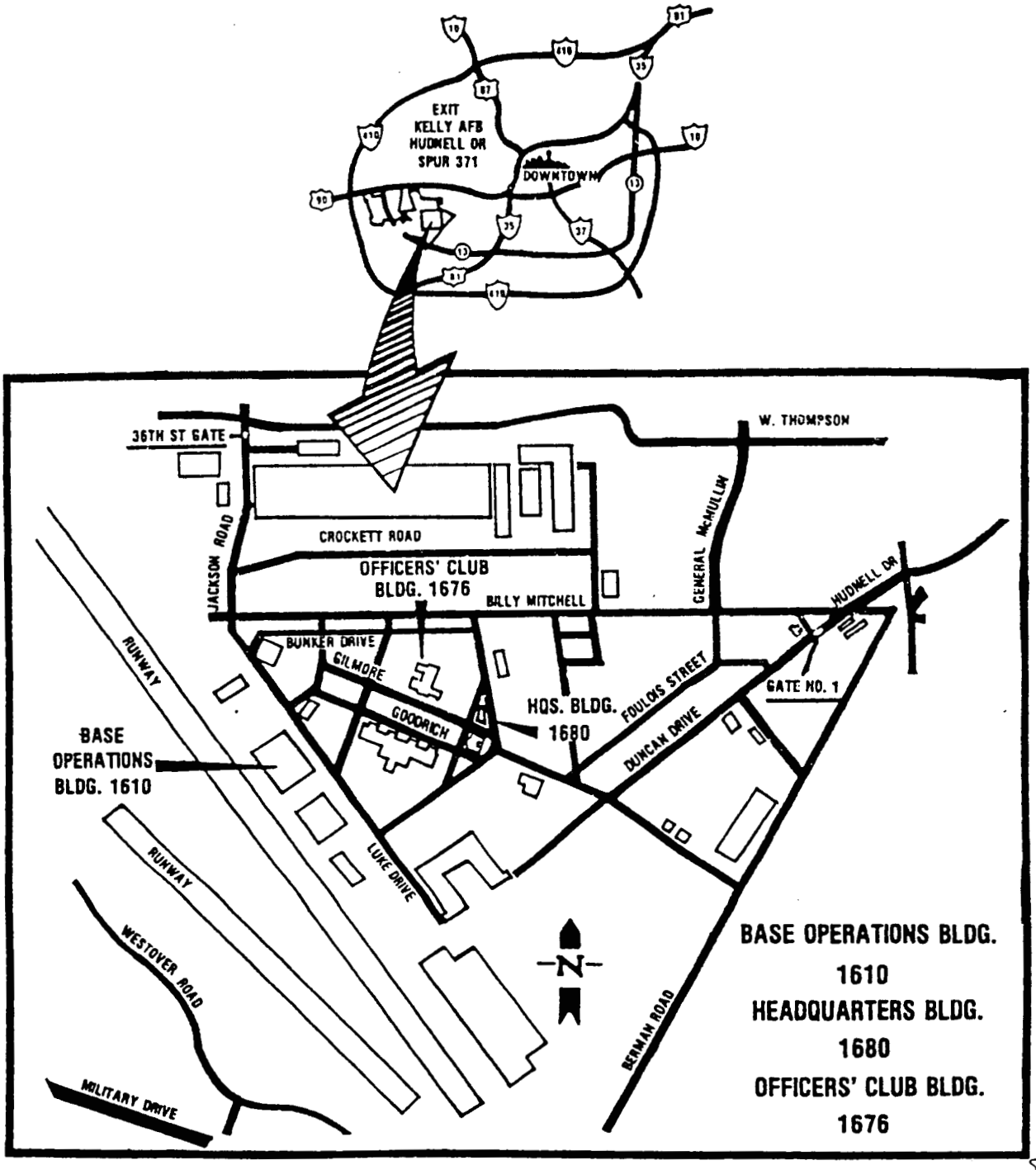
KEY PERSONNEL

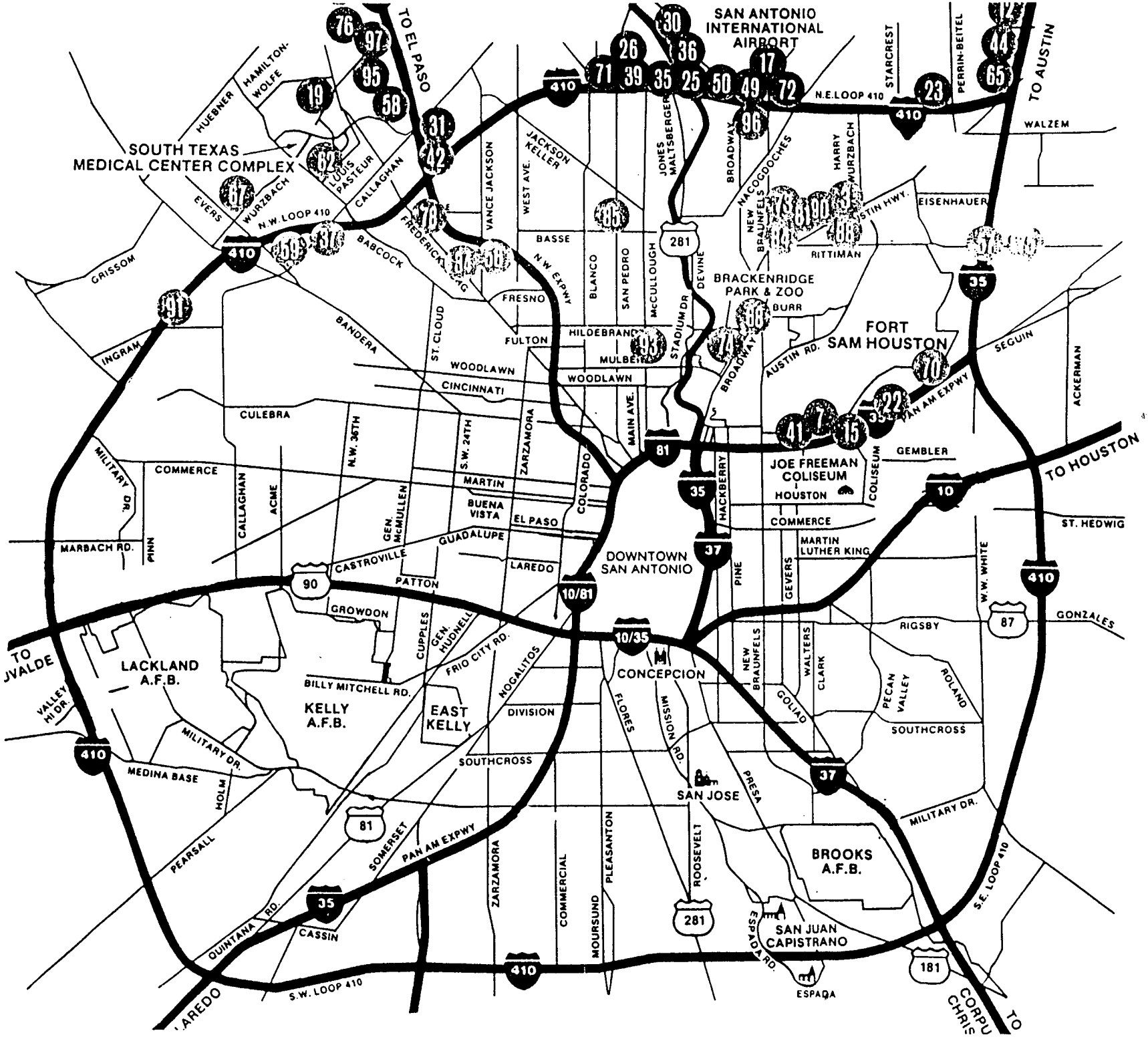
ACTIVITY	EXTENSION
MAJ GEN LEWIS E. CURTIS, COMMANDER, SA-ALC	56914
BRIG GEN WILLIAM F. MOORE, VICE COMMANDER, SA-ALC	56914
MR SAM IDROGO, COMMANDER'S ACTION OFFICE	56916
COL JAMES P. CONCANNON, 651 ABG/COMMANDER	52851
LT COL MARK O. STROTHER, 651 SPS/CC	58511
LT COL WILLIAM L. EGGE, 651 CCSG/CC	54858
LT COL JEFFREY R. CHARLES, 651 ABG/CE	56901
COL GARY L. WEISHAAR, 651 MEDICAL SQ/CC	55461
MR THOMAS TAMEZ, COMPETITION ADVOCACY	54914
MR PHILLIP W. STEELY/COL MELANIE COOKE, FINANCIAL MGMT DIR	57234
COL JOHN J. CANTWELL, CONTRACTING DIR	54679
COL GRAT H. HORN, AEROSPACE FUELS DIR	54455
MS ANN K. HUSSEY, HISTORICAL OFFICE	54975
LT COL ROBERT G. CRAIG, INSPECTOR GENERAL	54822
COL DAVID R. ZORICH/EDWARD V. GARCIA, AIRCRAFT MANAGEMENT DIR	56218
COL JAMES MCCLAUGHERTY/JACK LANG, PROPULSION MANAGEMENT DIR	57151
COL THOMAS ARBAUGH/BUTCH DANIEL, PERSONNEL DIR	56741
MR EDDIE RIOJAS, PROPULSION PRODUCT GROUP MANAGER	50441
MAJ JOHN D. COOPER, PROTOCOL	59036
PROTOCOL	57678
MAJ DEWEY FORD, PUBLIC AFFAIRS	57951
MR LAWRENCE O. BAILEY JR, ENVIRONMENTAL MGT DIR	56905
LT COL MARK NILIUS, SAFETY OFFICE	51842
COL CHARLES B. STUTTS/MR ALEX SANCHEZ, NUCLEAR WEAPONS DIR	57287
COL ROYLE CARRINGTON/LT COL ROBERT M BROWN II, STAFF JUDGE ADVOCATE	55010
COL PAUL L. BIELOWICZ/MR HARRY BROWN, TECH & INDUSTRIAL SUP DIR	58628
COL ROBERT K. RASMUSSEN/MR TOMMY JORDAN, AEROSPACE EQPT MGMT DIR	51227

MAJOR HOSTED ORGANIZATIONS

MAJ GEN KENNETH MINIHAN, HQ AIR INTELLIGENCE AGENCY	62001
COL JAMES H. SCOTT, DEFENSE COMMISSARY AGENCY, MIDWEST REGION HQ	56655
COL TED G. TILMA, AIR FORCE NEWS AGENCY	56161
COL GEORGE MCCLEARY/VICTOR FLIELLER, DEFENSE LOGISTICS AGENCY	50401
MS SUZANNE GORDEN, DEFENSE INFORMATION SERVICES ORGAN (DISO)	54858
COL GARY WALSTON/CC, 149 FIGHTER GROUP	63510
BRIG GEN MICHAEL J. QUARNACCIO/CC, 433 AIRLIFT WING	64331

VISITORS' MAP
KELLY AIR FORCE BASE, TEXAS




SAN ANTONIO INTERNATIONAL AIRPORT
TO EL PASO
TO AUSTIN
TO HOUSTON
TO UVALDE
TO LAREDO
TO CORPUS CHRISTI
SOUTH TEXAS MEDICAL CENTER COMPLEX
BRACKENRIDGE PARK & ZOO
FORT SAM HOUSTON
JOE FREEMAN COLISEUM
DOWNTOWN SAN ANTONIO
LACKLAND A.F.B.
KELLY A.F.B.
EAST KELLY
CONCEPCION
SAN JOSE
BROOKS A.F.B.
SAN JUAN CAPISTRANO
ESPAÑA
N.E. LOOP 410
N.W. LOOP 410
S.W. LOOP 410
S.E. LOOP 410
PAN AM EXPWY
N.W. EXPWY
HUEBNER
HAMILTON-WOLFE
LOUIS PASTEUR
CALLAGHAN
EVERS
WURZBACH
GRISSOM
INGRAM
BABCOCK
FREDERICKSBURG
VANCE JACKSON
WEST AVE.
JACKSON KELLER
BASSE
BLANCO
SAN PEDRO
McCULLOUGH
JONES MALTSBERGER
BROADWAY
NACOGDOCHES
NEW BRAUNFELS
HARRY WURZBACH
AUSTIN HWY.
EISENHAUER
RITTIMAN
STARCREST
PERRIN-BEITEL
WALZEM
DEVINE
STADIUM DR.
FRESNO
HILDEBRAND
FULTON
MULBERRY
WOODLAWN
CINCINNATI
BANDERA
ST. CLOUD
CULEBRA
N.W. 36TH
S.W. 24TH
ZARZAMORA
MAIN AVE.
COLORADO
MILITARY DR.
COMMERCE
MARTIN
BUENA VISTA
EL PASO
GUADALUPE
CASTROVILLE
LAREDO
PATTON
GROWDON
MARBACH RD.
PINN
ACME
GEN. McMULLEN
CUPPLES
GEN. HUDNELL
FRIO CITY RD.
MOGALITOS
BILLY MITCHELL RD.
DIVISION
SOUTHCROSS
MEDINA BASE
HOLM
PEARSALL
SOMERSET
QUINTANA RD.
CASSIN
VALLEY HI DR.
COMMERCIAL
MOURSUND
PLEASANTON
FLORES
MISSION RD.
ROOSEVELT
PRESA
ESPADA RD.
HACKBERRY
PINE
COLISEUM
GEMBLER
HOUSTON
MARTIN LUTHER KING
GEVERS
NEW BRAUNFELS
WALTERS
CLARK
GOLIAD
PECAN VALLEY
ROLAND
RIGSBY
W.W. WHITE
SEGUIN
ACKERMAN
ST. HEDWIG
GONZALES
SEGUIN
10/81
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10
81

Document Separator

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

MEMORANDUM OF MEETING

DATE: May 5, 1995

TIME: 1:00

MEETING WITH: New Mexico Senator's Offices

SUBJECT: Kirtland AFB

PARTICIPANTS:

Name/Title/Phone Number:

Ed McGaffagan; Sen. Bingaman's Office
Roy Phillips; Sen. Domenici's Office

Commission Staff:

Jim Schufreider; Manager, House Liaison
Frank Cirillo, Air Force Team Leader
Bob Cook, Interagency Issues Team Leader
Jim Owsley, Cross-Service Team Leader
Bob Bivins; Interagency Issues Team, Cobra Specialist
Frank Cantwell; AF Team
Mark Pross; AF Team
Dick Helmer; Cross-Service Team

MEETING PURPOSE:

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

F16

MEMORANDUM OF MEETING

DATE:	March 17, 1995
TIME:	1000
MEETING WITH:	Representatives of Kirtland Air Force Base
SUBJECT:	Kirtland AFB and the BRAC Process
PARTICIPANTS:	Hanson Scott, Kirtland support group Charlie Thomas
COMMISSION STAFF:	Frank Cirillo Madelyn Creedon Chip Walgren Chuck Pizer Deidre Nurre Frank Cantwell

MEETING PURPOSE:

Kirtland Air Force Base group came into the Commission to be briefed on the base closure process. After Frank Cirillo presented the briefing, Charlie Thomas presented some the of the initial community concerns:

* After the Air Force leaves, a very high percentage of the installation will be cantonned.
* In reference to protecting the Sandia National Lab and the Weapons Storage Area, can you civilianize nuclear assurity?
* The costs to civilianize the protection of the facilities will be more expensive to the USG than they are now?
* The Air Force has underestimated the costs to move the 58th SOW simulators to Holloman Air Force Base.
* There is a lack of base housing at Holloman Air Force Base for the 58th SOW.

Frank Cantwell

File

FXC

E asked CeCe

CeCe & Chip know Roy & Just gave the process pitch

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

MEMORANDUM OF MEETING

DATE: March 20, 1995

TIME: 11:00 am

MEETING WITH: Staff of Sen. Domenici

SUBJECT: Kirtland AFB

PARTICIPANTS:

Name/Title/Phone Number:

Roy Philips, staff member
Christine Carpenter, Senate Budget Committee

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**~~
~~**Frank Cirillo, Air Force Team Leader**~~
~~**Bob Cook, Interagency Issues Team Leader**~~
~~**Jim Owsley, Cross-Service Team Leader**~~

MEETING PURPOSE: Gave Roy a basic overview of the 1995 BRAC process and how the Commission intends to proceed in the coming months. He was primarily focused on dates of the hearings, etc.

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

MEMORANDUM OF MEETING

DATE:	March 17, 1995
TIME:	1000
MEETING WITH:	Representatives of Kirtland Air Force Base
SUBJECT:	Kirtland AFB and the BRAC Process
PARTICIPANTS:	Hanson Scott, Kirtland support group Charlie Thomas
COMMISSION STAFF:	Frank Cirillo Madelyn Creedon Chip Walgren Chuck Pizer Deidre Nurre Frank Cantwell

MEETING PURPOSE:

Kirtland Air Force Base group came into the Commission to be briefed on the base closure process. After Frank Cirillo presented the briefing, Charlie Thomas presented some the of the initial community concerns:

* After the Air Force leaves, a very high percentage of the installation will be cantonned.
* In reference to protecting the Sandia National Lab and the Weapons Storage Area, can you civilianize nuclear assurity?
* The costs to civilianize the protection of the facilities will be more expensive to the USG than they are now?
* The Air Force has underestimated the costs to move the 58th SOW simulators to Holloman Air Force Base.
* There is a lack of base housing at Holloman Air Force Base for the 58th SOW.

Frank Cantwell

Copy to Frank (Lead)
MARK

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

MEMORANDUM OF MEETING

DATE: March 17, 1995

TIME: 10:00

MEETING WITH: Representatives of Kirtland AFB

SUBJECT: Kirtland AFB and the BRAC process

PARTICIPANTS:

Name/Title/Phone Number:

Hanson Scott, Kirtland support group
Charlie Thomas

Commission Staff:

David Lyles; Staff Director
Charles Smith; Exec. Dir & Spec. Asst. to the Chrmn
Ben Borden; Director of Review & Analysis
Cece Carman; Director of Congressional & Intergovernmental Affairs
Chip Walgren; Manager, State and Local Liaison
Jim Schufreider; Manager, House Liaison
Ed Brown; Army Team Leader
Frank Cirillo; Air Force Team Leader
Bob Cook; Interagency Issues Team Leader

MEETING PURPOSE:

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950309-3

FROM: YATES, RONALD W.	TO: DIXON
TITLE: GEN - COMMANDER	TITLE: CHAIRMAN
ORGANIZATION: AFMC/CC	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED: LOS ANGELES AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL				COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON	✓			COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		✓	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

✓	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

INFORMING COMMISSION THAT HOUSING SITUATION AT LA AFB HAS "VASTLY" IMPROVED BECAUSE OF NEW CONSTRUCTION AND REDUCED NEED FOR ON-BASE QUARTERS.

INFO TO FRANK XC

PUT CCs in < Kirtland / LAFB Files

Due Date: 950311	Routing Date: 950309	Date Originated: 950306	Mail Date:

HEADQUARTERS AIR FORCE MATERIEL COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433-5001

OF THE COMMANDER

6 March 1995

AFMC/CC
4375 Chidlaw Road, Suite 1
Wright-Patterson AFB Ohio 45433-5001

Please refer to this number when responding 950309-3

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

Dear Mr. Chairman

I would like to provide my perspective regarding a question about Los Angeles AFB, California, as it pertains to the Air Force 1995 BRAC recommendation to realign Kirtland Air Force Base (AFB), New Mexico.

In the early 1990s, AFSC, one of the predecessor commands to our current Air Force Materiel Command, was concerned regarding the quality of life for the men and women assigned to Los Angeles AFB. Of particular concern was the lack of adequate and affordable housing available at that time to military personnel assigned to then Los Angeles Air Force Station.

Since that time, actions have been initiated to help remedy the problem. Specifically, Congress added $8.9 million to the Fiscal Year (FY) 1995 Military Construction Program for the first phase of a two-phase program to construct additional military family housing units for Los Angeles AFB. This action coupled with a reduced requirement for on-base quarters has vastly improved the housing situation and the quality of life for the men and women assigned to Los Angeles AFB and has substantially ameliorated our previous concerns.

Sincerely

RONALD W. YATES
General, USAF
Commander

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

MEMORANDUM OF MEETING

DATE: May 5, 1995

TIME: 1:00PM

MEETING WITH: New Mexico Senate Delegation Staffers

SUBJECT: Kirtland AFB

PARTICIPANTS:
Ed McGaffigan, Senator Bingaman's Office
Roy Phillips, Senator Domenici's Office
Mark Pross
Les Farrington
Deirdre Nurre
Frank Cantwell

MEETING PURPOSE:

New Mexico staffers presented the Commission with copies of all of the correspondence between the New Mexico delegation and the Air Force concerning the realignment of Kirtland Air Force Base. We discussed the latest version of the Air Force COBRA which increased significantly the cost to realign Kirtland AFB. We also discussed the possibility of adding Los Angeles AFB and Beale AFB for consideration for closure if the Commission wished to save more money for DoD. Commission staff responded that all installations are looked at for consideration for closure and that Los Angeles AFB and Beale AFB would be evaluated on their own merits.

Frank Cantwell

Document Separator

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

- 5 MAY 1995

MEMORANDUM FOR THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
ATTN: MR. BORDEN

FROM: HQ USAF/RT
1670 Air Force Pentagon
Washington, DC 20330-1670

SUBJECT: Request for Analyses - WHMC Medical Center (Your Ltr 21 Apr 95)

We received your tasker on 27 April 1995 requesting Air Force cost of base realignment actions (COBRA) and other appropriate analyses for two options regarding WHMC Medical Center (WHMC). You also requested that the overall feasibility, cost, quality, and access implications of the two options be provided. An Air Force-only evaluation of each of these options is attached.

The Air Force feels strongly in stating that WHMC is the ***premier*** Air Force medical facility known internationally for its specialty medical services and GME teaching programs. It has a long and distinguished history in delivering health care to a population spanning the globe and in its medical research and technology development. Any decrease in capability along the lines of the two options will impact negatively on the Air Force's wartime readiness mission and operational healthcare costs.

The Air Force performed no COBRAs on WHMC during the Service's review or in the Medical Joint Cross-Service Group's study. The Air Force prefers to facilitate medical mission changes programmatically rather than through BRAC law in order to maintain a degree of flexibility in sculpting its future medical force. Flexibility is important in implementing TRICARE initiatives and delivery of healthcare to all beneficiaries. The Air Force advocates aggressive efforts in rightsizing its medical facilities based on its readiness mission, along with TRICARE, through a strategic resourcing methodology. This methodology forges the results of a population-based, demand projection, business case analysis with capitated based resource allocation and incorporates best business practices to culminate in the most effective and efficient use of healthcare resources. Using these tools will methodically and purposely eliminate duplication of services and provide for an optimum product-line and personnel mix.

We are unable to complete the requested COBRA analysis within the time constraints of your request. The Air Force has serious operational concerns with these proposed actions and believes COBRA analysis, even if available, should not be a decisive factor. Please contact Col Mayfield, HQ USAF/RTR, at DSN 225-6766 if you have any questions.

Jay D. Blume Jr

JAY D. BLUME JR., Major General, USAF
Special Assistant to Chief of Staff for Realignment and Transition

Attachment:
As Stated

cc:
OASD/HA
HQ USAF/SG

Response To Base Realignment And Closure (BRAC) Commission's Options

For

WHMC USAF Medical Center (WHMC)

Introduction

The Air Force does not support any BRAC initiative that eliminates a major Air Force medical presence in the San Antonio region. By any standard, the Air Force is the major Service component represented in the San Antonio area. Operationally, it is home to the only Air Force induction and basic military training center. It contains four major Air Force installations, including two major commands, with WHMC representing the total Air Force bed capacity. Air Force beneficiaries outnumber other service beneficiaries by an overwhelming margin. Medically, WHMC is the flagship of the Air Force Medical Service. It is the largest, single contributor to our readiness capability, houses 34 percent of our GME training programs of which 27 are unique to WHMC, and accounts for 41% of the total physician training man-years, is the only designated Specialty Treatment Center in the Air Force, as well as its only operating Level 1 Trauma Center.

A large patient population and teaching infrastructure is absolutely essential to generate the volume and types of patients required to support graduate medical education and other specialty training programs. The Air Force has only one such hospital in their system and depends on WHMC as the foundation on which the remainder of the Air Force and DoD regional healthcare system is designed. The other three graduate medical education sites are very limited in their scope, capability, demand and capacity.

Evaluation of both options proposed for WHMC involve a review of three major functions: 1) medical readiness; 2) clinical capability (to include graduate medical education); and 3) managed care. Each of these topic's impact on cost, quality, access, and feasibility are discussed in detail below. It is impossible to separate any of these issues and fully understand the significance of WHMC's status as the "flagship" for Air Force medicine. Any dramatic change in the operational capability of WHMC threatens the viability of the entire Air Force Medical Service (AFMS) structure. It is not just the Air Force structure that is threatened by the options. The Air Force's substantial DoD mission is magnified by support of the entire San Antonio community. This total demand forced establishment of a consolidated WHMC/BAMC operating Level 1 Trauma training center. This unique mission is integral to the support of the 56 training programs and four organ transplant missions and the entire DoD medical readiness mission. In addition, a portion of the civilian indigent health care in San Antonio is supported through Congressional appropriations. In essence, the total demand generated by Lackland AFB and its external forces continue to support the requirement for WHMC. Brooke Army Medical Center (BAMC) has practically no physical capacity to support this demand. In addition, the

worldwide referral pattern also focuses on WHMC's tertiary and quaternary care capabilities and any reduction in capability, as it exists today, will degrade the overall AFMS mission effectiveness. Most critically, relocating our readiness missions, training programs and redesigning the entire DoD and AFMS referral process will raise costs and lower access to specialty and subspecialty healthcare and the quality of this care.

The Military Health Service System (MHSS) is sensitive to structuring itself to the needs of the world-wide community it serves, and is aggressively addressing this issue outside the BRAC process. In San Antonio, the new Army Medical Center at Ft Sam Houston is built recognizing the size and capability of WHMC, eliminating duplication of services and creating economies of scale. In pursuing our local GME and services realignment in San Antonio, the designated operating capacity of WHMC has been judiciously decreased from 1,000 beds to its present level of 530. Additional economies in this community may be warranted; however, it is the position of the Air Force and DoD that such actions be incorporated through careful and programmatic analyses of all pertinent factors. Weaknesses in the Joint Cross-Service Group (JCSG) model were evident in its handling of referral flow patterns, neglect of BRAC closure nominees, and an inordinate reliance on the age of facilities without regard to overall operational considerations. By any measure of merit, other than facility age, the major medical player in San Antonio is the Air Force. WHMC, despite its relatively age, is a modern, extremely well-equipped, and efficient facility.

Medical Readiness

WHMC has the largest single medical deployment mission in the Air Force. It consists of the following personnel and equipment packages: a 750-bed contingency hospital, an air transportable hospital, three 40-bed hospital surgical expansion teams, and various other taskings totaling 1360 personnel and involving 26 Unit Type Codes (UTC's).

Transfer of these taskings is impossible without moving existing medical subspecialties. Certain medical specialties are nearly 100% utilized throughout the AFMS. These include surgery, urology, aerospace medicine, anesthesiology, nephrology, pulmonary/critical care, and associated ancillary support which must be retained and relocated to other medical centers. With WHMC deployable specialty capability representing 20-30% of the total AFMS readiness mission, these taskings then could be relocated, but not without substantial medical military construction (MILCON) costs and redistribution of referral workload. Again, the demand for these critical subspecialties already exists in the greater San Antonio area and is increased by the existing AFMS referrals. These subspecialties are also integral to meeting the American College of Surgeon's Level I trauma center requirements as well as the national accreditation requirements for the 33 medical residencies and fellowships currently located at WHMC. To challenge the need for WHMC is to challenge the very essence of the AFMS delivery system and compromises our readiness mission creating a shortfall in critical specialty areas.

World events challenged the personnel assigned to this facility. During, Operation Desert Storm (ODS) tasked 1047 personnel from WHMC. Similarly, taskings for operations other than war (OOTW) locations such as Haitian/Cuban support (424 personnel) have been supported by deployments from WHMC. The Air Force's most effectively trained trauma personnel either are based at WHMC or have rotated through its Level I Trauma center. Deployment requirements tasked to smaller AFMS medical facilities often force a degradation of beneficiary care. WHMC must experience a very large tasking before this would occur.

The Air Force blood program receives 25-30% of its total annual support from WHMC. This is achievable since Lackland AFB is the induction and basic military training site for the entire Air Force. WHMC also has the casualty reception center for the entire San Antonio area. This 50-bed aeromedical staging facility (expandable to 250-beds) supports casualty reception in peace and war. Casualties returning from Just Cause, Operation Desert Storm, and other humanitarian peacetime operations are sent to San Antonio for care and most frequently to WHMC for treatment. WHMC is unique in its ability to provide all levels of casualty healthcare. In addition, the proximity of WHMC to a major airhead at Kelly AFB, precludes transport delays in receiving intensive care in a medical center environment. These capabilities must continue in the San Antonio area.

WHMC's extensive medical capabilities and leadership places them at the forefront in deployable specialty care. An example is the development of the Mobile Field Surgical Team (MFST) and Critical Care Transport (CCT) Teams. These unique capabilities are designed to deliver highly mobile, subspecialty care far forward. As a result, more critical causalities can be treated at the point of injury and then transported safely to more definitive sources of care. Both the MFST and CCT have been deployed to support of White House and Special Operations taskings. Again, this is an innovative by-product of WHMC's clinical capabilities.

WHMC and medical readiness and the AFMS cannot be separated. The vast capabilities demanded by the local community and base mission support the worldwide casualties transferred to this hospital. The entire AFMS is predicated on use of this "flagship" as the focal point for our operational readiness. Use of this focal point ensures that its graduate medical education programs turn out medical personnel who are the best qualified personnel in the world to respond to trauma in contingency situations. Diffusing this health care delivery system based upon either option proposed would drastically reduce our patient care capability and greatly increase the cost of obtaining this same capability at other locations.

Clinical Capability

WHMC represents a unique entity which would be extremely expensive to disperse or replicate anywhere in the MHSS. Located in San Antonio, it has one of the largest local beneficiary populations in the world. Over the years many military beneficiaries have relocated to San Antonio because of the vast and often unique medical services available. These include

services for many children with complex medical needs and specialties for retired groups with increasing needs for medical and surgical care. Located in southwest San Antonio, the civilian community generates over 800 cases of very serious trauma per year treated at WHMC (representing 25-33% of all cases in San Antonio). The large community combined with the large referral workload have justified the development of highly specialized services, many of which are unique in DoD.

There is limited capacity in the San Antonio area to absorb the care now being provided at WHMC particularly as it applies to quaternary services. Furthermore, there is little capacity in the MHSS to absorb the clinical training now being conducted at WHMC. Because of the national climate to reduce specialty residency programs, it would be impossible to obtain Residency Review Committee approval to reestablish military GME programs elsewhere once a WHMC program has been closed. Finally, there are both clinical services and clinical training that are unique to WHMC that could not be provided in a community hospital. These services would be difficult to defend or establish in other DoD facilities, and extremely expensive to access in the civilian community.

Realignment of WHMC as a clinic or community hospital would result in significant decrements in clinical services as well as clinical training. Providing these clinical services and clinical training in other locations would be costlier in many cases and unfeasible in many others. The overall impact on cost, quality and access to the widest range of general and highly specialized services would be severe if WHMC was realigned as a community hospital. The effects are worsened substantially if WHMC is realigned as a clinic. In both options, WHMC would be unable to provide the following services now offered by the medical center:

a. Specialized Treatment Service for autologous and allogeneic bone marrow transplantation. This requires additional clinical specialties and laboratory services not justifiable in a community hospital. This service would have to be relocated to another appropriate facility along with its vast support structure in both specialty and ancillary services. This transfer would be at great expense to the DoD.

b. Level I Trauma Services. A community hospital would not have the requisite specialty services, critical care units, patient acuity, or volume to support a full service trauma facility. WHMC has the only Air Force military trauma center which qualifies for Level I Trauma Center Certification providing this service in peacetime. This trauma center supports Mobile Surgical Team (MST) training and the Trauma and Critical Care Course for Surgeons which provides intensive refresher training for dozens of Air Force surgeons annually. The trauma center also provides the training opportunity for many Army, Navy and Air Force special forces paramedics. CBO recently lauded WHMC's trauma operation for its support of both the local community and its contribution to wartime skills preparedness of the assigned medical staff.

c. Critical Care Units. Critical care units are seldom provided in community hospitals. These units currently provide essential clinical services and a major training environment for numerous medical personnel as well as the newly established Critical Care Transport Teams.

d. Emergency Services. An estimated two thousand Code III emergency patients would be diverted or retransported to other facilities due to limited hospital capability. This introduces additional risk and morbidity to these patients and legal exposure for the Air Force.

e. Organ Donation. Participation in the San Antonio Emergency Medical System as a Level I Trauma Center has produced the majority of organ donors for the DoD Liver Transplant STS and the only DoD Eye Bank and it has also produced a substantial number of donors as a substantial community service. WHMC also provides a substantial number of the organs for the San Antonio donor bank.

f. Solid organ transplant services include the DoD Liver Transplant STS, and kidney and pancreas transplant programs. A community hospital lacks the requisite specialty services, critical care units, patient acuity or volume to support a solid organ transplant program.

g. Specialty medical and surgical services. No community hospitals can justify the full range of medical and surgical subspecialties. The patients generated by these subspecialties would exceed Brooke's planned capability and would be seen at substantial expense in the community. An ambulatory surgery facility would not be justified in a free standing clinic serving the military population alone.

h. Clinical outreach services. WHMC currently provides specialty services at outlying military facilities in DoD Region VI. These would be unsupportable as a community hospital.

i. Reference laboratory services and specialized laboratory services to support HIV and transplant services would no longer be required. This requirement would continue to exist and need to be transferred.

j. A unique DoD stereotactic radiation therapy and neurosurgery capability would no longer be justified but its requirement would continue.

k. Inpatient mental health currently serving Region 6 could not be justified in a community hospital. Absence of an inpatient mental health unit in the clinic scenario would seriously degrade support for the military training center at Lackland. No inpatient mental health unit is planned for BAMC.

l. Pediatric Intensive Care Unit (PICU). This is the only PICU in DoD (400 admissions per year). BAMC will not have a PICU. Local civilian facilities are frequently closed to PICU patients.

m. Extensive services for multiple handicapped children are available. These services are at WHMC principally because they serve a worldwide population. However, many active and retired personnel have relocated to the WHMC catchment area because of the availability of these specialized capabilities.

n. Neonatal Intensive Care. The 34 bed NICU supports critical neonates from a worldwide referral base. Military and civilian NICUs are often saturated; civilian NICU care is extremely expensive and very limited in capacity. Specialized services like extracorporeal membrane oxygenation (ECMO) and high frequency oxygenation would have to be sought elsewhere at great expense from one of the few such services that are available in the country. WHMC is the only in-transport ECMO in the country.

o. Dental. WHMC hosts 84% of the Air Force's dental GME program.

Both discussions on medical readiness and clinical capabilities have documented a substantial demand base supporting the population in the San Antonio area. Referrals from Region 6 in addition to the worldwide focus on WHMC as a source of many unique sources of care within the DoD compound the need for the health delivery system that WHMC represents. Clearly, immense costs would be driven to shift these services to other locations. Quality of patient care and access to the complete range of services currently offered by WHMC would not be possible. As documented earlier, removing the nucleus of the AFMS delivery system by changing the structure of WHMC threatens to severely limit the capability of the entire system resulting in shifted workload to much more costly civilian sources of care.

Similarly, clinical education for Air Force physicians, dentists, nurses, scientists and numerous other disciplines would be severely decremented in either scenario. The large San Antonio patient base, substantial worldwide referral patient demand, and designation as the only Level I Trauma training center have fostered the establishment of 56 graduate medical education programs including 33 medical residencies and fellowships. This demand has created a highly centralized Air Force Graduate Medical, Advanced Medical Education and Dental programs at WHMC.

AFMS personnel train in 119 different graduate programs. WHMC operates 40 of these training programs (34%); 27 of these programs are unique to WHMC. WHMC's training programs represent 471 of 1489 training years for all corps (32%) and 398 of 965 medical corps training years (41%).

The Air Force already has the leanest in-house GME program of the 3 Services relying upon sponsorship of trainees in civilian and military training programs and deferment of trainees in civilian programs. As a result of having only one major medical center, AF makes greatest use of civilian deferred status. Historical data show that physicians trained in civilian deferred status have poorer retention than those trained in military programs (20% vs. 40%). Having a greater proportion of physicians in civilian training requires AF to have more total physicians in GME training than either the Army or Navy.

Maintaining the current level of military GME programs is vital to our readiness mission. Instructors/staff actually deploy to operations or contingencies, bringing back levels of experience not available by any other means (contingency operations, utilization of military-unique equipment and apparatus). Trainees who study under these instructors gain from this experience (obviating the need to gain the experience "on-the-ground" at the time of deployment).

WHMC, by virtue of its size and location, provides a "critical mass" of organic patient population, referral patients, experienced staff, and support programs to support the training of combat critical specialties. Residency Review Committees (RRC) of Accreditation Council for Graduate Medical Education (ACGME) requires presence of supporting training programs to maintain accreditation of numerous militarily critical specialties. National healthcare economics and certain specialty RRC decisions are leading to downsizing or **elimination of civilian training programs** in these critical specialties, making it more difficult to defer trainees to these programs or to establish new programs at other DoD medical centers. Training programs in these specialties in other Services cannot produce the combined output required by their own Services and the Air Force. Therefore, WHMC's programs would have to be relocated to another medical center (none of which is large enough or has the patient base to support them or their attendant specialty programs) if WHMC was downsized. To transfer GME programs, the gaining medical center would require additional catchment area population sufficient to support the additional training requirements, akin to transfer of the Air Force beneficiary population from the San Antonio catchment area. Relocation or changes in existing GME programs require accreditation by the RRC as new programs, a process that is neither simple nor guaranteed.

STSs provide highly specialized, cost effective alternatives to civilian referral. Many would not be possible or would be much more expensive without support of GME residents and fellows. STS services must be provided in larger medical centers since smaller centers cannot provide the ancillary support or supporting specialty services necessary to make the STS effective.

Elimination of all GME programs at WHMC will deprive the Air Force of critical medical, dental, and ancillary support specialists. WHMC presently provides clinical training to over 450 officers and enlisted professionals over and above the medical and dental GME. Transfer of GME programs from WHMC will dilute the specialty training program mix necessary to provide the highly specialized medical specialists necessary to meet the healthcare needs of TRICARE beneficiaries into the next century.

In conclusion, the medical readiness, clinical capabilities and graduate medical education programs are inextricably combined. Either option would force a dilution of medical capabilities within the entire spectrum of the AFMS to a point that the AFMS may not be able to regain. Certainly, any such change would be far more costly than the continued existence of WHMC.

Managed Care

WHMC is the keystone to the DoD's managed care program called TRICARE for Health Service Region (HSR) 6. TRICARE represents a system that integrates quality, cost, and accessibility in the delivery of healthcare to our patient population. It also expands the lead agency concept from management of overlapping catchment areas to oversight of entire, considerably larger regions. HSR 6 is the second largest of the twelve regions with a total population of 1,031,513 and 17 military medical treatment facilities, of which 14 are Air Force.

Any significant realignment or reduction of WHMC's capability will significantly impact its awarded TRICARE managed care support contract. The recently awarded $1.82 billion TRICARE managed care support contract was based on existing DoD health care resources and capacities, CHAMPUS utilization rates, and estimated future workload and physical plant capacities. By 1997, all DoD HSRs will have a single, private TRICARE support contractor responsible for developing civilian health care networks and managing the DoD health benefit in support of the Services. The contractor is "hired" to supplement the DoD direct care system based on known capacities and demand at the time of awarding the contract. Any changes to the baseline will require major revisions to the contract creating the potential for a tremendous escalation in the cost of the contract through extensive bid-price adjustments. Changing the capacity of WHMC does not negate the population's need for health care, either within the San Antonio catchment area, or within the entire region for which the contract and regional planning are based.

While government direct care savings may initially accrue from resizing WHMC, the potential savings generated will in all probability be greatly offset by the increased contract costs. Using the assumptions in the Section 733 Study, government costs could increase 10% to 24% on a per-unit basis for the same care provided in the civilian network.

TRICARE support contracts. Changing the contract-provided capacities of either WHMC or any other bedded military medical treatment facility, such as BAMC will have the following affects:

a. Affect on local catchment DoD and beneficiary costs and access. Overall, DoD and beneficiary-shared costs will increase to the extent direct care workload (inpatient and outpatient) is shifted to civilian providers. The trade-off factors identified in the CHAMPUS Reform Initiative studies may be too conservative for WHMC, given the higher demand for non-elective specialty care services, and the fact a significant portion is based on referral. Although the contractors civilian network will be held to the same access standards as the MTF, retirees over the age of 65 (who are ineligible for TRICARE and CHAMPUS) will face both increased costs and greater difficulty accessing providers.

b. Affect on DoD Region 6 costs and beneficiary access. Because about half of WHMC's inpatient workload originates from outside the catchment area, it is probable that bid-price adjustments will occur in other regional managed care support contracts as well as Region 6's. There is extremely limited capacity at BAMC to absorb any additional inpatient workload in Region 6. Other MTFs will refer care to their local civilian network, increasing the number of non-availability statements issued, causing an unfavorable bid-price adjustment. Again, as previously mentioned, retirees over the age of 65 will face both increased costs and greater difficulty accessing providers. Increased wait times may occur for patients with elective cases which would have to remain in their local area for care.

c. Affect on DoD HSRs other than Region 6. Depending on the extent of reductions to services at WHMC affecting its reception of patients from outside Region 6, the extremely limited ability of BAMC to absorb the difference, and concomitant reduction in overall San Antonio direct care system capacity to absorb referral workload, outlying catchment areas will either have to increase direct care service capability, or increase reliance on civilian provider network workload. While this may have minimal impact on primary and secondary care, it will greatly impact tertiary and quaternary care services (e.g., bone marrow transplant, liver transplant), especially in smaller metropolitan areas (e.g., Laughlin, Reese, etc.). Limitation of WHMC's capabilities may drive increased demand for care in the local community and local MHSS facilities with resultant increase in queuing.

d. Outreach Care capability. Eliminating the WHMC capability would either show a reduction in outlying MTF workload or would have to increase local MTF resources accordingly. Given the smaller size of most other MTF populations in the region, to compensate for the loss of just one surgeon in the WHMC's Outreach program would require more than a one-to-one surgeons elsewhere in the region due to lower economies of scale at smaller MTFs. That is, if several or all MTFs attempted to continue the same level of surgical services provided currently through the Outreach program each MTF would have to procure

the services of at least one surgeon. This phenomenon is due to the ability of WHMC to use its marginal available capability to assist other MTFs (at an overall savings to the Air Force, as well as to the beneficiaries, who would otherwise use CHAMPUS). Reduction to the Outreach program would increase other MTF costs to the extent additional manpower were added to the MTFs to maintain the same capability. Without re-deploying those assets, at a greater than one-for-one basis, local CHAMPUS and beneficiary costs will increase.

Temporary deployment of clinical assets from WHMC under the Outreach program to outlying smaller MTFs provides several quality opportunities.

(a) Beneficiaries receive an enhanced direct care medical benefit than might otherwise be provided locally, and may continue receiving their care in the same institution, rather than being referred to local, off-base civilian providers.

(b) The local MTF providers receive enriched clinical opportunities as they participate in clinical practice with WHMC experts, and receive continuing medical education.

Beneficiaries currently receiving care via these TDY resources, if discontinued, would be disengaged from the direct care system, and required to access these services in the local community.

e. Impact of reduction on DoD national and regional STSs. WHMC has two of only three DoD-designated National DoD STSs: liver transplants (since 2 Dec 93) and allogenic/autologous adult bone marrow transplant (since Dec 94). WHMC's STS programs are nationally acclaimed resources serving the DoD that required years of development and system maturation. They are predicated, as are the other GME-related services, on a core local population requirement supporting an appropriate mix of diversity in patient condition, chronicity, and clinic need.

Reduction in WHMC capability and inability of BAMC to absorb these critical STS programs will require transfer and maturation of the programs elsewhere in DoD (thus MILPERS, equipment and time-related costs), or transfer of these programs to the civilian community (at increased TRICARE contractual costs), and loss of a benefit for those patients 65 years of age or older. In addition, it would affect the continuity of treatment currently provided to patients, and the critical loss of GME and clinical treatment synergies arising from multi-disciplinary and highly specialized services. Access, of course, would diminish for patients required to transfer to the civilian network, if eligible, or to fee-for-service or private HMOs if Medicare eligible.

f. Impact on AFMS quality standards. WHMC compares very favorably, or exceeds, national indicators of quality health as follows:

JCAHO Grid Scores:
AF Average- 90
Civilian Average- 83
WHMC- 98

JCAHO Accreditation With Commendation:
AF- 22%
Civilian- 10%
WHMC- All major categories received "1s" (highest score possible), no "Type 1" recommendations

MHA Quality Indicators:
AF Better than National Average on 11 of 14 Indicators
WHMC - better than the median in 19 of 23 indicators

Physician Specialty Board Completion (pass rate, first testing):
AF - 92-100%, depending on specialty
- All of our physicians (non resident) are Board Certified
Civilian- 83-92%
WHMC- The five year first time pass rates are as follows: 100% in 19 of 27 medical specialties, 95% or better in four, 90% or better in three, and one at 81%.

g. Physical plant. The new BAMC facility was planned, budgeted, and approved by Congress based on WHMC's capabilities to avoid unnecessary duplication of services. The new BAMC will not have the capacity to absorb both the inpatient and outpatient medical requirements of the local community , let alone GME/tertiary care and referral requirements, without substantial MILCON and O&M funded enhancements.

h. Reduction of services. Reduction of WHMC capabilities will degrade its Level I Trauma Center capabilities. Loss of this vital military and civilian community emergency asset will reduce access to exigent care services. A significant amount of uncompensated emergency care is also provided to the community by WHMC on an annual basis. Trauma care is usually associated with catchment and near catchment populations, and could not realistically support that population's trauma needs if transferred to another major DoD medical center (e.g. Keesler or Travis).

The new BAMC was not planned or designed to accommodate WHMC's trauma workload, but, rather, to supplement WHMC's capability. MILCON and O&M funds will be required at BAMC to maintain the same DoD capability in the community. Otherwise, the TRICARE support contract will require modification, at increased costs, since true trauma care is a local requirement, and not elective, hence, not subject to the "trade-off" factors.

Emergent patients will have to seek care elsewhere, potentially at lower level emergency medicine departments with fewer specialties immediately available. Medical staff, especially specialists, will suffer reduced opportunities for practicing wartime trauma skills. These staff could practice emergency skills in a local civilian emergency medicine department, but would then be unavailable for more routine care, consultation and continuing provider education.

Summary

This document substantiates two key points:

a. WHMC is a unique platform in the AFMS providing world-class training and medical capabilities whose continuation are critical to the entire Air Force Medical Service. No other platform exists that can accommodate the infrastructure required to support many of the medicine and surgical subspecialty training programs that are required. Diffusion of the graduate medical education program to other locations would not replace the capability that WHMC represents nationally today.

b. No COBRA has been done. If a platform could be found to accommodate this vast mission, the cost of transferring the programs and associated infrastructure would be staggering.

It is therefore critical that WHMC be maintained at its existing operational capability. Any changes to the structure of WHMC should be made programmatically and not through the BRAC process.

1995 AIR FORCE BASE QUESTIONNAIRE

Lackland AFB - AETC

Section I

1. Force Structure

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

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	748 Mil intel Battalion	15	315	5	335
I.1.A.2	8 Mil Police Gp Hqs	1	17	-	18
I.1.A.3	801 Mil Polic Battalion	2	22	-	24
I.1.A.4	AAFES	-	-	576	576
I.1.A.5	American Red Cross	-	-	5	5
I.1.A.6	Army (Vet)	1	2	-	3
I.1.A.7	Army Corps of Engineers	-	-	10	10
I.1.A.8	Bank (2)	-	-	9	9
I.1.A.9	Credit Union (3)	-	-	78	78
I.1.A.10	Credit Union (part-time)(3)	-	-	11	11
I.1.A.11	DECA (Commissary and Troop Issue	-	12	101	113
I.1.A.12	DECA (Design & Const)	-	-	22	22
I.1.A.13	FAA	-	-	6	6
I.1.A.14	Marines	1	16	-	17
I.1.A.15	NAF	-	-	321	321
I.1.A.16	NAF FLEX	-	-	340	340
I.1.A.17	US Army 37 TRG	1	27	-	28
I.1.A.18	US Army DLIELC	2	23	-	25
I.1.A.19	US Navy PSD/NTTC/DLI/NSGA	5	170	16	191
I.1.A.20	US Post Office	-	-	8	8
	TOTAL:				2140

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

I.1.B.1 **Supported Unit:** 341 Recruiting Squadron GSU

Location: OL-DO41, Austin, TX

Support provided: All Support except TRNS

GSU - Geographically Separated Unit
REM - Remote Unit

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I.1.B.2 **Supported Unit:** 3rd Flying Training Squadron GSU
Location: Hondo Municipal Airport
Support provided: Normal Support, SEE ATTACHED

I.1.B.3 **Supported Unit:** AF Operational Center OL-TC GSU
Location: Hondo Municipal Airport
Support provided: Normal Support, SEE ATTACHED

I.1.B.4 **Supported Unit:** OL-AA41
Location: OL-AA41, Deer Park, TX
Support provided: All Support except TRNS

I.1.B.5 **Supported Unit:** OL-AB41
Location: OL-AB41, Lake Jackson, TX
Support provided: All Support except TRNS

I.1.B.6 **Supported Unit:** OL-AD41
Location: OL-AD41, Friendswood, TX
Support provided: All Support except TRNS

I.1.B.7 **Supported Unit:** OL-AE41
Location: OL-AE41, Houston, TX
Support provided: All Support except TRNS

I.1.B.8 **Supported Unit:** OL-AO41
Location: OL-AO41, Houston, TX
Support provided: All Support except TRNS

I.1.B.9 **Supported Unit:** OL-BB41
Location: OL-BB41, Del Rio, TX
Support provided: All Support except TRNS

I.1.B.10 **Supported Unit:** OL-BC41
Location: OL-BC41, San Antonio, TX
Support provided: All Support except TRNS

I.1.B.11 **Supported Unit:** OL-BE41
Location: OL-BE41, San Antonio, TX
Support provided: All Support except TRNS

I.1.B.12 **Supported Unit:** OL-BG41
Location: OL-BG41, San Antonio, TX
Support provided: All Support except TRNS

GSU - Geographically Separated Unit
REM - Remote Unit

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I.1.B.13 **Supported Unit:** OL-BO41
Location: OL-BO41, Houston, TX
Support provided: All Support except TRNS

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.14 **Supported Unit:** OL-CC41
Location: OL-CC41, Harlingen, TX
Support provided: All Support except TRNS

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.15 **Supported Unit:** OL-CD41
Location: OL-CD41, McAllen, TX
Support provided: All Support except TRNS

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.16 **Supported Unit:** OL-CO41
Location: OL-CO41, Corpus Christi, TX
Support provided: All Support except TRNS

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.17 **Supported Unit:** OL-DA41
Location: OL-DA41, College Station, TX
Support provided: All Support except TRNS

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.18 **Supported Unit:** OL-DB41
Location: OL-DB41, Austin, TX
Support provided: All Support except TRNS

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.19 **Supported Unit:** OL-DD41
Location: OL-DD41, San Angelo, TX
Support provided: All Support except TRNS

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.20 **Supported Unit:** OL-DE41
Location: OL-DE41, Austin, TX
Support provided: All Support except TRNS

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.21 **Supported Unit:** OL-EB41
Location: OL-EB41, San Antonio, TX
Support provided: All Support except TRNS

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.22 **Supported Unit:** OL-EC41
Location: OL-EC41, San Antonio, TX
Support provided: All Support except TRNS

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.23 **Supported Unit:** OL-ED41
Location: OL-ED41, Universal City, TX
Support provided: All Support except TRNS

GSU - Geographically Separated Unit
REM - Remote Unit

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I.1.B.24 **Supported Unit:** OL-EE41
Location: OL-EE41, San Antonio, TX
Support provided: All Support except TRNS

I.1.B.25 **Supported Unit:** OL-EO41
Location: OL-EO41, Universal City, TX
Support provided: All Support except TRNS

I.1.B.26 **Supported Unit:** OL-FA41
Location: OL-FA41, Houston, TX
Support provided: All Support except TRNS

I.1.B.27 **Supported Unit:** OL-FB41
Location: OL-FB41, Conroe, TX
Support provided: All Support except TRNS

I.1.B.28 **Supported Unit:** OL-FC41
Location: OL-FC41, Houston, TX
Support provided: All Support except TRNS

I.1.B.29 **Supported Unit:** OL-FO41
Location: OL-FO41, Houston, TX
Support provided: All Support except TRNS

I.1.B.30 **Supported Unit:** OL-GA41
Location: OL-GA41, Beaumont, TX
Support provided: All Support except TRNS

I.1.B.31 **Supported Unit:** OL-GB41
Location: OL-GB41, Baytown, TX
Support provided: All Support except TRNS

I.1.B.32 **Supported Unit:** OL-GC41
Location: OL-GC41, Lufkin, TX
Support provided: All Support except TRNS

I.1.B.33 **Supported Unit:** OL-GD41
Location: OL-GD41, Lake Charles, LA
Support provided: All Support except TRNS

I.1.B.34 **Supported Unit:** OL-GO41
Location: OL-GO41, Beaumont, TX
Support provided: All Support except TRNS

GSU - Geographically Separated Unit
REM - Remote Unit

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I.1.B.35 **Supported Unit:** OL-XA41
Location: OL-XA41, Houston, TX
Support provided: All Support except TRNS

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.36 **Supported Unit:** OL-XB41
Location: OL-XB41, San Antonio, TX
Support provided: All Support except TRNS

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.37 **Supported Unit:** OL-XC41
Location: OL-XC41, Bellaire, TX
Support provided: All Support except TRNS

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.38 **Supported Unit:** OL-XO41
Location: OL-XO41, San Antonio, TX
Support provided: All Support except TRNS

GSU - Geographically Separated Unit
REM - Remote Unit

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2. Operational Effectiveness

A. Air Traffic Control

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

I.2.A.1 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 HOOD	distance	129 NM
	Nearest major primary airdrop customer:	FORT HOOD	distance	129 NM

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

Lajes AB:	3588 NM
Rota AB:	4655 NM
Hickam AFB:	3243 NM
RAF Mildenhall:	4598 NM

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	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	KELLY AFB	3
I.2.B.4	Military airfield, runway >= 8,000ft	KELLY AFB	3
I.2.B.5	Military airfield, runway >= 10,000ft	KELLY AFB	3
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	No flying Mission	
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	No flying Mission	
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	No flying Mission	
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	No flying Mission	
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	No flying Mission	

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

N/A

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

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-228 A,B,C,D	191 NM	W-602	253 NM		

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-228D	188 NM	W-228 A,B,C,D	191 NM		

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-228D	188 NM	W-228 A,B,C,D	191 NM	W-228C	203 NM
W-602	253 NM	W-92	440 NM	R-5107B	465 NM
W-155 A,B	586 NM	W-155B	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
McMULLEN	70 NM	FALCON	317 NM	CLAIBORNE	319 NM
MELROSE	396 NM	RAZORBACK	422 NM	OSCURA	455 NM

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SHELBY WEST	507 NM	SHELBY EAST	512 NM	SMOKEY HILL	561 NM
CANNON	591 NM	AIRBURST	626 NM	EGLIN C52	643 NM
EGLIN C62	649 NM	GOLDWATER RANGE 3	752 NM	GOLDWATER RANGE 2	760 NM
GOLDWATER RANGE 1	761 NM	GOLDWATER RANGE 4	771 NM		

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

CLAIBORNE	319 NM

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

GULFPORT MDS	532 NM

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

FALCON	317 NM

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

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	5	11	14	34	70	108
SR	2	5	6	31	59	85
VR	10	14	18	48	83	130
Total Routes:	**17**	**30**	**38**	**113**	**212**	**323**

Identify Routes:

VR-1105	17 NM	VR-1152	17 NM	VR-156	17 NM	IR-149	38 NM	IR-148	39 NM	SR-293	43 NM
VR-1122	45 NM	VR-168	58 NM	VR-1106	67 NM	VR-1120	67 NM	IR-123	68 NM	IR-147	70 NM
SR-286	71 NM	VR-1123	71 NM	VR-1121	71 NM	VR-143	74 NM	IR-142	97 NM		
VR-101	101 NM	SR-290	104 NM	SR-292	104 NM	IR-124	122 NM	VR-186	122 NM	IR-136	122 NM
IR-135	123 NM	IR-169	124 NM	SR-261	129 NM	VR-151	134 NM	VR-1124	137 NM	IR-166	141 NM
IR-170	144 NM										
VR-1117	158 NM	SR-270	177 NM	IR-167	183 NM	IR-180	184 NM	IR-127	194 NM	VR-187	194 NM
VR-1110	200 NM	VR-118	200 NM								
IR-139	201 NM	SR-233	208 NM	SR-234	208 NM	SR-240	208 NM	SR-243	208 NM	SR-245	208 NM
SR-250	208 NM	SR-255	208 NM	SR-251	208 NM	SR-273	208 NM	SR-267	208 NM	SR-258	208 NM
SR-249	208 NM	SR-244	208 NM	SR-242	208 NM	SR-236	208 NM	SR-280	216 NM	VR-188	220 NM
SR-228	230 NM	IR-128	235 NM	IR-103	238 NM	IR-105	238 NM	VR-1143	242 NM	VR-162	246 NM
VR-196	247 NM	VR-104	248 NM	VR-158	250 NM	VR-1139	251 NM	VR-106	255 NM	VR-1145	256 NM
VR-1138	257 NM	VR-163	259 NM	VR-1108	268 NM	VR-159	268 NM	VR-1109	268 NM	VR-1142	270 NM
VR-1116	271 NM	VR-1144	271 NM	VR-1146	275 NM	IR-154	276 NM	IR-155	280 NM	IR-129	296 NM
IR-130	306 NM	SR-208	313 NM	SR-217	314 NM	IR-122	326 NM	VR-189	338 NM	IR-160	343 NM

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IR-161	343 NM	SR-205	345 NM	VR-1140	349 NM	IR-164	351 NM	VR-1104	351 NM	SR-216	352 NM
SR-296	352 NM	VR-1196	353 NM	IR-117	358 NM	VR-1113	358 NM	VR-1137	358 NM	VR-1128	358 NM
SR-206	359 NM	VR-1141	362 NM	SR-294	365 NM	SR-295	365 NM	IR-144	376 NM	IR-165	376 NM
IR-178	376 NM	IR-116	377 NM	IR-172	380 NM	IR-173	380 NM	IR-121	383 NM	VR-1103	383 NM
VR-114	384 NM	VR-152	388 NM	VR-100	390 NM						
IR-102	401 NM	IR-131	401 NM	IR-141	401 NM	IR-134	401 NM	IR-171	408 NM	IR-182	408 NM
VR-125	409 NM	IR-145	412 NM	IR-146	412 NM	SR-223	419 NM	SR-224	419 NM	IR-133	420 NM
IR-181	428 NM	IR-183	428 NM	IR-132	430 NM	IR-107	431 NM	IR-115	432 NM	IR-113	433 NM
IR-175	433 NM	VR-1182	441 NM	IR-150	447 NM	IR-185	450 NM	VR-119	453 NM	VR-1174	457 NM
VR-138	457 NM	VR-1032	459 NM	IR-070	460 NM	VR-1130	461 NM	SR-239	464 NM	VR-1072	467 NM
IR-120	469 NM	VR-1102	469 NM	IR-111	473 NM	SR-030	476 NM	SR-218	479 NM	SR-237	479 NM
SR-232	479 NM	SR-231	479 NM	SR-230	479 NM	SR-221	479 NM	SR-222	479 NM	SR-226	479 NM
SR-229	479 NM	SR-227	479 NM	SR-220	479 NM	SR-219	479 NM	VR-1107	480 NM	IR-503	482 NM
VR-179	482 NM	SR-213	483 NM	VR-1546	485 NM	VR-534	490 NM	VR-535	490 NM	VR-108	492 NM
VR-532	494 NM	IR-068	497 NM	VR-1195	501 NM	IR-177	503 NM	SR-214	504 NM	VR-533	511 NM
SR-031	515 NM	IR-110	516 NM	SR-238	521 NM	VR-1022	521 NM	VR-1083	523 NM	IR-044	525 NM
SR-029	525 NM	SR-073	531 NM	SR-074	531 NM	IR-040	540 NM	VR-1023	540 NM	VR-1024	540 NM
VR-1033	540 NM	VR-1021	540 NM	IR-037	542 NM	IR-038	544 NM	VR-531	546 NM	SR-210	554 NM
SR-211	554 NM	SR-137	555 NM	IR-091	557 NM	IR-502	558 NM	IR-504	558 NM	VR-536	559 NM
VR-544	559 NM	VR-1020	560 NM	SR-075	561 NM	VR-1031	562 NM	VR-176	563 NM	VR-552	566 NM
IR-409	567 NM	SR-212	568 NM	VR-1574	568 NM	VR-1030	573 NM	VR-1016	585 NM	IR-112	587 NM
IR-109	589 NM	IR-414	591 NM	VR-1014	592 NM						
VR-1525	605 NM	IR-126	607 NM	IR-021	609 NM	IR-506	617 NM	VR-1522	617 NM	VR-060	619 NM
IR-078	623 NM	IR-057	627 NM	SR-103	627 NM	SR-106	627 NM	SR-104	627 NM	SR-101	627 NM
IR-059	627 NM	IR-524	627 NM	VR-1082	631 NM	VR-1084	631 NM	VR-1085	631 NM	IR-592	635 NM
VR-1523	636 NM	VR-1233	637 NM	VR-260	637 NM	VR-259	638 NM	VR-269	638 NM	VR-263	638 NM
VR-267	638 NM	VR-268	638 NM	IR-030	645 NM	IR-031	645 NM	IR-507	645 NM	SR-618	646 NM
VR-545	646 NM	SR-619	646 NM	VR-511	649 NM	IR-505	651 NM	VR-512	653 NM	SR-616	655 NM
SR-617	655 NM	IR-157	656 NM	IR-174	656 NM	IR-066	659 NM	VR-1051	659 NM	VR-1054	659 NM
IR-067	659 NM	VR-1050	659 NM	VR-1070	660 NM	VR-412	662 NM	VR-413	662 NM	IR-041	664 NM
VR-1067	664 NM	IR-063	664 NM	SR-069	668 NM	SR-070	668 NM	SR-071	668 NM	SR-072	668 NM
IR-415	673 NM	IR-077	675 NM	VR-541	677 NM	VR-1056	678 NM	IR-069	679 NM	IR-527	687 NM
IR-017	693 NM	VR-1017	693 NM	IR-517	698 NM	VR-1515	698 NM	VR-1520	698 NM	SR-039	706 NM
SR-225	708 NM	SR-059	711 NM	SR-060	711 NM	SR-061	711 NM	SR-062	711 NM	VR-1005	715 NM
SR-038	716 NM	IR-518	721 NM	VR-540	728 NM	IR-514	729 NM	VR-092	733 NM	IR-089	737 NM
VR-223	739 NM	VR-510	746 NM	VR-239	748 NM	VR-245	748 NM	IR-320	750 NM	VR-1052	754 NM

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VR-615	756 NM	VR-1219	758 NM	VR-246	758 NM	VR-244	758 NM	VR-1220	758 NM	VR-242	758 NM
IR-416	759 NM	IR-276	763 NM	VR-231	763 NM	SR-035	764 NM	SR-036	764 NM	SR-037	764 NM
SR-040	764 NM	IR-032	765 NM	IR-015	766 NM	SR-540	768 NM	SR-542	768 NM	SR-541	768 NM
VR-1065	775 NM	IR-254	779 NM	IR-500	779 NM	IR-501	779 NM	IR-614	787 NM	VR-1635	787 NM
VR-1521	793 NM	IR-508	797 NM	IR-509	797 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 856 NM from the base.**

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

200 NM	300 NM	500 NM
7	10	31

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-614	46 NM	AR-167 NORTH	72 NM	AR-167 SOUTH	72 NM	AR-104 WEST	151 NM
AR-113 WEST	156 NM	AR-104 EAST	194 NM	AR-102A EAST	200 NM		
AR-113 EAST	203 NM	AR-114	203 NM	AR-650	272 NM		
AR-013 WEST	315 NM	AR-313 NORTH	343 NM	AR-013 EAST	363 NM	AR-112 EAST	373 NM
AR-108 EAST	378 NM	AR-313 SOUTH	388 NM	AR-615	403 NM	AR-101 NORTH	408 NM
AR-602	420 NM	AR-644 NORTH	421 NM	AR-302 EAST	429 NM	AR-312	438 NM
AR-644 SOUTH	439 NM	AR-103	443 NM	AR-302 WEST	445 NM	AR-108 WEST	446 NM
AR-112 WEST	446 NM	AR-314 WEST	474 NM	AR-101 SOUTH	485 NM	AR-330 EAST	495 NM
AR-646	495 NM						

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

500 NM	700 NM
2473	4460

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-104	151 NM	123	AR-113	156 NM	27	AR-102	200 NM	10	AR-114	203 NM	566
AR-013	315 NM	329	AR-112	373 NM	360	AR-108	378 NM	140	AR-101	408 NM	217
AR-302	429 NM	445	AR-314	474 NM	256			0			0
AR-309	512 NM	138	AR-116	514 NM	541	AR-110	571 NM	596	AR-111	617 NM	303

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 203NM from the base."**

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

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Percentage of tankers based in region: 0.2

Tanker saturation within the region has been classified as tanker Balanced

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	SR
ANTELOPE - FT HOOD	117 NM	✓		✓	1	2
ARDMORE(CIR)	308 NM	✓		✓	0	0
BRUSHY	312 NM	✓		✓	0	0
DEVIL	135 NM	✓		✓	0	0
DEVILS RIVER	123 NM	✓			0	0
EAGLE MOUNTAIN	225 NM	✓		✓	0	1
FT HOOD	118 NM			✓	1	2
FT SILL CIRCULA	317 NM	✓		✓	2	3
GERONIMO NORTH	312 NM			✓	0	0
GERONIMO SOUTH	312 NM			✓	0	0
HALL	22 NM	✓		✓	0	0
KAREN EAST	263 NM			✓	0	0
KAREN WEST	263 NM			✓	0	0
MARRION IMC N	193 NM	✓		✓	0	14
MARRION IMC S	193 NM	✓		✓	0	13
MINERAL WELLS	213 NM			✓	0	2
MINERAL WLS CAT	213 NM			✓	0	2
MINERAL WLS CIR	213 NM			✓	0	2
MINERAL WLS SKE	213 NM			✓	0	2
RAPIDO	129 NM	✓		✓	0	2
ROXANNE	182 NM	✓			0	0
SHARON	314 NM	✓		✓	0	0
SHEILA	314 NM			✓	0	0
SOUTH POLK	300 NM	✓		✓	0	0

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

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

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

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

BULLIS 23 NM

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	SR
HALL	22 NM	✓		✓	0	0

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

FORT HOOD 110 NM

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D. Ranges

Ranges (Controlled/managed by the base)

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

Ranges (Used by the base)

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

I.2.D.19

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

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

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

I.2.D.20

I.2.D.21

I.2.D.22

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E. Airspace Used by Base

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

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

Commercial Aviation Impact

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

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

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

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G. Composite / Integrated Force Training

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

FORT SAM HOUSTON

30 NM from the base.

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

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

0 mi from the base.

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

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

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

I.2.1 **Trained personnel requirements over the Future Years Defense Plan:**

Forecast trained personnel requirements over the FYDP:

Forecast for:	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
ENLISTED	28595	28730	28570	28284	28143	28002	28002
OFFICER	7032	7078	7032	6961	6927	6892	6858
TOTALS:	35627	35808	35602	35245	35070	34894	34860
PERCENT CHANGE:		+0.5%	-0.1%	-0.1%	-1.1%	-1.6%	-2.1%

J. Weather Data (AF Environmental Technical Applications Center)

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

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

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I.2.J.2	Crosswind component to the primary runway:
I.2.J.2.a	Is at or below 15 knots 98.6 percent of the time
I.2.J.2.b	Is at or below 25 knots 99.9 percent of the time
I.2.J.3	2 Days have freezing 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	Lackland AFB	Main Base	2,753	1,316	113
II.1.A.2	Lackland Annex	Annex	3,973	725	264
		TOTALS:	6,726	2,041	377

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	53,476	58.0	0.0	42.0	25,653
II.1.B.1.c	141	Operations-Buildings	SF	N/A	190,891	71.0	6.0	23.0	23,629
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	2,306,593	75.0	6.0	19.0	474,504
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	1,526	0.0	0.0	100.0	26
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	0	0		0.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	0	0		0.0	0.0	0

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II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	0	0		0.0	0.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	0	0		0.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	48,410	99.0	0.0	1.0	0
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	3,500	35,017	100.0	0.0	0.0	31,517
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	4,997	100.0	0.0	0.0	1,933
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	3,880	1,327	100.0	0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	296,358	60.0	9.0	31.0	71,806
II.1.B.1.m	310	Science Labs	SF	N/A	111,079	81.0	0.0	19.0	0
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	0	0		0.0	0.0	0
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	287,339	100.0	0.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	3,368	3,368	100.0	0.0	0.0	0

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II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	227,292	261,211	100.0	0.0	0.0	33,919
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	22,760	22,760	100.0	0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	373,227	63.0	17.0	20.0	56,780
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	0	9,002	2.0	0.0	98.0	9,002
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	105,800	163,383	94.0	0.0	6.0	57,583
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	1,379,428	95.0	1.0	4.0	29,340
II.1.B.1.x	530	Medical Laboratories	SF	N/A	7,646	30.0	0.0	70.0	0
II.1.B.1.y	540	Dental Clinics	SF	N/A	98,592	100.0	0.0	0.0	0
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	497,464	17.0	6.0	77.0	84,507
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	15,107	96.0	0.0	4.0	0
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	2,129	4,813	88.0	0.0	12.0	2,684
II.1.B.1.cc	722	Dining Hall	SF	N/A	265,000	92.0	0.0	8.0	0
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	95,125	265,000	92.0	0.0	8.0	169,875
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	928	96.0	4.0	0.0	0
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	255,237	72.0	8.0	20.0	0
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	1,061,481	67.0	10.0	23.0	86,170
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	0	0		0.0	0.0	0

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

	Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111	Aircraft Pavement-Runway(s)	SY	0			
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	0			
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	0			
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	1,052,634	1.0	99.0	0.0

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II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	8,725	100.0	0.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	263,300	56.0	0.0	44.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	388,000	20.0	0.0	80.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	0			
II.1.B.1.j	851	Roads	SY	1,767,017	6.0	94.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	1,231,563	3.0	96.0	1.0

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:** 724

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:** -534 **(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:** -580 **(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:** 126 **(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:** 598 **(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 **9.6 percent of officer families live on base.**

II.1.C.3.b **24.4 percent of enlisted families live on base.**

II.1.C.3.a **20.6 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:	13.2 MG/D	MG/D - million gallons per day	27 %
II.3.A.2	Sewage:	6.4 MG/D		66 %
II.3.A.3	Electrical distribution:	35.0 MW	MW - million watts	80 %
II.3.A.4	Natural Gas:	4.93 MCF/D	MCF/D - million cubic feet per day	65 %
II.3.A.5	High temperature water/steam generation/distribution:	-	MBTUH - million British thermal units per hour	%

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

No "take or pay" clause. Natural gas not purchased through a central office. Do not purchase electric power from Federal Power Marketing Administration. Cathodic Protection on new water/gas lines, none in old lines. Contracts managed by AETC.

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
CATM small arms range	999,999,999 SF	179-475	1500 acres, Facility trains 35000 trainies in small arms annually.
Recruit housing & training fac	218,000 SF	721311	100 person dorm, classroom, sq orderly room and service oriented complex

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

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

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

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

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

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

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

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

III.1.D.3

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

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

There are No offload headers.

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Tank trucks can Not be offloaded.

Tank cars can Not be offloaded.

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

III.1.D.6 **Current 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.**

		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:**		
	Square footage available (including physical capacity limit):		
III.1.E.2	**Normal installation mission storage requirement:**		

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

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

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

Active ground force installations within 150 NM:

FORT HOOD	110 NM
FORT SAM HOUSTON	30 NM

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

Railheads within 150 NM:

Belton - Killeen	118 NM
Camp Stanley	21 NM
Flour Bluff	112 NM
San Antonio	145 NM

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

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

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

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

III.1.J.1

Facilities Receiving Referrals:	Types of Patients Referred:
Wilford Hall Medical Center receives patients from facilities worldwide	135 medical specialty and sub-specialty areas

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

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

Alt ASWBPL; Blood Donor Ctr; ASF; Clin Inv Fac; Level I Trauma Ct; AF Solid Organ Trans Ctr; Designated DoD Bone Marrow Tra

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:**

MCP PROJECTS: FY94 EMCS Improvements, WHMC PHI; FY94 EMCS Improvements, WHMC PHII; FY96 ADAL Trauma Center;

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

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

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

FY89-War Readiness Materiel Warehouse, $1,096K, 25K SQ FT; FY90-Magnetic Resonance Imaging Facility, $2,012K, 8,296 SQ FT;

III.1.N **Base facilities have a total excess storage capacity of 57,583 sq ft.**

III.1.N.1 **Base facilities have a total covered storage capacity of 163,383 sq ft.**

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	90,154 sq ft
Mobility storage:	21,170 sq ft
War Readiness Support Kits (WRSK) storage:	0 sq ft

III.1.O **330 light military vehicles are on base.**

III.1.P **220 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	544.00 $sK	0.00 $sK	544.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	1,349.70 $sK	93.00 $sK		1,442.70 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	641.50 $sK	0.00 $sK			641.50 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	728.50 $sK	13.60 $sK				742.10 $sK
				xxx56 TOTALS:	544.00 $sK	1,442.70 $sK	641.50 $sK	742.10 $sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	14,408.20 $sK	976.80 $sK	15,385.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	18,401.30 $sK	2,398.60 $sK		20,799.90 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	5,245.50 $sK	74.80 $sK			5,320.30 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	411.80 $sK	0.00 $sK				411.80 $sK
				xxx76 TOTALS:	15,385.00 $sK	20,799.90 $sK	5,320.30 $sK	411.80 $sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-92	Appropriation	Direct	Reimbursable				
		3400	680.20 $sK	0.00 $sK		680.20 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	5,633.60 $sK	2,123.40 $sK			7,757.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	4,580.90 $sK	1,367.41 $sK				5,948.31 $sK
				xxx78 TOTALS:		680.20 $sK	7,757.00 $sK	5,948.31 $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	0.00 $sK	0.00 $sK	0.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				

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		3400	19.30 $sK	0.00 $sK		19.30 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		3400	20.90 $sK	0.00 $sK			20.90 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		3400	15.00 $sK	0.00 $sK				15.00 $sK
				xxx90 TOTALS:	0.00 $sK	19.30 $sK	20.90 $sK	15.00 $sK
IV.1.E	xxx95	Communications			**FY 91 Total**	**FY 92 Total**	**FY 93 Total**	**FY 94 Total**
	FY-91	**Appropriation**	**Direct**	**Reimbursable**				
		3400	781.30 $sK	21.70 $sK	803.00 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		3400	711.10 $sK	21.40 $sK		732.50 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		3400	705.70 $sK	19.60 $sK			725.30 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		3400	606.20 $sK	20.00 $sK				626.20 $sK
				xxx95 TOTALS:	803.00 $sK	732.50 $sK	725.30 $sK	626.20 $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	15,206.80 $sK	83.50 $sK	15,290.30 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		3400	17,521.80 $sK	43.00 $sK		17,564.80 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		3400	25,999.80 $sK	1,376.20 $sK			27,376.00 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		3400	21,567.10 $sK	1,202.70 $sK				22,769.80 $sK
				xxx96 TOTALS:	15,290.30 $sK	17,564.80 $sK	27,376.00 $sK	22,769.80 $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**				
		7045	4,656.00 $sK	0.00 $sK	4,656.00 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		7045	2,871.20 $sK	1.70 $sK		2,872.90 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		7045	4,987.10 $sK	15.10 $sK			5,002.20 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		7045	3,147.50 $sK	16.40 $sK				3,163.90 $sK
				MFH TOTALS:	4,656.00 $sK	2,872.90 $sK	5,002.20 $sK	3,163.90 $sK

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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

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Section VI Economic Impact

Economic Area Statistics:

Anytown, USA

Total population: 963,493 (FY 92)

Total employment: 764,804 (FY 93)

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

4.1% / 0.0% / 4.2%

Average annual job growth: 8,392

Average annual per capita income: $16,730

Average annual increase in per capita income: $3.8%

Projected economic impact:

Direct Job Loss:	**15,354**	
Indirect Job Loss:	**20,935**	
Closure Impact:	**36,289**	**(4.7% of employment total)**
Other BRAC Losses:	**381**	
Cumulative Impact:	**36,670**	**(4.8% of employment total)**

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

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

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

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

VII.1.A.3 **8.1 Percent of off-base housing was rated as unsuitable in the latest VHA survey**

VII.1.A.4 **Median monthly cost of off-base housing based on latest VHA survey:** $714

Describe the transportation systems.

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

Via Metropolitan Transit

VII.1.B.2 **Distance to the nearest municipal airport with scheduled, commercial air traffic:** 25 miles

VII.1.B.2 **Airport name:** San Antonio International Airport

VII.1.B.3 **Number of commercial air carriers available at the airport:** 11

VII.1.B.4 **Average round trip commuting time to work:** 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	Northside Aquatics Center	12		Hrs.	10	Min.
VII.1.C.2	Movie theater	Westlakes Theater	5		Hrs.	05	Min.
VII.1.C.3	Public golf course	Holiday Inn	7		Hrs.	10	Min.
VII.1.C.4	Bowling lane	Bander Bowl	6		Hrs.	10	Min.
VII.1.C.5	Boating	Medina Lake	18		Hrs.	25	Min.
VII.1.C.6	Fishing	Medina Lake	18		Hrs.	25	Min.
VII.1.C.7	Zoo	San Antonio Zoo	18		Hrs.	25	Min.
VII.1.C.8	Aquarium	Sea World of Texas	10		Hrs.	15	Min.
VII.1.C.9	Family theme park	Sea World of Texas	10		Hrs.	15	Min.
VII.1.C.10	Professional sports	Alamodome	25		Hrs.	40	Min.
VII.1.C.11	Collegiate sports	Trinity University	15		Hrs.	20	Min.

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VII.1.C.12	Camping facilities	Medina Lake	15		Hrs.	10	Min.
VII.1.C.13	Beaches (lake or ocean)	Canyon Lake	50	1	Hrs.	20	Min.
VII.1.C.14	Outdoor winter sports	Cloudcroft New Mexico	800	12	Hrs.	30	Min.

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

Westlake Mall 10 min (7 Miles)

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

San Antonio (Metro Cr) 0 hrs 0 min (0 Miles)

Local area crime rate:

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

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

2. Education

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

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

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

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

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

VII.2.D 54.0 percent of high school students go on to either a two- or four-year college

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

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

St. Philip's College

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

Our Lady of the Lake University

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

Our Lady of the Lake University

3. Spousal Employment

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VII.3.A **78.6 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **72.6 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **5.6 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **8.0 percentage rate of job growth in the local area (Department of Labor Stastics)**

4. Local Medical Care

VII.4.A	**Current ratio of active, non-federal physicians in the community:**	2.0 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	3.8 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:** Texas Natural Resource Conservation Commission Region 13

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

VIII.1.C **There are NO critical air quality regions within 100 kilometers of the base**

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

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

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

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

(i.e. carpooling or emissions credit transfer)

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

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

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

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

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

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

VIII.E.2 Infrastructure Maintenance / Public Works

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

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

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

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

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VIII.E.3 Open Burn/Open Detonation

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

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

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

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

VIII.E.4 Fire Training

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

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

VIII.E.5 Signal Flares

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

VIII.E.6 Emergency Generators

E.6.a The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

E.6.b The state or local air quality regulatory agency Limits the hours of emergency operation of generators.

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

E.6.d The state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

E.6.d 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:**

Edwards Aquifer

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

Quantity constraints

Seasonal Shortages

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

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

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

3. Water - Ground Water

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

VIII.3.A.1 Nature of contamination. Petroleum

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 6 water wells exist at the base.

VIII.3.D 1 wells have been abandoned for the following reasons:

The well casing was in disrepair and was too expensive to fix. The well is also located in a remote area and did not yield sufficient water to warrant repair of the casing.

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:

COE Permit 404

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

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

5. Wastewater

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

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

6. Discharge Points / Impoundments

VIII.6.A **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:**

San Antonio Municiple System shared with Kelly into a 54" line

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 **33.0 percent of facilities have been surveyed for asbestos.**

VIII.7.A.1 **2.1 percent of the facilities surveyed are identified as having asbestos.**

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

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8. Biological - Habitat

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

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

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

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

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

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

9. Biological - Threatened and Endangered Species

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

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

10. Biological - Wetlands

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

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

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

VIII.10.B.1 Survey was completed in Jun 93

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

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

COE used the Delineation Method

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:

Limits available acreage for future 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:
WWII Facilities	Aug 93, LAFB met with SHPO and agreed to provide the state a conceptual plan for the restoration/preservation of a series of WWII facilities.

VIII.12.B 10 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 5 percent of the base has been surveyed.

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

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

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

VIII.12.E The base has 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: The DoD supply documentation concerning construction/use of historically unique buildings. That the DoD proceed cautiously with demolition of unique faciliites.

Signatories: Between DoD & the Advisory Council on Historical Preservation and the National Conference of State Historical Preservation Office on WWII Temporary Buildings

Date signed: Jul 86

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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 26 IRP sites have been identified

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

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

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

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

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

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

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

VIII.13.E There are sites or SWMUs currently being investigated and remediated pursuant to RCRA corrective action.

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

VIII.13.E.1 5 sites are being investigated and remediated.

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

14. Compliance / IRP Costs ($000)

VIII.14.A

Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	$403.000 K	$326.000 K	$340.000 K	$360.000 K	$380.000 K
IRP	$227.000 K	$984.000 K	$212.500 K	$0.000 K	$0.000 K
Natural Resources					
Other(s) Specify: air emission fees	$9.900 K	$9.900 K	$9.900 K	$9.900 K	$9.900 K
Permits					

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:**
Texas Natural Resource Conservation Commission (TNRCC), Region 13

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

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

Ms. Sharon March 210-490-3096

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

VIII.16.C.1 In Attainment for Ozone

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

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

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

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

VIII.16.C.6 In Attainment for Lead

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

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

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

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

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

Air Quality Survey complete, No additional data required.

Document Separator

1995 AIR FORCE BASE QUESTIONNAIRE

Lambert Field ANGS - NGB

Section I

1. Force Structure

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

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	Barber Shop	-	-	1	1
I.1.A.2	Base Exchange	-	-	1	1
	TOTAL:				2

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

I.1.B.1 **Supported Unit:** Cannon Range GSU **GSU - Geographically Separated Unit**
Location: Ft Leonard Wood, MO **REM - Remote Unit**
Support provided: Admin, Personnel, Data

I.1.B.2 **Supported Unit:** Jefferson Barracks GSU **GSU - Geographically Separated Unit**
Location: 25NM South of St Louis **REM - Remote Unit**
Support provided: Admin, Personnel, Data

1995 AIR FORCE BASE QUESTIONNAIRE

Lambert Field 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	1	440000	436000	3700	180000	0	0
Tower	2	420000	416000	3600	N/A	N/A	N/A

I.2.A.4 **The primary instrument runway is designated 30L**

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): 20

The total number of sorties per month: 3011

The average length of the delays: 15:00

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

When the weather goes below 2500/3. simultaneous ILS and LDA arrivals go into effect, limitubg arrivals to 36 per hour. This causes flow control to go into effect for Lambert IAP, St. Louis, MO. Average delays per month for 131FW aircraft are 20.

B. Geographic Location

I.2.B.1 **Nearest major primary airlift customer:** FORT CAMPBELL **distance** 184 NM

Nearest major primary airdrop customer: FORT CAMPBELL **distance** 184 NM

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

Lajes AB: 2960 NM

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Rota AB:	3990 NM
Hickam AFB:	3623 NM
RAF Mildenhall:	3857 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	SCOTT AFB	27
I.2.B.4	Military airfield, runway >= 8,000ft	SCOTT AFB	27
I.2.B.5	Military airfield, runway >= 10,000ft	GREATER PEORIA REG	119
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Spirit of St Louis Airport	15
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	St Louis Regional-Alton Apt	17
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Greater Peoria Regional Apt	118
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	St Louis Regional-Alton	17
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Greater Peoria Regional	118

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

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

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

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

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

Area Name	Distance	Area Name	Distance	Area Name	Distance
O'NEILL	413 NM	W-151A	563 NM	W-155 A,B	574 NM
W-155B	591 NM	W-151 A,B,C,D	599 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
CANNON	110 NM	ATTERBURY	203 NM	JEFFERSON PROVING G	231 NM
RAZORBACK	275 NM	HARDWOOD	330 NM	SMOKEY HILL	351 NM
GRAYLING	449 NM	CLAIBORNE	460 NM	SHELBY EAST	462 NM
SHELBY WEST	463 NM	FALCON	470 NM	EGLIN C62	527 NM
EGLIN C52	529 NM	POINSETT	561 NM	GRAND BAY	586 NM
TOWNSEND	612 NM	INDIANTOWN GAP	641 NM	AIRBURST	681 NM
MELROSE	700 NM	CHERRY POINT BT-11	705 NM	USAF DARE COUNTY	715 NM
NAVY DARE COUNTY	716 NM	PINECASTLE	719 NM	FT DRUM	744 NM
WARREN GROVE	747 NM	McMULLEN	758 NM		

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

JEFFERSON PROVIN	231 NM

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

VOLK FIELD MDS	311 NM

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

CANNON	110 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	2	5	8	37	97	148
SR	0	0	5	60	121	143
VR	2	3	5	59	139	204
Total Routes:	**4**	**8**	**18**	**156**	**357**	**495**

Identify Routes:

VR-615	62 NM	IR-592	75 NM	IR-614	91 NM	VR-1635	91 NM				
IR-527	124 NM	VR-1679	129 NM	IR-157	130 NM	IR-174	130 NM				
IR-618	154 NM	VR-619	154 NM	SR-225	167 NM	SR-059	170 NM	SR-060	170 NM	SR-062	170 NM
SR-061	170 NM	VR-1525	178 NM	IR-502	198 NM	IR-504	198 NM				
VR-1667	202 NM	SR-616	205 NM	SR-617	205 NM	VR-1642	205 NM	VR-1641	205 NM	SR-774	207 NM
IR-078	214 NM	SR-773	221 NM	SR-218	226 NM	SR-219	226 NM	SR-220	226 NM	SR-221	226 NM
SR-222	226 NM	SR-237	226 NM	SR-232	226 NM	SR-231	226 NM	SR-230	226 NM	SR-229	226 NM
SR-227	226 NM	SR-226	226 NM	IR-120	228 NM	VR-1102	228 NM	VR-1546	231 NM	VR-1668	231 NM
SR-239	233 NM	SR-073	235 NM	SR-618	235 NM	SR-074	235 NM	SR-075	235 NM	SR-619	235 NM
SR-238	240 NM	VR-1640	242 NM	VR-1130	256 NM	VR-1182	259 NM	SR-771	265 NM	VR-1016	266 NM

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VR-541	273 NM	SR-223	279 NM	SR-224	279 NM	VR-511	280 NM	IR-068	305 NM	VR-533	307 NM
VR-512	308 NM	SR-785	311 NM	SR-776	313 NM	IR-091	314 NM	IR-002	316 NM	SR-137	321 NM
VR-092	321 NM	VR-534	324 NM	VR-535	324 NM	VR-1617	327 NM	VR-1638	327 NM	IR-505	328 NM
VR-531	328 NM	IR-121	332 NM	VR-1103	332 NM	IR-066	334 NM	IR-067	334 NM	VR-1050	334 NM
VR-1051	334 NM	VR-1014	335 NM	VR-1616	338 NM	VR-1055	341 NM	VR-510	341 NM	IR-517	342 NM
VR-1520	342 NM	VR-1515	342 NM	IR-069	343 NM	VR-545	344 NM	IR-164	345 NM	VR-1104	345 NM
SR-732	346 NM	SR-734	346 NM	SR-735	346 NM	IR-089	347 NM	VR-540	347 NM	SR-733	350 NM
VR-1650	351 NM	VR-544	351 NM	IR-075	352 NM	VR-1633	352 NM	VR-1632	352 NM	IR-077	353 NM
VR-119	353 NM	VR-1631	353 NM	VR-1052	355 NM	IR-070	357 NM	SR-709	358 NM	VR-1032	358 NM
SR-712	358 NM	SR-715	358 NM	VR-552	358 NM	VR-138	359 NM	VR-189	359 NM	VR-532	360 NM
SR-737	363 NM	SR-738	363 NM	VR-1031	367 NM	SR-707	368 NM	SR-708	368 NM	SR-710	368 NM
SR-713	368 NM	SR-711	368 NM	SR-714	368 NM	SR-728	371 NM	SR-729	371 NM	IR-524	372 NM
IR-044	373 NM	IR-506	375 NM	VR-152	375 NM	VR-1522	375 NM	VR-1054	379 NM	VR-1033	381 NM
SR-105	383 NM	IR-608	387 NM	SR-727	388 NM	IR-117	391 NM	VR-1113	391 NM	VR-1137	391 NM
VR-1128	391 NM	IR-042	393 NM	VR-1068	393 NM	VR-634	394 NM	IR-145	397 NM	IR-185	397 NM
IR-146	397 NM	SR-102	397 NM	SR-035	398 NM	SR-036	398 NM	SR-040	398 NM	SR-037	398 NM
IR-518	399 NM	IR-723	399 NM	SR-730	399 NM	SR-731	399 NM	IR-508	400 NM	IR-509	400 NM
VR-1072	402 NM	IR-129	405 NM	IR-609	405 NM	IR-181	407 NM	IR-183	407 NM	VR-1030	407 NM
VR-1523	407 NM	IR-079	408 NM	IR-080	408 NM	SR-701	408 NM	SR-703	408 NM	SR-296	408 NM
IR-175	409 NM	SR-702	409 NM	IR-171	410 NM	IR-182	410 NM	VR-1626	411 NM	VR-1521	416 NM
IR-083	417 NM	VR-664	417 NM	IR-041	419 NM	VR-1067	419 NM	IR-063	419 NM	SR-294	421 NM
SR-295	421 NM	VR-536	421 NM	VR-058	422 NM	SR-871	423 NM	SR-872	423 NM	SR-874	423 NM
SR-873	423 NM	SR-069	424 NM	SR-070	424 NM	SR-071	424 NM	SR-072	424 NM	IR-507	425 NM
VR-1056	429 NM	VR-060	430 NM	VR-097	434 NM	VR-1574	438 NM	VR-1624	439 NM	VR-1625	439 NM
IR-743	440 NM	VR-1743	440 NM	VR-607	441 NM	VR-1645	444 NM	IR-081	445 NM	IR-160	446 NM
IR-161	446 NM	IR-726	447 NM	VR-1726	447 NM	VR-1636	449 NM	VR-1644	449 NM	VR-1647	449 NM
VR-1070	450 NM	SR-039	453 NM	SR-038	454 NM	SR-815	455 NM	SR-822	455 NM	SR-816	455 NM
SR-031	458 NM	VR-1140	458 NM	IR-017	459 NM	VR-1017	459 NM	VR-1196	461 NM	IR-074	462 NM
SR-228	466 NM	VR-095	466 NM	VR-1146	470 NM	VR-1648	470 NM	IR-503	473 NM	VR-1083	473 NM
VR-093	474 NM	SR-781	477 NM	VR-1666	477 NM	VR-188	477 NM	IR-090	479 NM	VR-1020	479 NM
SR-205	480 NM	VR-104	480 NM	VR-1141	482 NM	VR-1629	482 NM	SR-817	484 NM	VR-106	485 NM
VR-1145	490 NM	SR-818	491 NM	VR-1627	491 NM	VR-1628	491 NM	IR-037	492 NM	IR-514	492 NM
IR-721	493 NM	SR-782	494 NM	VR-088	495 NM	SR-029	496 NM	VR-1139	496 NM	IR-103	497 NM
VR-163	497 NM	IR-105	497 NM	VR-1721	498 NM	VR-1082	499 NM	VR-1084	499 NM	VR-1085	499 NM
VR-158	499 NM	VR-1005	501 NM	VR-1059	501 NM	VR-162	504 NM	VR-159	505 NM	IR-606	507 NM
IR-021	508 NM	IR-059	508 NM	VR-1144	508 NM	IR-057	509 NM	SR-106	509 NM	SR-206	509 NM

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VR-1142	509 NM	SR-104	509 NM	SR-101	509 NM	SR-103	509 NM	VR-1138	510 NM	IR-038	512 NM
VR-1143	512 NM	IR-040	513 NM	VR-1021	513 NM	VR-1023	513 NM	VR-1024	513 NM	VR-1722	515 NM
SR-208	516 NM	VR-179	516 NM	SR-217	516 NM	SR-030	517 NM	VR-1639	517 NM	VR-1022	517 NM
VR-1758	518 NM	IR-127	521 NM	VR-187	521 NM	VR-1110	522 NM	SR-270	524 NM	VR-1049	531 NM
IR-082	534 NM	IR-139	534 NM	IR-761	538 NM	VR-1751	538 NM	IR-500	540 NM	IR-501	540 NM
VR-604	540 NM	VR-087	540 NM	SR-216	540 NM	IR-030	542 NM	IR-031	542 NM	IR-762	544 NM
VR-1756	544 NM	IR-036	546 NM	VR-118	546 NM	IR-016	549 NM	SR-166	551 NM	IR-172	556 NM
IR-173	556 NM	SR-823	557 NM	IR-022	558 NM	IR-023	558 NM	VR-094	564 NM	VR-1124	564 NM
IR-605	565 NM	IR-430	567 NM	IR-490	567 NM	IR-492	567 NM	IR-613	571 NM	SR-802	571 NM
SR-804	571 NM	SR-807	571 NM	SR-808	571 NM	SR-806	571 NM	SR-803	571 NM	SR-261	572 NM
IR-409	580 NM	VR-1065	581 NM	IR-015	585 NM	VR-1066	593 NM	VR-073	594 NM	VR-1757	594 NM
IR-429	595 NM	IR-473	595 NM	IR-476	595 NM	IR-499	595 NM	IR-476A	595 NM	VR-1001	598 NM
SR-233	599 NM	SR-243	599 NM	SR-245	599 NM	SR-244	599 NM	SR-273	599 NM	SR-267	599 NM
SR-258	599 NM	SR-255	599 NM	SR-251	599 NM	SR-250	599 NM	SR-249	599 NM	SR-242	599 NM
SR-234	599 NM	SR-236	599 NM	SR-240	599 NM						
SR-290	602 NM	SR-292	602 NM	VR-1061	602 NM	VR-708	603 NM	IR-142	604 NM	VR-096	605 NM
VR-1116	605 NM	VR-1759	606 NM	IR-155	612 NM	VR-1060	612 NM	VR-705	612 NM	VR-704	612 NM
VR-1003	612 NM	SR-825	613 NM	VR-1174	614 NM	IR-154	616 NM	VR-086	616 NM	VR-085	616 NM
VR-1041	618 NM	VR-101	619 NM	IR-720	620 NM	SR-280	620 NM	VR-1011	621 NM	VR-1002	622 NM
IR-018	624 NM	IR-719	625 NM	SR-820	625 NM	SR-821	625 NM	SR-835	625 NM	IR-414	629 NM
SR-286	630 NM	VR-1004	631 NM	VR-143	633 NM	IR-032	638 NM	IR-123	638 NM	IR-012	639 NM
SR-867	639 NM	VR-1120	639 NM	VR-1013	641 NM	IR-019	644 NM	IR-415	645 NM	IR-177	647 NM
VR-1008	647 NM	VR-1040	648 NM	VR-108	649 NM	IR-715	650 NM	IR-718	650 NM	IR-035	651 NM
VR-1713	651 NM	IR-107	651 NM	VR-1122	651 NM	VR-114	651 NM	VR-1712	651 NM	VR-1711	651 NM
VR-1069	651 NM	IR-128	652 NM	IR-124	653 NM	VR-186	653 NM	SR-293	655 NM	VR-1006	661 NM
VR-1007	661 NM	IR-610	664 NM	VR-707	664 NM	VR-1709	666 NM	VR-1752	667 NM	VR-1074	668 NM
SR-800	671 NM	SR-805	671 NM	SR-801	671 NM	IR-150	674 NM	VR-1010	675 NM	VR-1046	677 NM
VR-1043	679 NM	SR-540	680 NM	VR-413	680 NM	VR-412	680 NM	SR-541	680 NM	SR-542	680 NM
IR-714	684 NM	IR-760	684 NM	VR-1754	684 NM	IR-180	685 NM	VR-125	685 NM	VR-151	687 NM
IR-062	691 NM	IR-113	693 NM	VR-1753	694 NM	VR-1755	694 NM	IR-033	695 NM	SR-844	697 NM
SR-846	697 NM	SR-845	697 NM	VR-1009	699 NM	IR-149	701 NM	IR-416	701 NM	VR-100	704 NM
VR-1039	709 NM	VR-1105	712 NM	VR-1152	712 NM	VR-156	712 NM	IR-148	717 NM	IR-716	722 NM
IR-046	725 NM	VR-168	726 NM	IR-110	728 NM	IR-136	731 NM	VR-1058	731 NM	VR-1097	735 NM
SR-847	739 NM	IR-147	741 NM	VR-1057	742 NM	IR-169	750 NM	VR-1106	756 NM	VR-1121	757 NM
IR-111	759 NM	VR-1123	760 NM	IR-925	761 NM	IR-020	762 NM	IR-047	763 NM	IR-170	765 NM
IR-480	766 NM	IR-481	766 NM	IR-644	770 NM	IR-649	770 NM	VR-1117	770 NM	IR-166	775 NM

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VR-1195	775 NM	SR-214	779 NM	SR-213	780 NM	IR-049	784 NM	IR-050	784 NM	VR-1098	784 NM
IR-051	784 NM	IR-135	786 NM	VR-1107	790 NM	VR-724	792 NM	VR-725	792 NM	IR-133	799 NM

I.2.C.9 **IR-430 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 567 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	16	54

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-110 WEST	43 NM	AR-016 SOUTHWEST	100 NM	AR-111 EAST	115 NM	AR-016 NORTHEAST	118 NM
AR-637	128 NM	AR-111 WEST	138 NM	AR-110 EAST	141 NM	AR-318 WEST	150 NM
AR-318 EAST	204 NM	AR-203 NORTHEAST	205 NM	AR-315 EAST	212 NM	AR-330 WEST	251 NM
AR-455 EAST	254 NM	AR-112 WEST	257 NM	AR-309 WEST	274 NM	AR-101 SOUTH	295 NM
AR-203 SOUTHWEST	308 NM	AR-315 WEST	313 NM	AR-633B	313 NM	AR-313 SOUTH	317 NM
AR-640B	317 NM	AR-640A	323 NM	AR-116 WEST	342 NM	AR-105 EAST	348 NM
AR-105 WEST	348 NM	AR-112 EAST	350 NM	AR-313 NORTH	355 NM	AR-455 WEST	355 NM
AR-633A	361 NM	AR-321	362 NM	AR-653	370 NM	AR-216 NORTHEAST	373 NM
AR-216 SOUTHWEST	373 NM	AR-330 EAST	395 NM	AR-328	420 NM	AR-109H EAST	425 NM
AR-109L EAST	425 NM	AR-632B	430 NM	AR-109H WEST	437 NM	AR-109L WEST	437 NM
AR-107	440 NM	AR-607	448 NM	AR-217	453 NM	AR-116 EAST	457 NM
AR-461	457 NM	AR-615	463 NM	AR-019 NORTH	464 NM	AR-302 EAST	464 NM
AR-024 NORTH	464 NM	AR-632A	465 NM	AR-302 WEST	466 NM	AR-309 EAST	466 NM
AR-017 NORTH	485 NM	AR-218L	496 NM				

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

500 NM	700 NM
4608	9163

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-110	43 NM	596	AR-016	100 NM	157	AR-111	115 NM	303	AR-203	205 NM	223
AR-455	254 NM	372	AR-112	257 NM	360	AR-309	274 NM	138	AR-101	295 NM	217
AR-116	342 NM	541	AR-105	348 NM	285	AR-216	373 NM	64	AR-109	425 NM	213
AR-024	464 NM	149	AR-302	464 NM	445	AR-017	485 NM	186	AR-218	496 NM	359

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AR-102	512 NM	10	AR-013	532 NM	329	AR-113	607 NM	27	AR-104	614 NM	123
AR-106	625 NM	483	AR-011	627 NM	87	AR-014	627 NM	635	AR-206H	630 NM	50
AR-206L	630 NM	20	AR-314	638 NM	256	Racoon	640 NM	1829	AR-108	644 NM	140

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 43NM from the base."**

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

Tanker saturation within the region has been classified as tanker Balanced

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	SR
ALL AMERICAN	248 NM	✔	✔	✔	0	0
ARROWHEAD	279 NM	✔	✔	✔	3	2
BADGER	313 NM	✔	✔	✔	0	4
BAILEY	350 NM	✔	✔	✔	0	0
BASTOGNE	184 NM	✔	✔	✔	0	0
BIG SANDY (WTR)	177 NM	✔	✔		0	0
BLACKJACK R+CIR	227 NM	✔	✔	✔	0	0
CARENTAN (A)	296 NM		✔	✔	0	1
CENTRAL CITY NO	175 NM	✔			0	0
CENTRAL CITY SO	175 NM	✔			0	0
CORREGIDOR	181 NM		✔	✔	0	0
JD (CIR, water)	285 NM				0	1
LOS BANOS	184 NM	✔	✔	✔	0	0
RATTLESNAKE	277 NM		✔	✔	3	2
SHAW, JOHN	229 NM	✔	✔		0	0
TOMAH	313 NM	✔	✔	✔	0	4
TUNNEL	313 NM	✔	✔	✔	0	4
WESTERN KENTUCK	175 NM	✔	✔	✔	0	0

I.2.C.11.a

Drop Zone	Servicing Instruement and Slow Routes (IRs and SRs)								
ARROWHEAD	IR-117	IR-121	IR-164	SR-223	SR-224				
BADGER	SR-771	SR-773	SR-776	SR-785					
CARENTAN (A)	SR-225								
JD (CIR, water)	SR-224								
RATTLESNAKE	IR-117	IR-121	IR-164	SR-223	SR-224				

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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:**

GOLDEN EAGLE 188 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	175 NM	✔	✔	✔	0	0

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

FORT CAMPBELL 184 NM

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D. Ranges

Ranges (Controlled/managed by the base)

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

Cannon Range

Information relative to each range:

RANGE: Cannon Range

I.2.D.2 **Type of any associated airspace:** Cannon A & B MOA

I.2.D.3 **Distance from the base to the range:** 110 NM

I.2.D.4 **Overall size of the range:** 4,100 Acres

I.2.D.4.a **Size of the impact area(s):** 9,999 Acres

I.2.D.4.b **Size of the restricted area in which the range lies:** 39 Sq Mi

I.2.D.4.c **Altitude ceilingof this restricted area:** 9,999 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):**

Altitude ceiling precludes high altitude dive bomb deliveries

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

138 FG
181 FG
182 FG
183 FG
188 FG
303 FS
MAG 41

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

Hours 1300-2400Z, Tue-Sat, other times by NOTAM 24 hours in advance.

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 scheduled as follows (sortiessched/flown, % util); FY90 - 6520/3622, 55.6%;FY91 - 6425/3308, 51.5%; FY92 - 6253/3305, 52.9%;

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FY93 - 3308/1993/60.2%. Most of cancels were due to weather.

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

6 MK82 targets with run-in restrictions and 1 2000# target eith run-in restrictions

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

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

Paved Spike targets as described in 131FW Supp to AFR 50-46.

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

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

Sentry Dawg, Laser Target Designator Scoring System (LTDSS) and 5 Heated (Thermal) Targets.

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

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

I.2.D.12.a **N 37 40' 38" W92 20' 56"** **Does not affect or threaten quality of training.)**

Above 4K, avoid by 2nm; above 3.5K, avoid by .5nm, above 2.5K, avoid by .5nm

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:**

LOA **Current status:** Current and complete, with no changes anticipated that would diminish training.

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

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

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

Ranges (Used by the base)

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I.2.D.18 The base does Not use other 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:**

Cannon MOA	MOA
Meremec MOA	MOA
Salem MOA	MOA

Details for airspace scheduled or managed by the base:

Airspace: Cannon 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:**
Completed

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

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

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

I.2.E.3.a **9999** Not Listed

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

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

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

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

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

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Scheduled through 131FW Det 1 - continuous

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 901 hrs

I.2.E.7.b **Hours used:** 424 hrs

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

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

I.2.E.9 **It is 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:**

I.2.E.11 **97.00 percent of the airspace is usable.**

Airspace: Meremec MOA

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

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

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

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

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

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

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

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

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

Continuous, must be shceduled through 131FW.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 562 hrs

I.2.E.7.b **Hours used:** 457 hrs

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

Weather cancellation/mission change/cancellation

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:**

High altitude air-to-air training airspace Area = approx____ sq mi.

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

Airspace: Salem MOA

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

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

Complete

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

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

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

Explanation for any lack of reports:

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

I.2.E.3.a **N37 40' 38" W92 20' 56"**

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

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

I.2.E.4.a "Viburhum" civilian airfield

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:**

Continuous, scheduled through 131FW

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 49 hrs

I.2.E.7.b **Hours used:** 41 hrs

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

Weather cancellation/mission change/cancellation

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:**

Low altitude, subsonic airspace, no chaff

I.2.E.11 **97.00 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:
Arrowhead Airport	General Aviation
Creve Coeur Airport	General Aviation
Festus Memorial Airport	General Aviation
Greenville Arpt	General Aviation
Litchfield Muni	General Aviation
Scott AFB, IL	Military
Shafer Metro East (St Jacob)	General Aviation
Sparta Community Hunter Field	General Aviation
Spirit of St Louis Airport	General Aviation
St Charles County Arpt (Smarrt)	General Aviation

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St Charles Muni Arpt	General Aviation
St Clair Regional Airport	General Aviation
St Louis Downtown Parks	General Aviation
St Louis Regional (Alton)	General Aviation
Sullivan Regional Airport	General Aviation
Washington Memorial Airport	General Aviation
Wentzville Airport	General Aviation

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

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F. Potential for Growth in Training Airspace (Area)

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

I.2.F.1.a **Estimated expansion potential is 50.0 percent. Rationale for estimate:**

Meramec MOA will be expanded vertically from 8K- 29K to 7K-50K. Horizontally the area will be approximately 80 x 100 nm, and renamed the Lindbergh MOA. Overall increase will be at least 50%. The 131FW has already received approval of the Lindbergh

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 LEONARD WOOD

103 NM from the base.

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

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

NAS Memphis, TN

212 mi from the base.

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

Springfield, OH

80 mi from the base.

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

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

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I. Technical Training (Air Education and Training Command)

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

J. Weather Data (AF Environmental Technical Applications Center)

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

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.0	98.2	88.0	80.7	77.3

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

I.2.J.2.a **Is at or below 15 knots 93.2 percent of the time**

I.2.J.2.b **Is at or below 25 knots 99.0 percent of the time**

I.2.J.3 **33 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	Lambert Field North	North Complex	24	24	
II.1.A.2	Lambert Field South	South Complex	25	25	
		TOTALS:	49	49	

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	1,200	1,200	100.0	0.0	0.0	0
II.1.B.1.b	131	Communications-Buildings	SF	N/A	4,332	0.0	100.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	26,873	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	50,779	82.0	18.0	0.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	0	0		0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	0	0		0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	38,592	38,592	100.0	0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	22,125	22,125	100.0	0.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	1,591	1,591	100.0	0.0	0.0	0

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II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	6,091	6,091	85.0	15.0	0.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	7,470	7,470	100.0	0.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	11,000	11,000	100.0	0.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	7,000	100.0	0.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	8,930	8,930	100.0	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	15,102	15,102	100.0	0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	10,135	10,135	100.0	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	11,937	11,937	75.0	25.0	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	2,400	2,400	100.0	0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	8,290	8,290	100.0	0.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	3,489	3,489	100.0	0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	0	0		0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	22,960	0.0	100.0	0.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	3,809	3,809	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

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II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	280	280	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	43,755	43,755	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	13,667	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	7,933	7,933	100.0	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	11,477	100.0	0.0	0.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	11,489	83.0	17.0	0.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	2,217	2,217	100.0	0.0	0.0	0

Notes for specific Cat Codes:

II.1.B.1.a.i	121-122	No hydrants at 131FW, Lambert Field
II.1.B.1.a.ii	121-122a	121111 - Petrol Ops Bldg - No match to Active Duty Listing
II.1.B.1.b	131	Upgraded from 3 in Jan 94 - Check Real Property records
II.1.B.1.c	141	Includes all 3-digit subcategories of 141
II.1.B.1.d	171	Includes all 3-digit shredouts
II.1.B.1.g.	214	listed as 214-428 Vehicle Ops Parking Shed
II.1.B.1.g.i	214-425	Listed as Vehicle Maint Shop
II.1.B.1.k.i	218-712	MILCON recently upgraded 5666 sq ft to cond code 1

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II.1.B.1.l	219	Includes all 3-digt shredouts
II.1.B.1.s.i	411-135	Includes 124135, 411134, 411137 - No match to AD
II.1.B.1.v.i	442-257a	442257 - Hazardous Stor, BSE
II.1.B.1.aa	610	Includes all shredouts, No Match to AD
II.1.B.1.ee	730	730142 - Fire Stn, 730835 - SP Operations, 730839 - Traffic Check House
II.1.B.1.ff	740	740382 - EXCH, BR; 740617 - Open Mess, NCO

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

	Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111	Aircraft Pavement-Runway(s)	SY	0			
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	0			
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	55,683	100.0	0.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	2,978	100.0	0.0	0.0
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	13,365	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	12,820	100.0	0.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	13,100	0.0	100.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	0			
II.1.B.1.j	851	Roads	SY	29,574	100.0	0.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	54,281	100.0	0.0	0.0

Notes for specific Cat Codes:

II.1.B.1.c	113	ANG does not own runways or taxiways; cantonment contains ramp only
II.1.B.1.d	116-662	Code 116-665, Pad, Pwr Chk w/SP (F-15 Hush House Pad)

2. Airfield Characteristics

II.2 Runway Table:

Primary Designation		Dimensions: Length	Width	Cross Runway	Aircraft Arresting Systems (II.2.I) Number	Types
24	Secondary	7602 ft	150 ft	Yes	1	BAK-12(B)
30L	Secondary	11019 ft	150 ft	No	2	BAK-12(B)
30R	Primary	9003 ft	150 ft	No	None	

II.2.A There are 3 active runways.

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

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

II.2.C **Dimensions of the primary runway (30R).**

II.2.C.1 **Length: 9,003 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 100 ft wide.**

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

Procedures in AFM 88-24 were used to perform calculations for this section.

					Primary Pavements		
	Aircraft Group		Criteria		Runways	Taxiways	Aprons
II.2.F.1	Fighter	F-15	61 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Supports Now	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	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	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	71,000	3" concrete
Aprons	B-52	SY	71,000	1" concrete
Taxiway	B-52	SY	135,000	1" concrete
Runway	B-52	SY	385,000	1" concrete
Aprons	C-5B	SY	71,000	6" concrete
Taxiway	C-5B	SY	175,000	2" concrete
Runway	C-5B	SY	385,000	2" concrete
Aprons	KC-10	SY	71,000	6" concrete
Taxiway	KC-10	SY	135,000	2" concrete

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Runway	KC-10	SY	385,000	2" concrete

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

II.2.G.1 **The total usable apron space for aircraft parking is 55,683 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.)	
Main Parking Apron	903 ft	555 ft	Primary Aircraft	F-15 (18 PAA)

II.2.G.2 **Permanently assigned aircraft currrently require 43,000 Sq Yds of parking space.**

II.2.G.3 **12,683 Sq Yds of parking space is available for parking additional non-transient aircraft.**

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

Availability of additional ramp space limited by civilian commercial operations; i.e., ramp can't be readily expanded.

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:**

ANG cantonment is sized for 24 PAA unit. Ramp space and facilities area are constrained by civilain commercial operations, and cannot be easily expanded.

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3. Utility Systems

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

	Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1	Water:	0.9 MG/D	MG/D - million gallons per day	2 %
II.3.A.2	Sewage:	0.38 MG/D		5 %
II.3.A.3	Electrical distribution:	1.664 MW	MW - million watts	46 %
II.3.A.4	Natural Gas:	1.80 MCF/D	MCF/D - million cubic feet per day	9 %
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:**

Since 131FW is connected to commercial sources, the supply for all utilities is essentially unlimited; i.e., whatever load is required will be delivered by the local utilities at standard rates.

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:** 1 Hanger

Current Use:

II.4.A.2 **Size (SF):** 85,792 SF

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

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	200 ft	25 ft	
II.4.A.6	Largest unobstructed space inside the facility:	200 ft	28 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.**

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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:** Two 463L forklifts, 10K, with roller tines

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 **Excess storage capacity is 113,000 gallons**

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

III.1.D.4 **Other receipt modes available:** Tank truck, two at a time

Number of offload headers: 2

2 tank trucks can be simultaneously offloaded

2 tank cars can be simultaneously 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:** 7917
maximum: 7917

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

III.1.D.7.a **Supporting DFSP:** Conoco Pipeline Co. DODAAC UY 7261

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.**

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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 LEONARD WOOD	103 NM

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

Railheads within 150 NM:

Burlington - Middletown	131 NM
Jefferson City	85 NM
Newburg - Bundy JCT	88 NM
St. Louis	11 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: Workload of unit clinic would increase due to closure of Market Street Clinic, 15 miles away

Facility: 131FW would gain a new medical facility, to be a satellite of Scott AFB Medical Center

Manpower: New facility would have 4 physicians, 3 dentists, seeing approx 160 patients daily

Operations & Maintenance Funding: est cost of move is $625K, to be paid by Scott AFB; O&M delta unknown

III.1.K.2 **No facility modifications are needed to absorb the additional workload.**

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

Tasked to maintain Air Transportable Clinic (ATC). Its WRM requires special storage & security measures.

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

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

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Facilities projects include military 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 30,311 sq ft.**

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	20,771 sq ft
Mobility storage:	6,490 sq ft
War Readiness Support Kits (WRSK) storage:	3,050 sq ft

III.1.O **86 light military vehicles are on base.**

III.1.P **90 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				
		3840	0.00 $sK	0.00 $sK	0.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	348.00 $sK	0.00 $sK		348.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3840	246.00 $sK	0.00 $sK			246.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3840	15.00 $sK	0.00 $sK				15.00 $sK
				xxx56 TOTALS:	0.00 $sK	348.00 $sK	246.00 $sK	15.00 $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				
		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	222.00 $sK	0.00 $sK			222.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3840	0.00 $sK	0.00 $sK				0.00 $sK
				xxx76 TOTALS:	0.00 $sK	0.00 $sK	222.00 $sK	0.00 $sK
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3840	3,599.00 $sK	0.00 $sK	3,599.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	490.00 $sK	0.00 $sK		490.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3840	791.00 $sK	0.00 $sK			791.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3840	103.00 $sK	0.00 $sK				103.00 $sK
				xxx78 TOTALS:	3,599.00 $sK	490.00 $sK	791.00 $sK	103.00 $sK
IV.1.D	xxx90	Audio Visual			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				

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		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	
	FY-94	Appropriation	Direct	Reimbursable				
		3840	0.00 $sK	0.00 $sK				0.00 $sK
				xxx90 TOTALS:	0.00 $sK	0.00 $sK	0.00 $sK	0.00 $sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3840	180.00 $sK	0.00 $sK	180.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	180.00 $sK	0.00 $sK		180.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3840	191.00 $sK	0.00 $sK			191.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3840	235.00 $sK	0.00 $sK				235.00 $sK
				xxx95 TOTALS:	180.00 $sK	180.00 $sK	191.00 $sK	235.00 $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	2,116.00 $sK	4.00 $sK	2,120.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3840	2,158.00 $sK	3.00 $sK		2,161.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3840	2,037.00 $sK	3.00 $sK			2,040.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3840	1,968.00 $sK	2.00 $sK				1,970.00 $sK
				xxx96 TOTALS:	2,120.00 $sK	2,161.00 $sK	2,040.00 $sK	1,970.00 $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				
		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	
	FY-94	Appropriation	Direct	Reimbursable				

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3840	0.00 $sK	0.00 $sK				0.00 $sK
		MFH TOTALS:	0.00 $sK	0.00 $sK	0.00 $sK	0.00 $sK

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Section IV/V Level Playingfield COBRA Data

One time closure costs: 59$sM

Twenty year Net Present Value 32$sM

Steady state savings 2$sM per year

Manpower savings associated with closure 28

Return on Investment (years): 86

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Section VI Economic Impact

Economic Area Statistics:

St Louis, MO-IL MSA
Total population: 2,514,000 (FY 92)
Total employment: 1,428,582 (FY 93)
Unemployment Rates (FY93/3 Year Average/10 Year Average)

6.5% / 6.5% / 6.6%

Average annual job growth: 9,732

Average annual per capita income: $21,705

Average annual increase in per capita income: $5.2%

Projected economic impact:

Direct Job Loss:	**365**	
Indirect Job Loss:	**220**	
Closure Impact:	**585**	**(0.0% of employment total)**
Other BRAC Losses:	**0**	
Cumulative Impact:	**585**	**(0.0% 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:** St. Louis County Air Quality Management 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	Moderate

VIII.1.C **There are NO critical air quality regions within 100 kilometers of the base**

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

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

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

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

(i.e. carpooling or emissions credit transfer)

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

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

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

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

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

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:

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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 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 located within a specified drainage basin.**

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

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

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

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5. Wastewater

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

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

6. Discharge Points / Impoundments

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

The Lambert-St Louis International Airport NPDES permit covers the ANG Base

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

Wastewater is discharged off base for treatment through the sanitary sewer system.. Stormwater empties into Coldwater Creek, which feeds into the Missouri River

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 **50.0 percent of facilities have been surveyed for asbestos.**

VIII.7.A.1 **50.0 percent of the facilities surveyed are identified as having asbestos.**

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

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8. Biological - Habitat

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

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

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

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

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

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

9. Biological - Threatened and Endangered Species

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

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

10. Biological - Wetlands

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

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

VIII.10.B The base has Not been surveyed for wetlands in accordance with established federally approved guidelines.

VIII.10.C No part of the base is located in a 100-year floodplain.

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

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11. Biological - Floodplains

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

12. Cultural

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

VIII.12.B 14 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 No IRP sites have been identified

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

VIII.13.A.3

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

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

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

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

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

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

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

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

14. Compliance / IRP Costs ($000)

VIII.14.A

Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	$0.000 K	$0.000 K	$0.000 K	$0.000 K	$0.000 K
IRP	$25,000.000 K	$25,000.000 K	$0.000 K	$0.000 K	$0.000 K
Natural Resources	$0.000 K	$0.000 K	$0.000 K	$0.000 K	$0.000 K
Other(s) Specify:	$0.000 K	$0.000 K	$0.000 K	$0.000 K	$0.000 K
Permits	$0.000 K	$0.000 K	$0.000 K	$0.000 K	$0.000 K

15. Other Issues

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

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Lambert Field ANGS - NGB

16. Air Quality - Clean Air Act

VIII.16.A **Air Quality Control Area (AQCA) geographic region in which the base is located:**
St Louis County Air Quality District (unknown if AQCA)

VIII.16.B **Air quality regulatory agency responsible for the AQCA:.** St Louis County Government (State Dept Natural Resources delegated authority)

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

Mr Tim Froeschner (314) 854-6910

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 Non-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:** 0.16 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 130.0% 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 **St Louis County Air Quality District (unknown if AQCA)**

VIII.16.E.3

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

VIII.16.E.5 **The EPA has Not proposed that the AQCA severity of nonattainment for OZONE be redesignated**

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

	based on the AQCA 1990 baseline inventory.				AND	in the required attainment year		
	VOCs		NOx		VOCs		NOx	
Mobile Source Including Aircraft	G.1.a	40	G.1.d	43	G.2.a	36	G.2.d	37

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Military Aircraft Associated with the Base	G.1.b	21	G.1.e	18	G.2.b	18	G.2.e	15
Stationary Source	G.1.c	18	G.1.f	8	G.2.c	18	G.2.f	8

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	4	G.3.c	3
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	0	G.5.c	-6.98%
Stationary Source	G.5.b	0	G.5.d	0
TOTAL	G.5.e	0	G.5.f	-5.88%

1995 AIR FORCE BASE QUESTIONNAIRE

Lambert Field 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:

IX.1.B	Facilties:	Estimated travel time.
IX.1.B.1	Base Recovery After Attack Training, Hurlburt AFB	14 hrs
IX.1.B.2	Flight Simulator, Dobbins AFB, GA or Otis , MA	3 hrs
IX.1.B.3	Small Arms Range, Weldon Springs, MO	45 min

IX.2 Flying units supporting Aeromed/Arial ports do Not accomplish training locally.

IX.2.A Non-local training requires over 1 hour of travel time from the base:

IX.2.B	Training:	Estimated travel time.
IX.2.B.1	99999	min

IX.3 Available dormitory space will house 0.0 percent of the population requiring billets

IX.3.A 10.0 percent of the reservists/guardsmen require billeting during drill weekends.

IX.3.B 100.0 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 45 min travel time from the base.

Lives within 50 miles of the base.

IX.8 22.0 Percent of the recruiting areas's population is in the recruitable range.

IX.9 2,543,156 is the total population of the recruiting area.

IX.10 81.3 percent of the recruitable population has completed high school.

IX.11 84.2 percent of the of the authorized personnel have been assigned over the last 5 years.

1995 AIR FORCE BASE QUESTIONNAIRE

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IX.12 **There are a total of 6 other reserve components in the local recruiting area:**

Army Reserve, Army NG, Naval Reserve, Marine Corps Reserve, Air Force Reserve, and Coast Guard Reserve

IX.13 **The current total reserve component population is 7.30 percent of the recruitable age range.**

IX.14 **89.8 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 6.4 (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.**

Document Separator

Please refer to this number
when responding 941202-1

Langley

OWEN PICKETT
2ND DISTRICT
VIRGINIA

HOUSE OF REPRESENTATIVES
OF THE UNITED STATES
WASHINGTON, D.C. 20515

COMMITTEES:
ARMED SERVICES
MERCHANT MARINE & FISHERIES

November 30, 1994

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

Dear Chairman Dixon:

Congratulations on your recent nomination and confirmation to chair the Defense Base Closure and Realignment Commission for the 1995 round of deliberations. We commend you on your dedication and willingness to serve your country in this position.

We fully appreciate the necessity to resize the nation's defense infrastructure commensurate with the operational and support requirements of our military forces. The challenge is to determine which basing alternatives serve the needs of our military at minimum cost. In our view, economic efficiency and operational effectiveness are well served by concentrating military assets in a relatively small number of ideally situated "megabase" areas. The Hampton Roads defense complex of Southeastern Virginia provides an ideal example of the advantages offered by collocation of complementary military installations and functions.

Hampton Roads hosts one of the world's largest concentrations of military personnel and defense assets. Few basing sites can rival its combination of locational advantages and capacity for expansion. Duplicating the region's existing defense capabilities elsewhere would be cost prohibitive. Megabasing in the Hampton Roads area allows the Navy to achieve significant readiness gains and cost efficiency by collocating the bulk of the Atlantic Fleet with a comprehensive array of command and control, overhaul and repair, training, logistics and other vital support resources. In larger perspective, the numerous Army, Air Force, Navy and Marine Corps installations within Hampton Roads share common mission elements and benefit from synergistic operational and support relationships enabled by collocation. This point was strongly evidenced during Desert Storm and the recent deployment to Haiti. Inter-service arrangements and joint activities are growing in number and significance as Hampton Roads becomes a major locus of joint command headquarters, military planning, education, operational training and doctrine development. Hampton Roads is the only area in the United States that combines such a variety of complementary military functions, overwhelming community support, and potential for increased efficiency to exploit economies of scale.

BRAC analytical methodologies, while commendable in most respects, focus on specific characteristics of the activity under study and do not fully capture the range and

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magnitude of synergy benefits afforded by megabasing. For example, relatively little "military value" is attributed to the functions and interdependency of tenant activities on a base under study (particularly if tenant and host base are different service), the mission relationships between military activities on collocated bases, the proximity of service providers to their customers, and the time and cost savings achieved through local availability of comprehensive training and overhaul/repair services. Likewise undervalued are the importance of direct contact between headquarters staffs and their subordinates, savings derived by consolidating administrative and support assets, and quality of life benefits resulting from increased opportunity for sequential job assignments within the local area, and a broad range of opportunities for inter-service cooperation. Such attributes are difficult to measure in quantitative terms, but critical to consider as the Commission weighs its difficult decisions.

In summary, megabasing offers significant cost and force readiness advantages compared to dispersal of military functions at isolated bases. To capitalize on the existing defense investment, optimize potential cost savings and realize the full advantages of economies of scale, Hampton Roads should continue to expand as the nation's preeminent multi-service complex.

We have enclosed a Hampton Roads Planning District Commission paper that describes the unique feature of the Hampton Roads military complex in greater detail. In addition, we wish to extend an open invitation for you to visit Hampton Roads for a first-hand view of our megabase in action. In the interim, if we may be of any further assistance, or if you require any additional information, please contact our Congressional Offices directly or Arthur L. Collins, Executive Director of the Hampton Roads Planning District Commission at (804) 420-8300.

Sincerely,

Owen Pickett

Herbert H. Bateman

Norman Sisisky

Robert Scott

John Warner

Charles S. Robb

Please refer to this number
when responding 941202-1

The Hampton Roads Military Complex

Executive Summary

The military complex in Hampton Roads represents a defense megabase that could not be duplicated elsewhere. Few areas offer the same locational advantages and capacity for expansion, and relocating the region's existing capabilities would be cost prohibitive.

For the Navy, concentration of Atlantic Fleet forces with a comprehensive array of command and control, maintenance, logistics, training and other support activities produces enhanced readiness and cost savings by exploiting economies of scale. Virtually all resources required to train, maintain and operate the Fleet are readily available in the local area. This feature saves time, operating funds and personnel costs compared to operating from a scattered patchwork of isolated bases. Megabasing is also good for military families, requiring less time away from home base and providing the opportunity for sequential duty assignments within the same commuting area.

In similar fashion, Hampton Roads' Army, Air Force and Navy installations have mission elements in common and profit from the synergistic operational and support relationships enabled by collocation. These inter-service relationships assume even greater importance under the recently redefined joint mission of the U.S. Atlantic Command (USACOM), which formally links major headquarters at Norfolk Naval Base, Langley AFB and Fort Monroe. As the number of joint activities proliferates, Hampton Roads is rapidly becoming the nation's primary locus of joint planning, education, operational training and doctrine development.

"Strategic dispersal" of the defense infrastructure served its Cold War purpose, but concentrating our defense assets at key megabases offers obvious readiness and cost efficiencies in the current defense environment. To capitalize on the existing defense investment, optimize potential cost savings and realize the full advantages of inter-service cooperation, Hampton Roads should continue to expand as the nation's preeminent multi-service complex.

Prepared by the Hampton Roads Planning District Commission Staff, November 7, 1994

Introduction

The Hampton Roads area of Southeastern Virginia is home to one of the world's largest concentrations of military personnel and defense assets. More than 180,000 military members and DoD civilians are employed at the area's twelve major defense installations. Northern Hampton Roads--on the Virginia Peninsula--hosts Langley AFB, Fort Monroe, Fort Eustis, Yorktown Naval Weapons Station and the Cheatham Annex Navy supply facility. The Southside hosts Fort Story, the Norfolk Naval Shipyard and the Navy's multi-base Atlantic Fleet complex in and around Norfolk. Navy Carrier Battle Groups, amphibious forces, the USAF 1st Fighter Wing, the Army 7th Transportation Corps and other operational units based in Hampton Roads invariably are among the first U.S. forces deployed in response to crisis situations around the globe.

The concentrated military presence in Hampton Roads did not occur by chance. The region offers a unique combination of advantages for military basing and potential for expanded operations. Concentration of defense assets in such key areas makes even more sense in light of rapidly declining defense budgets. The Navy finds that "megabasing" command and control, operational units and support services in Hampton Roads enables cost savings and high operational readiness. The close proximity of major Army, Air Force and Navy installations with common mission elements gives Hampton Roads the potential to become the nation's first multi-service and joint megabase. Hampton Roads stands out as the only defense complex in the United States which combines so much capability, such a wide array of military forces, and such a vast potential for increased efficiency through inter-service cooperation and joint integration.

Hampton Roads' Naval Megabase

U.S. Navy activity in Hampton Roads revolves around the Norfolk Naval Base complex, which emcompasses the Norfolk Naval Station, Norfolk Naval Air Station and Headquarters Support Activity. The Naval Base is home port for the bulk of the Atlantic Fleet while hosting nine major headquarters and nearly 200 tenant activities representing virtually every component of the Navy and numerous joint service and DoD agencies. The Master Jet Base at Oceana, Little Creek Naval Amphibious Base, Atlantic Fleet Combat Training Center (Dam Neck) and Fort Story lie just to the east in Virginia Beach. The Norfolk Naval Shipyard and Navy Regional Medical Center in Portsmouth, Yorktown Naval Weapons Station and Cheatham Annex in York County,

and Northwest Naval Security Group Activity and St. Julien's Creek Annex in Chesapeake are within short commuting distance. This naval "megabase" contains more than 100,000 active duty military personnel and 35,000 civilian employees. The vast majority of these personnel perform interrelated tasks involved in the operation or direct support of Atlantic Fleet ships, aircraft and other combat forces.

Locational Advantages

The Hampton Roads military complex is sited in one of the world's finest deep water ports. The broad approaches to the port afford easy access to the open sea and ample maneuvering space during ship departures and arrivals. The region's central location on the East Coast provides a favorable climate for year-around operations and convenient ship transits to training and operational areas of the North and South Atlantic, Caribbean and the Mediterranean. Just off the coast, the Virginia Capes Operations Area offers over 23,000 square miles of military special use sea and air space ideal for unit training or large scale exercises. Overall, the Navy (FACSFAC VACAPES at NAS Oceana) controls over 94,000 square miles of special use airspace along the Eastern seaboard from Cape May, New Jersey to Wilmington, North Carolina. Instrumented aircraft bombing ranges and other over land training areas are also readily available. The calm expanses of the Chesapeake Bay provide excellent training sites for patrol and amphibious craft and logistical "over the shore" training by the Army and Navy..

Area demographics support a wide variety of large Reserve units including ships and aircraft squadrons. The proximity of Reserve units to facilities and ports of debarkation is a significant factor contributing to readiness.

Hampton Roads' relatively low cost of living and ample housing supply improve the "quality of life" for military families and save personnel funds expended on "Variable Housing Allowances (VHA)."

The communities of Hampton Roads vigorously support a strong military presence. Increased base loadings would be welcomed and could be accommodated without adverse impact on local infrastructures. Most significantly, encroachment and environmental restrictions pose no insurmountable problems or barriers to expansion of military operations.

Support Services: One-Stop Shopping for the Fleet

The Hampton Roads complex offers an unequaled array of support services and other complementary activities contributing to high readiness levels. Virtually all training, logistics, maintenance/repair, medical and other services required by Fleet operating forces are locally available.

Training: Norfolk is headquarters for the Atlantic Training Command and boasts the largest Fleet Training Center (FTC) in the Navy. FTC, alone, graduates over 60,000 students each year while a variety of specialized training activities provide essential courses ranging from logistics management to water survival. The Afloat Training Group, Submarine Training Facility, and various Mobile Training Teams provide on-site support to ships and aircraft squadrons throughout the Fleet.

Combat training is conducted at the Fleet Combat Training Center, Atlantic, located at Dam Neck. Each year over 17,000 students graduate from one of over 210 courses of instruction. The Tactical Training Group, Atlantic, also located at Dam Neck, trains maritime decision makers in operational planning, tactics and war fighting skills to support the tactical combat requirements of Unified and NATO Commanders. Additionally, Dam Neck's Navy and Marine Corps Intelligence Training Center trains over 3,500 students annually in basic and advanced intelligence methodologies and applications.

Unique over-the-shore training facilities exist in Hampton Roads for Army, Navy, and Marine Corps units. The Little Creek Amphibious Base is home to the Navy Amphibious School and Expeditionary Warfare Training Group, which provide extensive training for Navy and Marine Corps over-the-shore landing operations. Both Little Creek and Dam Neck provide additional over-the-shore training for Navy SEALS and air cushion vehicle (LCAC) operators. This Navy and Marine Corps training is closely interfaced with training provided by Army units at Fort Story and Fort Eustis. The advantages in collocating these Army and Navy activities is evident during joint over-the-shore and port operations exercises. For example, "Allegiant Sentry '94," staged at Little Creek, exercised newly developed joint concepts for port security.

Aircraft carrier landing training for NAS Oceana and NAS Norfolk air crews is conveniently provided at the Fentress auxiliary landing field in Chesapeake. This excellent 8,000 foot runway is available both night and day and imposes no flight restrictions or encroachment problems.

Logistics: Norfolk's Defense Distribution Depot, Fleet Industrial Supply Center and Fitting Out and Supply Support Assistance Center coordinate to meet the logistics needs of local commands and other elements of the Atlantic Fleet. These major supply resources are conveniently located pier-side and are served by an adjacent logistics "air head" at NAS Norfolk. Additional "value added" results from the close proximity of the Navy's large warehousing facility at Cheatham Annex, the full-service Yorktown Naval Weapons Station, the Norfolk and Newport News-Williamsburg International Airports, Langley AFB, and the largest sea/land transshipment facilities on the East Coast. This unique combination of facilities makes Hampton Roads a key logistics hub supporting the rapid deployment of naval and joint forces.

Maintenance/Repair: Major repairs, refits and overhauls for all types of conventional and nuclear warships including submarines are locally available at the Norfolk Naval Shipyard, Newport News Shipbuilding and Dry Dock and other smaller private shipyards. Immediate response to hundreds of lesser maintenance availabilities dealing with emergent breakdowns and installations is also made possible by the collocation of such shipyard resources with the Atlantic Fleet. Experienced civilian workers frequently deploy with ships to complete urgent repairs.

The Shore Intermediate Maintenance Activity (SIMA) and in-port "tender" vessels are close at hand to fill the gap between shipyard work and the in-house repair capability of ships' crews. Similar industrial work for aircraft is performed at the Aircraft Intermediate Maintenance Departments (AIMD) located at both NAS Norfolk and NAS Oceana. The Atlantic Fleet is in the process of streamlining intermediate and depot level functions under a Regional Maintenance Center.

Hampton Roads' comprehensive maintenance capabilities provide the Atlantic Fleet with on-site, dedicated resources for skilled repair and outfitting of a wide variety of deploying forces on short notice, such as before and during Desert Shield and Desert Storm. It also provides a nucleus for immediate expansion during war, a recurrent necessity.

Medical: Area military personnel enjoy exceptional medical care under the Tri-Care system, a pioneering joint service effort coordinating the assets of local Navy, Army and Air Force hospitals with a network of military outpatient clinics and civilian health care providers. While significantly improving the quality and accessibility of military health services, Tri-Care takes full advantage of collocation with Hampton Road's regional concentration of hospitals, specialized medical clinics, research facilities and medical school.

The Navy Regional Medical Center in Portsmouth is a full service facility serving the medical needs of the active duty and retired military community in Hampton Roads. Ongoing major construction will significantly increase patient capacity and provide new facilities for training medical personnel.

Morale and Family Welfare Factors

Megabasing is a boon to the morale, welfare and stability of military families. The resulting number and variety of military jobs provides an excellent opportunity for follow-on assignments in Hampton Roads without jeopardizing professional development and career progression. Successive assignments provide continuity in dependent schooling, spousal employment and medical care while allowing service members to enjoy the long-term benefits of home ownership and community involvement.

The local availability of full-service shipyards is particularly important to Navy families who would otherwise endure lengthy separations during ship repair and overhaul periods in addition to the family hardships imposed by training and overseas deployments.

Carrier squadrons based at NAS Oceana and NAS Norfolk enjoy the added benefits of living within commuting distance of their assigned aircraft carrier. These squadron personnel spend less time separated from their families and the Navy saves significant travel, per diem and freight shipment costs in moving the squadrons to and from the ship.

For both married and single members, Hampton Roads is an attractive duty station treasured for its hospitable climate, moderate cost of living, and ample housing at affordable prices. A popular vacation spot, the area's exceptional recreational assets include Colonial Williamsburg, Busch Gardens and world-class beaches. The region offers urban amenities such as professional baseball and hockey teams, concert and sports arenas, the Nauticus National Maritime Center, the Air and Space Museum, The Mariners' Museum, The Living Museum, Virginia Marine Science Museum, the Norfolk Opera House, and the Chrysler and MacArthur Museums. For those seeking to continue their education, Old Dominion University, the College of William and Mary, Hampton University, Norfolk State University, and other local colleges offer a wide variety of programs well suited to part time military students and their dependents.

Intercommand and Joint Coordination

Hampton Roads is a major operational military command center, second only to Washington, D.C. in the variety and population of major headquarters. Norfolk hosts the U.S. Atlantic Command (USACOM) headquarters, a major joint staff responsible for molding military assets within the continental U.S. into combat ready force packages for use by the regional Commanders-in-Chief (CINCs). The Air Combat Command headquarters at nearby Langley AFB and the Army's Training and Doctrine Command headquarters at Fort Monroe are key USACOM subordinates, while the Atlantic Fleet is USACOM's Navy element. On the Navy side, the Atlantic Fleet is unique in having all of its headquarters components in a single location. This collocation enables daily personal contact between the Fleet Commander-in-Chief, operational commander (Second Fleet), type commanders (surface ship, air, submarine and amphibious forces) and key fleet support elements.

Hampton Roads is also a center of NATO activity. CINC USACOM is "dual-hatted" as Supreme Allied Commander, Atlantic (SACLANT), while the Atlantic fleet, Second Fleet and Submarine Force, Atlantic are dual-hatted as NATO commands subordinate to SACLANT.

The operational significance of this headquarters concentration cannot be overstated. The resulting opportunity for direct and in-depth interaction between major staffs greatly enhances coordination and planning for Navy, joint and NATO operations throughout the Atlantic theater.

As emphasis on joint operations increases, Hampton Roads is uniquely well situated to play a pivotal role. Along with USACOM, the area already hosts the Joint War Fighting Center (Fort Monroe), the Joint Doctrine Center and the Navy Doctrine Center (Norfolk). A USACOM Joint Training and Simulation Center is under development. Fort Eustis is a hub in the development of deployment and common user transportation doctrine as well as a critical joint training center for transportation and aviation functions. The Norfolk-based Armed Forces Staff College trains future joint war fighters and staff officers with graduate level programs in joint and combined service operations, planning, electronics warfare and command and control. These complementary activities make Hampton Roads a major center for planning, operational training and development of doctrine and tactics at the joint service level.

Significant Interservice Relationships

There are a number of specific functional and operational relationships between military facilities in Hampton Roads. For example:

1) The 7th Transportation Corps and other Army units from Fort Eustis deploy from nearby Langley Air Force Base when called to trouble spots throughout the world. Fort Eustis transportation units performed critical tasks in local air and sea ports during Desert Shield and Storm without leaving their commuting area.

2) The Army, Navy, and Air Force use each others' airfields to divert aircraft due to weather, runway repair, or mechanical problems.

3) Training in Joint Logistics Over the Shore (JLOTS) is conducted at Fort Story by Army units from Fort Eustis and Navy units from Little Creek Amphibious Base. The Army, Navy and Marine Corps also conduct amphibious and special operations training at the Navy's Camp Pendleton adjacent to Dam Neck.

4) Navy, Marine, and Coast Guard personnel utilize Fort Eustis training facilities to maintain critical skills in logistics watercraft operation, cargo handling and port operations.

5) Fort Eustis provides rotary wing aircraft maintenance training for Air Force maintainers.

6) The Yorktown Naval Weapons Station is the only fully permitted Explosive Ordnance Disposal (EOD) facility on the East Coast and the only facility certified to thermally treat explosives. These unique services are provided to all local military organizations.

7) Navy Explosive Ordnance Division (EOD) units train and operate out of the Army's base at Fort Story.

8) Interservicing of testing laboratories, calibration activities and maintenance is facilitated due to the proximity of the units that use or provide these needed services.

9) In South Hampton Roads, public works requirements for all Army and Navy facilities are accomplished by Norfolk Public Works Center personnel.

10) Mutual support arrangements exist between Hampton Roads military bases for police, fire fighting, hazardous material cleanup, and search and rescue services.

11) There are numerous essential classified National Command Authority defense missions located in Hampton Roads.

The Bottom Line: Readiness and Cost Efficiency

Post-Cold War defense policy correctly emphasizes cost efficient maintenance of smaller, well trained and highly capable military forces. While "strategic dispersal" of our defense infrastructure served its Cold War purpose, concentration of assets in suitable key areas offers obvious readiness and cost savings advantages in the current defense environment.

Fleet Readiness: Local availability of virtually all required training, logistics, maintenance and other services enhances readiness by providing timely response to operational requirements. No time is lost, for example, by having to transit to a distant location for weapons on-loads or to run the degaussing range--and personnel seldom need to leave home port for required schooling. Organizational level maintenance benefits from the close proximity of intermediate and depot level maintenance activities that can offer immediate assistance. Operational commands collocated with their type commander staff, supply centers and other major service facilities are likely to receive better support than those at isolated naval stations.

Aside from improved fleet support, the military complex in Hampton Roads affords unique opportunities for intercommand coordination not only for major staffs, but for support activities and operational commands as well. Joint exercise and operational planning are enhanced when most, if not all participants are collocated. Hampton Roads-based operational commands may easily visit and communicate with their type commanders (e.g., aircraft squadrons with AIRLANT). Being close to the scene of fleet-level decision making, unit commanders have a much greater opportunity

to stay informed, participate in the planning process, and therefore be better prepared to execute their assignments.

Economies of Scale: High concentrations of operating forces and support activities enable budget savings through consolidation of administrative and service functions. For example, the Commander, Naval Base Norfolk staff performs many functions for area commands that would otherwise be duplicated on the Naval Station, Air Station and outlying activities. Likewise, training units, public works and other support activities gain efficiency and effectiveness by pooling their specialized resources in a single location.

Temporary Duty (TDY) Cost Savings: Excessive TDY costs are generated by the necessity of attending training courses, command conferences, etc. at distant sites. Given Hampton Road's concentration of training resources and major headquarters, travel requirements for Hampton Roads-based personnel are low relative to most other areas. Significant TDY costs for conducting business in Washington, D.C. is greatly reduced by Hampton Road's close proximity.

Permanent Change of Station (PCS) Cost Savings: The Navy alone currently spends in excess of $600 million annually on Permanent Change of Station (PCS) moves, an expenditure that will become increasingly difficult to justify in future years. The opportunity for sequential duty assignments afforded by the megabasing is both a benefit to the service member and a major source of budget savings. Hampton Roads has a unique advantage in its potential to eliminate PCS costs associated with major ship overhauls since all required shipyard services are available locally.

Conclusion

The Norfolk Naval Base and greater military complex in Hampton Roads represent a defense megabase that could not be duplicated elsewhere. Few other areas offer the same locational advantages and capacity for expansion, and relocating the region's existing capabilities would be cost prohibitive. Collocation with the Fleet is essential to the effective mission performance of most local Navy organizations--and numerous synergistic relationships exist among the varied military activities throughout Hampton Roads. To capitalize on the existing defense investment, optimize potential cost savings and realize the full advantages of intra-service cooperation, Hampton Roads should continue to expand as the nation's preeminent multi-service complex.

Document Separator

1995 AIR FORCE BASE QUESTIONNAIRE

Langley 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	C.I. Travel	-	-	14	14
I.1.A.2	AAFES	-	-	498	498
I.1.A.3	AF MWRF	-	-	2	2
I.1.A.4	Aero Club	-	-	8	8
I.1.A.5	Army Cors of Eng	-	-	8	8
I.1.A.6	Arts & Crafts	-	-	11	11
I.1.A.7	Bank	-	-	11	11
I.1.A.8	Base Admin	-	-	5	5
I.1.A.9	Bowling Center	-	-	32	32
I.1.A.10	C.A.E.	-	-	5	5
I.1.A.11	CLIC	9	-	6	15
I.1.A.12	Child Care Center	-	-	49	49
I.1.A.13	Contractors	-	-	50	50
I.1.A.14	Credit Union	-	-	18	18
I.1.A.15	Crestmont Co.	-	-	60	60
I.1.A.16	DECA	-	8	109	117
I.1.A.17	DIS	-	-	4	4
I.1.A.18	Def Printing	-	-	7	7
I.1.A.19	DoD Log Agency	-	-	2	2
I.1.A.20	Education Center	-	-	21	21
I.1.A.21	Golf Course	-	-	59	59
I.1.A.22	HQ ACC	-	-	6	6
I.1.A.23	Lodging	-	-	85	85
I.1.A.24	NAFFMB	-	-	15	15
I.1.A.25	NASA	-	-	285	285
I.1.A.26	NCO Club	-	-	87	87
I.1.A.27	Officer's Club	-	-	107	107

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I.1.A.28	Parks & Playground	-	-	8	8
I.1.A.29	Personnel	-	-	4	4
I.1.A.30	Post Office	-	-	13	13
I.1.A.31	Reach Center	-	-	1	1
I.1.A.32	Recreation Center	-	-	17	17
I.1.A.33	Recreation Supply	-	-	9	
I.1.A.34	Red Cross	-	-	2	2
I.1.A.35	Sports & Fitness	-	-	4	4
I.1.A.36	VA Ops Supt Airlift	3	6	15	24
I.1.A.37	Veterinarian Services	1	1	2	4
I.1.A.38	Veterinary Clinic	-	-	5	5
I.1.A.39	Youth Center	-	-	16	16
I.1.A.40	yacht Club	-	-	6	6
	TOTAL:				1685

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

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2. Operational Effectiveness

A. Air Traffic Control

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

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

I.2.A.2 **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	5503	197	5306	1877	3239	253
Tower	2	70643	13287	57356	N/A	N/A	N/A

I.2.A.4 **The primary instrument runway is designated 08**

38854 operations were conducted this runway during calander year 1993

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

I.2.A.6 **The base experiences ATC delays.**

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

Average number of delays per month (over the last 2 years): 1

The total number of sorties per month: 17333

The average length of the delays: 0:00

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

Nearly all delays were encountered on departure. The most common reason for delays was waiting for IFR release from Norfolk Approach Control.

B. Geographic Location

I.2.B.1 **Nearest major primary airlift customer:** NORFOLK NAVAL INSTALLATI **distance** 14 NM

Nearest major primary airdrop customer: FORT LEE **distance** 48 NM

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

Lajes AB: 2334 NM

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Rota AB:	3361 NM
Hickam AFB:	4336 NM
RAF Mildenhall:	3354 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	NORFOLK NAS	9
I.2.B.4	Military airfield, runway >= 8,000ft	NORFOLK NAS	9
I.2.B.5	Military airfield, runway >= 10,000ft	OCEANA NAS	22
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Newport News IAP	7
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Newport News IAP	7
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	NAS Oceana	22
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Byrd Field	52
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Dulles IAP	125

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

NAS Chambers, Norfolk VA 9 NM

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

I.2.C.1 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-386 A,B,C,D,E	104 NM	W-108 A,B	119 NM	W-108 A,B	119 NM
W-122 A,B,C,F,G,H,I,J	128 NM	W-72 A,B	135 NM	W-122 D	153 NM
W-122 E	153 NM	W-72B	158 NM	W-107 A,D,E,F	193 NM
W-107 A,D,E,F,	193 NM	W-122 A,B,C,D,E,F,G,H,I,	196 NM	W-161A,B/W-177A,B	267 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-72A	84 NM	W-386 A,B,C,D,E	104 NM	W-108 A,B	119 NM
W-108 A,B	119 NM	W-122 A,B,C,F,G,H,I,J	128 NM	W-386B	134 NM
W-72 A,B	135 NM	W-387 A,B	137 NM	W-387A	137 NM
W-387B	137 NM	W-122 D	153 NM	W-122 E	153 NM
W-72B	158 NM	W-107A	184 NM	W-122F	184 NM

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W-122C	186 NM	W-107 A,D,E,F	193 NM	W-107 A,D,E,F,	193 NM
W-122 A,B,C,D,E,F,G,H,I,	196 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-72A	84 NM	W-386 A,B,C,D,E	104 NM	W-108 A,B	119 NM
W-108 A,B	119 NM	W-122 A,B,C,F,G,H,I,J	128 NM	W-386B	134 NM
W-72 A,B	135 NM	W-387 A,B	137 NM	W-387A	137 NM
W-122 D	153 NM	W-122 E	153 NM	W-72B	158 NM
W-107A	184 NM	W-122F	184 NM	W-122C	186 NM
W-107 A,D,E,F	193 NM	W-107 A,D,E,F,	193 NM	W-122 A,B,C,D,E,F,G,H,I,	196 NM
W-122I	212 NM	W-122G	220 NM	W-177A	257 NM
W-122J	264 NM	W-161A,B/W-177A,B	267 NM	W-132 A,B	321 NM
W-105A	324 NM	W-105 A,B,D,E,G	330 NM	W-155 A,B,D,E,G	330 NM
W-105E	350 NM	W-132A,B/W-134/W-157A	361 NM	W-157B	363 NM
W-157C	380 NM	W-157A	389 NM	W-158B	463 NM
W-158A	476 NM	W-497B	537 NM	W-102 LOW	541 NM
W-497 A,B	546 NM	W-497A	547 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
NAVY DARE COUNTY	84 NM	USAF DARE COUNTY	87 NM	CHERRY POINT BT-11	126 NM
WARREN GROVE	182 NM	INDIANTOWN GAP	202 NM	POINSETT	281 NM
TOWNSEND	423 NM	FT DRUM	432 NM	JEFFERSON PROVING G	443 NM
ATTERBURY	476 NM	GRAND BAY	498 NM	PINECASTLE	547 NM
GRAYLING	597 NM	AVON PARK BRAVO/FO	616 NM	AVON PARK CHARLIE/E	619 NM
EGLIN C62	625 NM	EGLIN C52	632 NM	SHELBY EAST	720 NM
SHELBY WEST	725 NM	CANNON	757 NM	HARDWOOD	757 NM

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

OCEANA TACTS	86 NM

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

OCEANA TACTS	86 NM

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

TANGIER ISLAND	42 NM

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

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	6	10	13	30	55	89
SR	4	7	17	50	71	100
VR	9	20	27	52	98	129
Total Routes:	**19**	**37**	**57**	**132**	**224**	**318**

Identify Routes:

IR-714	23 NM	IR-760	23 NM	VR-1754	23 NM	VR-1753	31 NM	VR-1755	31 NM	SR-867	33 NM
IR-715	36 NM	IR-718	36 NM	IR-719	45 NM	VR-1752	50 NM	IR-720	52 NM	VR-1061	77 NM
VR-1759	77 NM	VR-096	89 NM	SR-820	91 NM	SR-821	91 NM	SR-835	91 NM	VR-073	92 NM
VR-1709	94 NM										
IR-062	101 NM	VR-1711	102 NM	VR-1712	102 NM	VR-1713	102 NM	VR-1057	110 NM	VR-1058	120 NM
IR-716	122 NM	IR-762	126 NM	VR-1756	126 NM	VR-085	131 NM	VR-086	131 NM	IR-761	132 NM
VR-1751	132 NM	VR-1043	137 NM	VR-1046	144 NM	SR-844	150 NM	SR-845	150 NM	SR-846	150 NM
VR-1722	156 NM	SR-800	165 NM	SR-805	165 NM	SR-801	165 NM	SR-802	170 NM	SR-807	170 NM
SR-808	170 NM	SR-806	170 NM	SR-804	170 NM	SR-803	170 NM	VR-708	172 NM	VR-1721	177 NM
IR-721	178 NM	VR-704	183 NM	VR-705	183 NM	VR-1758	187 NM	SR-847	188 NM	IR-012	189 NM
IR-022	192 NM	VR-1757	194 NM								
VR-1060	205 NM	VR-1074	209 NM	IR-035	212 NM	VR-1069	212 NM	VR-1040	215 NM	IR-082	219 NM
VR-093	219 NM	IR-726	231 NM	VR-1726	231 NM	VR-087	235 NM	IR-743	239 NM	VR-1743	239 NM
SR-871	248 NM	SR-874	248 NM	SR-873	248 NM	SR-872	248 NM	VR-707	255 NM	VR-1013	269 NM
IR-081	276 NM	IR-723	280 NM	VR-088	281 NM	SR-815	288 NM	SR-817	288 NM	SR-822	288 NM
SR-816	288 NM	SR-818	291 NM	IR-074	297 NM	IR-608	302 NM	IR-036	311 NM	VR-095	319 NM
VR-1059	319 NM	SR-166	322 NM	IR-079	326 NM	IR-080	326 NM	IR-090	329 NM	VR-097	329 NM
SR-823	333 NM	VR-1631	339 NM	SR-737	342 NM	VR-1632	342 NM	SR-738	342 NM	VR-1633	342 NM
SR-901	345 NM	VR-1041	345 NM	VR-058	348 NM	SR-733	350 NM	SR-732	351 NM	SR-735	351 NM
SR-734	352 NM	SR-707	360 NM	SR-904	360 NM	SR-708	360 NM	SR-711	360 NM	SR-714	360 NM
SR-713	360 NM	SR-710	360 NM	SR-105	363 NM	IR-083	368 NM	IR-075	370 NM	SR-900	373 NM
IR-018	375 NM	VR-1049	376 NM	SR-709	378 NM	SR-715	378 NM	SR-712	378 NM	SR-905	382 NM
SR-825	385 NM	IR-042	387 NM	VR-1068	387 NM	VR-724	390 NM	VR-725	390 NM	VR-1003	391 NM
IR-023	392 NM	VR-1055	392 NM	SR-102	393 NM						
VR-1011	403 NM	IR-002	404 NM	VR-1801	429 NM	VR-1617	435 NM	VR-1638	435 NM	VR-1001	437 NM
SR-902	439 NM	VR-1668	443 NM	SR-035	447 NM	SR-040	447 NM	SR-037	447 NM	SR-036	447 NM
VR-1052	453 NM	VR-1004	454 NM	SR-701	464 NM	SR-703	464 NM	VR-1002	467 NM	SR-702	468 NM
IR-089	469 NM	VR-094	469 NM	IR-801	469 NM	VR-1624	471 NM	VR-1625	471 NM	VR-092	474 NM

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IR-016	476 NM	VR-1667	476 NM	IR-033	480 NM	VR-1009	484 NM	VR-840	487 NM	VR-842	487 NM
VR-841	487 NM	VR-1800	488 NM	VR-1066	489 NM	VR-1006	496 NM	VR-1007	496 NM	VR-1640	499 NM
VR-1008	507 NM	VR-1641	508 NM	VR-1642	508 NM	IR-843	509 NM	IR-843A	509 NM	IR-019	511 NM
SR-038	516 NM	VR-1010	524 NM	IR-618	525 NM	VR-619	525 NM	SR-039	526 NM	IR-069	528 NM
IR-077	532 NM	VR-1065	532 NM	VR-1039	540 NM	VR-1005	541 NM	SR-059	542 NM	SR-061	542 NM
SR-062	542 NM	SR-060	542 NM	IR-017	543 NM	VR-1017	543 NM	SR-225	545 NM	IR-015	546 NM
IR-066	547 NM	VR-1050	547 NM	VR-1051	547 NM	VR-1056	547 NM	IR-067	547 NM	VR-1679	548 NM
VR-1054	552 NM	VR-1627	553 NM	VR-1628	553 NM	VR-664	553 NM	SR-069	555 NM	SR-070	555 NM
SR-071	555 NM	SR-072	555 NM	IR-041	557 NM	IR-063	557 NM	VR-1067	557 NM	VR-1626	559 NM
SR-782	570 NM	IR-610	573 NM	VR-1070	573 NM	SR-781	582 NM	IR-800	583 NM	IR-800A	583 NM
IR-804	583 NM	IR-850	590 NM	IR-852	590 NM	IR-851	590 NM	IR-032	594 NM	VR-1645	594 NM
VR-1644	597 NM	VR-1647	597 NM								
IR-078	602 NM	VR-060	606 NM	IR-157	610 NM	IR-174	610 NM	VR-634	612 NM	VR-1014	615 NM
IR-048	621 NM	VR-615	622 NM	IR-047	624 NM	VR-1097	625 NM	VR-1082	626 NM	VR-1085	626 NM
VR-1084	626 NM	VR-1016	627 NM	IR-614	630 NM	VR-1635	630 NM	IR-055	631 NM	IR-059	635 NM
SR-106	635 NM	SR-104	635 NM	SR-101	635 NM	SR-103	635 NM	IR-057	636 NM	IR-030	638 NM
IR-031	638 NM	IR-046	642 NM	VR-1030	644 NM	IR-020	646 NM	VR-1031	647 NM	SR-774	649 NM
IR-049	650 NM	IR-091	650 NM	IR-050	650 NM	IR-051	650 NM	VR-1098	650 NM	SR-137	652 NM
IR-021	653 NM	IR-800B	659 NM	VR-1636	660 NM	SR-075	661 NM	VR-1089	661 NM	VR-1033	670 NM
VR-1639	672 NM	IR-592	675 NM	SR-773	683 NM	VR-1020	683 NM	IR-044	684 NM	SR-771	685 NM
IR-805	691 NM	SR-073	695 NM	SR-074	695 NM	IR-609	703 NM	SR-238	705 NM	VR-1087	706 NM
VR-1088	706 NM	IR-037	707 NM	IR-068	713 NM	VR-1083	714 NM	IR-038	715 NM	IR-803	715 NM
IR-802	715 NM	SR-031	716 NM	IR-040	719 NM	VR-1021	719 NM	VR-1023	719 NM	VR-1024	719 NM
SR-029	724 NM	IR-053	738 NM	VR-1022	738 NM	VR-1072	744 NM	IR-070	746 NM	VR-1032	747 NM
SR-785	754 NM	IR-034	758 NM	IR-056	758 NM	SR-776	771 NM	VR-179	772 NM	VR-1648	775 NM
SR-030	777 NM	SR-218	781 NM	SR-221	781 NM	SR-226	781 NM	SR-229	781 NM	SR-231	781 NM
SR-237	781 NM	SR-232	781 NM	SR-230	781 NM	SR-227	781 NM	SR-222	781 NM	SR-220	781 NM
SR-219	781 NM	IR-527	784 NM	VR-1666	785 NM	VR-1650	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 1145 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
2	9	31

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

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Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance	Refueling Route	Distance
AR-636	146 NM	AR-612	158 NM				
AR-207SW SOUTHW	205 NM	AR-600	247 NM	AR-328	266 NM	AR-218H	268 NM
AR-218L	268 NM	AR-202S SOUTH	274 NM	AR-601	288 NM		
Racoon MOA	303 NM	AR-455 WEST	317 NM	AR-207NE NORTHEA	322 NM	AR-777	328 NM
AR-202AN ALTERNA	344 NM	AR-217	347 NM	AR-633A	347 NM	AR-216 SOUTHWEST	353 NM
AR-206H	360 NM	AR-206L	360 NM	AR-203 SOUTHWEST	370 NM	AR-315 WEST	371 NM
AR-609	391 NM	AR-633B	400 NM	AR-455 EAST	419 NM	AR-631	427 NM
AR-202N NORTH	446 NM	AR-216 NORTHEAST	461 NM	AR-315 EAST	468 NM	AR-608	488 NM
AR-204 NORTHEAST	489 NM	AR-212 NORTHEAST	489 NM				

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

500 NM	700 NM
3592	4691

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-218	268 NM	359	Racoon	303 NM	1829	AR-455	317 NM	372	AR-216	353 NM	64
AR-206H	360 NM	50	AR-206L	360 NM	20	AR-203	370 NM	223	AR-204	489 NM	319
AR-212	489 NM	356			0			0			0

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 303NM 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	Route Count SR
AEGIS	143 NM	✔	✔	✔	0	1
ANDREWS	106 NM		✔		0	1
BLACKSTONE	76 NM	✔	✔	✔	0	1
CANAL	132 NM	✔	✔	✔	0	0
CASWELL BEACH (WATER	212 NM	✔	✔		0	0
CHERRY	133 NM	✔	✔	✔	0	0
CORINTH	178 NM	✔			0	0
COTENTIN	179 NM	✔	✔	✔	0	0

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DARLINGTON	234 NM	✔	✔	✔	0	0
DAVIS #1	165 NM	✔		✔	0	0
DAVIS #2	164 NM	✔	✔	✔	0	0
DAVIS (CIR)	164 NM				0	0
DEEP CREEK	178 NM		✔		0	0
DOVE - FT PICKETT	73 NM	✔	✔	✔	0	1
EAST FORK	133 NM	✔	✔		0	0
FARNEL BAY WATR	154 NM				0	0
FERRUZZI	132 NM	✔			0	0
FLYING DUTCHMAN	183 NM	✔			0	0
FORSYTHE	140 NM	✔	✔	✔	0	0
FRAMHART	194 NM	✔	✔	✔	0	0
GELA	178 NM	✔	✔	✔	0	0
HARD	178 NM	✔			0	0
HAT TRICK	195 NM	✔			0	1
HOLLAND	183 NM	✔	✔	✔	0	0
JERSEY DEVIL	200 NM	✔	✔	✔	0	5
LAURNBERG MAXTN	201 NM	✔	✔	✔	0	0
LUZON	195 NM	✔	✔	✔	0	1
LUZON REVERSE	195 NM	✔			0	1
MCLEAN	202 NM	✔		✔	0	0
MYITKYINA TREE	173 NM	✔	✔		0	0
NELSON - BEAUFORT	132 NM	✔	✔	✔	0	0
NETHERLANDS	183 NM	✔	✔	✔	0	0
NETHERLANDS ORI	184 NM	✔	✔	✔	0	0
NEUSE RIVER (WATER)	129 NM	✔	✔		1	1
NIJMEGEN	187 NM	✔	✔	✔	0	0
NORMANDY	179 NM	✔	✔	✔	0	0
NORTHFIELD E-W	311 NM	✔	✔	✔	2	1
NORTHFIELD S-N	311 NM	✔	✔	✔	0	0
OLIVE	133 NM	✔	✔	✔	0	0
OPEN GROUNDS	132 NM	✔	✔		0	0
PUDGY	200 NM	✔	✔	✔	0	5
SALERNO	180 NM	✔	✔	✔	0	0
SEAL WATER	19 NM	✔	✔		0	0
SICILY	178 NM	✔	✔	✔	0	0

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SICILY DEMO	178 NM	✔	✔	✔	0	0
STONE BAY WATER	158 NM				0	0
SWAN CREEK	143 NM	✔	✔	✔	0	0
TATER EAST	294 NM	✔		✔	0	0
VOLTURNO	180 NM	✔	✔	✔	0	0
WEST FORK	133 NM	✔	✔		0	0
ZIPGUN-WATER	20 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								
DOVE - FT PICKETT	SR-867								
HAT TRICK	SR-105								
JERSEY DEVIL	SR-801	SR-805	SR-844	SR-845	SR-846				
LUZON	SR-105								
LUZON REVERSE	SR-105								
NEUSE RIVER (WATER)	IR-062	SR-105							
NORTHFIELD E-W	IR-035	IR-036	SR-166						
PUDGY	SR-801	SR-805	SR-844	SR-845	SR-846				

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:**

WON JU 73 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
DOVE - FT PICKETT	73 NM	✔	✔	✔	0	0
SEAL WATER	19 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 153 NM

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D. Ranges

Ranges (Controlled/managed by the base)

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

Ranges (Used by the base)

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

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

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

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

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

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E. Airspace Used by Base

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

AR-636	Air Refueling Track / Anc
EVERS MOA	MOA
FARMVILLE MOA	MOA

Details for airspace scheduled or managed by the base:

Airspace: AR-636

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

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

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

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) does Not define base operations.**
The DOPAA was Not used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:

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

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

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

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

I.2.E.7 **Published availability of the airspace:**
24 hours per day, seven days a week (8760 hours per year)
Range scheduling statistics (yearly average from 1990 to 93.

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I.2.E.7.a **Hours scheduled:** 314 hrs

I.2.E.7.b **Hours used:** 311 hrs

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

Low level and air refueling training, weather, overseas deployments, and training requirements were completed during DS/DS decreasing home station training requirements

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:**

1100 sq miles

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

Airspace: EVERS 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:**

Environmental is in progress but not on file.

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

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

The DOPAA was Not used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

The DOPAA will be used in the future.

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

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

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

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

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

Sunrise through sunset, seven days a week (assume 12 hours per day + 4380 hours per year)

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 20 hrs

I.2.E.7.b **Hours used:** 20 hrs

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

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

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

480 sq miles

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

Airspace: FARMVILLE 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:**

An EA for this MOA was processed in 1982. A supplement to change the MOA's operating hours was processed and approved in 1989. Currently changing boundaries by removing airport and operating hours. Awaiting final approval. Projected comp Jul 94

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:

The DOPAA has been developed and will be used in future environmental analyses.

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 airport

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:**

0930-1430 and 1600-1700 daily, Monday through Friday

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 161 hrs

I.2.E.7.b **Hours used:** 132 hrs

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

Low level and air refueling training, weather, overseas deployments, decrease of aircaft carriers stationed in the area.

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

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

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

1750 sq miles

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:
Aberdeen	Uncontrolled
Accomack County	General Aviation
Arrowhead Point	Uncontrolled
Brandywine	Uncontrolled
Bull AF	Uncontrolled
Camp Peary	Military
Chance	Uncontrolled
Cherrystone	Uncontrolled
Chesapeake	Commercial
Currituck County	Commercial
Elizabeth City	Commercial
Federhart Ophelia	Uncontrolled

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Felker AAF	Military
Franklin Rose	Commercial
Frog Hollow	Uncontrolled
Garner	Uncontrolled
Grasso	Uncontrolled
Hampton Roads	Civilian
Handy	Uncontrolled
Handy Point	Uncontrolled
Hoffman	Uncontrolled
Hummel	Commercial
Jett	Uncontrolled
Johnson	Uncontrolled
Kellam	Civilian
Kilmarnock	Commercial
Longbranch	Uncontrolled
Meadstown	Uncontrolled
Melville	Uncontrolled
Nalf Fentress	Military
NAS Norkolk Chambers	Military
NAS Oceana	Military
New Kent County	Commercial
Newport News/Williamsburt IAP	Commercial
Norfolk IAP	Commercial
Onley	Uncontrolled
Peace & Plenty	Uncontrolled
Portsmouth	Commercial
Reedville	Uncontrolled
Remo	Uncontrolled
Rosegill	Uncontrolled
Scott Af,	Uncontrolled
Shandy Hall	Uncontrolled
South Hampton	Uncontrolled
Suffolk	Commercial
Tangier Island	Commercial

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Umphlett	Uncontrolled
Wakefield	Commercial
Wells	Uncontrolled
Westpoint	Uncontrolled
Williamsburg Jamestown	Commercial

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

I.2.E.14.a Description of impacts: Occasional delays in takeoff.

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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 30.0 percent. Rationale for estimate:**

Expansion of offshore warning areas has been requested in would result in a 30% increase of available training airspace. An expansion of EVers MOA has also been requested that would result in a 90% increase in that MOA.

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 0.0 percent. Rationale for estimate:**

U.S. territorial extension from three to nine miles reduces the size of all offshore warning areas by a nine mile piece of arispace along their western borders.

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:** Size and distance of overland SUA increase flying time to reach reducing training time. Off-station deployments require tanker and maintenance personnel support.

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 EUSTIS

12 NM from the base.

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

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

NAS Oceana

22 mi from the base.

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

192FG(ANG) Byrd Fld Richmond

52 mi from the base.

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

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H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

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

J. Weather Data (AF Environmental Technical Applications Center)

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

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.0	98.2	89.7	85.5	81.2

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

I.2.J.2.a **Is at or below 15 knots 93.7 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 **11 Days have freezing partcipitation (mean per year).**

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Bethel Manor	Housing Area	284	284	
II.1.A.2	Langley AFB, VA	Main Base	2,883	1,983	269
		TOTALS:	3,167	2,267	269

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	1	1	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	44,059	100.0	0.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	312,695	91.0	9.0	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	42,000	64,177	100.0	0.0	0.0	22,177
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	4,000	3,087	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	152,599	78.0	22.0	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	7,000	8,266	100.0	0.0	0.0	1,266
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	21,000	22,845	100.0	0.0	0.0	1,845
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	444,997	100.0	0.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	53,522	164,058	100.0	0.0	0.0	110,536
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	80,624	109,913	100.0	0.0	0.0	29,289
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	5,866	5,866	100.0	0.0	0.0	0

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II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	44,149	58,541	100.0	0.0	0.0	14,392
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	40,436	49,436	0.0	0.0	100.0	9,000
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	18,600	24,086	100.0	0.0	0.0	5,486
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	9,802	9,802	100.0	0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	18,863	16,863	100.0	0.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	5,066	5,066	100.0	0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	8,398	100.0	0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	8,398	8,398	100.0	0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	47,938	96.0	4.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	31,651	37,964	94.0	6.0	0.0	6,313
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	3,600	3,600	100.0	0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	17,500	16,729	100.0	0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	18,000	3,184	100.0	0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	26,203	99.0	1.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	19,306	18,241	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	12,000	1,936	100.0	0.0	0.0	0
II.1.B.1.k.i	218-712	Aircraft Support Equipment Shop/Storage Facility	SF	40,012	38,340	86.0	14.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	12,300	5,390	100.0	0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	12,000	15,141	100.0	0.0	0.0	3,141
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	147,813	37.0	58.0	5.0	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	68,400	83,656	0.0	100.0	0.0	15,256
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	50,489	85.0	15.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	10,954	100.0	0.0	0.0	10,954

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II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	27,851	88.0	12.0	0.0	27,851
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	0	1,980	100.0	0.0	0.0	1,980
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	4,705	13.0	87.0	0.0	4,705
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	271,511	99.0	1.0	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	4,795	100.0	0.0	0.0	4,795
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	125,391	155,391	98.0	2.0	0.0	30,000
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	18,000	30,701	100.0	0.0	0.0	12,701
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	27,000	10,234	100.0	0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	170,035	25.0	75.0	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	13,837	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	1,291,220	81.0	16.0	3.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	9,408	9,408	0.0	100.0	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	1,255	100.0	0.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	1,603	1,032	100.0	0.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	25,238	100.0	0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	22,280	25,238	100.0	0.0	0.0	2,958
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	102	100.0	0.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	174,601	69.0	1.0	30.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	613,828	90.0	8.0	2.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	4,260	6,443	100.0	0.0	0.0	2,183

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	264,000	100.0	0.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	234,059	100.0	0.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	750,700	85.0	15.0	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	881,721	80.0	20.0	0.0

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II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	76,930	100.0	0.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	242,068	70.0	30.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	396,409	100.0	0.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	1,014	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	691,333	100.0	0.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	550,384	34.0	66.0	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:** 1634

II.1.C.1.b **Number of substandard units from current DD Form 1410, line 18e:** 4

II.1.C.1.c **Current deficit (-) or surplus units in validated Market Analysis:** -45 **(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:** -35 **(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:** 510 **(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:** 1124 **(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.** 35

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 **21.0 percent of officer families live on base.**

II.1.C.3.b **33.0 percent of enlisted families live on base.**

II.1.C.3.a **30.0 percent of all military families live on base.**

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2. Airfield Characteristics

II.2 Runway Table:

Primary Designation		Dimensions: Length	Width	Cross Runway	Aircraft Arresting Systems (II.2.I) Number	Types
08	Primary	9999 ft	150 ft	No	4	BAK 12, MA1A

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 (08).

II.2.C.1 Length: 9,999 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	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	Upgrade Needed
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Supports Now	Supports Now	Upgrade Needed
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Supports Now	Supports Now	Upgrade Needed
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Supports Now	Supports Now	Upgrade Needed

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

Pavement:	Aircraft:	(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Aprons	B-1B	cf	1,200,000	13" PCC overlay of apron
Taxiway	B-1B	cf	500,000	9" PCC overlay on taxiway
Runway	B-1B	cf	700,000	10" thick PCC overlay runway interior

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Aprons	B-52	cf	1,200,000	13" PCC overlay E Apron/11.5" PCC overlay W Apron
Taxiway	B-52	cf	490,000	9" PCC overlay, taxiway alpha
Runway	B-52	cf	625,000	10" PCC overlay runway interior
Aprons	C-141	cf	830,000	9" PCC overlay of aprons
Aprons	C-5B	cf	830,000	9" PCC overlay of aprons
Aprons	KC-10	cf	450,000	5" PCC overlay of east apron
Aprons	KC-135R	cf	670,000	6" PCC overlay of E apron and Alert apron

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

II.2.G.1 **The total usable apron space for aircraft parking is 278,669 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	680 ft	640 ft	Transient Aircraft	Transient Alert
EAST RAMP	1,855 ft	780 ft	Primary Aircraft	F-15 Sq
WEST ACFT PARKING	473 ft	640 ft	Neither	Unused
WEST APRON	600 ft	640 ft	Neither	CARS
West Apron (trans 1)	132 ft	550 ft	Transient Aircraft	Transient Alert
West Apron (trans 2)	710 ft	650 ft	Transient Aircraft	Transient
WEST PARKING APRON	195 ft	640 ft	Neither	72 Helo Sq
WEST PARKING RAMP	195 ft	640 ft	Neither	GLASSCO
WEST RAMP	195 ft	640 ft	Neither	TRADOC

II.2.G.2 **Permanently assigned aircraft currrently require 152,001 Sq Yds of parking space.**

II.2.G.3 **19,716 Sq Yds of parking space is available for parking additional non-transient aircraft.**

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

II.2.H **The dimensions of the (largest) transient parking area:** **710 Ft** **650 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:**

Too numerous. See Installation Worksheets

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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:	6.17 MG/D	MG/D - million gallons per day	47 %
II.3.A.2	Sewage:	4.08 MG/D		28 %
II.3.A.3	Electrical distribution:	26.83 MW	MW - million watts	63 %
II.3.A.4	Natural Gas:	21.00 MCF/D	MCF/D - million cubic feet per day	9 %
II.3.A.5	High temperature water/steam generation/distribution:	149.0 MBTUH	MBTUH - million British thermal units per hour	7 %

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

The water lines do not have Cathodic Protection. The water tanks and gas lines in Bethel Manor have Cathodic Protection.

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:** 342 Nose Dock

Current Use: Aircraft Corrosion Control

II.4.A.2 **Size (SF):** 16,936 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-15

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	52 ft	16 ft	
II.4.A.6	Largest unobstructed space inside the facility:	68 ft	16 ft	52 ft

II.4.A.1 **Facility number:** 351 Hanger

Current Use: GLASSCO

II.4.A.2 **Size (SF):** 67,509 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:	250 ft	64 ft	
II.4.A.6	Largest unobstructed space inside the facility:	89 ft	64 ft	247 ft

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II.4.A.1 **Facility number:** 371 Nose Dock

Current Use: TRADOC

II.4.A.2 **Size (SF):** 21,927 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:	154 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	153 ft	22 ft	64 ft

II.4.A.1 **Facility number:** 372 Nose Dock

Current Use: 72 HELO SQ

II.4.A.2 **Size (SF):** 19,359 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:	154 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	154 ft	22 ft	66 ft

II.4.A.1 **Facility number:** 373 Nose Dock

Current Use: Fuels Maintenance

II.4.A.2 **Size (SF):** 16,863 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:	154 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	109 ft	22 ft	89 ft

II.4.A.1 **Facility number:** 374 Nose Dock

Current Use: Aircraft Corrosion Control

II.4.A.2 **Size (SF):** 16,936 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:	154 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	153 ft	22 ft	109 ft

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II.4.A.1 **Facility number:** 751 Hanger

Current Use: 27TH AND 71 FIGHTER SQ.

II.4.A.2 **Size (SF):** 67,240 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:	112 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	114 ft	22 ft	240 ft

II.4.A.1 **Facility number:** 753 Hanger

Current Use: 71 FQ/Phase

II.4.A.2 **Size (SF):** 65,968 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:	112 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	114 ft	22 ft	247 ft

II.4.A.1 **Facility number:** 756 Hanger

Current Use: 71 FIGHTER SQ

II.4.A.2 **Size (SF):** 41,134 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:	112 ft	22 ft	
II.4.A.6	Largest unobstructed space inside the facility:	112 ft	22 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.**

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	08	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	26	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0

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II.6.A.2	08	APZ 1	9	344	0.0	Gen Compat	0.0	0.0	3.0	3.0	0.0	94.0
	26	APZ 1	0	344	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.3	08	APZ 2	212	482	20.0	Sig Incompat	3.0	0.0	0.0	31.0	0.0	66.0
	26	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	3,028	4,792	0	Gen Compat	6.0	4.0	0.0	3.0	2.0	85.0
II.6.A.5	70-75	1,341	2,621	0	Gen Compat	4.0	1.0	0.0	2.0	1.0	92.0
II.6.A.6	75-80	135	1,092	1	Gen Compat	1.0	0.0	1.0	2.0	0.0	96.0
II.6.A.7	80+	0	788	0	Gen Compat	0.0	0.0	2.0	1.0	0.0	97.0

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	08	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	26	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.B.2	08	APZ 1	0	344	0	Gen Compat	0.0	0.0	30.0	70.0	0.0	0.0
	26	APZ 1	0	344	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.B.3	08	APZ 2	250	482	25	Sig Incompat	10.0	0.0	20.0	40.0	10.0	20.0
	26	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	3,500	4,792	0	Gen Compat	10.0	5.0	0.0	5.0	5.0	75.0
II.6.B.5	70-75	1,400	2,621	0	Gen Compat	5.0	2.0	0.0	4.0	2.0	87.0
II.6.B.6	75-80	100	1,092	1	Gen Compat	1.0	0.0	1.0	2.0	0.0	96.0
II.6.B.7	80+	0	788	0	Gen Compat	0.0	0.0	10.0	1.0	0.0	89.0

II.6.C **The most recent, publicly released AICUZ study is dated Jan 91**

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

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

Current AICUZ study's flight track figure/map reflects current flight tracks.

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

The AICUZ addresses the noise impact area and not the type of aircraft assigned and the number daily flying operations

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II.6.E **The AICUZ study was last updated on Jan 91**

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

II.6.E.1 Public release in March 1995.

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:
Hampton, VA	City zoning ordinance and height restrictions	Permitted land uses, densities, and ensuring that new developments are compatible with noise zone and APZ parameters and that exsisting incompatible development is eliminated over time and replaced by more suitable development.

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

Government name:	Types of controls in place	Types of encroachment limited:
Hampton, VA	Hampton Comprehensive Land Use Plan, Zoning Ordinance and local building codes	Noise contour zones are regulated, guided, and restricted in terms of land use type, density, height and noise attenuation

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

Government name:	Types of controls in place	Types of encroachment limited:
Hampton, VA	Hampton Comprehensive Land Use Plan, Zoning Ordinance and local building codes	Noise contour zones are regulated, guided, and restricted in terms of land use type, density, height and noise attenuation

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:
Hampton, VA	Hampton Comprehensive Land Use Plan, Zoning Ordinance and local building codes	Noise contour zones are regulated, guided, and restricted in terms of land use type, density, height and noise attenuation

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:
Hampton, VA	Hampton Comprehensive Land Use Plan, Zoning Ordinance and local building codes	Noise contour zones are regulated, guided, and restricted in terms of land use type, density, height and noise attenuation

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:

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Hampton, VA	Hampton Comprehensive Land Use Plan, Zoning Ordinance and local building codes	Noise contour zones are regulated, guided, and restricted in terms of land use type, density, height and noise attenuation

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:
Hampton, VA	Hampton Comprehensive Land Use Plan, Zoning Ordinance and local building codes	Noise contour zones are regulated, guided, and restricted in terms of land use type, density, height

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.

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
Poquoson	4278	5441	8726	11005	13395
Newport News	113662	138177	144903	171439	184000
City of Hampton, VA	89210	120779	122617	133793	146334

II.6.H.2 **Metropolitan area encompassing the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Hampton Roads SMSA	0	1088452	1187846	1417907	1642423

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
Chapel	300	75-80	Historic structure
MFH 47 facilities (duplex units) and 145-man dorm	345	75-80	Historic structure

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 3.0 noise complaints per month (average) are received from off base residents.

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

II.6.L.1 Maint: Engine run-up activities are not performed between 2230 and 0600 hours, except for high priority mission requirements. Flight Ops: Scheduled to minimize noise levels during evening hours. Arvls/dept: Minimize overflight populated areas

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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:** 55; 25 K loaders, 1 wide body loader, 10 forklifts, 1, 9 ton truck, 9 tugs

III.1.A.2 **10 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 **0 hydrant pits are operational.**

Description of base fuel hydrant system:

System Type:	Total Pumping Rate (GPM):	Number of Laterals:	Nomber of Usable Refueling Positions:	Number of SIMULTANEOUS aircraft refuelings of Narrow	Widebody
TYPE I	2400	8	8	6	3

III.1.C.3 **8 fuel storage tanks support the operational fuel hydrant system:**

III.1.C.3.a

Storage tank Capacity:	Tanks with this capacity
25000	8

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III.1.C.4 **The hydrant system is 1.0 miles from the bulk storage area.**

III.1.C.5 **6 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 **There is 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:** One fuel barge, max 4 per 24 hours. Four tank trucks, max 48 per 24 hours

Number of offload headers: 4

4 tank trucks can be simultaneously offloaded

Tank cars can Not be offloaded.

III.1.D.5 **6 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:** 1458545
maximum: 2226545

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

III.1.D.7.a **Supporting DFSP:** DFSP Piney Point, MD

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:**	65994	0
Square footage available (including physical capacity limit):	46709	40773
III.1.E.2 **Normal installation mission storage requirement:**	14515	2537

Physical Limits for Cat 1.2 Munitions:

4 above groun mag (Butler), 1 above ground mag (concrete), 2 igloos, 1 multi-cube mag

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

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

Acces linitations for simultaneous multiple aircraft use apply. Aircraft weight restrictions apply. There are 4 hot pads at 400 x 150ft = 240

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III.1.F.2 **The size of the hot cargo pad is 240,000 sq feet.**

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

III.1.F.4 **The hot pad access is taxi-on/taxi-off.**

III.1.F.5 **The taxiway servicing the hot pad is 150 ft wide and has a pavement classification number (PCN) of 46.**

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

All common USAF, other military service and civilian type cargo aircraft

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

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

Active ground force installations within 150 NM:

ABERDEEN PROVING GROUND	143 NM
FORT A.P. HILL	82 NM
FORT EUSTIS	12 NM
FORT LEE	48 NM
FORT PICKETT	77 NM

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

Railheads within 150 NM:

Aberdeen	146 NM
Alexandria - Newington	107 NM
Baltimore	133 NM
Beaufort	143 NM
Blackstone	78 NM
Fredericksburg - Guinea	81 NM
Goldsboro	129 NM
Goldsboro - Seymour	129 NM
Havelock	135 NM
Havre De Grace	148 NM
Jacksonville - Havelock	135 NM
Little Creek - NAB	13 NM
Newport News - Lee Hall	12 NM
Norfolk - Sewells Point	8 NM
Petersburg	50 NM

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Portsmouth	15 NM
Quantico	97 NM
Richmond - Bellbluff	59 NM
Williamsburg - NWS	20 NM
Williamsburg - Pennimam	20 NM
Woodzell - Bowie	117 NM

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

Deep water ports within 150 NM:

Baltimore	132 NM
Morehead City	144 NM
Norfolk	17 NM

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

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

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

III.1.J.1

Facilities Receiving Referrals:	Types of Patients Referred:
Seymour-Johnson AFB, NC	Orthopedics, OB/GYN, Podiatry
Ft. Eustis, VA	Orthopedics, OB/GYN, Podiatry, Audiology, Surgery
Portsmouth, VA	Orthopedics
Ft. Monroe, VA	Orthopedics, OB/GYN, Podiatry, Audiology, Surgery, Internal Medicine, Ophthalmology

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

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

Physiological tng, General Dentistry Res tng, Wartime tasking (120 bed Casualty treatment hosp, 4 operating rooms, blood donor cnt, 50-

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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 project planned to begin before to 1999:**

Repair Emer Room, Bathrooms, Radiology Dept, Hosp Interior, Dental Treatment Rooms(DTRs), Construct DTRs, Storeage area, Med An

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

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

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

Life Safety Upgrade, OB Ward Renovation, Modified Medical Facilities, bldg 74

III.1.N **Base facilities have a total excess storage capacity of 146,022 sq ft.**

III.1.N.1 **Base facilities have a total covered storage capacity of 196,326 sq ft.**

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	157,337 sq ft
Mobility storage:	8,288 sq ft
War Readiness Support Kits (WRSK) storage:	30,701 sq ft

III.1.O **256 light military vehicles are on base.**

III.1.P **469 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	742.40 $sK	0.00 $sK	742.40 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		3400	1,601.20 $sK	0.00 $sK		1,601.20 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		3400	2,213.80 $sK	25.70 $sK			2,239.50 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		3400	322.50 $sK	0.00 $sK				322.50 $sK
				xxx56 TOTALS:	742.40 $sK	1,601.20 $sK	2,239.50 $sK	322.50 $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	32,455.00 $sK	3,021.00 $sK	35,476.00 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		3400	19,481.90 $sK	3,984.40 $sK		23,466.30 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		3400	874.80 $sK	1.60 $sK			876.40 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		3400	152.00 $sK	0.00 $sK				152.00 $sK
				xxx76 TOTALS:	35,476.00 $sK	23,466.30 $sK	876.40 $sK	152.00 $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	7,895.90 $sK	835.50 $sK			8,731.40 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		3400	3,180.70 $sK	469.80 $sK				3,650.50 $sK
				xxx78 TOTALS:	0.00 $sK	0.00 $sK	8,731.40 $sK	3,650.50 $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	400.40 $sK	0.00 $sK	400.40 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	391.70 $sK	0.00 $sK		391.70 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	402.50 $sK	0.00 $sK			402.50 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	227.00 $sK	0.00 $sK				227.00 $sK
				xxx90 TOTALS:	400.40 $sK	391.70 $sK	402.50 $sK	227.00 $sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	2,087.40 $sK	4.60 $sK	2,092.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	1,861.80 $sK	2.80 $sK		1,864.60 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	2,050.60 $sK	0.10 $sK			2,050.70 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	1,001.90 $sK	0.00 $sK				1,001.90 $sK
				xxx95 TOTALS:	2,092.00 $sK	1,864.60 $sK	2,050.70 $sK	1,001.90 $sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	8,777.10 $sK	23.10 $sK	8,800.20 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	7,861.20 $sK	79.20 $sK		7,940.40 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	15,757.40 $sK	2,107.40 $sK			17,864.80 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	12,178.30 $sK	696.10 $sK				12,874.40 $sK
				xxx96 TOTALS:	8,800.20 $sK	7,940.40 $sK	17,864.80 $sK	12,874.40 $sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		7045	6,967.60 $sK	53.40 $sK	7,021.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		7045	8,778.20 $sK	62.90 $sK		8,841.10 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		7045	8,471.70 $sK	61.30 $sK			8,533.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				

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7045	8,020.70 $sK	55.00 $sK				8,075.70 $sK
		MFH TOTALS:	7,021.00 $sK	8,841.10 $sK	8,533.00 $sK	8,075.70 $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: $ 558,000.00 K

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Section IV/V Level Playingfield COBRA Data

One time closure costs: 294$sM

Twenty year Net Present Value (517)$sM

Steady state savings 57$sM per year

Manpower savings associated with closure 1,161

Return on Investment (years): 5

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Section VI Economic Impact

Economic Area Statistics:

Norfolk - Virginia Beach - Newport News, VA-NC MSA
Total population: 1,493,303 (FY 92)
Total employment: 855,094 (FY 93)
Unemployment Rates (FY93/3 Year Average/10 Year Average)

5.4% / 6.1% / 5.2%

Average annual job growth: 11,677

Average annual per capita income: $18,080

Average annual increase in per capita income: $4.7%

Projected economic impact:

Direct Job Loss:	**10,023**	
Indirect Job Loss:	**5,320**	
Closure Impact:	**15,343**	**(1.8% of employment total)**
Other BRAC Losses:	**(3,627)**	
Cumulative Impact:	**11,716**	**(1.4% 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 **7.2 Percent of off-base housing was rated as unsuitable in the latest VHA survey**

VII.1.A.4 **Median monthly cost of off-base housing based on latest VHA survey:** $780

Describe the transportation systems.

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

PENTRAN (Peninsula Transportation Authority)

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

VII.1.B.2 **Airport name:** Newport News/Williansburg

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

VII.1.B.4 **Average round trip commuting time to work:** 36 minutes

Off-base public recreation facilities:

List ONLY THE NEAREST facility for each subcategory.

	Facility Subcategory Type	Name of Nearest Facility	Distance to:		Drive Time		
VII.1.C.1	Swimming pool	Poquoson Municipal	6		Hrs.	12	Min.
VII.1.C.2	Movie theater	Riverdale Twin	4		Hrs.	10	Min.
VII.1.C.3	Public golf course	Hampton Golf Course	6		Hrs.	14	Min.
VII.1.C.4	Bowling lane	Sparetimes	6		Hrs.	14	Min.
VII.1.C.5	Boating	Hampton Yacht Club	5		Hrs.	10	Min.
VII.1.C.6	Fishing	Buckroe Beach Pier	3		Hrs.	10	Min.
VII.1.C.7	Zoo	Norfolk Zoological Park	21		Hrs.	40	Min.
VII.1.C.8	Aquarium	Marine Science Museum	28		Hrs.	45	Min.
VII.1.C.9	Family theme park	Busch Gardens, Williamsburg	26		Hrs.	35	Min.
VII.1.C.10	Professional sports	Harbour Park	23		Hrs.	40	Min.
VII.1.C.11	Collegiate sports	William & Mary and ODU	20		Hrs.	40	Min.

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VII.1.C.12	Camping facilities	Newport News Park	10		Hrs.	30	Min.
VII.1.C.13	Beaches (lake or ocean)	Grandview Beach	6		Hrs.	15	Min.
VII.1.C.14	Outdoor winter sports	Wintergreen Ski Resort	200	4	Hrs.		Min.

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

Coliseum Mall 10 min (8 Miles)

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

Norfolk VA 35 min (23 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.)** 476

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.)** 5428

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 **83.6 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:**

Thomas Nelson Comm College, New Horizons Technical Center

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

Christopher Newport U, ODU, Hampton U, College William & Mary

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

Christopher Newport U, ODU, Hampton U, Norfolk State, G. Washington, William & Mary

3. Spousal Employment

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VII.3.A **11.0 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **41.0 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **5.4 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **-0.5 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:**	2.5 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	4.4 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:** Virginia Department of Environmental Quality. Region 223

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

VIII.1.B.1 **No pollutants in maintenance**

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

Ozone	Marginal

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

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

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

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

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

(i.e. carpooling or emissions credit transfer)

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

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

E.1.a 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:**

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Reservoir

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

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

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

3. Water - Ground Water

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

VIII.3.A.1 **Nature of contamination.** Various fuel plumes

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

VIII.4.A.1

Location	Surface area size
Brown's Creek	1.00 Acres
Golf Course ponds	4.00 Acres
Tabb's Creek	23.00 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.**

The base is involved in cooperative agreementsregarding surface water quality

Agreements concern restoration and protection of water quality and associated living resources (e.g., Chesapeke Bay Program)?

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

USA Corps of Eng, VA Marine Resources Comm, Hampton Wetlands Board, Sec AF/MIQ

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(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:** silver

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

5. Wastewater

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

VIII.5.C **There are 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
Feb 93	Excessive silver in the sanitary sewer system	Awaiting acquisition of new silver recovery units	Jul 94

6. Discharge Points / Impoundments

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

Stormwater runoff permit.

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

Water is discharged to the POTW

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 Silver is a constant discharge violation that is a part of an IRP project and is being worked by the IRP section.

7. HAZARDOUS MATERIALS - Asbestos

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

VIII.7.A.1 **65.0 percent of the facilities surveyed are identified as having asbestos.**

VIII.7.A.2 **612 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:

Plum Tree Island National Wildlife Refuge

VIII.8.A.1 **Natural areas on or adjacent to the base are generally recognized as important ecological sites.**

Plum Tree Island National Wildlife Refuge

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

VIII.8.C **The base has a cooperative agreement for conducting a hunting and fishing program.**

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

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

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

9. Biological - Threatened and Endangered Species

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

Species	Kingdom				Remarks
Bald Eagle	Animal	Federa	Listed	Endangered	
Peregeine Falcon	Animal	Federa	Listed	Endangered	

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

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

10. Biological - Wetlands

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

VIII.10.A.1

Identification and type of wetland:	Approximate acreage:
Marshland estuaries, with Spartina sp.	650

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

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):

U. S. fish and Wetlands Service National Wetlands Inventory

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

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

All new construction must be above +8.5 elevation. SAF/MIQ approval, COE, VA Marine Resource Commission and Hampton Wetlands Board permits required. Two for one mitigation measures for wetlands destruction.

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:
Too numerous. See Worksheet.	

VIII.12.B 52 percent of the buildings on base are over 50 years old.

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

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

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

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

VIII.12.D.1 100 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 47 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 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 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 10 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
EPC	$580.000 K	$390.000 K	$390.000 K	$390.000 K	$390.000 K
Hazardous Waste Disposal/Remediation	$450.000 K	$600.000 K	$600.000 K	$650.000 K	$650.000 K
IRP	$5,057.000 K	$4,052.000 K	$6,390.000 K	$6,390.000 K	$6,390.000 K
Natural Resources	$68.000 K	$5.000 K	$5.000 K	$5.000 K	$5.000 K
Permits	$15.000 K	$15.000 K	$15.000 K	$15.000 K	$15.000 K
Stormwater (VEDES)	$150.000 K	$175.000 K	$200.000 K	$200.000 K	$225.000 K
Wastewater (HRSD)	$15.000 K	$20.000 K	$20.000 K	$25.000 K	$25.000 K

15. Other Issues

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

LOCAL: Civil Air Patrol, Langley Saddle Club, York County School Board, LFCU, Crestar Bank, Langley Skeet Club, American Red Cross

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FEDERAL: NASA, USA Corp of Engineers, DeCA, Defense Contracts Admin Service, TRADOC, Defense Investigative Service, Defense Printing Service

16. Air Quality - Clean Air Act

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

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

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

John Thoreen (804)-838-6627

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:** 0.14 ppm

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

VIII.16.D.3 **Ozone Design value is 115.0% of NAAQS**

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

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

VIII.16.E.2 **Hampton VA portion of the Tidewater Area**

VIII.16.E.3

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

VIII.16.E.5 **The EPA has Not proposed that the AQCA severity of nonattainment for OZONE be redesignated**

VIII.16.F.1 **The EPA has not requested an extension to the ozone attainment deadline**

VIII.16.F.2 **The AQCA does not expect the EPA to conclude that attainment date was fulfilled**

1995 AIR FORCE BASE QUESTIONNAIRE

Langley AFB - ACC

VIII.16.F.3 The AQCA expects the EPA to redesignate the area to a worse classification of ozone nonattainment

VIII.16.F.3a The AQCA expects the EPA to reclassiy the severity of nonattainment to Moderate

1995 AIR FORCE BASE QUESTIONNAIRE

Langley AFB - ACC

Section IX

DRAFT

LAUGHLIN AFB DATA SHEET

14-Nov-94

MAJOR COMMAND:	AETC
BRAC CATEGORY:	Joint Only
JOINT CROSS-SERVICE GROUP:	Undergraduate Pilot Training
STATE:	TX
NEAREST CITY:	Del Rio
INSTALLATION TYPE:	Under-graduate Pilot Training
RESOURCES:	46-T37, 67-T38, 39-T1A
MAJOR UNITS ASSIGNED:	47th Flying Training Wg
INSTALLATION MISSION:	UPT
AUTHORIZED MILITARY:	1,277
AUTHORIZED CIVILIAN:	1,738
AVERAGE NUMBER OF STUDENTS:	
FY 93 OPERATING COSTS:	
NATIONAL PRIORITY LIST SITE:	No
TOTAL ACRES:	5,239
TOTAL BUILDING SQUARE FOOTAGE:	
FAMILY HOUSING UNITS:	599
UNACCOMPANIED OFFICER HOUSING UNITS:	
UNACCOMPANIED ENLISTED HOUSING SPACES:	
AREA COST FACTOR:	
HOSPITAL BEDS:	
IMPACT OF PREVIOUS BRAC:	
GOVERNOR:	Ann W. Richards
SENATORS:	Phil Gramm Kay Bailey Hutchison
REPRESENTATIVE:	Henry Bonilla

Document Separator

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

MEMORANDUM OF MEETING

DATE: November 16, 1994

TIME: 9:00

MEETING WITH: Del Rio Military Affairs Committee

SUBJECT: Laughlin AFB

PARTICIPANTS:

Name/Title/Phone Number:

Dr. Alfredo Gutierrez, Jr.; Mayor of Del Rio
Bill Cauthorn; Vice Chrmn, Westex Bancorp; Direc. Del Rio Mil Affairs
Mr. Jim Murdoch; Pres. Southwest Texas Coors; Direc. Del Rio Mil Affairs
Mr. Lonnie Ricks; Pres. Ricks Furniture Comp.; Direc. Del Rio Mil Affairs
Mr. Louy Younts; Pres. Val Verde Insurance Comp.; Direc. Del Rio Mil
BG Albert Gagliardi, USAF (Ret.); Consultant

Commission Staff:

David Lyles; Staff Director
Cece Carman; Director, Congressional & Intergovernmental Affairs
Frank Cirillo; Air Force Team Leader
Bob Cook; Interagency Issues Team Leader
Alex Yellin; Navy Team Leader

MEETING PURPOSE: **David made introductory remarks and FC gave Process presentation. Mr. Gagliardi led the discussions on the Military Value of Laughlin as a UPT. He indicated the two essentials are weather and airspace and the value of Laughlin. Noted that weather attrition not conditions are discriminators. Showed Blue ir Study chart with no Jet Routes over LAFB. Brought more letters to espouse LAFB and comment these to be key Mil Val indicators. Mentioned that cost per student a good indicator and stated LAFB bailed out other UPT bases in past due to prime conditions but students graduated from prime base. Mayor compared process to medicine and left a handout. Group left a support folder for library. Extensive crosstalk. fc**

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Mr. Louy Younts; Pres. Val Verde Insurance Comp.; Direc. Del Rio Mil
BG Albert Gagliardi, USAF (Ret.); Consultant

Commission Staff:

David Lyles; Staff Director
Charles Smith; Executive Direc. and Spec. Asst. to Chrmn
Ben Borden; Director of R&A
Cece Carman; Director, Congressional & Intergovernmental Affairs
Frank Cirillo; Air Force Team Leader
Bob Cook; Interagency Issues Team Leader
Alex Yellin; Navy Team Leader

MEETING PURPOSE:

→ A1 - two essentials weather/airspace - documented fact that // weather attrition is essential not 1000/3 etc - Blue Air Study
Mentioned Letters - New letters - weather vs expense
W/n 10 yrs. attrition rate - - Del Rio, access
Laughlin training Reese students — FALLOUT

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

MEMORANDUM OF MEETING

DATE: May 2, 1994

TIME: 2:00 p.m.

MEETING WITH: Del Rio, TX Military Affairs Assoc., Laughlin AFB, TX

SUBJECT: Courtesy Call

PARTICIPANTS:

Name/Title/Phone Number: 210-229-2147

Albert Gagliardi, Brig Gen USAF, Retired/Mil Aff Assoc/210-775-3551

(Pensacola
Writing
Meridian
Corpus
Kingsville

Commission Staff:

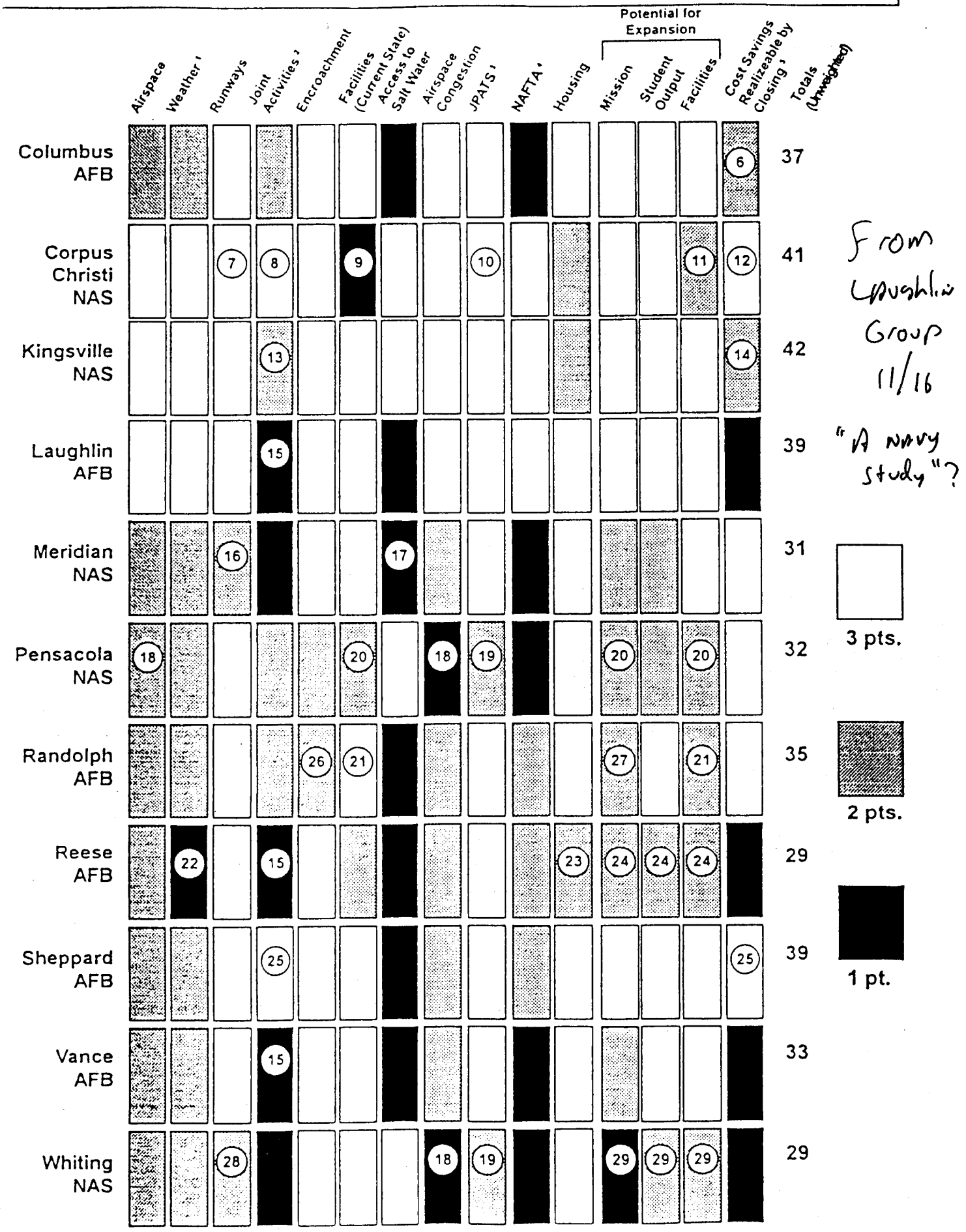
Frank Cirillo; Air Force Team Leader

MEETING PURPOSE: Mr Cirillo briefed Mr. Gagliardi on the Commission process and milestones and informed him of the content and availability of the library. We discussed the past "BRAC" actions involving Flying Training AFBs and the fact that these were excluded in '93. Discussion involved our expectations on the '95 process including the proposed five Joint Study Groups at OSD and the Economic Study Group. Purpose of meeting was primarily one of familiarization with the process and meeting DBCRC personnel. Mr. Gagliardi offered some interesting and informed insight on Undergraduate Pilot Training facility and weather requirements. He spent several hours in the Library after our discussions.

We also sent letters
From several officials
Validating Laughlin as
the place to go

woodward MN-DEL

DoD AVIATION TRAINING FACILITIES



From Laughlin Group 11/16

"A Navy study"?

FIGURE 13-A

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

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LAUGHLIN AIR FORCE BASE

Del Rio and the surrounding communities enjoy unencumbered airspace, thus reducing the potential risk for accidents between inexperienced student pilots and civilian aircraft.

A new (1991) 6,000 foot landing strip to the east of the base allows student pilots to practice landing and taking off with no danger to civilian residences or functions.

Weather conditions for training are unsurpassed. Only a tiny percent of scheduled training missions are cancelled because of adverse weather.

Student pilots do not have to fly great distances to reach their assigned training areas. Because the base is surrounded by ranches, students enter their training areas almost immediately following take off.

Laughlin's runways and facilities can comfortably handle the largest military and civilian aircraft, making its location on the Mexican border invaluable for drug interdiction or other mssions to the south.

There is ample area on base to accommodate additional personnel and new missions.

In the opinion of every past wing and base commander, local community relations are the best they have ever experienced.

Since 1982, every major facility on base has been built, reconditioned, or scheduled for replacement or reconditioning. Despite its 50 year history, Laughlin is a "brand new" Department of Defense miltary training installation.

Because of a combination of the factors listed above, in times of emergency the Laughlin Air Force Base flying training mission could rapidly and effortlessly be expanded to produce many more than the current number of pilot graduates each year.

Several civilian institutions of higher education offer undergraduate and post-graduate degree programs, on base, for the benefit of military members, their spouses, and their children.

All military aircraft maintenance is performed by civilians, largely retired military technicians, who belong to an age group which is unlikely to be mobilized during a national emergency.

It is the only military base to have its own marina and campground within the confines of a National Recreation Area operated by the National Park Service.

"Law West of the Pecos" saloon, Whitehead Museum grounds.

SUPPLEMENTARY DATA

Laughlin AFB houses 1,986 military members and dependents. There are 1,123 military members and dependents living in the civilian community.

Civil Service employs 1,060 civilians on base, and an additional 713 work on Laughlin in non-appropriated fund, contract and private business positions.

Each year Laughlin has a total economic impact of approximately $87,000,000 on communities within a 50 mile radius of the base.

The 193 buildings on Laughlin AFB contain 1,260,024 square feet of floor space.

The local civilian housing market is very stable. A three-bedroom, two bath, brick home may be purchased for a median price of $57,000.

A similar home may be rented for a median price of $500 per month.

Between 180-250 homes are usually for sale. Rental turnover is quite rapid with few long-term vacancies. Skilled contractors in Del Rio and other nearby communities can erect a wide variety of high quality, custom-built homes.

In 1970 the census listed the population of Del Rio as 21,330; in 1980 it was 30,034; and in 1990 it was 30,449.

LAUGHLIN AFB — DEL RIO, TEXAS

STOCKHOLDER'S REPORT 1942-1992

This brochure introduces the Del Rio - Laughlin AFB - Ciudad Acuna community. Ours is a charming enclave on the United States - Mexican frontier; a locale with unparalleled climate, outstanding recreational facilities, and a world-wide reputation for hospitality and friendliness.

While we enjoy all of the customary conveniences of an urban setting, in the following panels we present some of the many interesting features which we believe to be unique to our area.

Ribas Plaza, Laughlin AFB

Mexican Eagle, Amistad Dam

CIUDAD ACUNA, MEXICO

Excluding sales of basic subsistence commodities, the entire retail sector of the city depends upon sales to residents of the Del Rio - Laughlin Air Force Base community. The United States dollar is the currency of preference in Acuna.

The city has the lowest government-established wage scale in Mexico. In U.S. dollars, that scale, including all fringe benefits, ranges from $.66 to $1.00 per hour.

It is the fastest-growing city in Mexico. The population has more than doubled, to an estimated 100,000 persons, within the last decade.

The government has offered the use of Mexican airspace for United States Air Force pilot training operations. There is no scheduled commercial airline service to Acuna from other Mexican cities.

The children of the wealthiest and best educated Acuna citizens are enrolled in the Del Rio public school system.

The individual representing Acuna in the Mexican Federal Congress is a graduate of Texas A&M University.

The city hosts approximately forty twin U.S. - Mexican maquiladora manufacturing industries. The proposed "Open Borders" trade agreement has raised questions concerning the future viability of those operations.

U.S. Eagle, Amistad Dam

DEL RIO, TEXAS, USA

The livelihood of more than one-third of its citizens is directly dependent upon Laughlin Air Force Base, creating great loyalty to the base and to its mission. It has an abundant, uncontaminated, water supply. The cost of living is only a fraction of that experienced elsewhere in the United States.

The city and county governments are committed to preventing encroachment upon, or development near, the Air Force base.

It is deeply involved in air base activities on a daily basis, sharing blood drives, charitable campaigns, firefighting and rescue equipment, and volunteers for all levels of base-community interaction.

It has a negligible crime rate; a result of the strong family and religious ties of the predominantly Hispanic population.

Its public school system has a formal training arrangement with Laughlin Air Force Base - teaching members of the high school senior class to be military aircraft maintenance technicians.

It is located in an earthquake-free zone, rarely experiences even traces of snow, and practically never receives severe hail or windstorm damage.

Key government and business positions throughout the community are occupied by retired high-ranking military commissioned and non-commissioned officers.

Albert A. Gagliardi Jr.
Brigadier General, USAF, Retired

MILITARY AFFAIRS ASSOCIATION
DEL RIO, TEXAS

14218 Bold Ruler
San Antonio, TX 78248
210-492-1932
Fax 210-492-0747

1915 Ave F
Del Rio, TX 78840
210-775-3551
Fax 210-774-1813

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1995 AIR FORCE BASE QUESTIONNAIRE
Laughlin AFB - AETC

Section I

1. Force Structure

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

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	AAFES	-	-	54	54
I.1.A.2	Amistad Dam Site	-	-	28	28
I.1.A.3	Army Corps of Engineers	-	-	2	2
I.1.A.4	Army Recruiter	-	3	-	3
I.1.A.5	Border Patrol	-	-	386	386
I.1.A.6	Credit Union	-	-	5	5
I.1.A.7	Customs Service	-	-	40	40
I.1.A.8	Defense Accounting Service	-	3	16	19
I.1.A.9	Defense Commissary Agency	-	-	26	26
I.1.A.10	Defense Investigative Service	-	-	1	1
I.1.A.11	Defense Printing Service	-	-	1	1
I.1.A.12	Defense Reutilization Marketing Office	-	-	2	2
I.1.A.13	Embry Riddle Air University	-	-	1	1
I.1.A.14	Federal Aviation Administration	-	-	1	1
I.1.A.15	NAF	-	-	132	132
I.1.A.16	National Bank	-	-	3	3
I.1.A.17	National Park Service	-	-	38	38
I.1.A.18	Navy Recruiter	-	2	-	2
I.1.A.19	Park College	-	-	2	2
I.1.A.20	Red Cross	-	-	2	2
I.1.A.21	Sul Ross University	-	-	1	1
I.1.A.22	US Post Office	-	-	1	1
	TOTAL:				750

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

1995 AIR FORCE BASE QUESTIONNAIRE

Laughlin AFB - AETC

2. Operational Effectiveness

A. Air Traffic Control

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

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

I.2.A.4 The primary instrument runway is designated 13C

71315 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): 4

The total number of sorties per month: 43796

The average length of the delays: 8:56

I.2.A.6.b There is No common rationale for the delays.

B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: FORT HOOD distance 200 NM

Nearest major primary airdrop customer: FORT HOOD distance 200 NM

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

Lajes AB: 3693 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Laughlin AFB - AETC

Rota AB:	4762 NM
Hickam AFB:	3129 NM
RAF Mildenhall:	4689 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	**Military airfield, runway >= 3,000ft**	LAUGHLIN AUX NR 1	21
I.2.B.4	**Military airfield, runway >= 8,000ft**	KELLY AFB	115
I.2.B.5	**Military airfield, runway >= 10,000ft**	KELLY AFB	115
I.2.B.6	**Military or civilian airfield, runway >= 3,000ft**	Del Rio International	8
I.2.B.7	**Military or civilian airfield, runway >= 8,000ft**	Kelly AFB	116
I.2.B.8	**Military or civilian airfield, runway >= 10,000ft**	Kelly AFB	116
I.2.B.9	**Civilian airfield, runway >= 8,000ft for capable of conducting short term operations**	San Antonio International	122
I.2.B.10	**Civilian airfield, runway >= 10,000ft for capable of conducting short term operations**	Lubbuck International	263

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-228 A,B,C,D	277 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-228D	263 NM	W-228 A,B,C,D	277 NM	W-228C	291 NM
W-602	356 NM	R-5107B	374 NM	W-92	550 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

Laughlin AFB - AETC

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

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

MELROSE	334 NM

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

LUKE ACMI	624 NM

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

MELROSE	334 NM

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

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	3	7	11	40	64	105
SR	0	2	19	31	52	80
VR	1	13	16	44	79	131
Total Routes:	**4**	**22**	**46**	**115**	**195**	**316**

Identify Routes:

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

1995 AIR FORCE BASE QUESTIONNAIRE

Laughlin AFB - AETC

VR-1145	287 NM	IR-116	288 NM	VR-104	289 NM	IR-127	293 NM	VR-187	293 NM	VR-188	301 NM
SR-228	305 NM	VR-1146	307 NM	IR-102	309 NM	IR-131	309 NM	IR-141	309 NM	IR-134	311 NM
SR-208	314 NM	SR-217	314 NM	VR-100	327 NM	IR-132	335 NM	IR-133	335 NM	VR-114	335 NM
IR-115	337 NM	SR-216	338 NM	VR-125	352 NM	SR-205	353 NM	SR-206	354 NM	VR-106	357 NM
IR-172	359 NM	IR-173	359 NM	IR-129	360 NM	VR-1140	363 NM	VR-1141	365 NM	IR-113	374 NM
IR-107	383 NM	SR-296	384 NM	SR-294	388 NM	SR-295	388 NM	IR-150	394 NM	IR-117	395 NM
VR-1137	395 NM	VR-1113	395 NM	VR-1128	395 NM						
IR-111	402 NM	VR-1107	402 NM	VR-189	407 NM	SR-213	408 NM	VR-1174	419 NM	VR-152	421 NM
IR-164	423 NM	VR-1104	423 NM	IR-171	427 NM	IR-182	427 NM	VR-1195	429 NM	SR-214	431 NM
IR-145	433 NM	IR-146	433 NM	IR-181	444 NM	IR-183	444 NM	VR-108	446 NM	IR-160	447 NM
IR-161	447 NM	IR-175	448 NM	IR-110	454 NM	SR-210	456 NM	SR-211	456 NM	IR-177	458 NM
VR-1196	460 NM	IR-185	466 NM	IR-121	471 NM	VR-1103	471 NM	IR-503	477 NM	VR-176	479 NM
VR-119	480 NM	VR-138	482 NM	SR-223	486 NM	SR-224	486 NM	SR-212	492 NM	VR-1182	505 NM
IR-112	508 NM	VR-532	514 NM	IR-109	516 NM	VR-1130	516 NM	VR-534	519 NM	VR-535	519 NM
VR-1233	533 NM	VR-269	533 NM	VR-268	533 NM	VR-259	533 NM	VR-260	533 NM	VR-263	533 NM
VR-267	533 NM	SR-239	534 NM	IR-126	538 NM	IR-409	539 NM	VR-1546	541 NM	VR-533	541 NM
IR-120	542 NM	VR-1102	542 NM	IR-414	554 NM	SR-218	557 NM	SR-221	557 NM	SR-226	557 NM
SR-229	557 NM	SR-231	557 NM	SR-237	557 NM	SR-232	557 NM	SR-230	557 NM	SR-227	557 NM
SR-222	557 NM	SR-220	557 NM	SR-219	557 NM	VR-1032	560 NM	IR-070	561 NM	VR-536	563 NM
VR-1574	568 NM	VR-531	569 NM	VR-1072	572 NM	VR-544	577 NM	VR-552	582 NM	SR-030	588 NM
VR-179	593 NM	IR-068	594 NM								
IR-502	606 NM	IR-504	606 NM	SR-238	611 NM	VR-412	620 NM	VR-413	620 NM	SR-073	621 NM
SR-074	621 NM	SR-031	624 NM	IR-506	628 NM	VR-1522	628 NM	IR-044	629 NM	VR-1022	632 NM
VR-1083	633 NM	SR-029	635 NM	VR-223	635 NM	IR-415	637 NM	IR-524	639 NM	VR-1523	642 NM
VR-1033	645 NM	VR-239	647 NM	VR-245	647 NM	IR-507	648 NM	IR-040	651 NM	VR-1021	651 NM
VR-1024	651 NM	VR-1023	651 NM	IR-037	652 NM	VR-1525	652 NM	SR-075	652 NM	IR-038	655 NM
SR-137	655 NM	IR-091	657 NM	VR-1220	657 NM	VR-242	657 NM	VR-1219	657 NM	VR-244	658 NM
VR-246	658 NM	VR-231	661 NM	VR-545	663 NM	VR-1031	666 NM	VR-1020	670 NM	IR-505	671 NM
VR-512	676 NM	VR-511	677 NM	IR-254	678 NM	IR-276	679 NM	VR-1016	680 NM	VR-1030	680 NM
IR-320	681 NM	SR-619	681 NM	SR-618	681 NM	VR-1014	693 NM	SR-616	695 NM	SR-617	695 NM
VR-541	706 NM	IR-250	709 NM	IR-592	709 NM	IR-078	714 NM	IR-517	717 NM	VR-1520	717 NM
VR-1515	717 NM	IR-021	719 NM	IR-416	721 NM	IR-514	724 NM	VR-060	727 NM	IR-518	730 NM
SR-540	734 NM	SR-542	734 NM	SR-541	734 NM	IR-057	737 NM	IR-059	737 NM	SR-106	737 NM
SR-104	737 NM	SR-103	737 NM	SR-101	737 NM	IR-157	738 NM	IR-174	738 NM	VR-1267	738 NM
IR-527	739 NM	VR-1082	741 NM	VR-1085	741 NM	VR-1084	741 NM	VR-1266	745 NM	VR-1267	745 NM
VR-1268	745 NM	VR-540	747 NM	IR-030	757 NM	IR-031	757 NM	IR-066	760 NM	VR-1050	760 NM

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VR-1051	760 NM	VR-299	760 NM	IR-067	760 NM	IR-400	762 NM	VR-1054	763 NM	VR-510	766 NM
VR-1070	768 NM	IR-500	769 NM	IR-501	769 NM	IR-041	770 NM	VR-1067	770 NM	IR-063	770 NM
SR-069	774 NM	SR-070	774 NM	SR-072	774 NM	SR-071	774 NM	SR-397	775 NM	IR-077	777 NM
IR-255	779 NM	IR-069	781 NM	VR-1225	781 NM	VR-1056	784 NM	IR-214	791 NM	SR-225	794 NM
SR-059	797 NM	SR-060	797 NM	SR-061	797 NM	SR-062	797 NM	VR-289	798 NM	VR-296	798 NM
VR-288	800 NM										

I.2.C.9 **IR-429 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 843 NM from the base.**

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

200 NM	300 NM	500 NM
9	10	29

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-167 NORTH	53 NM	AR-167 SOUTH	53 NM	AR-614	89 NM	AR-104 EAST	134 NM
AR-113 EAST	144 NM	AR-114	144 NM	AR-104 WEST	158 NM	AR-650	164 NM
AR-113 WEST	165 NM						
AR-102A EAST	252 NM						
AR-013 WEST	310 NM	AR-013 EAST	326 NM	AR-644 NORTH	333 NM	AR-602	348 NM
AR-644 SOUTH	357 NM	AR-312	413 NM	AR-313 NORTH	421 NM	AR-639A	421 NM
AR-639	421 NM	AR-112 EAST	422 NM	AR-314 WEST	431 NM	AR-613	440 NM
AR-115	446 NM	AR-313 SOUTH	448 NM	AR-623	452 NM	AR-310 EAST	455 NM
AR-310 WEST	455 NM	AR-314 EAST	474 NM	AR-108 EAST	489 NM		

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

500 NM	700 NM
1811	4727

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-104	134 NM	123	AR-113	144 NM	27	AR-114	144 NM	566	AR-102	252 NM	10
AR-013	310 NM	329	AR-112	422 NM	360	AR-314	431 NM	256	AR-108	489 NM	140
AR-309	508 NM	138	AR-116	511 NM	541	AR-101	520 NM	217	AR-302	538 NM	445

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 144NM from the base."**

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

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Percentage of tankers based in region: 19.0

Tanker saturation within the region has been classified as tanker Balanced

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

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	Route Count SR
ANTELOPE - FT HOOD	187 NM	✔	✔	✔	1	2
BRADFORDS FOLLY	306 NM		✔	✔	0	0
DEVIL	166 NM	✔	✔	✔	0	0
DEVILS RIVER	14 NM	✔	✔		0	0
EAGLE MOUNTAIN	275 NM	✔	✔	✔	0	1
FT HOOD	188 NM		✔	✔	1	2
FT SILL CIRCULA	342 NM	✔	✔	✔	2	3
GRANGE NORTH	323 NM	✔	✔	✔	0	0
GRANGE SOUTH	323 NM	✔	✔	✔	0	0
HALL	118 NM	✔	✔	✔	0	0
MARRION IMC N	189 NM	✔	✔	✔	0	14
MARRION IMC S	189 NM	✔	✔	✔	0	13
MELROSE	333 NM		✔		5	0
MINERAL WELLS	253 NM		✔	✔	0	2
MINERAL WLS CAT	253 NM		✔	✔	0	2
MINERAL WLS CIR	253 NM		✔	✔	0	2
MINERAL WLS SKE	253 NM		✔	✔	0	2
O'DELL	346 NM	✔	✔	✔	0	0
RAPIDO	197 NM	✔	✔	✔	0	2
ROXANNE	294 NM	✔	✔		0	0

I.2.C.11.a

Drop Zone	Servicing Instruement and Slow Routes (IRs and SRs)								
ANTELOPE - FT HOOD	IR-139	SR-258	SR-261						
EAGLE MOUNTAIN	SR-228								
FT HOOD	IR-139	SR-258	SR-261						
FT SILL CIRCULA	IR-103	IR-105	SR-294	SR-295	SR-296				
MARRION IMC N	SR-036	SR-040	SR-233	SR-234	SR-236	SR-240	SR-242	SR-243	SR-244
[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				

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MINERAL WELLS	SR-228	SR-270							
MINERAL WLS CAT	SR-228	SR-270							
MINERAL WLS CIR	SR-228	SR-270							
MINERAL WLS SKE	SR-228	SR-270							
RAPIDO	SR-258	SR-261							

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

BULLIS 119 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
DEVILS RIVER	14 NM	✔	✔		0	0
HALL	118 NM	✔	✔	✔	0	0

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

FORT HOOD 184 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:**

A-633A	Alert Area
A-633B	Alert Area
IR-169	MTA
IR-170	MTA
MOA-Laughlin 1	MOA
MOA-Laughlin 2	MOA
MOA-Laughlin 3	MOA
SR-281	MTA
SR-282	MTA
SR-283	MTA
SR-284	MTA
VR-1108	MTA
VR-1109	MTA
VR-1117	MTA

Details for airspace scheduled or managed by the base:

Airspace: A-633A

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

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

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

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

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

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

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I.2.E.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:**

Mon-Fri, 1/2 hour before sunrise to 1/2 hour after sunset. Other times by NOTAM

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 3,040 hrs

I.2.E.7.b **Hours used:** 3,040 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:**

A-633A: 15NM Radius from the center Laughlin AFB, surface to 7000' MSL excluding Mexico.

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

Airspace: A-633B

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

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

All environmental analyses are current.

I.2.E.2.b **There are problems associated with the environmental analysis.**

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

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

Explanation for any lack of reports:

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

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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:**

Mon - Fri, 1/2 hour before sunrise to 1/2 hour after sunset. Other times by NOTAM.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 2,125 hrs

I.2.E.7.b **Hours used:** 2,125 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:**

A-633B: 7NM radius from center of Laughlin Aux 1, surface to 4000'MSL.

I.2.E.11 **99.00 percent of the airspace is usable.**

Airspace: IR-169

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

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

All environmental analyses are current.

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

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

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

Explanation for any lack of reports:

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

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

I.2.E.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:**

N/A

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 113 hrs

I.2.E.7.b **Hours used:** 113 hrs

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

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

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

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

Airspace: IR-170

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

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

All environmental analyses are current.

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

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

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

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Explanation for any lack of reports:

I.2.E.3 **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:**

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 70 hrs

I.2.E.7.b **Hours used:** 70 hrs

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

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

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

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

Airspace: MOA-Laughlin 1

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

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

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

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

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

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

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

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

I.2.E.7 **Published availability of the airspace:**
MOAs: 1200Z to 0200Z Mon through Fri, other times by NOTAM
Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 2,313 hrs
I.2.E.7.b **Hours used:** 5,201 hrs

Used by multiple aircraft, hense more hours used

I.2.E.8 **Utilization of the airspace can be increased.**
I.2.E.9 **It is possible to expand hours and volume to increase the airspace utilization.**
I.2.E.10 **Description of the volume or area of the Airspace:**
4290 square NM.
I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: MOA-Laughlin 2

I.2.E.2 **An environmental analysis has been conducted for this airspace.**
I.2.E.2.a **Status of the environmental analysis and supplement:**
All environmental analyses are current.

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

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

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

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

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

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

I.2.E.7 **Published availability of the airspace:**
Laughlin 2 MOA: 1200Z to 0200Z Mon through Fri, other times by NOTAM.
Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 164 hrs

I.2.E.7.b **Hours used:** 164 hrs

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

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

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

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

Airspace: MOA-Laughlin 3

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

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

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

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

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

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

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

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

I.2.E.7 **Published availability of the airspace:**
Laughlin 3 MOA:1200Z to 0200Z Mon through Fri, other times by NOTAM.
Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 2,124 hrs

I.2.E.7.b **Hours used:** 4,099 hrs

used by multiple aircraft sumultaneously

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:**
2,000 square NM

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

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Airspace: SR-281

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

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

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

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

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

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

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

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

I.2.E.7 **Published availability of the airspace:**
New MTR no data available.
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:**

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

Airspace: SR-282

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

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

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

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

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

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

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

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

I.2.E.7 **Published availability of the airspace:**
New MTR no data available.
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.**

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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:

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

Airspace: SR-283

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

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

All environmental analyses are current.

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

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

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

Explanation for any lack of reports:

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

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

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

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

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

New MTR no data available.

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 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:

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

Airspace: SR-284

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

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

All environmental analyses are current.

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

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

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

Explanation for any lack of reports:

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

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

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

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

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

New MTR no data available.

Range scheduling statistics (yearly average from 1990 to 93.

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

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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:

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

Airspace: VR-1108

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

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

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

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

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

I.2.E.3.a Panther Junction

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:

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Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a Hours scheduled: 123 hrs

I.2.E.7.b Hours used: 123 hrs

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

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

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

I.2.E.11 99.00 percent of the airspace is usable.

Airspace: VR-1109

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

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

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

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

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

I.2.E.3.a Panther Junction

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.

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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:**

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 104 hrs

I.2.E.7.b **Hours used:** 104 hrs

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

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

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

I.2.E.11 **99.00 percent of the airspace is usable.**

Airspace: VR-1117

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

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

All environmental analyses are current.

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

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

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

Explanation for any lack of reports:

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

I.2.E.3.a **Panther Junction**

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.**

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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:**

Range scheduling statistics (yearly average from 1990 to 93.

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

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

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

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

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

I.2.E.11 **99.00 percent of the airspace is usable.**

Commercial Aviation Impact

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

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

Airfield:	Airfield:
Anacacho Ranch	Uncontrolled
Bertani Ranch	Uncontrolled
Bowles	Uncontrolled
Continental Ranch	Uncontrolled
Davis Ranch	Uncontrolled
Del Rio International	General Aviation
DeLong Ranch	Uncontrolled
Devils River Ranch	Uncontrolled
Dunbar Ranch	Uncontrolled

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

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

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F. Potential for Growth in Training Airspace (Area)

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

I.2.F.1.a **Estimated expansion potential is 20.0 percent. Rationale for estimate:**

This estimate covers expansions of our MOAs, the addition of a range, and additional 1 or 2 low levels.

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 SAM HOUSTON

126 NM from the base.

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

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

Kingsville NAS

196 mi from the base.

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

Kelly AFB

115 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:
99.4	98.8	90.2	81.7	81.4

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

I.2.J.2.a Is at or below 15 knots 99.2 percent of the time

I.2.J.2.b Is at or below 25 knots 100.0 percent of the time

I.2.J.3 2 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	Eagle Pass AAF	Auxiliary Airfield	99	9	
II.1.A.2	Laughlin AAF	Auxiliary Airfield	552	33	
II.1.A.3	Laughlin AFB	Main Base	4,524	2,657	888
II.1.A.4	Localizer	South Localizer	7	1	1
II.1.A.5	Recreational Area	Recreational Area	45	12	20
		TOTALS:	5,227	2,712	909

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	9,507	38.0	0.0	62.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	26,524	36.0	63.0	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	10,230	10,247	84.0	16.0	0.0	17
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	155,473	50.0	50.0	0.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	62,674	67,218	93.0	7.0	0.0	4,544
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	70,689	70,689	0.0	100.0	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	257,885	22.0	76.0	2.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	210,000	113,373	0.0	100.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	42,000	42,056	21.0	79.0	0.0	56

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II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	7,200	7,290	0.0	100.0	0.0	90
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	26,000	14,776	69.0	18.0	13.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	25,607	28,180	4.0	96.0	0.0	2,573
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	17,276	17,276	100.0	0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	20,316	23,192	64.0	26.0	10.0	2,876
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	6,750	6,750	0.0	100.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	4,992	4,992	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	30,865	100.0	0.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	2,700	2,700	100.0	0.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	0		0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	0	0		0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	10,409	66.0	0.0	34.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	10,000	6,842	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	12,750	15,189	93.0	7.0	0.0	2,439
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	6,065	5,013	100.0	0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	4,480	6,199	100.0	0.0	0.0	1,719
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	67,730	70.0	12.0	18.0	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	35,000	30,385	100.0	0.0	0.0	0

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II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	1,554	0.0	100.0	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	714	714	0.0	100.0	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	9,200	65.0	35.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	124,815	88.0	3.0	9.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	7,932	6,664	81.0	19.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	10,000	10,000	100.0	0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	91,260	95,058	97.0	3.0	0.0	3,798
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	68,964	2.0	97.0	1.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	3,799	0.0	86.0	14.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	5,815	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	134,821	43.0	44.0	13.0	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	400	93.0	7.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	202	372	100.0	0.0	0.0	170
II.1.B.1.cc	722	Dining Hall	SF	N/A	7,248	0.0	100.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	6,500	7,248	0.0	100.0	0.0	748
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	222	90.0	10.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	44,683	36.0	45.0	19.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	215,537	15.0	77.0	8.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	0	0		0.0	0.0	0

Notes for specific Cat Codes:

II.1.B.1.e.i 211-111 45,000 SF T-1A hangar will be constructed by Apr 95

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	492,233	64.0	36.0	0.0

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II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	215,934	83.0	17.0	0.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	272,336	10.0	90.0	0.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	45,000	0.0	100.0	0.0
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	428,108	75.0	25.0	0.0
II.1.B.1.f	822	Heat-Trans & Distr Lines	LF		0.0	0.0	100.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	122,796	58.0	42.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	384,004	40.0	60.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	3,557	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	810,699	80.0	20.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	147,114	45.0	55.0	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:** 600

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:** -137 **(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:** -28 **(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:** 322 **(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:** 278 **(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 56.0 percent of officer families live on base.

II.1.C.3.b 63.0 percent of enlisted families live on base.

II.1.C.3.a 60.0 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
13L	Secondary	8310 ft	150 ft	No	2	MA1A
13R	Secondary	6246 ft	150 ft	No	None	
13C	Primary	8858 ft	150 ft	No	2	61QSIIM

II.2.A There are 3 active runways.

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

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

II.2.C Dimensions of the primary runway (13C).

II.2.C.1 Length: 8,858 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	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.5	Tanker	KC-135R	320 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed

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

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Pavement:	Aircraft:	(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Runway	B-1B	SY	147,000	Due to variable pavement strengths this runway would have to be reconstructed. Another 7" of base course with an added 9" asphalt overlay.
Aprons	B-1B	SY	280,000	Deficient sections would need to be replaced with a new 36" section. Providing base course work would reduce this section.
Taxiway	B-1B	SY	45,000	Deficient sections would need to be replaced with a new 21" section. Providing base course work would reduce this section.
Aprons	B-52	SY	280,000	Deficient sections would need to be replaced with a new 35" section. Providing base course work would reduce this section.
Runway	B-52	SY	147,000	Due to variable pavement strengths, this runway would have to be reconstructed. Another 6" of base course would have to be added with an asphalt overlay.
Taxiway	B-52	SY	45,000	Deficient sections would need to be replaced with a new 21"section. Providing base course work would reduce this section.
Taxiway	C-141	SY	45,000	Deficient sections would need to be replaced with a new 17" section. Providing base course work would reduce this section.
Aprons	C-141	SY	280,000	Deficient sections would need to be replaced with a new 30" section. Providing base course work would reduce this section.
Runway	C-141	SY	147,000	Due to variable pavement strenghts, this runway would have to be reconstucted. Another 10" of base course would have to be added with an asphalt overlay.
Taxiway	C-5B	SY	45,000	Deficient sections would need to be replaced with a new 16" section. Providing base course work would reduce this section.
Runway	C-5B	SY	147,000	Due to variable pavement strengths, this runway would have to be reconstructed. Another 6" of base course would have to be added with an asphalt overlay.
Aprons	C-5B	SY	280,000	Deficient sections would need to be replaced with a new 32" section. Providing base course work would reduce this section.
Runway	F-15	SY	147,000	Due to variable pavement strengths, this runway would have to be overlayed or have deficient sections rebuilt. The overlay thickness would be 9" asphalt.
Aprons	F-15	SY	280,000	Deficient sections would need to be replaced with a new 14" PCC section. Providing base course work would reduce this section.
Taxiway	F-15	SY	45,000	Deficient sections would need to be replaced with a new 12" PCC section. Providing base course work would reduce this section.
Runway	F-16C/D	SY	147,000	Due to variable pavement strengths, this runway would have to be overlayed or have deficient sections rebuilt. The overlay thickness would be 5".

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Aprons	F-16C/D	SY	280,000	Deficient sections would need to be replaced with a new 11" PCC section. Providing base course work would reduce this section.
Taxiway	F-16C/D	SY	45,000	Deficient sections would need to be replaced with a new 9" PCC section. Providing base course work would reduce this section.
Runway	KC-10	SY	147,000	Due to variable pavement strengths, this runway would have to be overlayed or have deficient sections rebuilt. The overlay thickness would be 9".
Taxiway	KC-10	SY	45,000	Deficient sections would need to be replaced with a new13" section. Providing base course work would reduce this section.
Aprons	KC-10	SY	280,000	Deficient sections would need to be replaced with a new 25" section. Providing base course work would reduce this section.
Runway	KC-135R	SY	147,000	Due to variable pavement strengths, this runway would have to be reconstructed. Another 5" of base course would have to be added with an asphalt overlay.
Aprons	KC-135R	SY	280,000	Deficient sections would need to be replaced with a new 30" section. Providing base course work would reduce this section.
Taxiway	KC-135R	SY	45,000	Deficient sections would need to be replaced with a new 15" section. Providing base course work would reduce this section.

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

II.2.G.1 **The total usable apron space for aircraft parking is 286,222 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.)	
T-1	740 ft	481 ft	Primary Aircraft	T-1s
T-37	1,515 ft	481 ft	Primary Aircraft	T-37s
T-38	1,184 ft	482 ft	Primary Aircraft	T-38s
TA	847 ft	481 ft	Transient Aircraft	Transient aircraft

II.2.G.2 **Permanently assigned aircraft currrently require 202,175 Sq Yds of parking space.**

II.2.G.3 **84,047 Sq Yds of parking space is available for parking additional non-transient aircraft.**

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

We do not have any other parking limitations that are not related to pavement strength/condition or airfield safety.

II.2.H **The dimensions of the (largest) transient parking area:** 847 Ft | 481 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:**

Laughlin does support limited wide body aircraft operations on a prior permission required basis. Review of the base airfield waiver shows no restrictions to airfield operations.

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3. Utility Systems

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

	Utility System	Capacity	Unit of Measure	Percent Usage
II.3.A.1	Water:	2.4 MG/D	MG/D - million gallons per day	82 %
II.3.A.2	Sewage:	1.0 MG/D		45 %
II.3.A.3	Electrical distribution:	15.9 MW	MW - million watts	56 %
II.3.A.4	Natural Gas:	4.00 MCF/D	MCF/D - million cubic feet per day	30 %
II.3.A.5	High temperature water/steam generation/distribution:	-	MBTUH - million British thermal units per hour	%

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

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

4. Aircraft Maintenance Hangar Facilities

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

II.4.A.1 **Facility number:** 50 Hanger

Current Use: Hangar

II.4.A.2 **Size (SF):** 53,550 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:	172 ft	26 ft	
II.4.A.6	Largest unobstructed space inside the facility:	172 ft	26 ft	225 ft

II.4.A.1 **Facility number:** 210 Hanger

Current Use: Hangar

II.4.A.2 **Size (SF):** 44,888 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:	160 ft	27 ft	
II.4.A.6	Largest unobstructed space inside the facility:	160 ft	27 ft	181 ft

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II.4.A.1 **Facility number:** 414 Hanger

Current Use: Hangar

II.4.A.2 **Size (SF):** 49,028 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:	160 ft	27 ft	
II.4.A.6	Largest unobstructed space inside the facility:	160 ft	27 ft	172 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	13R/C/L	CZ	0	278	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	31L/C/R	CZ	0	324	0.0	Gen Compat	100.0	0.0	0.0	0.0	0.0	0.0
II.6.A.2	13R/C/L	APZ 1	17	520	0.0	Gen Compat	0.0	0.0	0.0	3.0	0.0	97.0
	31L/C/R	APZ 1	1	531	0.0	Gen Compat	0.0	0.0	0.0	15.0	0.0	85.0
II.6.A.3	13R/C/L	APZ 2	19	702	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	31L/C/R	APZ 2	0	703	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	620	8,281	1	Gen Compat	2.0	0.0	0.0	0.0	0.0	98.0
II.6.A.5	70-75	61	3,984	1	Gen Compat	1.0	1.0	0.0	0.0	0.0	98.0
II.6.A.6	75-80	28	1,718	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.A.7	80+	0	526	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	13R/C/L	CZ	0	278	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0

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II.6.B.1	13R/C/L	CZ	0	278	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	31L/C/R	CZ	0	924	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.B.2	13R/C/L	APZ 1	17	520	0	Gen Compat	0.0	0.0	0.0	3.0	0.0	97.0
	31L/C/R	APZ 1	1	531	0	Gen Compat	0.0	0.0	0.0	15.0	0.0	85.0
II.6.B.3	13R/C/L	APZ 2	19	702	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	31L/C/R	APZ 2	0	703	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	620	8,281	1	Gen Compat	2.0	0.0	0.0	0.0	0.0	98.0
II.6.B.5	70-75	61	3,984	1	Gen Compat	1.0	1.0	0.0	0.0	0.0	98.0
II.6.B.6	75-80	28	1,718	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.7	80+	0	526	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 Oct 77**

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 Oct 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:
Del Rio, Texas	Zoning	Yes

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

Government name:	Types of controls in place	Types of encroachment limited:
Del Rio, Texas	Zoning	Permanent easement for APZ1

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

Government name:	Types of controls in place	Types of encroachment limited:
Del Rio, Texas	Zoning	

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

Government name:	Types of controls in place	Types of encroachment limited:
Del Rio, Texas	Zoning	

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

Government name:	Types of controls in place	Types of encroachment limited:
Del Rio, Texas	Zoning	

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

Government name:	Types of controls in place	Types of encroachment limited:
Del Rio, Texas	Zoning	

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

Government name:	Types of controls in place	Types of encroachment limited:
Del Rio, Texas	Zoning	

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

No significant development currently exists in any AICUZ zone.

No significant development is projected for any AICUZ zone.

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

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

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

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop

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Del Rio, Texas	24461	21330	30034	40900	44441

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

II.6.J **All existing on base facilities are sited in accordance with AICUZ recommendations.**

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

Air Space Encroachment

II.6.K **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 Load Crews**

III.1.A.1.b **Current MHE:** One 10K forklift, Three 4K forklifts, and 12 tugs

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	445,000 lbs
C-5	Can land	Can taxi	Can park	Can refuel	434,000 lbs
KC-10	Can land	Can taxi	Can park	Can refuel	334,000 lbs

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 **113 BBL'S for all grades of fuel. Jet fuel tank A-2 is currently in use, its capacity is 10,000 BBL'S. It 'll be out of service when JP-8 conversion is complete, est May 94. This Tank is not listed on the FLAS as usable space, it could be used.**

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: 17

6 tank trucks can be simultaneously offloaded

Tank cars can Not be offloaded.

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

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

III.1.D.6 **Current despensing capabilities as defined in AFR 144-1** **sustained:** 302000
maximum: 640000

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

III.1.D.7.a **Supporting DFSP:** DFSP Elemendorf, C/O ST. Service, Route 1, Box 99, San Antonio, TX, 78211

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:**	100	50
Square footage available (including physical capacity limit):	432	432
III.1.E.2 **Normal installation mission storage requirement:**	70	0

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

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

Area has questionable load bearing capacity and aircraft must be towed to-from the area.

III.1.F.2 **The size of the hot cargo pad is 375,000 sq feet.**

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

III.1.F.4 **The hot pad access is taxi-on/taxi-off.**

III.1.F.5 **The taxiway servicing the hot pad is 150 ft wide and has a pavement classification number (PCN) of 23.**

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

One F-16 with hydrazine leak

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 SAM HOUSTON	126 NM

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

Railheads within 150 NM:

Camp Stanley	118 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 **Unique missions performed by the base medical facility:**

Aerospace Physiological Unit

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 a total excess storage capacity of 9,113 sq ft.**

III.1.N.1 **Base facilities have a total covered storage capacity of 95,058 sq ft.**

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

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	95,958 sq ft
Mobility storage:	0 sq ft
War Readiness Support Kits (WRSK) storage:	0 sq ft

III.1.O **107 light military vehicles are on base.**

III.1.P **136 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	593.30 $sK	0.00 $sK	593.30 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	518.30 $sK	18.20 $sK		536.50 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	535.30 $sK	8.10 $sK			543.40 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	236.00 $sK	8.10 $sK				244.10 $sK
				xxx56 TOTALS:	593.30 $sK	536.50 $sK	543.40 $sK	244.10 $sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	11,517.40 $sK	423.90 $sK	11,941.30 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	7,394.20 $sK	641.10 $sK		8,035.30 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	-208.60 $sK	219.20 $sK			10.60 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	-208.60 $sK	219.20 $sK				10.60 $sK
				xxx76 TOTALS:	11,941.30 $sK	8,035.30 $sK	10.60 $sK	10.60 $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				
		3400	6,442.50 $sK	435.20 $sK			6,877.70 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	2,770.00 $sK	435.20 $sK				3,205.20 $sK
				xxx78 TOTALS:			6,877.70 $sK	3,205.20 $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	15.30 $sK	0.00 $sK	15.30 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	10.80 $sK	0.00 $sK		10.80 $sK		
	FY-93	Appropriation	Direct	Reimbursable				

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		3400	12.70 $sK	0.20 $sK			12.90 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	8.00 $sK	0.20 $sK				8.20 $sK
				xxx90 TOTALS:	15.30 $sK	10.80 $sK	12.90 $sK	8.20 $sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	645.50 $sK	0.00 $sK	645.50 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	630.40 $sK	11.30 $sK		641.70 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	658.70 $sK	3.70 $sK			662.40 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	597.50 $sK	3.70 $sK				601.20 $sK
				xxx95 TOTALS:	645.50 $sK	641.70 $sK	662.40 $sK	601.20 $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	3,654.30 $sK	2.40 $sK	3,656.70 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	2,840.90 $sK	158.10 $sK		2,999.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	5,670.50 $sK	200.50 $sK			5,871.00 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	5,862.40 $sK	200.50 $sK				6,062.90 $sK
				xxx96 TOTALS:	3,656.70 $sK	2,999.00 $sK	5,871.00 $sK	6,062.90 $sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		7045	2,622.10 $sK	90.90 $sK	2,713.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		7045	3,210.40 $sK	96.50 $sK		3,306.90 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		7045	3,715.10 $sK	112.50 $sK			3,827.60 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		7045	1,015.40 $sK	88.00 $sK				1,103.40 $sK
				MFH TOTALS:	2,713.00 $sK	3,306.90 $sK	3,827.60 $sK	1,103.40 $sK

2. Relocation Costs

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

Total relocation costs: $ 2,300.29 K

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Section IV/V Level Playingfield COBRA Data

One time closure costs: 25$sM

Twenty year Net Present Value (275)$sM

Steady state savings 22$sM per year

Manpower savings associated with closure 383

Return on Investment (years): 2

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Section VI Economic Impact

Economic Area Statistics:

Val Verde County, TX

Total population: 40,000 (FY 92)

Total employment: 16,109 (FY 93)

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

10.7% / 11.8% / 14.2%

Average annual job growth: 431

Average annual per capita income: $11,167

Average annual increase in per capita income: $5.1%

Projected economic impact:

Direct Job Loss:	**2,459**	
Indirect Job Loss:	**909**	
Closure Impact:	**3,368**	**(20.9% of employment total)**
Other BRAC Losses:	**0**	
Cumulative Impact:	**3,368**	**(20.9% 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 **9.1 Percent of off-base housing was rated as unsuitable in the latest VHA survey**

VII.1.A.4 **Median monthly cost of off-base housing based on latest VHA survey:** $611

Describe the transportation systems.

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

Painter Bus Lines makes three daily runs from Del Rio to San Antonio, and three return runs. Amtrak makes three weekly stops going east and three weekly stops going west.

VII.1.B.2 **Distance to the nearest municipal airport with scheduled, commercial air traffic:** 150 miles

VII.1.B.2 **Airport name:** San Antonio International

VII.1.B.3 **Number of commercial air carriers available at the airport:** 13

VII.1.B.4 **Average round trip commuting time to work:** 38 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	Moore Park Del Rio, TX	6		Hrs.	10	Min.
VII.1.C.2	Movie theater	Cinema III, Del Rio, TX	10		Hrs.	15	Min.
VII.1.C.3	Public golf course	San Felipe GC, Del Rio, TX	6		Hrs.	10	Min.
VII.1.C.4	Bowling lane	T & J Lanes, Del Rio, TX	8		Hrs.	12	Min.
VII.1.C.5	Boating	Diablo East Marina, Del Rio, TX	22		Hrs.	30	Min.
VII.1.C.6	Fishing	Diablo East Marina, Del Rio, TX	22		Hrs.	30	Min.
VII.1.C.7	Zoo	Brackenridge Park, San Antonio, TX	150	3	Hrs.		Min.
VII.1.C.8	Aquarium	Sea World, San Antonio, TX	150	2	Hrs.	45	Min.
VII.1.C.9	Family theme park	Alamo Village, Bracketville, TX	39		Hrs.	50	Min.
VII.1.C.10	Professional sports	Alamodome, San Antonio, TX	160	3	Hrs.		Min.

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VII.1.C.11	Collegiate sports	UTSA, San Antonio, TX	160	3	Hrs.		Min.
VII.1.C.12	Camping facilities	Diablo East Marina, Del Rio, TX	22		Hrs.	30	Min.
VII.1.C.13	Beaches (lake or ocean)	Corpus Christi, TX	285	5	Hrs.	30	Min.
VII.1.C.14	Outdoor winter sports	The Lodge	476	8	Hrs.	30	Min.

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

Plaza Del Sol , Del Rio, TX 15 min (11 Miles)

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

San Antonio, TX 2 hrs 45 min (150 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.)** 724

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.)** 6298

2. Education

VII.2.A **The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios:** 30 to 1

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

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

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

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

VII.2.D **55.0 percent of high school students go on to either a two- or four-year college**

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

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

Howard School of Nursing, SW Texas Junior College,

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

Sul Ross State Univ, Southwest Texas Junior College

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

Sul Ross State University

3. Spousal Employment

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VII.3.A **49.0 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **57.0 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **10.7 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **9.8 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:**	0.4 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	1.6 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:** San Antonio Intrastate Air Quality Control Region

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

VIII.1.C **There are NO critical air quality regions within 100 kilometers of the base**

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

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

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

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

(i.e. carpooling or emissions credit transfer)

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

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

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

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

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

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

VIII.E.2 Infrastructure Maintenance / Public Works

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

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

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

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

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VIII.E.3 Open Burn/Open Detonation

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

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

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

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

VIII.E.4 Fire Training

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

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

VIII.E.5 Signal Flares

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

VIII.E.6 Emergency Generators

E.6.a The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

E.6.b The state or local air quality regulatory agency Limits the hours of emergency operation of generators.

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

E.6.d The state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

E.6.d 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:

Spring/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.** Natural Sulfur, leaking underground storage tanks

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 **4 wells have been abandoned for the following reasons:**

High sulfur and low water level

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
Marsh Area--Southeast corner	1.50 Acres
Old Borrow Pit--Northwest corner	1.50 Acres
Sewage Lagoons--Southside	13.00 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 required as follows:**

Section 404 Permits

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

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

5. Wastewater

VIII.5.A Base wastewater is treated by On-Base facilities.

VIII.5.B The following 1 wastewater treatment facilities (industrial/domestic) are located on-base:

Base water treatment facility

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:

Waste water treatment permit and four storm water notices of intent

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

Into a ditch on base that immediately runs off base.

VIII.6.C The base has discharge impoundments.

VIII.6.C.1 There are 2 water/wastewater treatment impoundments.

VIII.6.C.2 There are No industrial wastewater treatment impoundments.

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

7. HAZARDOUS MATERIALS - Asbestos

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

VIII.7.A.1 95.0 percent of the facilities surveyed are identified as having asbestos.

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

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8. Biological - Habitat

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

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

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

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

VIII.8.C The base has a cooperative agreement for conducting a hunting and fishing program.

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

9. Biological - Threatened and Endangered Species

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

Species	Kingdom				Remarks
Texas Horned Toad	Animal	State	Listed	Threatened	Two year threatened and endangered species survey is currently underway at Laughlin.
Texas Indigo Snake	Animal	State	Listed	Threatened	Two year threatened and endangered species survey is currently underway at Laughlin.

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:
Wetlands	50

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 88

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 and USDA Soil Conservation Service

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

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

11. Biological - Floodplains

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

VIII.11.A.1 Floodplains do Not constrain construction (siting) activities or operations.

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

12. Cultural

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

VIII.12.A.1	Sites:	Significant status:
	Prehistoric Archeologic Sites	Unkown, currently under study

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

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

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

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

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

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

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

VIII.12.D.3 Archeological collections are housed on base.

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

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

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

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

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

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

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

VIII.13.A.3 All on-site remediation is estimated to be in place in 2001

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

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

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

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

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

VIII.13.E There are sites or SWMUs currently being investigated and remediated pursuant to RCRA corrective action.

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

VIII.13.E.1 5 sites are being investigated and remediated.

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

14. Compliance / IRP Costs ($000)

VIII.14.A

Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	$100.000 K	$100.000 K	$100.000 K	$100.000 K	$100.000 K
IRP	$64.000 K	$264.000 K			
Natural Resources					
Other(s) Specify:250K Title VAir Operating Permit					
Other(s) Specify:50KStandard Exemption Paint Booth					
Other(s) Specify:Air Emmissions Fees		$9.900 K	$9.900 K	$9.900 K	$9.900 K
Other(s) Specify:Air Standard Exemp Fee	$20.000 K				
Permits	$50.000 K	$250.000 K			

15. Other Issues

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

LOCAL: Strong local goverment support for Laughlin AFB.

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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:**
Val Verde County, Region 13

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

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

Carla Smith 512-239-1493

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

VIII.16.C.1 In Attainment for Ozone

VIII.16.C.2 In Attainment for Carbon Monoxide

VIII.16.C.3 In Attainment for Particulate matter (PM-10)

VIII.16.C.4 In Attainment for Sulfur Dioxide

VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx)

VIII.16.C.6 In Attainment for Lead

VIII.16.C.7 **The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT**

VIII.16.D.1 **Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located:**

VIII.16.D.2 **Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:**

VIII.16.D.3 **Ozone % of NAAQS can not be computed**

VIII.16.D.4 **Carbon monoxide % of NAAQS can not be computed**

Air Quality Survey complete, No additional data required.

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Section IX

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Section I

1. Force Structure

I.1.A **List of all on base NAF and non-Air Force activities:**

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	1st Jacksonville Bank	-	-	10	10
I.1.A.2	BASE Exchange	-	-	240	240
I.1.A.3	Barber Shop	-	-	7	7
I.1.A.4	Beauty Shop	-	-	2	2
I.1.A.5	Car Rental	-	-	3	3
I.1.A.6	Cleaners	-	-	7	7
I.1.A.7	Corps of Engineers	-	-	9	9
I.1.A.8	DAO-DE	-	16	19	35
I.1.A.9	DECA	-	7	87	94
I.1.A.10	DRMO	-	-	10	10
I.1.A.11	Flower Shop	-	-	3	3
I.1.A.12	NAF Personnel	-	-	320	320
I.1.A.13	Optical Shop	-	-	3	3
I.1.A.14	Red Cross	-	-	2	2
I.1.A.15	SATO	-	-	4	4
I.1.A.16	Shoe Shop	-	-	1	1
I.1.A.17	US Postal Service	-	-	5	5
I.1.A.18	Veterinarian Office	1	1	1	3
I.1.A.19	Watch Repair	-	-	3	3
	TOTAL:				761

I.1.B **Remote/Geographically Separated Units receiving more then 50% of Base Operational Support from the base:**

I.1.B.1 **Supported Unit:** 122 ARCOM GSU **GSU - Geographically Separated Unit**
Location: Camp Robinson, AR **REM - Remote Unit**
Support provided: Library, Police, Morale & Fitness, Audiovisual, Clubs, Communications, Family Support Center, Education, Engineering, Equip Op. Maint, Repair, Finance, Health, Housing, Supply, Legal, Mil Pers Spt, Training, and Weather

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I.1.B.2 **Supported Unit:** 123 RTS (Mob) GSU **GSU - Geographically Separated Unit**
Location: Hot Springs, AR **REM - Remote Unit**
Support provided: Chapel, PA, Morale and Fitness, Safety, Admin, Command Post, Maintenance, Health, Contacting, Mortuary

I.1.B.3 **Supported Unit:** 223 CCS GSU **GSU - Geographically Separated Unit**
Location: Hot Springs, AR **REM - Remote Unit**
Support provided: See Installation Wk Sheet I.1.B

I.1.B.4 **Supported Unit:** 917 TFW, AF Reserve GSU **GSU - Geographically Separated Unit**
Location: Little Rock, AR **REM - Remote Unit**
Support provided: See Installation Wk Sheet I.1.B

I.1.B.5 **Supported Unit:** AF ROTC GSU **GSU - Geographically Separated Unit**
Location: Fayetteville Ar, Memphis, TN **REM - Remote Unit**
Support provided: See Installation Worksheet I.1.B

I.1.B.6 **Supported Unit:** Det 4, 99 ECR GSU **GSU - Geographically Separated Unit**
Location: Harrison, AR **REM - Remote Unit**
Support provided: See Installation Wk Sheet I.1.B

I.1.B.7 **Supported Unit:** MEPS, Little Rock, AR GSU **GSU - Geographically Separated Unit**
Location: Little Rock, AR **REM - Remote Unit**
Support provided: See Installation Wk Sheet I.1.B

I.1.B.8 **Supported Unit:** Navy Recruiting District GSU **GSU - Geographically Separated Unit**
Location: Little Rock, AR **REM - Remote Unit**
Support provided: See Installation Wk Sheet I.1.B

I.1.B.9 **Supported Unit:** US Army Reserve GSU **GSU - Geographically Separated Unit**
Location: Little Rock & Arkadelphia, AR **REM - Remote Unit**
Support provided: Chapel, PA, Social Actions, Common Use Facility, DW, Fire, Library, Morale & Fitness, Police, Safety, Shuttle Svc, Clubs, Communications, Family Spt Ctr, Finance, Food, Health Svc, Supply, Legal, Mil Pers Spt, and Transportation.

I.1.B.10 **Supported Unit:** USA Corps of Engineers GSU **GSU - Geographically Separated Unit**
Location: Little Rock, AR **REM - Remote Unit**
Support provided: See Installation Wk Sheet I.1.B

I.1.B.11 **Supported Unit:** USMC Reserve GSU **GSU - Geographically Separated Unit**
Location: North Little Rock, AR **REM - Remote Unit**
Support provided: Chapel, Fire, Library, MWR, Police, Finance, Family Support, Health, Housing, Safety, Laundry

I.1.B.12 **Supported Unit:** USN/MC Reserve Center GSU **GSU - Geographically Separated Unit**
Location: North Little Rock, AR **REM - Remote Unit**
Support provided: See Installation Wk Sheet I.1.B

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I.1.B.13 **Supported Unit:** USP & FO (ANG) GSU **GSU - Geographically Separated Unit**

Location: Camp Robinson, AR **REM - Remote Unit**

Support provided: Chapel, PA, Social Actions, DW, Fire, Library, Morale & Fitness, Police, Safety, Shuttle Svc, Communications, Family Support Ctr, Supply, Purchasing, Contracting, and Utilities

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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 **Details for specific ATC facilities:**

	(A.2) ATC Summary:		(A.3) Detailed traffic counts:				
	Type of Facility	Total Traffic Count	Civil Traffic Count	Military Traffic Count	ILS Traffic Count	PAR Traffic Count	Non-PAR Traffic Count
GCA	3	35985	786	35199	6113	4958	740
Tower	3	130409	179	130230	N/A	N/A	N/A

I.2.A.4 **The primary instrument runway is designated 25**

130409 operations were conducted this runway during calander year 1993

I.2.A.5 **Known or potential airspace problems that may prevent mission accomplishment:**

None

I.2.A.6 **The base does Not experience ATC delays.**

B. Geographic Location

I.2.B.1 **Nearest major primary airlift customer:** RED RIVER ARMY DEPOT **distance** 138 NM

Nearest major primary airdrop customer: FORT CAMPBELL **distance** 250 NM

I.2.B.2 **Distance to foward deployment Air Bases:**

Lajes AB: 3130 NM

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Rota AB:	4177 NM
Hickam AFB:	3551 NM
RAF Mildenhall:	4091 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	ROBINSON AAF	9
I.2.B.4	Military airfield, runway >= 8,000ft	MEMPHIS INTL	107
I.2.B.5	Military airfield, runway >= 10,000ft	BARKSDALE AFB	163
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Adams Field	13
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Memphis Int'l	108
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Barksdale AFB	165
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Memphis Int'l	108
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Tulsa Int'l	200

I.2.B.11 Name and distance to an emergency landing airfield compatible with aircraft flown at the base.

Adams Field, Little Rock, AR 12 NM

C. Training Areas (Special Use Airspace (SUA), Ranges, Military Training Routes (MTRs), Drop Zones (DZs), Military Operating Areas (MOAs))

I.2.C.1 There are No supersonic Air Combat Training (ACBT) MOAs or warning/restricted areas (minimum size of 4,200 sq NM) within 300 NM.

I.2.C.2 There are No MOAs or warning/restricted areas (minimum size of 2,100 sq NM and an altitude block of at least 20,000 ft) within 200 NM.

I.2.C.3 Low altitude MOAs and warning/restricted areas, with a minimum size of 2,100 sq NM and a floor no greater than 2,000 ft, within 600 NM:

Area Name	Distance	Area Name	Distance	Area Name	Distance
W-155 A,B	404 NM	W-151A	416 NM	W-155B	418 NM
W-151 A,B,C,D	454 NM	W-92	456 NM	W-151B	465 NM
W-602	472 NM	W-151D	499 NM	O'NEILL	513 NM
W-228C	525 NM	W-470 A,B,C,D,E	525 NM	W-228 A,B,C,D	526 NM

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W-228D	551 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
RAZORBACK	97 NM	CANNON	163 NM	CLAIBORNE	216 NM
SHELBY WEST	276 NM	SHELBY EAST	278 NM	FALCON	323 NM
SMOKEY HILL	356 NM	ATTERBURY	391 NM	EGLIN C52	393 NM
EGLIN C62	393 NM	JEFFERSON PROVING G	405 NM	GRAND BAY	511 NM
McMULLEN	525 NM	HARDWOOD	567 NM	TOWNSEND	569 NM
MELROSE	577 NM	POINSETT	581 NM	PINECASTLE	633 NM
AIRBURST	648 NM	GRAYLING	691 NM	AVON PARK BRAVO/FO	704 NM
OSCURA	708 NM	AVON PARK CHARLIE/E	712 NM	CHERRY POINT BT-11	772 NM
USAF DARE COUNTY	798 NM	NAVY DARE COUNTY	799 NM		

I.2.C.5 **Nearest electronic combat (EC) range and distance from base:**

RAZORBACK	97 NM

I.2.C.6 **Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:**

GULFPORT MDS	364 NM

I.2.C.7 **Nearest full-scale, heavyweight (live drop or inert) range and distance from base:**

RAZORBACK	97 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	2	5	10	49	102	159
SR	16	19	20	58	106	136
VR	2	5	10	78	143	203
Total Routes:	**20**	**29**	**40**	**185**	**351**	**498**

Identify Routes:

SR-218	26 NM	SR-219	26 NM	SR-220	26 NM	SR-222	26 NM	SR-229	26 NM	SR-231	26 NM
SR-237	26 NM	SR-232	26 NM	SR-227	26 NM	SR-226	26 NM	SR-221	26 NM	SR-230	26 NM
IR-120	58 NM	VR-1102	58 NM	SR-239	72 NM	SR-238	78 NM	SR-073	86 NM	SR-074	86 NM
IR-121	88 NM	VR-1103	88 NM								
SR-223	104 NM	SR-224	104 NM	VR-1182	108 NM	IR-068	118 NM	SR-075	120 NM	IR-164	135 NM
VR-1104	135 NM	IR-070	148 NM	VR-1032	149 NM						
VR-1546	152 NM	VR-189	153 NM	VR-1130	156 NM	VR-1016	165 NM	IR-078	174 NM	IR-592	174 NM

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IR-091	176 NM	SR-137	180 NM	IR-157	188 NM	IR-174	188 NM	VR-1072	199 NM		
IR-129	202 NM	IR-044	203 NM	IR-160	205 NM	IR-161	205 NM	IR-502	216 NM	IR-504	216 NM
VR-1014	218 NM	VR-1033	220 NM	VR-1031	222 NM	VR-1196	223 NM	VR-106	241 NM	SR-225	244 NM
SR-228	245 NM	SR-059	248 NM	SR-060	248 NM	SR-062	248 NM	SR-061	248 NM	IR-117	250 NM
VR-188	250 NM	VR-1525	250 NM	VR-1113	250 NM	VR-1128	250 NM	VR-1137	250 NM	VR-152	254 NM
VR-1030	262 NM	IR-066	267 NM	VR-1051	267 NM	VR-1050	267 NM	IR-067	267 NM	SR-296	268 NM
SR-031	276 NM	VR-533	279 NM	VR-535	279 NM	VR-534	279 NM	VR-119	280 NM	IR-127	282 NM
VR-187	282 NM	IR-069	287 NM	IR-077	290 NM	IR-527	290 NM	VR-138	291 NM	VR-1083	292 NM
VR-104	293 NM	SR-294	294 NM	SR-295	294 NM	VR-1054	295 NM	VR-1146	297 NM	VR-615	298 NM
IR-145	299 NM	IR-146	299 NM	VR-060	306 NM	IR-105	310 NM	SR-270	310 NM	IR-103	311 NM
IR-171	311 NM	IR-182	311 NM	VR-1145	312 NM	SR-616	313 NM	SR-617	313 NM	SR-029	314 NM
SR-030	314 NM	VR-1020	314 NM	VR-092	315 NM	VR-179	316 NM	IR-037	317 NM	VR-1139	318 NM
VR-532	318 NM	VR-158	320 NM	IR-181	321 NM	IR-183	321 NM	VR-1110	323 NM	VR-163	323 NM
IR-041	324 NM	VR-1067	324 NM	IR-063	324 NM	VR-162	325 NM	VR-531	325 NM	IR-175	326 NM
IR-185	326 NM	SR-619	326 NM	SR-618	326 NM	VR-1140	328 NM	SR-069	329 NM	IR-089	330 NM
VR-1022	330 NM	SR-072	330 NM	SR-071	330 NM	SR-070	330 NM	VR-1143	332 NM	IR-614	334 NM
VR-1635	334 NM	IR-038	335 NM	VR-1024	335 NM	VR-1679	335 NM	IR-040	335 NM	VR-1023	335 NM
VR-1021	335 NM	VR-159	337 NM	VR-1138	338 NM	VR-1056	339 NM	IR-139	340 NM	VR-1070	343 NM
VR-1142	343 NM	VR-1144	343 NM	VR-1124	345 NM	VR-1052	346 NM	SR-205	350 NM	IR-618	354 NM
VR-619	354 NM	SR-261	354 NM	VR-544	354 NM	VR-118	355 NM	IR-021	360 NM	VR-511	360 NM
VR-1141	361 NM	VR-1082	364 NM	VR-1084	364 NM	VR-1085	364 NM	VR-552	365 NM	IR-017	368 NM
SR-292	368 NM	VR-1017	368 NM	SR-290	368 NM	IR-057	369 NM	SR-103	369 NM	SR-106	369 NM
SR-104	369 NM	SR-101	369 NM	IR-059	369 NM	SR-039	371 NM	IR-142	372 NM	IR-002	373 NM
SR-217	373 NM	SR-208	373 NM	VR-541	374 NM	SR-035	375 NM	SR-036	375 NM	SR-037	375 NM
SR-040	375 NM	SR-038	377 NM	VR-512	382 NM	SR-206	387 NM	VR-1055	387 NM	VR-1667	390 NM
IR-505	395 NM										
IR-030	403 NM	IR-031	403 NM	VR-545	404 NM	VR-1668	405 NM	VR-101	406 NM	VR-1120	406 NM
SR-286	407 NM	VR-1005	407 NM	IR-075	408 NM	SR-102	408 NM	IR-042	410 NM	IR-506	410 NM
VR-1068	410 NM	VR-1522	410 NM	IR-524	413 NM	VR-143	413 NM	VR-536	413 NM	SR-216	415 NM
IR-503	416 NM	IR-123	417 NM	SR-233	419 NM	SR-236	419 NM	SR-243	419 NM	SR-245	419 NM
SR-250	419 NM	SR-255	419 NM	SR-267	419 NM	SR-258	419 NM	SR-273	419 NM	SR-251	419 NM
SR-249	419 NM	SR-242	419 NM	SR-240	419 NM	SR-234	419 NM	SR-244	419 NM	SR-105	422 NM
VR-1642	422 NM	VR-1641	422 NM	VR-1122	424 NM	SR-293	429 NM	VR-1574	431 NM	IR-083	434 NM
VR-1520	434 NM	VR-1515	434 NM	IR-517	434 NM	IR-172	443 NM	SR-280	443 NM	IR-173	443 NM
VR-151	444 NM	VR-1523	445 NM	VR-1116	447 NM	IR-124	449 NM	VR-186	449 NM	VR-058	450 NM
SR-774	452 NM	VR-540	454 NM	IR-155	457 NM	IR-079	458 NM	IR-080	458 NM	IR-154	460 NM

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VR-510	460 NM	IR-507	463 NM	SR-773	464 NM	VR-1640	464 NM	VR-097	468 NM	IR-128	480 NM
IR-149	480 NM	VR-1105	483 NM	VR-156	483 NM	VR-1152	483 NM	IR-016	484 NM	IR-148	484 NM
IR-518	485 NM	IR-015	489 NM	IR-136	489 NM	VR-1065	491 NM	VR-168	491 NM	VR-095	492 NM
IR-090	495 NM	IR-180	497 NM	VR-094	502 NM	IR-074	503 NM	IR-147	505 NM	IR-081	507 NM
SR-771	509 NM	VR-1049	514 NM	VR-1059	517 NM	SR-732	522 NM	SR-734	522 NM	SR-735	522 NM
VR-1106	522 NM	VR-1066	522 NM	VR-1121	523 NM	VR-1631	523 NM	VR-1632	524 NM	VR-1633	524 NM
IR-032	526 NM	IR-509	526 NM	IR-508	526 NM	VR-1174	526 NM	SR-733	527 NM	VR-1123	527 NM
IR-023	530 NM	VR-114	530 NM	VR-088	531 NM	IR-166	533 NM	VR-1521	534 NM	IR-743	539 NM
VR-1743	539 NM	VR-1617	539 NM	VR-1638	539 NM	SR-738	541 NM	IR-169	542 NM	SR-737	542 NM
IR-409	545 NM	VR-1616	545 NM	IR-107	547 NM	IR-135	547 NM	VR-1726	547 NM	SR-776	547 NM
IR-726	547 NM	SR-785	548 NM	IR-608	549 NM	VR-1001	549 NM	IR-723	550 NM	IR-514	554 NM
SR-709	554 NM	SR-715	554 NM	SR-712	554 NM	SR-166	554 NM	IR-036	555 NM	SR-872	555 NM
SR-874	555 NM	SR-873	555 NM	SR-871	555 NM	SR-707	558 NM	SR-714	558 NM	SR-708	558 NM
SR-710	558 NM	SR-711	558 NM	SR-713	558 NM	IR-170	559 NM	VR-093	559 NM	VR-1002	561 NM
IR-019	566 NM	IR-167	566 NM	VR-1117	567 NM	VR-125	568 NM	VR-108	569 NM	VR-1008	571 NM
IR-177	572 NM	IR-150	573 NM	VR-1004	575 NM	SR-728	577 NM	SR-729	577 NM	VR-100	578 NM
VR-1003	582 NM	VR-1650	583 NM	IR-113	584 NM	VR-087	585 NM	VR-1011	586 NM	IR-082	588 NM
VR-1006	590 NM	VR-1007	590 NM	IR-414	594 NM	VR-1010	594 NM				
IR-018	601 NM	VR-1721	601 NM	IR-721	603 NM	SR-731	603 NM	SR-730	603 NM	SR-727	604 NM
IR-046	605 NM	VR-1041	607 NM	IR-500	611 NM	IR-501	611 NM	IR-022	617 NM	VR-196	617 NM
VR-1097	623 NM	VR-1039	625 NM	SR-701	633 NM	SR-816	633 NM	SR-822	633 NM	SR-815	633 NM
SR-703	633 NM	IR-033	634 NM	SR-702	635 NM	VR-1009	636 NM	VR-634	638 NM	VR-1722	639 NM
IR-415	640 NM	IR-110	642 NM	IR-020	645 NM	IR-609	649 NM	VR-1626	650 NM	IR-111	652 NM
IR-116	653 NM	IR-130	653 NM	IR-047	655 NM	VR-664	655 NM	VR-1060	655 NM	IR-761	656 NM
VR-1751	656 NM	IR-762	657 NM	VR-1756	657 NM	VR-1013	658 NM	VR-412	661 NM	VR-413	661 NM
IR-133	665 NM	VR-1624	665 NM	VR-1625	665 NM	SR-817	667 NM	VR-1758	668 NM	IR-049	670 NM
VR-1098	670 NM	IR-051	670 NM	IR-050	670 NM	SR-213	672 NM	VR-607	672 NM	VR-1195	674 NM
IR-134	675 NM	SR-818	675 NM	IR-613	678 NM	SR-214	678 NM	VR-1107	678 NM	VR-1108	678 NM
VR-1109	678 NM	IR-122	681 NM	IR-429	683 NM	IR-476	683 NM	IR-499	683 NM	IR-476A	683 NM
IR-473	683 NM	IR-102	684 NM	IR-131	684 NM	IR-141	684 NM	IR-012	685 NM	VR-1040	685 NM
VR-085	686 NM	VR-086	686 NM	VR-1645	686 NM	IR-035	688 NM	VR-1069	688 NM	VR-073	688 NM
VR-1644	691 NM	VR-1647	691 NM	VR-1636	694 NM	VR-096	696 NM	VR-1061	701 NM	IR-048	702 NM
SR-540	705 NM	SR-542	705 NM	SR-541	705 NM	VR-1074	706 NM	IR-144	708 NM	IR-178	708 NM
IR-165	708 NM	VR-1648	712 NM	IR-115	714 NM	IR-132	715 NM	IR-416	716 NM	IR-492	716 NM
IR-490	716 NM	IR-430	716 NM	SR-781	717 NM	VR-1629	719 NM	VR-1666	720 NM	SR-802	724 NM
SR-807	724 NM	SR-806	724 NM	SR-804	724 NM	SR-803	724 NM	SR-808	724 NM	IR-055	726 NM

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VR-1627	727 NM	VR-1628	727 NM	VR-1759	729 NM	IR-606	731 NM	SR-782	732 NM	IR-126	733 NM
SR-212	733 NM	IR-720	734 NM	IR-719	735 NM	IR-109	737 NM	VR-1046	738 NM	VR-1043	742 NM
IR-715	749 NM	IR-718	749 NM	SR-867	751 NM	SR-823	754 NM	VR-1757	756 NM	SR-820	758 NM
SR-821	758 NM	SR-835	758 NM	VR-1752	759 NM	VR-708	759 NM	IR-112	761 NM	VR-1088	761 NM
VR-1087	761 NM	VR-1639	762 NM	VR-1089	763 NM	VR-176	763 NM	IR-062	766 NM	VR-704	772 NM
VR-705	772 NM	VR-604	773 NM	IR-605	775 NM	VR-1711	788 NM	VR-1712	788 NM	VR-1713	788 NM
IR-714	796 NM	VR-1754	796 NM	IR-760	796 NM						

I.2.C.9 **IR-429 is the closest 400 series Military Training Route (MTR) which leads into the Tactics Training Range Complex (TTRC). Point A is 683 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	49

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-101 SOUTH	96 NM	AR-112 WEST	121 NM	AR-313 NORTH	130 NM	AR-111 EAST	149 NM
AR-313 SOUTH	150 NM	AR-637	153 NM	AR-110 EAST	169 NM	AR-112 EAST	198 NM
AR-110 WEST	204 NM	AR-111 WEST	218 NM	AR-203 NORTHEAST	236 NM	AR-615	238 NM
AR-302 EAST	247 NM	AR-302 WEST	254 NM	AR-330 WEST	254 NM		
AR-309 WEST	306 NM	AR-102A EAST	307 NM	AR-103	310 NM	AR-016 NORTHEAST	316 NM
AR-101 NORTH	322 NM	AR-318 EAST	327 NM	AR-318 WEST	329 NM	AR-315 EAST	330 NM
AR-116 WEST	335 NM	AR-016 SOUTHWEST	344 NM	AR-216 NORTHEAST	350 NM	AR-330 EAST	352 NM
AR-633B	376 NM	AR-455 EAST	381 NM	AR-013 WEST	391 NM	AR-653	398 NM
AR-113 WEST	409 NM	AR-315 WEST	410 NM	AR-108 EAST	415 NM	AR-203 SOUTHWEST	415 NM
AR-104 WEST	416 NM	AR-200	417 NM	AR-116 EAST	418 NM	AR-461	418 NM
AR-108 WEST	425 NM	AR-216 SOUTHWEST	426 NM	AR-309 EAST	426 NM	AR-633A	429 NM
AR-646	449 NM	AR-455 WEST	472 NM	AR-312	473 NM	AR-013 EAST	486 NM
AR-105 EAST	488 NM	AR-105 WEST	488 NM				

I.2.C.10b **The total number of refueling events within:**

500 NM	700 NM
4330	8610

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events

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AR-101	96 NM	217	AR-112	121 NM	360	AR-111	149 NM	303	AR-110	169 NM	596
AR-203	236 NM	223	AR-302	247 NM	445	AR-309	306 NM	138	AR-102	307 NM	10
AR-016	316 NM	157	AR-116	335 NM	541	AR-216	350 NM	64	AR-455	381 NM	372
AR-013	391 NM	329	AR-113	409 NM	27	AR-108	415 NM	140	AR-104	416 NM	123
AR-105	488 NM	285			0			0			0
AR-114	507 NM	566	AR-024	524 NM	149	AR-017	534 NM	186	AR-314	553 NM	256
Racoon	644 NM	1829	AR-109	654 NM	213	AR-218	673 NM	359	AR-011	684 NM	87

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 169NM from the base."**

I.2.C.10d **Percentage of tanker demand in region:** 19.0
Percentage of tankers based in region: 19.0

Tanker saturation within the region has been classified as tanker Balanced

I.2.C.11 **Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:**

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	SR
ALL AMERICAN	8 NM	✔	✔	✔	0	0
ARDMORE(CIR)	243 NM	✔	✔	✔	0	0
ARROWHEAD	105 NM	✔	✔	✔	3	2
BASTOGNE	246 NM	✔	✔	✔	0	0
BIG SANDY (WTR)	218 NM	✔	✔		0	0
BLACKJACK R+CIR	18 NM	✔	✔	✔	0	0
BRUSHY	233 NM	✔	✔	✔	0	0
CENTRAL CITY NO	280 NM	✔			0	0
CENTRAL CITY SO	280 NM	✔			0	0
CORREGIDOR	243 NM		✔	✔	0	0
EAGLE MOUNTAIN	289 NM	✔	✔	✔	0	1
FT SILL CIRCULA	303 NM	✔	✔	✔	2	3
GERONIMO NORTH	232 NM		✔	✔	0	0
GERONIMO SOUTH	232 NM		✔	✔	0	0
GRAHAM	317 NM	✔	✔	✔	4	6
JD (CIR, water)	58 NM				0	1
KAREN EAST	250 NM			✔	0	0
KAREN WEST	250 NM			✔	0	0
LOS BANOS	243 NM	✔	✔	✔	0	0
MINERAL WELLS	318 NM		✔	✔	0	2

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MINERAL WLS CAT	318 NM		✔	✔	0	2
MINERAL WLS CIR	318 NM		✔	✔	0	2
MINERAL WLS SKE	318 NM		✔	✔	0	2
PAYNE	178 NM	✔	✔		0	0
RATTLESNAKE	95 NM		✔	✔	3	2
SHARON	235 NM	✔	✔	✔	0	0
SHAW, JOHN	95 NM	✔	✔		0	0
SHEILA	235 NM		✔	✔	0	0
SHELBY	272 NM	✔	✔	✔	0	3
SOUTH POLK	239 NM	✔	✔	✔	0	0
WESTERN KENTUCK	279 NM	✔	✔	✔	0	0

I.2.C.11.a **Drop Zone** **Servicing Instruement and Slow Routes (IRs and SRs)**

ARROWHEAD	IR-117	IR-121	IR-164	SR-223	SR-224				
EAGLE MOUNTAIN	SR-228								
FT SILL CIRCULA	IR-103	IR-105	SR-294	SR-295	SR-296				
GRAHAM	IR-077	IR-078	IR-089	IR-090	SR-038	SR-039	SR-069	SR-070	SR-071
[redacted]	SR-072								
JD (CIR, water)	SR-224								
MINERAL WELLS	SR-228	SR-270							
MINERAL WLS CAT	SR-228	SR-270							
MINERAL WLS CIR	SR-228	SR-270							
MINERAL WLS SKE	SR-228	SR-270							
RATTLESNAKE	IR-117	IR-121	IR-164	SR-223	SR-224				
SHELBY	SR-029	SR-030	SR-031						

I.2.C.12 **Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:**

LITTLE ROCK AFB 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
ALL AMERICAN	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 CHAFFEE 109 NM

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D. Ranges

Ranges (Controlled/managed by the base)

I.2.D.1 The base Does not control or manage any ranges, questions I.2.D.2 to I.2.D.17 skipped.

Ranges (Used by the base)

I.2.D.18 The base does Not uses ranges on a regular basis

I.2.D.19

The mission/training is Not impacted by training area airspace encroachment.

The mission/training is not impacted by training area airspace noise abatement procedures.

The mission/training is not impacted by training area traffic procedures.

I.2.D.20

I.2.D.21

I.2.D.22

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E. Airspace Used by Base

I.2.E.1 **Airspaces scheduled or managed by the base:**

SR 218	MTA
SR 219	MTA
SR 220	MTA
SR 221	MTA
SR 222	MTA
SR 223	MTA
SR 224	MOA
SR 225	MTA
SR 226	MTA
SR 227	MTA
SR 229	MTA
SR 230	MTA
SR 231	MTA
SR 232	MTA
SR 237	MOA
SR 238	MTA
SR 239	Other

Details for airspace scheduled or managed by the base:

Airspace: SR 218

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**
Complete

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

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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 Hours

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:**

I.2.E.7.b **Hours used:**

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

222 NM long. The average width is 5 NM either side of centerline.

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR 219

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Complete

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

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I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

24 Hours

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:**

I.2.E.7.b **Hours used:**

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

The average width is 5 NM either side of centerline and 198 NM long.

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR 220

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Complete

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

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The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

24 Hours

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:**

I.2.E.7.b **Hours used:**

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

The average width is 5 NM either side of centerline and length is 150 NM long.

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR 221

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Complete

I.2.E.2.b **There are problems No associated with the environmental analysis.**

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I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**
24 Hours
Range scheduling statistics (yearly average from 1990 to 93.
I.2.E.7.a **Hours scheduled:**
I.2.E.7.b **Hours used:**

I.2.E.8 **Utilization of the airspace can be increased.**
I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**
I.2.E.10 **Description of the volume or area of the Airspace:**
The average width is 5 NM either side of centerline and the length is 231 NM long.
I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR 222

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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Complete

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**
24 Hours
Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:**

I.2.E.7.b **Hours used:**

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**
The average width is 5 NM either side of centerline and the length is 163 NM long.

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR 223

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I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**
Complete

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**
24 Hours
Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:**

I.2.E.7.b **Hours used:**

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**
The average width is 5 NM either side of centerline and the length is 139 NM long.

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I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR 224

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**
Complete

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**
24 Hours
Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:**

I.2.E.7.b **Hours used:**

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**

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I.2.E.10 **Description of the volume or area of the Airspace:**

The average width is 5 NM either side of centerline and the length is 155 NM long.

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR 225

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Complete

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

24 Hours

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 to increase the airspace utilization, volume can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

The average width is 5 NM either side of centerline and the length is 299 NM long.

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR 226

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Complete

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

24 Hours

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 to increase the airspace utilization, volume can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

The average width is 5 NM either side of centerline and the length is 112 NM long.

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR 227

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Complete

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

24 Hours

Range scheduling statistics (yearly average from 1990 to 93.

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I.2.E.7.a **Hours scheduled:**

I.2.E.7.b **Hours used:**

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

The average width is 5 NM either side of centerline and the length is 219 NM long.

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR 229

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Complete

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

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24 Hours

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:**

I.2.E.7.b **Hours used:**

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

The averag width is 5 NM either side from centerline and the length is 181 NM long.

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR 230

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Complete

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

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I.2.E.7 **Published availability of the airspace:**

24 Hours

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:**

I.2.E.7.b **Hours used:**

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

The average width is 5 NM either side of centerline and the length is 147 NM long.

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR 231

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Complete

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

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I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

24 Hours

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:**

I.2.E.7.b **Hours used:**

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

The average width is 5 NM either side of centerline and the length is 160 NM long.

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR 232

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Complete

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

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I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

24 Hours

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:**

I.2.E.7.b **Hours used:**

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

The average width is 5 NM either side of centerline and the length is 174 NM long.

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR 237

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Complete

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

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I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**
24 Hours
Range scheduling statistics (yearly average from 1990 to 93.
I.2.E.7.a **Hours scheduled:**
I.2.E.7.b **Hours used:**

I.2.E.8 **Utilization of the airspace can be increased.**
I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**
I.2.E.10 **Description of the volume or area of the Airspace:**
The average width is 5 NM either side of centerline and the length is 125 NM long.
I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR 238

I.2.E.2 **An environmental analysis has been conducted for this airspace.**
I.2.E.2.a **Status of the environmental analysis and supplement:**
Complete
I.2.E.2.b **There are problems No associated with the environmental analysis.**
I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**
The DOPAA was used in the latest environmental analysis and supersonic waiver.
Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

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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 Hours

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:**

I.2.E.7.b **Hours used:**

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

The average width is 5 NM either side of centerline and the length is 125 NM long.

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: SR 239

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.2.a **Status of the environmental analysis and supplement:**

Complete

I.2.E.2.b **There are problems No associated with the environmental analysis.**

I.2.E.2.c **The current Description of Proposed Actions/Alternatives (DOPAA) defines base operations.**

The DOPAA was used in the latest environmental analysis and supersonic waiver.

Explanation for any lack of reports:

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

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I.2.E.3.a **See Installation WK Sheet** Not Listed

I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.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 Hours

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:**

I.2.E.7.b **Hours used:**

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand hours to increase the airspace utilization, volume can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

The average width is 5 NM either side of centerline and the length is 150 NM long.

I.2.E.11 **100.00 percent of the airspace is usable.**

Commercial Aviation Impact

I.2.E.12 **The base is Not joint-use (military/civilian).**

I.2.E.13 **List of all airfields within a 50 mile radius of the base:**

Airfield:	Airfield:
Adams Field	Commercial
Anderson	General Aviation
Bald Knob	General Aviation

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Bobwhite Hill	General Aviation
Bredlow	General Aviation
Carlisle	General Aviation
Clarendon	General Aviation
Clinton	General Aviation
Conway	General Aviation
England	General Aviation
Fulmer	General Aviation
Goacher	General Aviation
Grider Field	Commercial
Hazen	General Aviation
Heber Springs	General Aviation
Malvern	General Aviation
Moore	General Aviation
Morrilton	General Aviation
North Little Rock Muni	General Aviation
Pearson	General Aviation
Perrys	General Aviation
Petit Jean	General Aviation
Pine Village	General Aviation
Poe	General Aviation
Robinson AAF	Military
Saline Co	General Aviation
Searcy Muni	General Aviation
Sheridan	General Aviation
Sherrill	General Aviation
Stewart	General Aviation
Stuttgart Muni	General Aviation
Woodruff	General Aviation

I.2.E.14 Civilian/commercial operators or other airspace users do Not pose scheduling, operational, or environmental constrains or limits.

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F. Potential for Growth in Training Airspace (Area)

I.2.F.1 **Expansion of training airspace is possible.**

I.2.F.1.a **Estimated expansion potential is 30.0 percent. Rationale for estimate:**

We could expand our SR routes by approximately 30%. This will require an environmental assessment first.

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:** We have no access to a dirt LZ. MCR 51-1 states that all C-130 aircraft commanders will be dirt landing qualified within 45 days of certification. Off-station qualification required.

G. Composite / Integrated Force Training

I.2.G.1 **Nearest Active Duty or Reserve ground combat unit where joint training can be accomplished and that has impact areas capable of tactical employment:**

CAMP JOSEPH T. ROBINSON

10 NM from the base.

I.2.G.2 **DELETED**

I.2.G.3 **Nearest Naval unit where joint training can be accomplished:**

NAS Meridian, MS

225 mi from the base.

I.2.G.4 **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**

188 TFG, Ft Smith, AR

105 mi from the base.

I.2.G.5 **DELETED**

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

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I. Technical Training (Air Education and Training Command)

I.2.1 **No technical training mission.**

J. Weather Data (AF Environmental Technical Applications Center)

I.2.J.1 **Percentage of time the weather is at or above (ceiling / visibility)**

a. 200 ft / ½ mi:	b. 300 ft / 1 mi:	c. 1500 ft / 3 mi:	d. 3000 ft / 3 mi:	e. 3000 ft / 5 mi:
99.1	98.3	89.3	82.7	79.5

I.2.J.2 **Crosswind component to the primary runway:**

I.2.J.2.a **Is at or below 15 knots 98.1 percent of the time**

I.2.J.2.b **Is at or below 25 knots 99.9 percent of the time**

I.2.J.3 **11 Days have freezing partcipitation (mean per year).**

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Section II

1. Installation Capacity & Condition

A. Land

	Site	Description	Total Acreage	Acreage Presently Developed	Acreage Suitable for New Development
II.1.A.1	Little Rock AFB	Housing Area	334	234	100
II.1.A.2	Little Rock AFB, AR	Main Base	6,102	929	314
II.1.A.3	LRAFB	Black Jack Drop Zone	310		
		TOTALS:	6,746	1,163	414

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	84	84	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	18,692	100.0	0.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	166,564	38.0	62.0	0.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	42,007	42,007	0.0	100.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	241,982	102,136	14.0	86.0	0.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	21,421	21,421	0.0	100.0	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	1,000	1,000	0.0	100.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	163,680	25.0	75.0	0.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	2,123	2,123	100.0	0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	75,490	75,490	0.0	100.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	17,798	17,798	100.0	0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	2,855	2,855	100.0	0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	397,210	23.0	77.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	163,847	163,847	19.0	81.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	63,865	63,865	54.0	46.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	4,076	4,076	0.0	100.0	0.0	0

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II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	53,567	53,567	0.0	100.0	0.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	32,575	32,575	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	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	24,254	24,254	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	40,880	40,880	0.0	0.0	100.0	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	39,990	39,990	38.0	62.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	800	800	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	49,343	94.0	6.0	0.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	46,286	46,286	100.0	0.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	3,057	3,057	0.0	100.0	0.0	0
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	0	0		0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	2,610	2,610	100.0	0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	23,038	0.0	100.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	23,038	23,038	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	26,650	28,434	96.0	4.0	0.0	1,784
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	23,452	19,096	57.0	43.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	20,787	5,280	100.0	0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Ops	SF	N/A	126,489	60.0	40.0	0.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	53,300	50,300	0.0	100.0	0.0	85,642
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	50,650	91.0	9.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	3,678	3,678	100.0	0.0	0.0	0

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II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	18,213	18,213	100.0	0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	23,206	23,206	100.0	0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	3,713	3,713	9.0	0.0	91.0	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	192,316	100.0	0.0	0.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	984	984	100.0	0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	120,704	120,704	0.0	100.0	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	26,100	16,100	0.0	100.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	146,067	0.0	0.0	100.0	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	16,256	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	300,856	31.0	69.0	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	967	50.0	50.0	0.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	827	827	0.0	100.0	0.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	13,983	100.0	0.0	0.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	29,688	13,063	0.0	0.0	100.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	198	42.0	58.0	0.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	138,668	42.0	58.0	0.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	411,896	72.0	28.0	0.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	18,778	18,778	0.0	0.0	100.0	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	312,244	100.0	0.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	261,933	55.0	40.0	5.0
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	1,082,722	55.0	40.0	5.0
II.1.B.1.d	116-662	Dangerous Cargo Pad	SY	0			
II.1.B.1.e	812	Elec Power-Trans & Distr Lines	LF	1,725,378	75.0	20.0	5.0

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II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	0			
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	299,519	20.0	60.0	20.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	299,949	50.0	30.0	20.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	24,679	0.0	100.0	0.0
II.1.B.1.j	851	Roads	SY	1,428,115	75.0	25.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	520,964	75.0	25.0	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:** 1535

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:** -30 **(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:** -30 **(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:** 590 **(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:** 945 **(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 **31.0 percent of officer families live on base.**

II.1.C.3.b **40.0 percent of enlisted families live on base.**

II.1.C.3.a **37.0 percent of all military families live on base.**

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2. Airfield Characteristics

II.2 Runway Table:

Primary Designation		Dimensions: Length	Width	Cross Runway	Aircraft Arresting Systems (II.2.I) Number	Types
25	Primary	12000 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 (25).

II.2.C.1 Length: 12,000 ft

II.2.C.2 Width: 200 ft

II.2.D Dimensions of all secondary runways are in the runway table.

II.2.E The primary taxiway is 75 ft wide.

II.2.F Determination if PRIMARY PAVEMENTS can support aircraft operations based on latest Air Force Civil Engineering Support Agency(AFCESA) Pavement Evaluation Report or the procedures in AFM 88-24 (Airfield Flexible Pavement Evaluation).

An AFCESA Pavement Evaluation Report was used to complete this section.

	Aircraft Group		Criteria		Primary Pavements: Runways	Taxiways	Aprons
II.2.F.1	Fighter	F-15	61 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.2	Fighter	F-16C/D	37 Kips	300,000 Passes	Supports Now	Supports Now	Supports Now
II.2.F.3	Bomber	B-52	450 Kips	15,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.4	Bomber	B-1B	450 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.5	Tanker	KC-135R	320 Kips	50,000 Passes	Upgrade Needed	Supports Now	Supports Now
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Upgrade Needed	Supports Now	Supports Now
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Upgrade Needed	Supports Now	Supports Now
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Upgrade Needed	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	267,000	Complete replacement Aprons
Taxiway	B-1B	SY	267,000	Complete replacement Taxiway
Runway	B-1B	SY	267,000	Complete replacement Runway

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Aprons	B-52	SY	1,527,000	Complete replacement Aprons
Taxiway	B-52	SY	1,527,000	Complete replacement Taxiway
Runway	B-52	SY	1,527,000	Complete replacement Runway
Runway	C-141	SY	1,044,400	Replace 44400SY 15" PCC with 24" on runway
Runway	C-5B	SY	11,100	Replace 15" PCC with 24" on east end of runway
Runway	KC-10	SY	11,100	Replace 15" PCC with 24" on east end of runway
Runway	KC-135R	SY	11,100	Replace 15" PCC with 24" on east end of runway

II.2.G **Excess aircraft parking capacity for operational use.**

II.2.G.1 **The total usable apron space for aircraft parking is 957,780 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.)	
Air Guard Parking	990 ft	950 ft	Primary Aircraft	
Main Parking Area	5,860 ft	950 ft	Primary Aircraft	Assigned ACFT
Motor Vehicle Rdwy	8,500 ft	50 ft	Neither	
Transient Parking	1,650 ft	950 ft	Neither	

II.2.G.2 **Permanently assigned aircraft currrently require 581,430 Sq Yds of parking space.**

II.2.G.3 **152,180 Sq Yds of parking space is available for parking additional non-transient aircraft.**

II.2.G.4 **The following factors limit aircraft parking capability:**

Former alert apron located approx 4000' east of main parking area. 50' wide motor vehicle roadway runs the entire length of parking ramp, limiting use on that end of apron.

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:	2.16 MG/D	MG/D - million gallons per day	58 %
II.3.A.2	Sewage:	2.88 MG/D		56 %
II.3.A.3	Electrical distribution:	32.7 MW	MW - million watts	52 %
II.3.A.4	Natural Gas:	2,500.00 MCF/D	MCF/D - million cubic feet per day	60 %
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 has no central heat plants. Contracts do not have a take or pay clause. Natural gas not purchased through central office. Electric power not purchased from Federal Power Marketing Administrations. No cathodic protection on water lines.

4. Aircraft Maintenance Hangar Facilities

Specifications for general maintenance hangars and nose docks, excluding Depot and Test & Evaluation facilities.

II.4.A.1 **Facility number:** 222 Hanger

Current Use: Maintenance dock FLS

II.4.A.2 **Size (SF):** 24,590 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:	150 ft	58 ft	
II.4.A.6	Largest unobstructed space inside the facility:	150 ft	58 ft	60 ft

II.4.A.1 **Facility number:** 228 Hanger

Current Use: ACFT corrosion control

II.4.A.2 **Size (SF):** 24,254 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:	154 ft	61 ft	
II.4.A.6	Largest unobstructed space inside the facility:	153 ft	52 ft	117 ft

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II.4.A.1 **Facility number:** 245 Hanger

Current Use: Maintenance dock

II.4.A.2 **Size (SF):** 12,152 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:	150 ft	52 ft	
II.4.A.6	Largest unobstructed space inside the facility:	150 ft	52 ft	63 ft

II.4.A.1 **Facility number:** 250 Hanger

Current Use:

II.4.A.2 **Size (SF):** 152,083 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:	227 ft	64 ft	
II.4.A.6	Largest unobstructed space inside the facility:	540 ft	64 ft	90 ft

II.4.A.1 **Facility number:** 255 Hanger

Current Use: Maintenance dock

II.4.A.2 **Size (SF):** 28,728 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:	150 ft	58 ft	
II.4.A.6	Largest unobstructed space inside the facility:	148 ft	53 ft	60 ft

II.4.A.1 **Facility number:** 280 Hanger

Current Use: Maintenance dock FLS

II.4.A.2 **Size (SF):** 15,400 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:	148 ft	53 ft	
II.4.A.6	Largest unobstructed space inside the facility:	148 ft	53 ft	60 ft

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II.4.A.1 **Facility number:** 282 Hanger
Current Use: Maintenance

II.4.A.2 **Size (SF):** 31,416 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:	158 ft	64 ft	
II.4.A.6	Largest unobstructed space inside the facility:	158 ft	64 ft	102 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
C-130 Loadmaster Trng	17,798 SF	171-212	C-130 Loadmaster Training
Special Operations	1,200 SF	141-454	Used for intended purpose

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	25	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	7	CZ	0	207	0.0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.A.2	25	APZ 1	47	345	8.0	Incompat	8.0	0.0	0.0	8.0	0.0	84.0
	7	APZ 1	54	345	5.0	Incompat	5.0	0.0	0.0	17.0	0.0	77.0
II.6.A.3	25	APZ 2	109	482	4.0	Gen Compat	18.0	0.0	0.0	0.0	0.0	83.0
	7	APZ 2	239	482	8.0	Incompat	28.0	0.0	0.0	0.0	0.0	72.0

	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	402	1,156	7	Incompat	13.0	0.0	0.0	0.0	0.0	86.0
II.6.A.5	70-75	40	205	8	Incompat	8.0	0.0	0.0	0.0	0.0	92.0
II.6.A.6	75-80	3	7	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

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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	25	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
	7	CZ	0	207	0	Gen Compat	0.0	0.0	0.0	100.0	0.0	0.0
II.6.B.2	25	APZ 1	94	345	15	Sig Incompat	15.0	0.0	0.0	8.0	0.0	77.0
	7	APZ 1	108	345	11	Sig Incompat	11.0	0.0	0.0	17.0	0.0	72.0
II.6.B.3	25	APZ 2	218	482	8	Incompat	35.0	0.0	0.0	0.0	0.0	65.0
	7	APZ 2	478	482	16	Sig Incompat	56.0	0.0	0.0	0.0	0.0	44.0

	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	804	1,156	14	Sig Incompat	27.0	0.0	0.0	0.0	0.0	73.0
II.6.B.5	70-75	80	205	17	Sig Incompat	17.0	0.0	0.0	0.0	0.0	83.0
II.6.B.6	75-80	6	7	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 Oct 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 Oct 92**

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.

Significant development is projected for one or more AICUZ zone.

Summary of existing, started, announced, or anticipated development:

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Areas Impacted	Type of Development	Status	Projected Completion	Jurisdiction	Other details and size of the development
65-70	Residential	Planned	TBD	Pulaski Co.	Mobile homes in and around the noise impact area
APZ 1	Residential	Started	TBD	Pulaski Co.	Continued development of housing subdivision on APZ

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
Jacksonville	14488	19832	27589	29201	29471

II.6.H.2 **Metropolitan area encompassing the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Little Rock - North Little Rock MSA	320790	381117	474468	513117	517720

II.6.H.3 **County (ies) encompassing the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
Pulaski Counti	242980	287189	340597	349660	352911

II.6.I **All clear zone acquisition has been completed.**

II.6.J **All existing on base facilities are sited in accordance with AICUZ recommendations.**

All planned on base facilities will be sited in accordance with AICUZ recommendations.

Air Space Encroachment

II.6.K **Noise complaints are received from off base residents.**

II.6.K.1 **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 **In the VFR pattern we avoid overflying the hospital and base housing areas. The low-level areas, following any noise complaints, a flight restriction (altitude and lateral) is created around the noise complaint area.**

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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:** 71; One 40K Loaders; eight 25K Loaders; nine 10K STD; nine 10K AT; zero Wide Body Loaders; one 9 Ton Truck; five Tugs.

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 available to transient aircraft.**

III.1.C.2 **75 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
Pritchard	600	14	75	14	14

III.1.C.3 **35 fuel storage tanks support the operational fuel hydrant system:**

III.1.C.3.a

Storage tank Capacity:	Tanks with this capacity
50000	34

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25000	1

III.1.C.4 **The hydrant system is 2.4 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 **JP4 - In addition to a 20,000 barel storage tank which is out of service, we have 48,233 barrels of excess storage. AL2 - 393 barrels of excess storage. MUR - 271 barrels of 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:** JP4 - Tank Truck, 7 installed, 4 can be off loaded simultaneously.

Number of offload headers: 3

3 tank trucks can be simultaneously offloaded

3 tank cars can be simultaneously offloaded

III.1.D.5 **3 refueling unit fillstands are available.**

III.1.D.5.a **3 refuelers can be filled simultaneously.**

III.1.D.6 **Current despensing capabilities as defined in AFR 144-1** **sustained:** 14400

maximum:

III.1.D.7 **The base is directly supported by an intermediate Defense Fuels Supply Point (DFSP).**

III.1.D.7.a **Supporting DFSP:** DFSP - Conway AR

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:**	1261650	1254250
Square footage available (including physical capacity limit):		25257
III.1.E.2 **Normal installation mission storage requirement:**	166672	1992

III.1.F **The base has a dedicated hot cargo pad.**

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III.1.F.1 **Access to the hot cargo pad is not limited.**

III.1.F.2 **The size of the hot cargo pad is 37,300 sq feet.**

III.1.F.3

III.1.F.4 **The hot pad access is turn around.**

III.1.F.5 **The taxiway servicing the hot pad is 75 ft wide and has a pavement classification number (PCN) of 53.**

III.1.F.6 **Aircraft using pad over the last 5 years:**

C-130 / C-141

III.1.G **Proximity (within 150 NM) to mobilization elements.**

III.1.G.1 **The base is over 150 NM from a ground force installation.**

III.1.G.2 **The base is proximate to a railhead.**

Railheads within 150 NM:

Conway	18 NM
Fort Smith - Fort Chaffee	108 NM
Memphis	106 NM
N. Little Rock - Jacksonville	7 NM
Pine Bluff - Baldwin	36 NM
Texarkana - Defense Lone Star	130 NM
Texarkana - Defense Red River	130 NM

III.1.G.3 **The base is over 150 NM from a port.**

III.1.H **The base has a dedicated passenger terminal.**

III.1.I **The base does not have a dedicated deployment facility capable of handling DoD standardized cargo pallets.**

III.1.J **The base medical treatment facility does Not routinely receive referral patients.**

III.1.K **No military medical facility in the catchment area (40 mile radius) have been designated for closure or realignment.**

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III.1.L **Unique missions performed by the base medical facility:**

Hospital Surgical Expansion Package, Decontamination Teams, High Altitude Airdrop Mission Support Teams, AES Aeromedical Flight S

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:**

Expand parking, Replace Auto Transfer Panels, Replace Boiler Controls, Repair Roof, Alter/Repair EMCS, Communications Rewire, Retu

Facilities projects include military consruction program (MCP) or Operations and Maintenence (O&M) alterations.

III.1.M.1 **The project has been approved.**

III.1.M.2 **Major MCP completed since 1989:**

Life Safety Code Upgrade

III.1.N **Base facilities have No excess storage capacity.**

III.1.N.1 **Base facilities have a total covered storage capacity of 235,958 sq ft.**

III.1.N.2 **Breakout of the total covered storage capacity:**

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	90,104 sq ft
Mobility storage:	30,600 sq ft
War Readiness Support Kits (WRSK) storage:	0 sq ft

III.1.O **199 light military vehicles are on base.**

III.1.P **466 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	1,004.94 $sK	5.79 $sK	1,010.73 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	191.00 $sK	0.00 $sK		191.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	767.14 $sK	0.00 $sK			767.14 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	695.80 $sK	0.00 $sK				695.80 $sK
				xxx56 TOTALS:	1,010.73 $sK	191.00 $sK	767.14 $sK	695.80 $sK
IV.1.B	xxx76	Real Property Maintenance A			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	0.00 $sK	0.00 $sK	0.00 $sK			
				xxx76 TOTALS:	0.00 $sK			
IV.1.C	xxx78	Real Property Maintenance S			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-93	Appropriation	Direct	Reimbursable				
		3400	3,062.93 $sK	1,418.24 $sK			4,481.17 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	1,596.00 $sK	0.00 $sK				1,596.00 $sK
				xxx78 TOTALS:			4,481.17 $sK	1,596.00 $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	53.80 $sK	0.00 $sK	53.80 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	66.00 $sK	0.00 $sK		66.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	48.58 $sK	0.00 $sK			48.58 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	31.00 $sK	0.00 $sK				31.00 $sK
				xxx90 TOTALS:	53.80 $sK	66.00 $sK	48.58 $sK	31.00 $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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		3400	1,517.93 $sK	26.02 $sK	1,543.95 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	1,494.72 $sK	29.98 $sK		1,524.71 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,776.78 $sK	25.12 $sK			1,801.90 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	1,473.00 $sK	0.00 $sK				1,473.00 $sK
				xxx95 TOTALS:	1,543.95 $sK	1,524.71 $sK	1,801.90 $sK	1,473.00 $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	5,107.55 $sK	96.03 $sK	5,203.58 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	6,153.66 $sK	379.01 $sK		6,532.67 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	8,500.11 $sK	2,690.35 $sK			11,190.46 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	12,078.00 $sK	131.10 $sK				12,209.10 $sK
				xxx96 TOTALS:	5,203.58 $sK	6,532.67 $sK	11,190.46 $sK	12,209.10 $sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	5,927.26 $sK	31.74 $sK	5,959.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	6,716.58 $sK	54.20 $sK		6,770.78 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	9,817.88 $sK	56.53 $sK			9,874.41 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	5,119.90 $sK	839.10 $sK				5,959.00 $sK
				MFH TOTALS:	5,959.00 $sK	6,770.78 $sK	9,874.41 $sK	5,959.00 $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: $ 2,500.00 K

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Section IV/V Level Playingfield COBRA Data

One time closure costs: 328$sM

Twenty year Net Present Value (347)$sM

Steady state savings 47$sM per year

Manpower savings associated with closure 843

Return on Investment (years): 8

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Section VI Economic Impact

Economic Area Statistics:

Little Rock-North Little Rock, AR MSA
Total population: 524,000 (FY 92)
Total employment: 327,777 (FY 93)
Unemployment Rates (FY93/3 Year Average/10 Year Average)

4.8% / 5.7% / 6.3%

Average annual job growth: 4,479

Average annual per capita income: $18,657

Average annual increase in per capita income: $5.6%

Projected economic impact:

Direct Job Loss:	**5,707**	
Indirect Job Loss:	**2,534**	
Closure Impact:	**8,241**	**(2.5% of employment total)**
Other BRAC Losses:	**0**	
Cumulative Impact:	**8,241**	**(2.5% of employment total)**

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

VII.1.A.1 **Off-base housing is NOT affordable**

VII.1.A.2 **Units are NOT available for families**

VII.1.A.2 **Units are NOT available for single members.**

VII.1.A.3 **7.4 Percent of off-base housing was rated as unsuitable in the latest VHA survey**

VII.1.A.4 **Median monthly cost of off-base housing based on latest VHA survey:** $654

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:** 18 miles

VII.1.B.2 **Airport name:** Adams Field, Little Rock, AR, (KLIT)

VII.1.B.3 **Number of commercial air carriers available at the airport:** 8

VII.1.B.4 **Average round trip commuting time to work:** 35 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	Stonewall Swimming Pool, Jacksonville	3		Hrs.	05	Min.
VII.1.C.2	Movie theater	First International Theater, Jacksonville	5		Hrs.	07	Min.
VII.1.C.3	Public golf course	Burns Park, North Little Rock (NLR)	17		Hrs.	20	Min.
VII.1.C.4	Bowling lane	Pike Lanes, NLR	14		Hrs.	18	Min.
VII.1.C.5	Boating	Greers Ferry Lake, AR	75	1	Hrs.	30	Min.
VII.1.C.6	Fishing	Lake Conway	20		Hrs.	25	Min.
VII.1.C.7	Zoo	Little Rock Zoo	18		Hrs.	25	Min.
VII.1.C.8	Aquarium	Memphis Zoological Gardens	148	3	Hrs.	00	Min.
VII.1.C.9	Family theme park	Burns Park Family Theme Park, NLR	17		Hrs.	20	Min.
VII.1.C.10	Professional sports	Winder Field	18		Hrs.	20	Min.
VII.1.C.11	Collegiate sports	Univ of Arkansas	20		Hrs.	25	Min.

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VII.1.C.12	Camping facilities	Maumelle Park	75	1	Hrs.	30	Min.
VII.1.C.13	Beaches (lake or ocean)	Heber Springs, AR	50	1	Hrs.	00	Min.
VII.1.C.14	Outdoor winter sports	Gatlinburg Ski Resort	600	9	Hrs.	15	Min.

VII.1.D **Nearest Shopping facility (two major anchor stores plus smaller retail outlets):**

McCain Mall, NLR 18 min (12 Miles)

VII.1.E **Nearest Metropolitan center (population in excess of 100,000):**

Little Rock, AR 20 min (14 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.)** 2954

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.)** 7308

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 **59.0 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:**

Pulaski Technical College, Capital Junior College,

VII.2.E.2 **Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:**

Philander Smith College, University of Arkansas

VII.2.E.3 **Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:**

University of Arkansas - Little Rock

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 **76.8 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **4.8 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **5.6 percentage rate of job growth in the local area (Department of Labor Stastics)**

4. Local Medical Care

VII.4.A	**Current ratio of active, non-federal physicians in the community:**	2.0 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	10.0 beds/1000 people

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Section VIII

1. Air Quality - Clean Air Act

VIII.1.A **Air Quality Management District for the base:** Air Control Region 16, Pulaski County

VIII.1.B **The base is NOT located within a maintenance or non-attainment area for pollutants.**

VIII.1.C **There are critical air quality regions within 100 kilometers of the base**

(Critical air quality regions are non-attainment areas, national parks, etc.)

VIII.1.D **On- or off-base activities have NOT been restricted or delayed due to air quality considerations.**

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

VIII.1.D.1 **The base has NOT been required to impliment emissions reduction through special actions**

(i.e. carpooling or emissions credit transfer)

VIII.1.E **Restrictions placed on operations by state or local air quality regulatory agencies:**

VIII.E.1 Aerospace Ground Equipment (AGE):

E.1.a No state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

E.1.b No state or local air quality regulatory agency Requires permits for such units.

E.1.c No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

E.1.d No state or local air quality regulatory agency Requires retrofit controls for AGE.

VIII.E.2 Infrastructure Maintenance / Public Works

E.2.a No state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

E.2.b No state or local air quality regulatory agency Limits the hours of these activities.

E.2.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

E.2.d No state or local air quality regulatory agency Requires emission offsets for these activities.

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VIII.E.3 Open Burn/Open Detonation

E.3.a No state or local air quality regulatory agency Prohibits open burn / open detonation (OB/OD) or training

E.3.b No state or local air quality regulatory agency Regulates or conditionally exempts OB/OD operations or training.

E.3.c No state or local air quality regulatory agency Limits the number of detonations to keep an exemption.

E.3.d No state or local air quality regulatory agency Requires periodic emission testing.

VIII.E.4 Fire Training

E.4.a No state or local air quality regulatory agency Specifies requirements which exceed the fire training and/or controlled burn requirements for local public fire agencies where fire training activities that produce smoke are regulated or conditionally exempted.

E.4.b No state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

VIII.E.6 Emergency Generators

E.6.a 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:

Municipal supply, city of Jacksonville

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.** Benezene, TPH, BTEX, 1,1- DCE, 1.2-DCE, vinyl chloride, chlorobenzene, methyl chloride, aluminum

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 **1 water wells exist at the base.**

VIII.3.D **1 wells have been abandoned for the following reasons:**

No longer required

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 housing area	37.00 Acres
Golf course	6.00 Acres

VIII.4.A.2 **These bodies do Not receive water runoff or treated wastewater discharge from the base.**

VIII.4.A.3 **The base is Not located within a specified drainage basin.**

VIII.4.B **Special permits are Not required**

(Special permits may required to conduct training/operations, or for construction projects on or near bodies of water)

VIII.4.C **There is No known contamination to the base or local community surface water**

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5. Wastewater

VIII.5.A **Base wastewater is treated by Local Community facilities.**

VIII.5.C **There are No discharge violations or outstanding open enforcement actions pending.**

6. Discharge Points / Impoundments

VIII.6.A **Describe the National Pollutant Elimination System permits in effect:**

One NPDES permit for four monitored outfalls from the base

VIII.6.B **The base currently discharges treated wastewater OFF-Base. Description of treated wastewater discharge location:**

Treated at the local POTW in the city of Jacksonville

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 **7.0 percent of the facilities surveyed are identified as having asbestos.**

VIII.7.A.2 **22 facilities are considered regulated areas or have restricted use due to friable asbestos.**

1995 AIR FORCE BASE QUESTIONNAIRE
Little Rock AFB - ACC

8. Biological - Habitat

VIII.8.A There are No ecological or wildlife management areas ON the base.

There are No ecological or wildlife management areas ADJACENT TO the base.

VIII.8.A.1 Natural areas on or adjacent to the base are not recognized as important ecological sites.

VIII.8.B No critical/sensitive habitats have been identified on base .

VIII.8.C The base has a cooperative agreement for conducting a hunting and fishing program.
Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.

9. Biological - Threatened and Endangered Species

VIII.9.A There are No Threatened or endangered species identified on the base.

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:
Emergent marsh wetlands	5
Forested wetlands	24
Scrub - shrub wetlands	14
Wetlands	54
ponds	11

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 93

VIII.10.B.2 100 percent of the base was included in the survey.

1995 AIR FORCE BASE QUESTIONNAIRE
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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 constrains current or future construction activities or operations as follows:

Limited Impact on 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 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 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.

1995 AIR FORCE BASE QUESTIONNAIRE

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1995 AIR FORCE BASE QUESTIONNAIRE

Little Rock AFB - ACC

13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 25 IRP sites have been identified

VIII.13.A.2 No IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 2000

VIII.13.B The installation is Not a National Priority List (NPL) site nor proposed as an NPL site.

VIII.13.C There are no existing Federal Agency Agreements to clean up the base.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There are no known uncontrolled or unregulated occurrences of specific contaminate types or sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E 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
Asbestos-Samp/Anal/Equip/Training	$22.000 K	$50.200 K	$56.200 K	$63.200 K	$69.200 K
Hazardous Waste Disposal/Remediation	$153.000 K	$206.000 K	$214.000 K	$220.000 K	$225.000 K
LBP Samp/Anal/Equip	$40.000 K	$47.600 K	$24.500 K	$23.500 K	$23.500 K
Permits	$12.400 K	$10.300 K	$12.100 K	$13.900 K	$15.500 K
S.Sewer Mods/Upgrades	$565.000 K	$50.000 K	$55.000 K	$60.000 K	$65.000 K
Spill Response & RCRA Supplies/Equip	$15.000 K	$33.800 K	$31.900 K	$36.900 K	$41.900 K
Trng/TDY - EC Programs	$35.000 K	$95.300 K	$101.000 K	$105.000 K	$110.000 K
UST Testing	$7.000 K	$7.000 K	$14.000 K	$7.000 K	$7.000 K
Wastewater Anal/Equip	$27.000 K	$15.000 K	$11.000 K	$14.000 K	$14.000 K
IRP	$287.000 K	$763.000 K	$1,500.000 K	$2,000.000 K	$2,000.000 K

15. Other Issues

1995 AIR FORCE BASE QUESTIONNAIRE

Little Rock AFB - ACC

VIII.15.A **There are no additional activities which may constrain or enhance base operations.**

16. Air Quality - Clean Air Act

VIII.16.A **Air Quality Control Area (AQCA) geographic region in which the base is located:**
Pulaski County AQCA #16 in Central Arkansas

VIII.16.B **Air quality regulatory agency responsible for the AQCA:.** Arkansas Department of pollution Control and Ecology (ADPC&E)

VIII.16.B **Name and phone number of the AQCA program manager for issues pertaining to the base:**

William D. Threet DSN 731-6435

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
Little Rock AFB - ACC

1995 AIR FORCE BASE QUESTIONNAIRE

Little Rock AFB - ACC

Section IX

15TH DISTRICT

RUDY SVORINICH, JR.
LOS ANGELES CITY COUNCILMAN

CITY HALL OFFICE	HARBOR DISTRICT OFFICE	WATTS DISTRICT OFFICE
200 N. SPRING ST., #236	638 S. BEACON ST., #200	1513 E. 103RD STREET
LOS ANGELES, CA 90012	SAN PEDRO, CA 90731	LOS ANGELES, CA 90002
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FAX: (213) 626-5431	FAX: (310) 548-3430	FAX: (213) 237-0616

Mary E. Vesely
Legislative Assistant

Jane Harman
Member of Congress
36th District, California

325 Cannon H.O.B.
Washington, D.C. 20515
Telephone (202) 225-8220

CARL JACOBSON
MAYOR

City of El Segundo

350 MAIN STREET
EL SEGUNDO, CALIF. 90245
(310) 322-4670
FAX (310) 322-7137

RES. (310) 322-7002
BUS. (310) 538-9830
BUS. FAX (310) 327-2741

Cheryl [illegible]

NORTHROP

Northrop Corporation

Ron Lamb
Vice President
Government Relations

LOS ANGELES
Area Chamber of Commerce

350 South Bixel Street
Los Angeles, California 90017

Mailing Address
P.O. Box 3696
Los Angeles, California 90051-1696

(213) 580-7549
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Redondo Beach
Unified
School District

Fax 310 798-8610
Tel. 310 379-5449
Extension 248

Beverly J. Rohrer, Ed.D.
Superintendent of Schools

1401 Inglewood Avenue, Redondo Beach, California 90278-3999

HAWTHORNE
CHAMBER OF COMMERCE
12427 HAWTHORNE BOULEVARD, HAWTHORNE, CA 90250

EDWIN W.A. PEURA
Government Affairs Committee
Director

OFFICE: (310) 676-1163
FAX: (310) 676-7661
HOME: (310) 643-5906

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: February 15, 1995

TIME: 8:00 a.m.

MEETING WITH: Rep. Jane Harman (D-CA), and South Bay Delegation

SUBJECT: Los Angeles Air Force Base

PARTICIPANTS:

Name/Title/Phone Number:

The Honorable Jane Harman (D-CA)
Additional attendees on attached list.

***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:

over

Handout

LOS ANGELES AIR FORCE BASE
SOUTH BAY DELEGATION
TRIP TO D.C.
FEBRUARY 15, 1995

The following is a list of confirmed attendees for the trip:

Jerry Saunders	Vice President of Planning, Continental Developement Corp.; Vice Chair, Military Affairs, SBACC
Alan Schwartz	General Partner, Sam Levy Investments; Past President, SBACC
Winton Churchill	Subcommittee Chair, Military Affairs Committee, SBACC
Hon. Rudy Svorinich	Los Angeles City Councilman, San Pedro
Barry Glickman	Staff to Councilman Svorinich
Sharon Ryan	Travel Agent; President Palos Verdes Chamber of Commerce
Hon. Carl Jacobson	Mayor, City of El Segundo
John Parsons	President Parsons Realty; Past President, Redondo Chamber; President elect, SBACC
Cheryl Winn Saunders	President, SBACC
Edward Peura	Retired Cl. U.S. Air Force; Represents Hawthorne Chamber
~~Tim Hannemann~~	~~Executive Vice President and General Manager TRW Space and Defense Sector~~
Beverly Rohrer	Superintendent of Schools, Redondo Beach
Judy Bartha	Real Estate Agent; President of South Bay Assn. of Realtors
Marcella Low	Public Affairs, Southern California Gas; Chair Economic Developement Committee, SBACC
Scott Gobble	Public Affairs, Southern California Edison; Chair Legislative Committee, SBACC
Ron Lamb	Vice President of Government Relations, Los Angeles Area Chamber of Commerce

~~Barry Glickman~~

Mary ~~Kessler~~ Vesely

Mr Gail Allen
Mr Leg Liaison

LOS ANGELES
Area Chamber of Commerce

350 South Bixel Street
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Los Angeles Air Force Base
Space and Missile Systems Center

Los Angeles Air Force Base/Space and Missile Systems Center should remain in Southern California for the following reasons:

SMC's Mission Can Best be Achieved in Southern California

- SMC's mission is one of the only defense-related industries that is expected to **grow** between 6% and 21% by 1999.

- SMC is a **unique** space and missile system acquisition facility requiring constant **proximity** to prime and subcontractors.

- The country's industrial and intellectual space systems engineering base and experience is centered in and around Los Angeles Air Force Base.

  - Most prime and subcontractors working with SMC have facilities in the five-county Los Angeles Area, including TRW, Rockwell International, GM-Hughes, Northrop-Grumman, Aerojet, and Litton Industries.

  - 20.1% of Department of Defense and 27.2% of NASA contracts go to California firms.

  - Area contractors offer unique features such as high-bay or Sensitive Compartmentalized Information Facilities.

- In addition to prime contractor resources, the Los Angeles basin is home to institutions that possess a unique **synergy** that has served military and commercial space efforts for almost <u>four decades</u>.

  - Advanced research, development, testing, and evaluation facilities, including the Jet Propulsion Laboratory, the RAND Corporation, and the Aerospace Corporation.

  - Southern California is home to 4 of the nation's top engineering schools: University of California Los Angeles, California Institute of Technology, University of Southern California, and Harvey Mudd.

- California has a large, experienced work force with the critical skills required to succeed in aerospace/defense - including 41 percent of all U.S. missile and space workers, 35 percent of all aerospace instrument workers, and over 20 percent of all aircraft workers.

Economic Impact of Relocation Would Be Severe for Southern California

- SMC generates approximately **$4.7 billion in contracts** for Southern California, resulting in an **economic impact of approximately $9.4 billion** (using a 2.0 multiplier).

- LAAFB employs a total of **6,554 people directly**, including 1,767 military personnel, 1,214 civilians, and 3,571 at the Aerospace Corporation.

- If area contractors relocate or downsize as a result of the relocation of LAAFB/SMC, the relocation could cost California as many as **1.2 million jobs in indirect aerospace/defense employment.**

- Southern California has already been severely impacted by previous base closures. Any further impact could devastate California's chances for recovery.

Cost of Relocation is Prohibitive

- Relocation of LAAFB/SMC could cost the Department of Defense as much as **$800 million in one-time costs**. According to the COBRA model, it could take between **17 and 49 years to recover** these costs.

  - The 1993 BRAC estimates of $445 million in one-time closure costs are understated.

  - The costs of replicating the Aerospace Corporation facilities alone (including Sensitive Compartmentalized Information Facilities) would add approximately $360 million including real estate, building space and specialized laboratories housed in El Segundo, California.

Community Support and Commitment is Strong in Southern California

- The Los Angeles Area Chamber of Commerce, along with the State of California, The Los Angeles Unified School District, the City of Los Angeles, and the County of Los Angeles, have shown their support by **providing property for the construction of over 100 units of military family housing for Air Force personnel in San Pedro.** This enables LAAFB to provide a total of 669 units of military family housing for base personnel.

- The South Bay Association of Chambers of Commerce through its member chambers and their participating merchants has initiated a program of cash discounts on goods and services to active duty Air Force personnel and their families.

- The local Chambers along with the aerospace industry have taken the lead to integrate active duty people and their families into the community with a resulting improvement in the quality of life for both the private and military sectors of the community.

Document Separator

DEFENSE BASE CLOSURE & REALIGNMENT COMMISSION
1700 NORTH MOORE STREET, SUITE 1425
ARLINGTON, VIRGINIA 22209
(703) 696-0504

MEMORANDUM OF MEETING

DATE: November 18, 1994

TIME: 3:30

MEETING WITH: Los Angeles Area Chamber of Commerce

SUBJECT: Los Angeles Air Force Base

PARTICIPANTS:

Name/Title/Phone Number:

Ron Lamb; Los Angeles CoC
Barry Liden; Los Angeles CoC
Jerry Saunders; Continental Development Corp.
Winton Churchill; Oracle Corp.

Commission Staff:

David Lyles; Staff Director
Charles Smith; Exec. Director & Spec. Asst. to the Chrmn
Ben Borden; Director of Review & Analysis
Cece Carman; Director of Congressional & Intergovernmental Affairs
Frank Cirillo; Air Force Team Leader
Bob Cook; Interagency Issues Team Leader

MEETING PURPOSE: DL gave introductory remarks and FC gave Process Brief. Ron Lamb introduced the group and outlined their approach. They had met with Mr Boatright. We suggested they meet with the Joint Study Group for Labs. The exchange appeared to be very helpful to the community. They had previously used the library and were familiar with the data therein. fc

DRAFT

LOS ANGELES AFB DATA SHEET

16-Nov-94

MAJOR COMMAND:	AFMC
BRAC CATEGORY:	Joint Only
JOINT CROSS-SERVICE GROUP:	Laboratories
STATE:	CA
NEAREST CITY:	Los Angeles
INSTALLATION TYPE:	Space & Missile Systems Center (Laboratory)
RESOURCES:	
MAJOR UNITS ASSIGNED:	Hq Air Force Space and Missile Systems Center, 655th Air Base Squadron
INSTALLATION MISSION:	AFMC Systems Center for DoD's space program and shares rocket booster launch with AFSpace Command
AUTHORIZED MILITARY:	1,600
AUTHORIZED CIVILIAN:	1,200
AVERAGE NUMBER OF STUDENTS:	
FY 93 OPERATING COSTS:	
NATIONAL PRIORITY LIST SITE:	No
TOTAL ACRES:	192
TOTAL BUILDING SQUARE FOOTAGE:	
FAMILY HOUSING UNITS:	575
UNACCOMPANIED OFFICER HOUSING UNITS:	
UNACCOMPANIED ENLISTED HOUSING SPACES:	
AREA COST FACTOR:	
HOSPITAL BEDS:	
IMPACT OF PREVIOUS BRAC:	
GOVERNOR:	Pete Wilson
SENATORS:	Dianne Feinstein Barbara Boxer
REPRESENTATIVE:	Jane Harman

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950309-3

FROM: YATES, RONALD W.	TO: DIXON
TITLE: GEN - COMMANDER	TITLE: CHAIRMAN
ORGANIZATION: AFMC/CC	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED: LOS ANGELES AFB	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL				COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON	✓			COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER		✓	
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

✓	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

INFORMING COMMISSION THAT HOUSING SITUATION AT LA AFB HAS "VASTLY" IMPROVED BECAUSE OF NEW CONSTRUCTION AND REDUCED NEED FOR ON-BASE QUARTERS.

INFO TO FRANK XC
PUT CCs IN < KIRTLAND / LAFB FILES

Due Date: 950311	Routing Date: 950309	Date Originated: 950306	Mail Date:

HEADQUARTERS AIR FORCE MATERIEL COMMAND
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433-5001

OF THE COMMANDER

6 March 1995

AFMC/CC
4375 Chidlaw Road, Suite 1
Wright-Patterson AFB Ohio 45433-5001

Please refer to this number
when responding 950309-3

The Honorable Alan J. Dixon
Chairman, Defense Base Closure
and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Dear Mr. Chairman

I would like to provide my perspective regarding a question about Los Angeles AFB, California, as it pertains to the Air Force 1995 BRAC recommendation to realign Kirtland Air Force Base (AFB), New Mexico.

In the early 1990s, AFSC, one of the predecessor commands to our current Air Force Materiel Command, was concerned regarding the quality of life for the men and women assigned to Los Angeles AFB. Of particular concern was the lack of adequate and affordable housing available at that time to military personnel assigned to then Los Angeles Air Force Station.

Since that time, actions have been initiated to help remedy the problem. Specifically, Congress added $8.9 million to the Fiscal Year (FY) 1995 Military Construction Program for the first phase of a two-phase program to construct additional military family housing units for Los Angeles AFB. This action coupled with a reduced requirement for on-base quarters has vastly improved the housing situation and the quality of life for the men and women assigned to Los Angeles AFB and has substantially ameliorated our previous concerns.

Sincerely

RONALD W. YATES
General, USAF
Commander

1995 AIR FORCE BASE QUESTIONNAIRE
Los Angeles 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	Aerospace Corporation	-	-	2935	2935
I.1.A.2	DECA	-	1	39	40
I.1.A.3	DFAS-DE/LAF	1	19	40	60
I.1.A.4	Defense Courier Service Station	-	2	-	2
I.1.A.5	Defense Systems Management College	-	-	2	2
I.1.A.6	HQ I Corps Spt Limited to 42 Housing Uni	-	-	-	0
I.1.A.7	LA Field Office, Det L, USAFIA	2	-	2	4
I.1.A.8	Naval Research Lab	3	-	-	3
I.1.A.9	Navy Liaison Unit Los Angeles	-	-	1	1
I.1.A.10	US Army Contractor Support Det., West	2	4	1	7
	TOTAL:				3054

I.1.B Remote/Geographically Separated Units receiving more then 50% of Base Operational Support from the base:

I.1.B.1 **Supported Unit:** 1312th Medium Port Comman GSU **GSU - Geographically Separated Unit**
Location: Compton, CA **REM - Remote Unit**
Support provided: A1-A3,A7-A11,B2,B4,B6,B10,B11,B15,B16,B19,B27,B30,B32

I.1.B.2 **Supported Unit:** 369th USAF Recruiting Squad GSU **GSU - Geographically Separated Unit**
Location: Los Angeles, CA **REM - Remote Unit**
Support provided: A1-A3,A7-A11,B1,B2,B4-B7,B10,B16,B18,B19,B21,B23,B24,B26-B28,B30,B32

I.1.B.3 **Supported Unit:** Air Force Element - RAND GSU **GSU - Geographically Separated Unit**
Location: Santa Monica, CA **REM - Remote Unit**
Support provided: A1-A3,A7-A11,B2,B6,B7,B10,B12,B16,B18,B19,B21,B21,B23,B24,B26,B30,B32,B25

I.1.B.4 **Supported Unit:** Armed Forces Radio & TV Se GSU **GSU - Geographically Separated Unit**
Location: Sun Valley, CA **REM - Remote Unit**
Support provided: All

I.1.B.5 **Supported Unit:** Commanding General GSU **GSU - Geographically Separated Unit**
Location: Camp Pendleton, CA **REM - Remote Unit**
Support provided: Housing

1995 AIR FORCE BASE QUESTIONNAIRE

Los Angeles AFB - AFMC

I.1.B.6 **Supported Unit:** Def. Con. Man. District West GSU
Location: El Segundo, CA
Support provided: A1-A3,A7-A11,B5,B6,B10,B18,B19,B23,B24,B26,B30

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.7 **Supported Unit:** HQ AFROTC/LG GSU
Location: Maxwell AFB, AL
Support provided: A1-A3,A6-A11,B1-B3,B5-B7,B10,B16,B18,B19,B21,B23,B24,B26-B28,B30,B32

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.8 **Supported Unit:** HQ, I Corps & Fort Lewis GSU
Location: Fort Lewis, WA
Support provided: A1-A3,A5-A11,B5,B7,B11,B14,B15,B18,B19,B23,B28-B30,B32,B33

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.9 **Supported Unit:** Los Angeles MEPS GSU
Location: Los Angeles, CA
Support provided: A1-A3,A7-A11,B1,B2,B4,B6,B10,B18,B19,B23-B27,B30,B323

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.10 **Supported Unit:** NR COMNAVFORJAPAN 11 GSU
Location: Encino, CA
Support provided: A1-A3,A7-A11,B6,B7,B9-B12,B14,B15,B30

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.11 **Supported Unit:** Sec. AF Off. of Public Affairs GSU
Location: Los Angeles, CA
Support provided: A1-A3,A7-A11,B1,B2,B4-B7,B10,B12,B16,B18,B19,B21,B23,B24,B26,B28,B30,B32,B36

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.12 **Supported Unit:** US Army Recruiting Battalion GSU
Location: Los Angeles, CA
Support provided: All

GSU - Geographically Separated Unit
REM - Remote Unit

I.1.B.13 **Supported Unit:** US Army Sat. Comm. Agency GSU
Location: Ft Monmouth, NJ
Support provided: All

GSU - Geographically Separated Unit
REM - Remote Unit

1995 AIR FORCE BASE QUESTIONNAIRE

Los Angeles AFB - 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:**	EL TORO MCAS	**distance**	38 NM
	Nearest major primary airdrop customer:	YUMA PROVING GROUNDS	**distance**	211 NM

I.2.B.2 **Distance to foward deployment Air Bases:**

Lajes AB:	4418 NM
Rota AB:	5489 NM
Hickam AFB:	2221 NM
RAF Mildenhall:	5234 NM

1995 AIR FORCE BASE QUESTIONNAIRE

Los Angeles AFB - AFMC

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	LOS ALAMITOS AAF	20
I.2.B.4	Military airfield, runway >= 8,000ft	LOS ALAMITOS AAF	20
I.2.B.5	Military airfield, runway >= 10,000ft	POINT MAGU NAWS	37
I.2.B.6	Military or civilian airfield, runway >= 3,000ft		
I.2.B.7	Military or civilian airfield, runway >= 8,000ft		
I.2.B.8	Military or civilian airfield, runway >= 10,000ft		
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations		
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations		

I.2.B.11 Name and distance to an emergency landing airfield compatible with aircraft flown at the base.

No aircraft at Los Angeles AFB

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-289	110 NM	W-289 N/W-60-61	130 NM	W-532/537	170 NM
W-532	177 NM	W-291	209 NM	W-283/W-285A,B	258 NM
DESERT	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-289	110 NM	R-2508	126 NM	W-289 N/W-60-61	130 NM
W-537	163 NM	W-532/537	170 NM	W-532	177 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
ISABELLA	99 NM	W-289	110 NM	W-289 N/W-60-61	130 NM
PANAMINT	140 NM	W-537	163 NM	W-532/537	170 NM
W-532	177 NM	W-291	209 NM	W-285A	238 NM
W-283	258 NM	W-283/W-285A,B	258 NM	DESERT	276 NM

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GABBS NORTH	342 NM	AUSTIN/GABBS CN	350 NM	AUSTIN/GABBS N/C	350 NM
Austin1/GABBS N&C	350 NM	AUSTIN 1	362 NM	W-260	393 NM
UTTR	441 NM	OWYHEE/ PARADISE	509 NM	R-5107B	595 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
CHINA LAKE	123 NM	EL CENTRO	159 NM	NELLIS R65	212 NM
NELLIS R63	213 NM	GOLDWATER RANGE 4	275 NM	GOLDWATER RANGE 1	286 NM
GOLDWATER RANGE 2	286 NM	GOLDWATER RANGE 3	294 NM	FALLON B-19	313 NM
FALLON B-17	318 NM	HAG/UTTR	454 NM	KITTYCAT/UTTR	463 NM
EAGLE/UTTR	496 NM	SAYLOR CREEK	545 NM	OSCURA	609 NM
AIRBURST	708 NM	MELROSE	726 NM		

I.2.C.5 **Nearest electronic combat (EC) range and distance from base:**

CHINA LAKE	123 NM

I.2.C.6 **Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:**

NELLIS R65	212 NM

I.2.C.7 **Nearest full-scale, heavyweight (live drop or inert) range and distance from base:**

CAMP PENDLETON	58 NM

I.2.C.8 **Total number of slow routes (SR) / visual routes (VR) / instrument routes (IR) with entry points within:**

Type of Route:	100 NM	150 NM	200 NM	400 NM	600 NM	800 NM
IR	5	9	12	25	45	77
SR	1	1	2	9	12	25
VR	7	10	19	41	63	80
Total Routes:	**13**	**20**	**33**	**75**	**120**	**182**

Identify Routes:

VR-1206 52 NM VR-1265 65 NM IR-213 99 NM	VR-1293 52 NM VR-1214 76 NM	IR-211 55 NM VR-1215 76 NM	VR-1217 59 NM IR-200 93 NM	VR-1218 59 NM IR-212 99 NM	SR-390 61 NM IR-217 99 NM
IR-203 128 NM VR-288 146 NM	IR-218 134 NM	IR-216 135 NM	VR-1211 139 NM	IR-252 140 NM	VR-1255 140 NM
IR-214 153 NM VR-1225 184 NM VR-1257 200 NM	VR-1256 156 NM VR-1262 184 NM	IR-255 164 NM VR-1266 196 NM	SR-397 174 NM VR-1268 196 NM	VR-289 175 NM VR-1267 196 NM	VR-296 175 NM IR-286 199 NM

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VR-208	201 NM	VR-1267	204 NM	VR-1252	205 NM	VR-299	207 NM	VR-1264	214 NM	VR-249	223 NM
IR-207	232 NM	IR-206	237 NM	VR-1205	240 NM	VR-1253	244 NM	VR-201	246 NM	IR-237	250 NM
VR-1260	262 NM	VR-1259	264 NM	VR-209	264 NM	IR-234	274 NM	IR-238	274 NM	IR-264	275 NM
IR-254	277 NM	SR-300	278 NM	VR-231	285 NM	IR-250	286 NM	IR-285	292 NM	SR-381	295 NM
VR-246	295 NM	VR-1219	295 NM	VR-1220	295 NM	VR-244	295 NM	VR-242	295 NM	IR-279	300 NM
SR-359	301 NM	VR-239	305 NM	VR-245	305 NM	VR-223	306 NM	VR-1406	308 NM	IR-266	311 NM
SR-301	354 NM	SR-311	358 NM	SR-353	358 NM	IR-310	363 NM	SR-398	369 NM	IR-400	372 NM
IR-276	403 NM	IR-425	405 NM	VR-259	407 NM	VR-269	407 NM	VR-268	407 NM	VR-263	407 NM
VR-267	407 NM	VR-1233	408 NM	VR-260	408 NM	IR-235	414 NM	IR-275	417 NM	IR-280	419 NM
IR-282	419 NM	VR-1261	428 NM	VR-202	431 NM	IR-290	435 NM	IR-290A	435 NM	IR-293	435 NM
IR-281	437 NM	VR-1353	443 NM	IR-271	445 NM	VR-1251	459 NM	VR-1445	473 NM	VR-1254	481 NM
VR-1446	482 NM	SR-210	496 NM	SR-211	496 NM	IR-303	513 NM	VR-1250	513 NM	IR-418	514 NM
IR-420	514 NM	IR-300	522 NM	IR-320	525 NM	VR-1423	525 NM	VR-1422	525 NM	VR-176	535 NM
IR-112	539 NM	VR-316	560 NM	SR-212	566 NM	IR-109	567 NM	VR-1300	576 NM	IR-126	578 NM
VR-319	578 NM	IR-302	599 NM	VR-1304	599 NM						
IR-304	615 NM	IR-115	620 NM	SR-214	620 NM	IR-132	621 NM	VR-1107	622 NM	VR-1195	625 NM
SR-213	628 NM	VR-1301	628 NM	VR-1302	630 NM	IR-301	635 NM	IR-307	641 NM	IR-342	645 NM
IR-111	647 NM	IR-498	648 NM	IR-133	651 NM	IR-102	652 NM	IR-131	652 NM	VR-1352	652 NM
IR-141	652 NM	IR-134	656 NM	IR-110	660 NM	IR-144	669 NM	IR-165	669 NM	IR-178	669 NM
IR-116	681 NM	IR-346	690 NM	VR-1354	711 NM	IR-113	715 NM	VR-1355	715 NM	IR-122	720 NM
VR-412	720 NM	VR-413	720 NM	IR-150	726 NM	VR-100	726 NM	VR-125	732 NM	IR-177	737 NM
VR-108	737 NM	IR-130	739 NM	IR-416	746 NM	IR-107	751 NM	IR-414	756 NM	IR-341	763 NM
IR-343	763 NM	IR-415	763 NM	VR-114	770 NM	SR-540	777 NM	VR-1174	777 NM	SR-542	777 NM
SR-541	777 NM	SR-473	778 NM	SR-477	778 NM	SR-478	778 NM	SR-488	778 NM	SR-489	783 NM
SR-475	784 NM	SR-470	794 NM	SR-471	794 NM	IR-313	795 NM	IR-314	795 NM	VR-1108	798 NM
VR-1109	798 NM	VR-196	799 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 648 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
2	12	40

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-651	153 NM	AR-657	189 NM				
AR-006	207 NM	AR-209 WEST	208 NM	AR-649	210 NM	AR-603	250 NM
AR-222	256 NM	AR-625H	263 NM	AR-625L	263 NM	AR-221	269 NM
AR-647	279 NM	AR-641A	288 NM				
AR-624	309 NM	AR-634	311 NM	AR-641B	314 NM	AR-208	321 NM
AR-214	322 NM	AR-635	338 NM	AR-223	350 NM	AR-462	357 NM
AR-224	366 NM	AR-658	392 NM	AR-642W WEST	395 NM	AR-3H EAST	399 NM
AR-642E EAST	404 NM	AR-209 EAST	406 NM	AR-611A	418 NM	AR-621	423 NM
AR-7B	423 NM	AR-648B	445 NM	AR-674	452 NM	AR-611B	462 NM
AR-648A	464 NM	AR-452 NORTHEAST	470 NM	AR-7A	486 NM	AR-001 EAST	491 NM
AR-201 EAST	492 NM	AR-3H WEST	495 NM	AR-5H WEST	496 NM	AR-5L WEST	496 NM

I.2.C.10b **The total number of refueling events within:**

500 NM	700 NM
490	1213

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-201	492 NM	490			0			0			0

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 742NM from the base."**

I.2.C.10d **Percentage of tanker demand in region:** 26.0
Percentage of tankers based in region: 13.0

Tanker saturation within the region has been classified as tanker Poor

I.2.C.11 **Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:**

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	SR
APRIL	131 NM	✔	✔	✔	0	0
BASILONE NUEVO	64 NM	✔	✔	✔	0	0
BLACK TOP (CIR)	126 NM		✔	✔	0	0
BOULDER	105 NM	✔	✔	✔	0	0
BULL	130 NM	✔	✔	✔	0	0
BULLHEAD CIRCUL	147 NM	✔	✔	✔	0	0
CALVIN	120 NM		✔	✔	0	0
CAMELOT CIRCULA	146 NM		✔	✔	0	0
CINTHIA	231 NM	✔			2	0

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COIN (CIR)	253 NM				1	0
COWBOY (CIR)	47 NM		✔		0	0
DESERT ROCK(CR)	198 NM	✔	✔		0	0
DIXIE VALLEY	346 NM	✔	✔	✔	0	0
ELOY (CIRCULAR)	349 NM		✔		0	0
ENAD EAST	55 NM	✔	✔	✔	0	1
ENAD WEST	55 NM	✔	✔	✔	0	1
FARM	56 NM	✔	✔	✔	0	1
GRETCHEN (CIR)	231 NM	✔	✔	✔	2	0
JOSHUA	112 NM	✔	✔	✔	0	0
KEITHA	183 NM	✔	✔	✔	0	0
KNOTS	58 NM		✔		0	0
LA POSA	209 NM	✔	✔	✔	0	0
LAVIC	111 NM		✔	✔	0	0
LEON (H2O)	97 NM		✔		0	0
LILLY ANN	99 NM	✔	✔		0	0
MACHINEGUNFLATS	230 NM	✔	✔	✔	2	0
NELSON - FT IRWIN	122 NM		✔	✔	0	0
NOAH	124 NM	✔	✔	✔	0	0
OFFICE	56 NM	✔	✔	✔	0	1
PALMER	187 NM	✔	✔	✔	0	0
PATRICIA CIRCUL	185 NM	✔	✔	✔	0	0
PENDLETON AREA	62 NM	✔	✔		0	0
RAKISHLITTER	212 NM		✔	✔	0	0
REBEL (AREA DZ)	254 NM				1	0
ROADRUNNER	212 NM	✔	✔	✔	0	0
ROBBY	209 NM	✔	✔		0	0
ROCK (A)	131 NM	✔	✔	✔	0	0
ROCK (B)	131 NM	✔	✔	✔	0	0
ROGERS LAKE (C)	61 NM	✔	✔	✔	0	1
SAINT-WATER	55 NM				0	0
SAN PABLO (CIR)	314 NM	✔	✔		1	0
SANDHILL	113 NM	✔	✔	✔	0	0
SANDTRAP	146 NM		✔	✔	0	0
SIDEWINDER	211 NM	✔	✔	✔	0	0
SPEER CIRCULAR	56 NM	✔	✔	✔	0	1

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TONTO	187 NM	✔	✔	✔	0	0
XM	194 NM	✔	✔	✔	0	0
YUCCA	113 NM	✔	✔	✔	0	0
YUMA AUX 2	212 NM	✔	✔	✔	0	0

I.2.C.11.a **Drop Zone** **Servicing Instruement and Slow Routes (IRs and SRs)**

CINTHIA	IR-203	IR-207							
COIN (CIR)	IR-237								
ENAD EAST	SR-390								
ENAD WEST	SR-390								
FARM	SR-390								
GRETCHEN (CIR)	IR-203	IR-207							
MACHINEGUNFLATS	IR-203	IR-207							
OFFICE	SR-390								
REBEL (AREA DZ)	IR-237								
ROGERS LAKE (C)	SR-390								
SAN PABLO (CIR)	IR-207								
SPEER CIRCULAR	SR-390								

I.2.C.12 **Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:**

SANDHILL 112 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
ENAD EAST	55 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 PENDLETON 65 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:
LA INTN'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:**

CAMP PENDLETON

65 NM from the base.

I.2.G.2 **DELETED**

I.2.G.3 **Nearest Naval unit where joint training can be accomplished:**

0 mi from the base.

I.2.G.4 **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**

0 mi from the base.

I.2.G.5 **DELETED**

H. Missile Bases (AF Space Command)

Applies to missile bases only. Responses are classified.

I. Technical Training (Air Education and Training Command)

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	98.1	83.6	74.6	69.8

I.2.J.2 **Crosswind component to the primary runway:**

I.2.J.2.a **Is at or below 15 knots 99.2 percent of the time**

I.2.J.2.b **Is at or below 25 knots 99.9 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	Fort MacArthur Annex	Housing Area	127	127	
II.1.A.2	Lawndale Annex	Missile Site	13	9	3
II.1.A.3	Los Angeles AFB	Main Base	108	108	
		TOTALS:	248	244	3

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	6,685	29.0	71.0	0.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	11,396	63.0	37.0	0.0	N/A
II.1.B.1.c.i	141-232	Aerial Delivery Facility	SF	0	0		0.0	0.0	0
II.1.B.1.c.ii	141-753	Squadron Operations	SF	0	0		0.0	0.0	0
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.iv	141-784	Air Passenger Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.c.v	141-785	Fleet Service Terminal	SF	0	0		0.0	0.0	0
II.1.B.1.d	171	Training Buildings	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	0	0		0.0	0.0	0
II.1.B.1.d.ii	171-211a	Combat Crew Trng Squadron Facility	SF	0	0		0.0	0.0	0
II.1.B.1.d.iii	171-212	Flight Simulator Training (High Bay)	SF	0	0		0.0	0.0	0
II.1.B.1.d.iv	171-212a	Companion Trng Program	SF	0	0		0.0	0.0	0
II.1.B.1.d.v	171-618	Field Training Facility	SF	0	0		0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	0	0		0.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	0	0		0.0	0.0	0

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II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	0	0		0.0	0.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	0	0		0.0	0.0	0
II.1.B.1.e.vii	211-157a	Contractor Operated Main Base Supply	SF	0	0		0.0	0.0	0
II.1.B.1.e.viii	211-159	Aircraft Corrosion Control Hanger	SF	0	0		0.0	0.0	0
II.1.B.1.e.ix	211-173	Large Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.x	211-175	Medium Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	0	0		0.0	0.0	0
II.1.B.1.e.xiii	211-183	Test Cell	SF	0	0		0.0	0.0	0
II.1.B.1.f	212	Maint-Guided Missiles	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.iv	212-220	Integrated Maintenance Facility	SF	0	0		0.0	0.0	0
II.1.B.1.g.	214	Maintenance-Automotive	SF	N/A	616	0.0	0.0	100.0	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	36,946	15.0	0.0	85.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	34,442	100.0	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	541,755	1.0	89.0	10.0	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	1,000	0.0	100.0	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

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II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	0	0		0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	0		0.0	0.0	0
II.1.B.1.t.v	422-275	Ancillary Explosives Facility (Holding Pad)	SF	0	0		0.0	0.0	0
II.1.B.1.u	441	Storage-Covered Depot & Arsenal	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.v	442	Storage-Covered-Installation & Organ	SF	N/A	42,116	12.0	88.0	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	819	100.0	0.0	0.0	819
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	0	84,972	0.0	0.0	100.0	84,972
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	23,470	76.0	24.0	0.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	4,080	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	355,334	55.0	30.0	15.0	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	86	0.0	0.0	100.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	0	84	100.0	0.0	0.0	84
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	3	0.0	0.0	100.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	19,446	1.0	81.0	18.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	297,805	49.0	24.0	27.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	0	0		0.0	0.0	0

II.1.B.2 From in-house survey:

	Facility Category Code	Category Description	Units of Measure	Current Capacity	Percentage (%) Cond Code 1	Percentage (%) Cond Code 2	Percentage (%) Cond Code 3
II.1.B.1.a	111	Aircraft Pavement-Runway(s)	SY	0			
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	0			
II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	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	96,761	75.0	25.0	0.0

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II.1.B.1.f	822	Heat-Trans & Distr Lines	LF	1,080	100.0	0.0	0.0
II.1.B.1.g	832	Sewage and Indust Waste Collection (Mains)	LF	85,355	35.0	65.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	77,802	20.0	80.0	0.0
II.1.B.1.i	843	Water-Fire Protection (Mains)	LF	4,244	100.0	0.0	0.0
II.1.B.1.j	851	Roads	SY	175,903	51.0	49.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	383,564	92.0	8.0	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:** 574

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:** -179 **(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:** -179 **(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:** 574 **(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.** 150

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 **34.7 percent of officer families live on base.**

II.1.C.3.b **72.3 percent of enlisted families live on base.**

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II.1.C.3.a **45.6 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:	4.91 MG/D	MG/D - million gallons per day	10 %
II.3.A.2	Sewage:	11.13 MG/D		3 %
II.3.A.3	Electrical distribution:	18.8 MW	MW - million watts	40 %
II.3.A.4	Natural Gas:	5.632 MCF/D	MCF/D - million cubic feet per day	9 %
II.3.A.5	High temperature water/steam generation/distribution:	11.0 MBTUH	MBTUH - million British thermal units per hour	45 %

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:** 0
Current Use: NOT APPLICABLE TO LOS ANGELES AIR FORCE BASE

II.4.A.2 **Size (SF):** SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:**

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	ft	ft	
II.4.A.6	Largest unobstructed space inside the facility:	ft	ft	ft

5. Unique Facilities

II.5.A **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
MSL/SPACE RSCH ENG	58,334 SF	312-476	ENGINEERING OFFICES. In addition to the SCIFS on base, SMC offices use 22,186 SF in Aerospace Corporate facilities that must be replaced if the base is closed.

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Section III

1. Contingency and Deployment Requirements

Full mobilization, 24 hour capability assumed.

III.1.A.1 No C-141s or equivalent aircraft can be loaded or unloaded.

Based on existing load crews, marshalling yards, build up areas, concurrent servicing, and material handling equipment (MHE). Assumes a 13-pallet load, a 2 hr, 15 min ground time.

III.1.A.2 No C-141s or equivalent aircraft can be refueled.

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B The base can not land, taxi, park, and refuel any widebody aircraft (C-5, KC-10, or 747).

III.1.C The base does Not have an operational fuel hydrant system.

III.1.D The base bulk storage facility is Not serviced by a pipeline.

III.1.D.3 NOT APPLICABLE

Based on normal requirements in the Fuel Logistics Area Summary(FLAS) or Inventory Management Plan (IMP). Storage for others is excluded.

III.1.D.4 Other receipt modes available:

There are No offload headers.

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Tank trucks can Not be offloaded.

Tank cars can Not be offloaded.

III.1.D.5 **No refueling unit fillstands are available.**

III.1.D.6 **Current 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:

CAMP PENDLETON	65 NM
FORT IRWIN	119 NM

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III.1.G.2 The base is proximate to a railhead.

Railheads within 150 NM:

Barstow	89 NM
Barstow - Nebo, Yermo	98 NM
Fallbrook - Oceanside	69 NM
Fullerton - Westminster	23 NM
Lompoc - Tangair	119 NM
Long Beach - San Pedro	14 NM
Long Beach - Shipyard	15 NM
Ludlow - Bagdad	131 NM
Mojave - Edwards	63 NM
National City	101 NM
Oceanside	69 NM
Port Hueneme	41 NM
San Diego	94 NM
San Diego - Miramar	92 NM
Santa Ana - Irvine	29 NM
Searles - Spangler	107 NM

III.1.G.3 The base is proximate to a port.

Deep water ports within 150 NM:

Los Angeles/Long Bch	16 NM
Point Hueneme	41 NM
San Diego	100 NM

III.1.H The base does Not have a dedicated passenger terminal.

III.1.I The base does not have a dedicated deployment facility capable of handling DoD standardized cargo pallets.

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: This facility will be forced to purchase care from other government agencies or civilian sources.

Facility:

Manpower:

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Operations & Maintenance Funding:

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:**

The 655 MS wartime tasking is to deploy personnel to support one second echelon patient retrieval team to locations specified in operation

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:**

Pharmacy Modular Building, 180K; Relocation of Medial Logistics, 200K; Ft MacArthur Renovation, 118K; Elevator install, 180K; Carpt

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 **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 125,848 sq ft.**

III.1.N.2 **Breakout of the total covered storage capacity:**

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	93,836 sq ft
Mobility storage:	100 sq ft
War Readiness Support Kits (WRSK) storage:	0 sq ft

III.1.O **No light military vehicles are on base.**

III.1.P **No heavy military and special vehicles are on base.**

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Section IV

1. Base Budget

IV.1 Non-payroll portion of the base budget for prior years:

IV.1.A	xxx56	Environmental Compliance			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	564.40 $sK	156.00 $sK	720.40 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	574.20 $sK	0.00 $sK		574.20 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,710.50 $sK	0.00 $sK			1,710.50 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	1,683.00 $sK	0.00 $sK				1,683.00 $sK
				xxx56 TOTALS:	720.40 $sK	574.20 $sK	1,710.50 $sK	1,683.00 $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	11,945.20 $sK	8,935.80 $sK	20,881.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	12,255.70 $sK	6,540.50 $sK		18,796.20 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	291.90 $sK	0.00 $sK			291.90 $sK	
		3600	418.50 $sK	0.00 $sK			418.50 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	207.10 $sK	0.00 $sK				207.10 $sK
		3600	198.10 $sK	0.00 $sK				198.10 $sK
				xxx76 TOTALS:	20,881.00 $sK	18,796.20 $sK	710.40 $sK	405.20 $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				
		3400	5,502.60 $sK	13.80 $sK			5,516.40 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	3,864.80 $sK	608.70 $sK				4,473.50 $sK
				xxx78 TOTALS:			5,516.40 $sK	4,473.50 $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	393.90 $sK	378.00 $sK	771.90 $sK			
	FY-92	Appropriation	Direct	Reimbursable				

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		3400	277.50 $sK	455.40 $sK		732.90 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3600	184.00 $sK	0.00 $sK			184.00 $sK	
		3400	685.10 $sK	0.00 $sK			685.10 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	421.80 $sK	160.60 $sK				582.40 $sK
		3600	142.00 $sK	0.00 $sK				142.00 $sK
				xxx90 TOTALS:	771.90 $sK	732.90 $sK	869.10 $sK	724.40 $sK
IV.1.E	xxx95	Communications			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	9,017.90 $sK	12,887.20 $sK	21,905.10 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	1,361.50 $sK	470.30 $sK		1,831.80 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	1,783.70 $sK	110.80 $sK			1,894.50 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	923.80 $sK	1,174.40 $sK				2,098.20 $sK
				xxx95 TOTALS:	21,905.10 $sK	1,831.80 $sK	1,894.50 $sK	2,098.20 $sK
IV.1.F	xxx96	Base Operating Support			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-91	Appropriation	Direct	Reimbursable				
		3400	9,017.90 $sK	12,887.20 $sK	21,905.10 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		3400	9,604.90 $sK	10,382.30 $sK		19,987.20 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	12,329.10 $sK	5,727.40 $sK			18,056.50 $sK	
		3600	15,427.70 $sK	0.00 $sK			15,427.70 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		3400	14,113.20 $sK	7,114.10 $sK				21,227.30 $sK
		3600	13,296.10 $sK	0.00 $sK				13,296.10 $sK
				xxx96 TOTALS:	21,905.10 $sK	19,987.20 $sK	33,484.20 $sK	34,523.40 $sK
IV.1.G	MFH	Military Family Housing			FY 91 Total	FY 92 Total	FY 93 Total	FY 94 Total
	FY-92	Appropriation	Direct	Reimbursable				
		3400	4,551.50 $sK	0.00 $sK		4,551.50 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		3400	4,460.90 $sK	0.00 $sK			4,460.90 $sK	
	FY-94	Appropriation	Direct	Reimbursable				

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3400	5,203.00 $sK	0.00 $sK				5,203.00 $sK
		MFH TOTALS:		4,551.50 $sK	4,460.90 $sK	5,203.00 $sK

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Section IV/V Level Playingfield COBRA Data

One time closure costs: 450$sM

Twenty year Net Present Value (142)$sM

Steady state savings 50$sM per year

Manpower savings associated with closure 325

Return on Investment (years): 10

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Section VI Economic Impact

Economic Area Statistics:

Los Angeles - Long Beach, CA PMSA
Total population: 9,053,000 (FY 92)
Total employment: 4,989,503 (FY 93)
Unemployment Rates (FY93/3 Year Average/10 Year Average)

9.7% / 9.1% / 7.0%

Average annual job growth: 45,889

Average annual per capita income: $21,434

Average annual increase in per capita income: $4.1%

Projected economic impact:

Direct Job Loss:	**6,257**	
Indirect Job Loss:	**12,031**	
Closure Impact:	**18,288**	**(0.4% of employment total)**
Other BRAC Losses:	**6,696**	
Cumulative Impact:	**24,984**	**(0.5% 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 **16.2 Percent of off-base housing was rated as unsuitable in the latest VHA survey**

VII.1.A.4 **Median monthly cost of off-base housing based on latest VHA survey:** $1052

Describe the transportation systems.

VII.1.B.1 **The base is served by REGULARLY SCHEDULED, public transportation. The following services are available:**

L.A. Rapid Transit District Bus Lines, Municiple Area Express, El Segundo Bus Line

VII.1.B.2 **Distance to the nearest municipal airport with scheduled, commercial air traffic:** 2 miles

VII.1.B.2 **Airport name:** L.A. International Airport

VII.1.B.3 **Number of commercial air carriers available at the airport:** 20

VII.1.B.4 **Average round trip commuting time to work:** 62 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	2		Hrs.	10	Min.
VII.1.C.2	Movie theater	KRIKORIAN THEATER	4		Hrs.	15	Min.
VII.1.C.3	Public golf course	HARBOR PARK MUNIPAL	6		Hrs.	15	Min.
VII.1.C.4	Bowling lane	PALOS VEIDES BOWL	9		Hrs.	20	Min.
VII.1.C.5	Boating	CABRILLO BEACH LAUNCH	1		Hrs.	03	Min.
VII.1.C.6	Fishing	San Pedro	1		Hrs.	05	Min.
VII.1.C.7	Zoo	L.A. Zoo	28		Hrs.	40	Min.
VII.1.C.8	Aquarium	Sea World (San Diego)	120	2	Hrs.	30	Min.
VII.1.C.9	Family theme park	Disneyland, Knott's Berry Farm, Universal Studios	50	1	Hrs.		Min.
VII.1.C.10	Professional sports	Anaheim Stadium	50	1	Hrs.		Min.
VII.1.C.11	Collegiate sports	UCLA, USC, Pepperdine, Long Beach St, etc.	10		Hrs.	20	Min.

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VII.1.C.12	Camping facilities	San Gabriel and San Bernadino Mountains	25	1	Hrs.		Min.
VII.1.C.13	Beaches (lake or ocean)	PACIFIC OCEAN	1		Hrs.	05	Min.
VII.1.C.14	Outdoor winter sports	Big Bear Ski Resort	75	1	Hrs.	30	Min.

VII.1.D Nearest Shopping facility (two major anchor stores plus smaller retail outlets):

Carson Shopping Mall 30 min (10 Miles)

VII.1.E Nearest Metropolitan center (population in excess of 100,000):

Los Angeles 1 min (1 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.) 1779

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.) 5629

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 67.0 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:

El Camino Col., L.A. Harbor Col., L.A. Trade-Technical Col., Long Beach City Col.

VII.2.E.2 Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:

UCLA, USC, CSU Long Beach, Loyola-Marymount U., CSU Dominguez-Hills, Chapman U., El Camino Col., L.A. Harbor Col., Long Beach City Col., West Coast U.

VII.2.E.3 Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:

UCLA, USC, CSU Long Beach, Loyola-Marymount U., Pepperdine, CSU Dominguez-Hills, Chapman U., West Coast U.

3. Spousal Employment

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VII.3.A **72.0 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **83.0 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **9.7 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **-4.9 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:**	3.0 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	4.0 beds/1000 people

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Section VIII

1. Air Quality - Clean Air Act

VIII.1.A **Air Quality Management District for the base:** South Coast Air Quality Management 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:**

Carbon Monoxide	Serious
Ozone	Extreme
PM-10	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 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:**

Ride sharing, reduced work related trips in single occupancy vehicles between 6AM and 10AM Monday thru Friday.

VIII.1.E **Restrictions placed on operations by state or local air quality regulatory agencies:**

VIII.E.1 Aerospace Ground Equipment (AGE):

E.1.a The state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

E.1.b The state or local air quality regulatory agency Requires permits for such units.

E.1.c The state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

E.1.d No state or local air quality regulatory agency Requires retrofit controls for AGE.

VIII.E.2 Infrastructure Maintenance / Public Works

E.2.a The state or local air quality regulatory agency Regulates or conditionnaly exempts small activities or engines used for infrastructure maintenance (i.e., sewer cleaning, wood chipping, road repair, etc.).

E.2.b No state or local air quality regulatory agency Limits the hours of these activities.

E.2.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

E.2.d No state or local air quality regulatory agency Requires emission offsets for these activities.

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 The state or local air quality regulatory agency Prohibits fire training activities that produce smoke.

VIII.E.5 Signal Flares

E.5 No state or local air quality regulatory agency Prohibits the use of signal flares for search and rescue training or operations.

VIII.E.6 Emergency Generators

E.6.a The state or local air quality regulatory agency Regulates or conditionally exempts emergency operation of generators or engines.

E.6.b The state or local air quality regulatory agency Limits the hours of emergency operation of generators.

E.6.c No state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of emergenct generators.

E.6.d The state or local air quality regulatory agency Requires an air quality operating permit if the emergency operation of the generators exceeds an exemption threshold.

E.6.d 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 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 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

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VIII.2.A **The base potable water supply is Local Community and the source is:**

aquifer-lake-reservoir-municipal

VIII.2.B **There are no constraints to the base water supply.**

VIII.2.C **The base potable water supply does not constrain operations**

(Contamininants or lack of water supply may restrict construction activities or operations through: facility siting options, well usage, construction, etc.)

3. Water - Ground Water

VIII.3.A **Base or local community groundwater is Not known to be contaminated.**

VIII.3.B **The base is Not actively involved in groundwater remediation activities.**

VIII.3.C **No water wells exist on the base.**

VIII.3.D **No wells have been abandoned.**

4. Water - Surface Water

VIII.4.A **There No perennial bodies of water located on base.**

VIII.4.A.2 **These bodies do Not receive water runoff or treated wastewater discharge from the base.**

VIII.4.A.3 **The base is located within a specified drainage basin.**

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 doesn't treat water.

VIII.6.C **The base has No discharge impoundments.**

VIII.6.D **There are no discharge violations or outstanding discharge open enforcement actions pending.**

7. HAZARDOUS MATERIALS - Asbestos

VIII.7.A **100.0 percent of facilities have been surveyed for asbestos.**

VIII.7.A.1 **95.0 percent of the facilities surveyed are identified as having asbestos.**

VIII.7.A.2 **0 facilities are considered regulated areas or have restricted use due to friable asbestos.**

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8. Biological - Habitat

VIII.8.A **There are No ecological or wildlife management areas ON the base.**

Ecological or wildlife management areas ADJACENT TO the base:

CHEVRON - Protecting the El Segundo Blue Butterfly

VIII.8.A.1 **Natural areas on or adjacent to the base are generally recognized as important ecological sites.**

CHEVRON - Protecting the El Segundo Blue Butterfly

VIII.8.B **No critical/sensitive habitats have been identified on base .**

VIII.8.C **The base does not have a cooperative agreement for conducting a hunting and fishing program.**

Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.

VIII.8.D **The presence of these resources does not constrain CURRENT construction activities/operations.**

The presence of these resources does not constrain FUTURE construction activities/operations.

9. Biological - Threatened and Endangered Species

VIII.9.A **There are No Threatened or endangered species identified on the base.**

VIII.9.B **There are No Special Concern species identified on the base.**

10. Biological - Wetlands

VIII.10.A **There are No wetlands, estuaries, or other special aquatic features present on the base.**

VIII.10.A.2 **The base is Not involved in jointly-managed programs for protection of these resources.**

VIII.10.B **The base has Not been surveyed for wetlands in accordance with established federally approved guidelines.**

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 does Not constrain current or future construction activities or operations.**

11. Biological - Floodplains

VIII.11.A **There are No floodplains on the base.**

12. Cultural

VIII.12.A **Historic,prehistoric, archaeological sites or other cultural resources located on the base:**

VIII.12.A.1

Sites:	Significant status:
500 Varas Square	Historical district
American Trona Plant	Historical building

VIII.12.B **16 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:**

500 Varas Square
American Trona Plant

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 **15 percent of the base has been surveyed.**

VIII.12.D.2 **No archeological sites have been found.**

VIII.12.D.3 **No archeological collections are housed on base.**

VIII.12.D.4 **No Native Americans or others use/identified sacred areas or burial sites on or near base.**

VIII.12.E **The base has no agreements with historic preservation agencies.**

Agreements include Programmatic Agreements and Memorandum of Agreements.
Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

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13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 40 IRP sites have been identified

VIII.13.A.2 21 IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 1997

VIII.13.B The installation is Not a National Priority List (NPL) site nor proposed as an NPL site.

VIII.13.C There are no existing Federal Agency Agreements to clean up the base.

Federal Facility Agreements include Interagency Agreements, Administrative Orders of Consent, and other agreements.

VIII.13.D There are no known uncontrolled or unregulated occurrences of specific contaminate types or sources.

Contaminate types and sources include landfills, medical wastes, radioactive wastes, etc.

VIII.13.E No sites or SWMUs are currently being investigated and remediated pursuant to the RCRA.

SWMU - Solid Waste Management Units
RCRA - Resource Conservation and Recovery Act

VIII.13.F The IRP does Not currently restrict construction (siting) activities/operations on-base.

14. Compliance / IRP Costs ($000)

VIII.14.A

Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	$537.000 K	$238.000 K	$165.000 K	$145.000 K	$2,045.000 K
IRP	$2,670.000 K	$1,134.000 K	$463.000 K	$393.000 K	$220.000 K
Natural Resources					
Other(s) Specify:CAA					$600.000 K
Other(s) Specify:CAA AND PCBs				$573.000 K	
Other(s) Specify:CAA AND WASTE WATER		$547.000 K	$913.000 K		
Other(s) Specify:UST SITE INVESTIGATION	$90.000 K				
Permits	$20.000 K	$20.000 K	$25.000 K	$30.000 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:**
Southern California Coastal Area of South Coast Air Basin

VIII.16.B **Air quality regulatory agency responsible for the AQCA:.** South Coast Air Quality Management District

VIII.16.B **Name and phone number of the AQCA program manager for issues pertaining to the base:**

Pratap C. Nair, Air Quality Engineer II 909-396-2612

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 Non-Attainment for Carbon Monoxide

VIII.16.C.3 In Non-Attainment for Particulate matter (PM-10)

VIII.16.C.4 In Attainment for Sulfur Dioxide

VIII.16.C.5 In Non-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:** 0.07 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 58.3% 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 Extreme**

VIII.16.E.2 **Southern California Coastal Area of South Coast Air Basin**

VIII.16.E.3

VIII.16.E.4 **The base is Not in a rural transport area**

VIII.16.E.5 **The EPA has Not proposed that the AQCA severity of nonattainment for OZONE be redesignated**

VIII.16.G. **Specific ozone precursor (Volatile organic compounds(VOCs) and nitrogen oxides (NOx)) emissions for the base:**
based on the AQCA 1990 baseline AND in the required attainment year

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inventory.

	VOCs		NOx		VOCs		NOx	
Mobile Source Including Aircraft	G.1.a	28	G.1.d	31	G.2.a	37	G.2.d	41
Military Aircraft Associated with the Base	G.1.b	0	G.1.e	0	G.2.b	0	G.2.e	0
Stationary Source	G.1.c	5	G.1.f	5	G.2.c	5	G.2.f	5

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	1	G.3.d	1

Amount of increased annual emissions of VOCs and NOx resulting from increased activity levels, facility expansion, process changes, or other means implemented at the base since 1 Jan 1990

Mobile Source Including Aircraft	G.4.a	0	G.4.c	0
Stationary Source	G.4.b	0	G.4.d	0

Computed allowable growth		VOCs		NOx
Mobile Source Including Aircraft	G.5.a	32.14%	G.5.c	32.26%
Stationary Source	G.5.b	20.00%	G.5.d	20.00%
TOTAL	G.5.e	30.30%	G.5.f	30.56%

VIII.16.H The EPA-designated severity of nonattainment for Carbon monoxide is SERIOUS

VIII.16.I The AQCA's Carbon monoxide plan contains No quantitative measures for military aircraft.

Measures include quantitative limits, projections, restrictions, or emissions budgets.

VIII.16.J -The AQCA VMT forecasts allow for an increase for the main arterial roads leading into and out of the base.

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Section IX

Document Separator

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Section I

1. Force Structure

I.1.A **List of all on base NAF and non-Air Force activities:**

	Unit or Activity:	Personnel Authorizations for FY93/4			
		Officer	Enlisted	Civilian	Total
I.1.A.1	University of Dayton Research	-	-	4	4
I.1.A.2	AAFES	-	-	280	280
I.1.A.3	Army Corp of Engineer	-	-	6	6
I.1.A.4	DECA	-	10	82	92
I.1.A.5	DFAS	-	13	25	38
I.1.A.6	DMRO	-	-	15	15
I.1.A.7	Embry Riddle Aeronautical University	-	-	2	2
I.1.A.8	First Interstate Bank	-	-	11	11
I.1.A.9	Luke Communications Support Team	1	27	-	28
I.1.A.10	Luke Elementary School	-	-	80	80
I.1.A.11	Luke Federal Credit Union	-	-	37	37
I.1.A.12	NAF	-	-	331	331
I.1.A.13	Park College	-	-	2	2
I.1.A.14	Post Office	-	-	2	2
I.1.A.15	Red Cross	-	-	1	1
I.1.A.16	Rio Salado Community College	-	-	1	1
I.1.A.17	Wayland Baptist University	-	-	2	2
	TOTAL:				932

I.1.B **Remote/Geographically Separated Units receiving more then 50% of Base Operational Support from the base:**

I.1.B.1 **Supported Unit:** Armstrong Laboratory GSU **GSU - Geographically Separated Unit**
Location: Mesa, AZ **REM - Remote Unit**
Support provided: Chapel & Chaplain Services; Command Element; Plans; Disaster Preparedness; Safety; Administrative; Audio/Visual; Civilian Personnel Services; Communication Services; Community Support Services; Confinement & Detention Center; Education Services; Engineering Activities; Equipment Operations, Maintenance & Repair; Facilities & Real Property Support; Finance & Accounting; Health Services; Housing & Lodging Services; Installation Retail Supply & Storage Operations; Legal Services; Military Peronnel Support; Mortuary Services; Purchasing & Contracting; Resources Management; Transportation; Precision Measuring; Equipment Laboratory; Public Services; & Fire Protection

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I.1.B.2 **Supported Unit:** Defense Mapping Agency GSU **GSU - Geographically Separated Unit**

Location: Gila Bend AZ 85337-5000 **REM - Remote Unit**

Support provided: Disaster Preparedness; Fire Protection; Police Services; Safety; Administrative Services; Civilian Personnel Services; Communications Services; Community Services; Facility Maintenance and Repair; Finance and Accounting; Health Services; Housing and Lodging; Installation Retail Supply & Storage Operations; Legal Services; Purchasing & Contracting; Refuse Services; Transportation; & Utilities

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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 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	144167			N/A	N/A	N/A
Tower	3	144000			N/A	N/A	N/A

I.2.A.4 The primary instrument runway is designated 03R

46518 operations were conducted this runway during calander year 1993

I.2.A.5 Known or potential airspace problems that may prevent mission accomplishment:

The RAPCON and Tower's airspace is sufficient.

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): 8

The total number of sorties per month: 30476

The average length of the delays: 0:01

I.2.A.6.b There is No common rationale for the delays.

B. Geographic Location

I.2.B.1 Nearest major primary airlift customer: FORT HUACHUCA distance 156 NM

Nearest major primary airdrop customer: YUMA PROVING GROUNDS distance 109 NM

I.2.B.2 Distance to foward deployment Air Bases:

Lajes AB: 4140 NM

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Rota AB:	5207 NM
Hickam AFB:	2520 NM
RAF Mildenhall:	4998 NM

	Class of Airfield:	Name	Distance from Base
I.2.B.3	Military airfield, runway >= 3,000ft	PHOENIX-SKY HARBOR INTL	20
I.2.B.4	Military airfield, runway >= 8,000ft	PHOENIX-SKY HARBOR INTL	20
I.2.B.5	Military airfield, runway >= 10,000ft	PHOENIX-SKY HARBOR INTL	20
I.2.B.6	Military or civilian airfield, runway >= 3,000ft	Glendale Airport	4
I.2.B.7	Military or civilian airfield, runway >= 8,000ft	Phoenix/Goodyear	7
I.2.B.8	Military or civilian airfield, runway >= 10,000ft	Phoenix Sky Harbor	19
I.2.B.9	Civilian airfield, runway >= 8,000ft for capable of conducting short term operations	Phoenix Sky Harbor	19
I.2.B.10	Civilian airfield, runway >= 10,000ft for capable of conducting short term operations	Phoenix Sky Harbor	19

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
DESERT	266 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
DESERT	266 NM	PANAMINT	275 NM	R-5107B	294 NM
ISABELLA	310 NM	W-291	393 NM	UTTR	401 NM
W-289	405 NM	W-289 N/W-60-61	420 NM	AUSTIN/GABBS CN	430 NM
AUSTIN/GABBS N/C	430 NM	Austin1/GABBS N&C	430 NM	AUSTIN 1	441 NM

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GABBS NORTH	452 NM	W-537	464 NM	W-532/537	470 NM
W-532	476 NM	W-285A	519 NM	W-283/W-285A,B	542 NM
W-283	545 NM	OWYHEE/ PARADISE	558 NM		

I.2.C.4 **Scorable range complexes / target arrays (capable of or having tactical targets, conventional targets, and strafe), within 800 NM:**

Area Name	Distance	Area Name	Distance	Area Name	Distance
GOLDWATER RANGE 3	50 NM	GOLDWATER RANGE 2	58 NM	GOLDWATER RANGE 4	58 NM
GOLDWATER RANGE 1	67 NM	EL CENTRO	147 NM	NELLIS R63	240 NM
NELLIS R65	248 NM	CHINA LAKE	301 NM	OSCURA	308 NM
HAG/UTTR	394 NM	KITTYCAT/UTTR	420 NM	MELROSE	430 NM
FALLON B-17	444 NM	EAGLE/UTTR	453 NM	FALLON B-19	454 NM
AIRBURST	468 NM	SAYLOR CREEK	573 NM	FALCON	683 NM
SMOKEY HILL	769 NM	McMULLEN	771 NM		

I.2.C.5 **Nearest electronic combat (EC) range and distance from base:**

RFMDS	274 NM

I.2.C.6 **Nearest Air Combat Maneuvering Instrumentation (ACMI) range and distance from base:**

LUKE ACMI	47 NM

I.2.C.7 **Nearest full-scale, heavyweight (live drop or inert) range and distance from base:**

GOLDWATER EAST T	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	1	4	7	42	71	111
SR	0	1	3	7	18	45
VR	10	22	26	46	68	125
Total Routes:	**11**	**27**	**36**	**95**	**157**	**281**

Identify Routes:

VR-231 17 NM	VR-239 22 NM	VR-245 22 NM	VR-1219 25 NM	VR-1220 25 NM	VR-242 25 NM
VR-246 25 NM	VR-244 25 NM	VR-223 32 NM	IR-254 43 NM	VR-1267 98 NM	
IR-250 110 NM	VR-259 115 NM	VR-268 115 NM	VR-267 115 NM	VR-269 115 NM	VR-1233 116 NM
VR-263 116 NM	VR-260 116 NM	VR-1266 120 NM	VR-1267 120 NM	VR-1268 120 NM	VR-299 121 NM
SR-397 131 NM	IR-255 137 NM	VR-1225 138 NM	IR-214 149 NM		
VR-289 157 NM	VR-296 157 NM	IR-216 169 NM	IR-218 169 NM	VR-1211 174 NM	IR-252 175 NM
VR-288 178 NM	SR-210 195 NM	SR-211 195 NM			

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IR-212	207 NM	IR-213	207 NM	IR-217	207 NM	IR-276	209 NM	VR-1253	229 NM	VR-1214	236 NM
VR-1215	236 NM	IR-286	246 NM	VR-176	247 NM	IR-400	249 NM	VR-1217	250 NM	VR-1406	250 NM
VR-1218	250 NM	IR-266	255 NM	IR-112	263 NM	IR-285	286 NM	SR-212	289 NM	IR-109	299 NM
SR-390	306 NM	VR-1293	313 NM	IR-115	318 NM	IR-132	319 NM	VR-1252	319 NM	IR-126	320 NM
VR-1206	321 NM	VR-1255	321 NM	IR-310	326 NM	IR-234	327 NM	IR-238	327 NM	VR-1107	328 NM
VR-1259	331 NM	VR-209	331 NM	IR-320	333 NM	SR-214	333 NM	VR-1260	334 NM	SR-213	335 NM
VR-1195	337 NM	IR-237	340 NM	IR-102	350 NM	IR-133	350 NM	IR-141	350 NM	IR-131	350 NM
VR-1265	353 NM	IR-134	354 NM	IR-206	354 NM	IR-111	356 NM	IR-425	356 NM	IR-211	357 NM
VR-208	357 NM	VR-1264	359 NM	IR-279	367 NM	IR-144	372 NM	IR-178	372 NM	IR-165	372 NM
VR-1205	378 NM	IR-116	379 NM	IR-110	382 NM	IR-200	394 NM	IR-203	395 NM		
IR-235	403 NM	IR-264	411 NM	VR-201	420 NM	IR-113	424 NM	IR-122	424 NM	VR-100	429 NM
VR-1445	430 NM	VR-125	438 NM	IR-150	439 NM	VR-1256	440 NM	VR-1446	440 NM	IR-130	441 NM
IR-290	442 NM	IR-290A	442 NM	IR-293	442 NM	IR-418	451 NM	IR-420	451 NM	IR-281	452 NM
IR-280	460 NM	IR-282	460 NM	VR-108	460 NM	IR-107	463 NM	IR-177	464 NM	VR-1262	468 NM
VR-1422	474 NM	VR-1423	474 NM	VR-114	476 NM	VR-1257	477 NM	SR-381	486 NM	VR-412	492 NM
VR-413	492 NM	VR-1174	496 NM	VR-249	497 NM	IR-275	500 NM	SR-300	500 NM	VR-196	501 NM
IR-207	502 NM	IR-414	506 NM	VR-1108	508 NM	VR-1109	508 NM	SR-359	518 NM	SR-311	526 NM
IR-415	537 NM	IR-409	548 NM	IR-416	550 NM	IR-154	558 NM	VR-1353	558 NM	IR-128	559 NM
IR-155	559 NM	IR-172	565 NM	IR-173	565 NM	VR-1116	571 NM	SR-301	572 NM	IR-498	575 NM
SR-353	578 NM	IR-180	579 NM	SR-540	582 NM	SR-542	582 NM	SR-541	582 NM	SR-216	591 NM
VR-1117	592 NM	SR-280	597 NM								
VR-1300	602 NM	SR-398	604 NM	IR-170	607 NM	IR-303	608 NM	IR-302	617 NM	VR-1304	617 NM
SR-206	621 NM	SR-233	622 NM	SR-234	622 NM	SR-240	622 NM	SR-243	622 NM	SR-245	622 NM
SR-244	622 NM	SR-273	622 NM	SR-267	622 NM	SR-258	622 NM	SR-255	622 NM	SR-251	622 NM
SR-250	622 NM	SR-249	622 NM	SR-242	622 NM	SR-236	622 NM	IR-169	624 NM	VR-316	625 NM
SR-208	633 NM	SR-217	634 NM	IR-503	637 NM	VR-319	639 NM	IR-271	644 NM	VR-1254	644 NM
VR-1141	648 NM	IR-124	652 NM	VR-186	652 NM	SR-205	657 NM	IR-300	660 NM	IR-301	664 NM
VR-1261	669 NM	VR-1142	670 NM	VR-1144	670 NM	VR-202	671 NM	VR-1301	675 NM	VR-159	677 NM
VR-1138	679 NM	VR-1140	679 NM	IR-304	682 NM	VR-118	687 NM	VR-1574	689 NM	VR-1143	691 NM
IR-307	692 NM	VR-1251	694 NM	VR-1302	695 NM	VR-163	695 NM	VR-162	697 NM	VR-158	700 NM
IR-139	702 NM	VR-536	702 NM	VR-1139	703 NM	IR-175	705 NM	VR-101	706 NM	VR-1145	707 NM
IR-181	708 NM	IR-183	708 NM	IR-149	709 NM	IR-171	709 NM	IR-182	709 NM	IR-185	714 NM
SR-294	715 NM	SR-295	715 NM	IR-103	716 NM	IR-105	716 NM	VR-1146	717 NM	IR-145	723 NM
IR-146	723 NM	VR-1110	723 NM	VR-143	726 NM	IR-123	727 NM	VR-104	731 NM	VR-1250	731 NM
IR-500	736 NM	IR-514	736 NM	IR-501	736 NM	IR-507	738 NM	SR-296	739 NM	SR-286	741 NM
SR-293	746 NM	IR-342	748 NM	VR-1523	749 NM	SR-261	750 NM	VR-532	750 NM	VR-1105	751 NM

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VR-156	751 NM	VR-1152	751 NM	VR-1122	753 NM	VR-138	753 NM	VR-1352	753 NM	VR-1124	753 NM
IR-117	758 NM	VR-1128	758 NM	VR-1137	758 NM	VR-1113	758 NM	VR-152	759 NM	VR-119	761 NM
VR-552	763 NM	SR-270	764 NM	IR-429	765 NM	IR-499	765 NM	IR-476A	765 NM	IR-473	765 NM
IR-476	765 NM	IR-506	768 NM	VR-1522	768 NM	VR-544	768 NM	VR-1106	770 NM	VR-1123	771 NM
VR-1121	775 NM	IR-148	776 NM	IR-524	776 NM	VR-531	786 NM	VR-534	786 NM	VR-535	786 NM
VR-168	792 NM	VR-1120	793 NM	IR-142	795 NM	IR-147	795 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 575 NM from the base.**

I.2.C.10 **Total number of Air Refueling (AR) routes with anchor points for refueling anchors or air refueling control points (ARCPs) for refueling tracks within:**

200 NM	300 NM	500 NM
7	17	42

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-647	71 NM	AR-603	78 NM	AR-649	104 NM	AR-658	123 NM
AR-624	144 NM	AR-3H EAST	171 NM	AR-674	188 NM		
AR-613	204 NM	AR-639	230 NM	AR-639A	230 NM	AR-3H WEST	248 NM
AR-310 EAST	264 NM	AR-310 WEST	264 NM	AR-641A	276 NM	AR-115	280 NM
AR-3L	280 NM	AR-201 EAST	294 NM				
AR-641B	303 NM	AR-201 WEST	304 NM	AR-635	308 NM	AR-644 NORTH	340 NM
AR-644 SOUTH	342 NM	AR-642E EAST	367 NM	AR-651	368 NM	AR-642W WEST	370 NM
AR-602	386 NM	AR-657	387 NM	AR-643	396 NM	AR-625H	397 NM
AR-625L	397 NM	AR-314 EAST	409 NM	AR-623	437 NM	AR-214	458 NM
AR-209 WEST	471 NM	AR-314 WEST	472 NM	AR-648A	480 NM	AR-650	481 NM
AR-001 EAST	484 NM	AR-221	484 NM	AR-006	486 NM	AR-222	490 NM
AR-648B	496 NM						

I.2.C.10b **The total number of refueling events within:**

500 NM	700 NM
746	3659

Track	Distance	Events	Track	Distance	Events	Track	Distance	Events	Track	Distance	Events
AR-201	294 NM	490	AR-314	409 NM	256			0			0
AR-013	520 NM	329	AR-113	561 NM	27	AR-114	561 NM	566	AR-002	565 NM	9

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AR-104	567 NM	123	AR-011	584 NM	87	AR-014	584 NM	635	AR-004B	640 NM	86

I.2.C.10c **The nearest concentrated receiver area (AR track with at least 500 events) is 561NM from the base."**

I.2.C.10d **Percentage of tanker demand in region:** 26.0
Percentage of tankers based in region: 13.0

Tanker saturation within the region has been classified as tanker Poor

I.2.C.11 **Drop zones (DZs) listed in AMC Pamphlet 55-57 (9 Jun 94) within 150 NM with a minimum size of 700 by 1000 yards:**

Name	Distance	Night?	Personnel?	Equipment?	Route Count IR	Route Count SR
APRIL	244 NM	✔	✔	✔	0	0
BASILONE NUEVO	250 NM	✔	✔	✔	0	0
BLACK TOP (CIR)	189 NM		✔	✔	0	0
BOULDER	204 NM	✔	✔	✔	0	0
BULL	228 NM	✔	✔	✔	0	0
BULLHEAD CIRCUL	175 NM	✔	✔	✔	0	0
BURRIS (N)	292 NM	✔	✔		0	2
CALVIN	228 NM		✔	✔	0	0
CAMELOT CIRCULA	176 NM		✔	✔	0	0
COIN (CIR)	319 NM				1	0
COOLIDGE (CIR))	61 NM		✔		0	0
COWBOY (CIR)	279 NM		✔		0	0
DESERT ROCK(CR)	258 NM	✔	✔		0	0
ELEPHANT BUTTE #1	262 NM	✔	✔		0	0
ELEPHANT BUTTE #2	261 NM	✔	✔		0	0
ELOY (CIRCULAR)	60 NM		✔		0	0
ENAD EAST	292 NM	✔	✔	✔	0	1
ENAD WEST	292 NM	✔	✔	✔	0	1
FARM	287 NM	✔	✔	✔	0	1
GRANGE NORTH	323 NM	✔	✔	✔	0	0
GRANGE SOUTH	323 NM	✔	✔	✔	0	0
JOSHUA	195 NM	✔	✔	✔	0	0
KNOTS	310 NM		✔		0	0
LA POSA	95 NM	✔	✔	✔	0	0
LAVIC	209 NM		✔	✔	0	0
LEON (H2O)	255 NM		✔		0	0

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LILLY ANN	245 NM	✔	✔		0	0
NELSON - FT IRWIN	242 NM		✔	✔	0	0
NOAH	227 NM	✔	✔	✔	0	0
O'DELL	316 NM	✔	✔	✔	0	0
OFFICE	287 NM	✔	✔	✔	0	1
PENDLETON AREA	255 NM	✔	✔		0	0
RAKISHLITTER	122 NM		✔	✔	0	0
REBEL (AREA DZ)	320 NM				1	0
RIO PUERCO (A)	277 NM		✔		0	0
RIO PUERCO (CIR)	277 NM	✔	✔		0	0
ROADRUNNER	106 NM	✔	✔	✔	0	0
ROBBY	95 NM	✔	✔		0	0
ROCK (A)	223 NM	✔	✔	✔	0	0
ROCK (B)	222 NM	✔	✔	✔	0	0
ROGERS LAKE (C)	282 NM	✔	✔	✔	0	1
SAINT-WATER	308 NM				0	0
SANDHILL	194 NM	✔	✔	✔	0	0
SANDTRAP	177 NM		✔	✔	0	0
SIDEWINDER	107 NM	✔	✔	✔	0	0
SPEER CIRCULAR	287 NM	✔	✔	✔	0	1
XM	274 NM	✔	✔	✔	0	0
YUCCA	195 NM	✔	✔	✔	0	0
YUMA AUX 2	123 NM	✔	✔	✔	0	0

I.2.C.11.a **Drop Zone** **Servicing Instruement and Slow Routes (IRs and SRs)**

BURRIS (N)	SR-211	SR-214							
COIN (CIR)	IR-237								
ENAD EAST	SR-390								
ENAD WEST	SR-390								
FARM	SR-390								
OFFICE	SR-390								
REBEL (AREA DZ)	IR-237								
ROGERS LAKE (C)	SR-390								
SPEER CIRCULAR	SR-390								

I.2.C.12 **Closest primary landing zone (LZ) listed in AMC Pamphlet 55-57 (9 Jun 94) with a minimum size of 3000 by 60 ft:**

AVRA VALLEY TWO 88 NM

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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
LA POSA	95 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 HUACHUCA 156 NM

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D. Ranges

Ranges (Controlled/managed by the base)

I.2.D.1 **Ranges controlled or managed by the base:**

Barry M. Goldwater Range

Information relative to each range:

RANGE: Barry M. Goldwater Range

I.2.D.2 **Type of any associated airspace:** R2301E, R2304, R2305, R2301W

I.2.D.3 **Distance from the base to the range:** 55 NM

I.2.D.4 **Overall size of the range:** 2,700,000 Acres

I.2.D.4.a **Size of the impact area(s):** 40,000 Acres

I.2.D.4.b **Size of the restricted area in which the range lies:** 4,218 Sq Mi

I.2.D.4.c **Altitude ceilingof this restricted area:** 80,000 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):**

Restricted to 1500' AGL/supersonic above 10000' MSL over national wildlife refuge.

I.2.D.7 **Regular users (20 or more times /year) of the range:**

132 FS
148 FS
195 FS
302 FS
308 FS
309 FS
310 FS
333 FS
357 FS
358 FS
425 FS
461 FS
550 FS
61 FS
62 FS
63 FS

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IMT WAATS

I.2.D.8 **Published availability of the range:**

0630-2230L, Monday - Friday, Other times by NOTAM

Range scheduling statistics (yearly average from 1990 to 93.

I.2.D.8.a **Hours scheduled:** 9,210 hrs

I.2.D.8.b **Hours used:** 9,171 hrs

I.2.D.8.c **Percent utilized:** 99.6

I.2.D.8.d **Reasons for non-use:**

Weather, Operations, Maintenance

I.2.D.9 **The range has a full-scale weapons delivery capability as follows:**

20/30MM; BDU 33/48; MK106; 2.75"/5" Rockets, inert; 2.75"/5" Rockets, Live, white phosphorus; GP Bombs, inert/live; BDU 12/38; 50 Cal; SS-11 Tow; AGM-65; and HE Gun Ammo

I.2.D.9.a **Associated restrictions:**

I.2.D.10 **The range has a special weapons delivery capability as follows:**

BDU 12/38 inert & Laser Guided GP Bombs

I.2.D.10.a **Associated restrictions:**

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:**

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Albuquerque ARTCC/12AF/58FW **Current status:** Revision 3, 28 Mar 94

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 **Planned range real property expansions:**

Currently in the Environmental Process for building a 50,000 acre Helicopter Gunnery Range on the Goldwater Range. Property is part of Public Law 99-606.

I.2.D.17.a **Community reaction:** Of three proposed sites for a helicoper gunnery range, this was the most favored by the public.

Ranges (Used by the base)

I.2.D.18 **The base uses other ranges on a regular basis**

I.2.D.19 **The mission and training is Not adversely impacted by training area airspace encroachment or other conflicts.**

I.2.D.20 **MOAs/bombing ranges/other training areas have No scheduling restrictions/limitations.**

I.2.D.21 **MOAs/bombing ranges/other training areas have No projected scheduling restrictions/limitations.**

I.2.D.22 **No significant changes/restrictions/limitations effecting the scheduling of low level routes in progress.**

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E. Airspace Used by Base

I.2.E.1 Airspaces scheduled or managed by the base:

AR 603	Air Refueling Track / Anc
AR 647	Air Refueling Track / Anc
AR 658	Air Refueling Track / Anc
Bagdad	MOA
Barry M. Goldwater Range	Restricted Area
Gladden	MOA
R-2301E	Restricted Area
R-2304	Restricted Area
R-2305	Restricted Area
Sells MOA/ATCAA	MOA
Sunny MOA/ATCAA	MOA
VR-1219	MTA
VR-1220	MTA
VR-223	MTA
VR-231	MTA
VR-239	MTA
VR-242	MTA
VR-244	MTA
VR-245	MTA
VR-246	MTA

Details for airspace scheduled or managed by the base:

Airspace: AR 603

I.2.E.2 An environmental analysis has Not been conducted for this airspace.

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I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **Restrictions currently acting on this airspace:**

HOURS OF OPERATION

I.2.E.7 **Published availability of the airspace:**

AS SCHEDULED WITH ARTCC

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 7 hrs

I.2.E.7.b **Hours used:** 7 hrs

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

FL 190 to FL 290

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: AR 647

I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

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I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**
AS SCHEDULED WITH ARTCC
Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 195 hrs
I.2.E.7.b **Hours used:** 195 hrs

I.2.E.8 **Utilization of the airspace can be increased.**
I.2.E.9 **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
I.2.E.10 **Description of the volume or area of the Airspace:**
17000' MSL to FL 290, HIGH BLOCK AND LOW BLOCK
I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: AR 658

I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

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I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

Scheduled by Albuquerque ARTCC

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 780 hrs

I.2.E.7.b **Hours used:** 780 hrs

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

FL 190 to FL 290, HIGH BLOCK AND LOW BLOCK

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: Bagdad

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

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I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

0600 - 1900L MONDAY - FRIDAY, OTHER TIMES BY NOTAM.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 2,103 hrs

I.2.E.7.b **Hours used:** 2,103 hrs

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

1040 SQ MILES; 7000' MSL to FL 280

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: Barry M. Goldwater Range

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

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I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are 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:**
0630 - 2230L MONDAY - FRIDAY, OTHER TIMES BY NOTAM

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 9,210 hrs

I.2.E.7.b **Hours used:** 9,171 hrs

I.2.E.7.c **Reasons for non-use:**
WEATHER, MAINTENANCE, AND OPERATIONS

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:**
3475 SQ MILES, SURFACE TO FL 800

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: Gladden

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

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I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **Restrictions currently acting on this airspace:**

Altitude occasionally capped.

I.2.E.7 **Published availability of the airspace:**

0600 - 1900L, Monday - Friday, other times by NOTAM.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 2,103 hrs

I.2.E.7.b **Hours used:** 2,103 hrs

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

1650 SQ MILES; 7000'MSL to FL 510

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: R-2301E

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I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are 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:**

0630 - 2330L, MON - FRI, other times by NOTAM

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 3,820 hrs

I.2.E.7.b **Hours used:** 3,820 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:**

500 SQ MI; Surface-FL 800

I.2.E.11 **100.00 percent of the airspace is usable.**

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Airspace: R-2304

I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

0700 - 2300L, MON - FRI, other times by NOTAM

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 2,658 hrs

I.2.E.7.b **Hours used:** 2,658 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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500 SQ MI; Surface-FL 240

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: R-2305

I.2.E.2 **An environmental analysis has Not been conducted for this airspace.**

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

0700 - 2300L, MON - FRI, other times by NOTAM

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 1,496 hrs

I.2.E.7.b **Hours used:** 1,496 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.**

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I.2.E.10 **Description of the volume or area of the Airspace:**

500 SQ MI; Surface-FL 240

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: Sells MOA/ATCAA

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.3 **List of Noise Sensitive Areas (NSAs) associated with the airspace:**

I.2.E.3.a **Sells**

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:**

0600 - 1900L, Monday - Friday, other times by NOTAM

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 2,765 hrs

I.2.E.7.b **Hours used:** 2,726 hrs

I.2.E.7.c **Reasons for non-use:**

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Weather, maintenance, and operations

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:**

3000' AGL to FL 510, 6875 sq miles

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: Sunny MOA/ATCAA

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **Restrictions currently acting on this airspace:**

Subsonic only

I.2.E.7 **Published availability of the airspace:**

By NOTAM, 24 hour advance notice

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 58 hrs

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I.2.E.7.b **Hours used:** 58 hrs

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

2100 square miles, 12000' MSL-FL 290

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: VR-1219

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.3 **List of Noise Sensitive Areas (NSAs) associated with the airspace:**

I.2.E.3.a **Border of Roosevelt Dam**

I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.3.a **Silver Bell, AZ**

I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.3.a **Ventana**

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.**

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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:**

Continuous; must be scheduled 2 hrs prior to route entry with FAA FSS.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 681 hrs

I.2.E.7.b **Hours used:** 681 hrs

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

217.4 NM long, 8 NM wide

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: VR-1220

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.3 **List of Noise Sensitive Areas (NSAs) associated with the airspace:**

I.2.E.3.a **Hope**

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 **Kirkland Junction**
I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.3.a **Peeples Valley**
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:**

Continuous; must be scheduled 2 hrs prior to route entry with FAA FSS.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 860 hrs
I.2.E.7.b **Hours used:** 860 hrs

I.2.E.8 **Utilization of the airspace can be increased.**
I.2.E.9 **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**
I.2.E.10 **Description of the volume or area of the Airspace:**

275.5 NM wide, 10 Nm wide

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: VR-223

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

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I.2.E.3 **List of Noise Sensitive Areas (NSAs) associated with the airspace:**

I.2.E.3.a **North Komelich**

I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.3.a **Vaya Chin**

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:**

Continuous; must be scheduled 2 hrs prior to route entry with FAA FSS.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 1,582 hrs

I.2.E.7.b **Hours used:** 1,582 hrs

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

149.2 NM long, 6 NM wide

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I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: VR-231

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.3 **There are No Noise Sensitive Areas associated with the airspace.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

Continuous; must be scheduled 2 hrs prior to route entry with FAA FSS.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 762 hrs

I.2.E.7.b **Hours used:** 762 hrs

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

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108 NM long, 10 NM wide

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: VR-239

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.3 **List of Noise Sensitive Areas (NSAs) associated with the airspace:**

I.2.E.3.a **Vaya Chin**

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:**

Continuous; must be scheduled 2 hrs prior to route entry with FAA FSS.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 344 hrs

I.2.E.7.b **Hours used:** 344 hrs

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I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

295.5 NM long, 6 NM wide

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: VR-242

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.3 **List of Noise Sensitive Areas (NSAs) associated with the airspace:**

I.2.E.3.a **Hope**

I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.3.a **Kirkland Junction**

I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.3.a **Peeples Valley**

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**

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I.2.E.7 **Published availability of the airspace:**

Continuous; must be scheduled 2 hrs prior to route entry with FAA FSS.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 226 hrs

I.2.E.7.b **Hours used:** 226 hrs

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

218.7 NM long, 10 NM wide

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: VR-244

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.3 **List of Noise Sensitive Areas (NSAs) associated with the airspace:**

I.2.E.3.a **Endangered species habitat**

I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.3.a **Globe Airport**

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 **San Carlos Airport**

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:**

Continuous; must be scheduled 2 hrs prior to route entry with FAA FSS.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 186 hrs

I.2.E.7.b **Hours used:** 186 hrs

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

309 NM long, 8 NM wide

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: VR-245

I.2.E.2 **An environmental analysis has been conducted for this airspace.**

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I.2.E.3 **List of Noise Sensitive Areas (NSAs) associated with the airspace:**

I.2.E.3.a **Endangered species habitat 1**

I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.3.a **Endangered species habitat 2** Not Listed

I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.4 **Commercial / civilian encroachment problems associated with the airspace:**

I.2.E.5 **There are No planned expansions (including new airspace) to the base's special use airspace.**

I.2.E.6 **There are No restrictions currently acting on this airspace**

I.2.E.7 **Published availability of the airspace:**

Continuous; must be scheduled 2 hrs prior to route entry with FAA FSS.

Range scheduling statistics (yearly average from 1990 to 93.

I.2.E.7.a **Hours scheduled:** 1,216 hrs

I.2.E.7.b **Hours used:** 1,216 hrs

I.2.E.8 **Utilization of the airspace can be increased.**

I.2.E.9 **It is possible to expand volume to increase the airspace utilization, hours can Not be expanded.**

I.2.E.10 **Description of the volume or area of the Airspace:**

223.7 NM long, 4 NM wide

I.2.E.11 **100.00 percent of the airspace is usable.**

Airspace: VR-246

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I.2.E.2 **An environmental analysis has been conducted for this airspace.**

I.2.E.3 **List of Noise Sensitive Areas (NSAs) associated with the airspace:**

I.2.E.3.a **Endangered species habitat**
I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.3.a **Globe Airport**
I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.3.a **San Carlos Airport**
I.2.E.3.b **No affect on or threat to the quality of training or the mission.**

I.2.E.3.a **Vaya Chin**
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:**

Continuous; must be scheduled 2 hrs prior to route entry with FAA FSS.

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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 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:**

317 NM long, 10 NM wide

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:
AK Chin	Uncontrolled
Army National Guard	Military
Buckeye	Uncontrolled
Casa Grande	General Aviation
Castle Well	Uncontrolled
Chandler	General Aviation
Clementine	Uncontrolled
Cooper	Uncontrolled
Cordes	Uncontrolled
Cross	Uncontrolled
Deer Valley	General Aviation
Donnelly	Uncontrolled
Eagle Roust	Uncontrolled
Estrella	Uncontrolled
Falcon Field	General Aviation
Flying Dare	Uncontrolled
ForePaugh	Uncontrolled

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G.M.	Uncontrolled
Gila	Uncontrolled
Gila Bend	Uncontrolled
Glendale	General Aviation
Hart	Uncontrolled
Maricopa Center	Uncontrolled
McGill	Uncontrolled
Memorial	Uncontrolled
Millar	Uncontrolled
Mobile	Uncontrolled
Moreton	Uncontrolled
Paloma	Uncontrolled
Papago AAF	Military
Phoenix/Goodyear	General Aviation
Pierce	Uncontrolled
Pleasant Valley	Uncontrolled
Potters	Uncontrolled
Ranta	Uncontrolled
Rossner	Uncontrolled
Sampley	Uncontrolled
Schnepf	Uncontrolled
Schu	Uncontrolled
Scottsdale	General Aviation
Sky Harbor International Airport	Commercial
Sky Ranch	Uncontrolled
Stellar	Uncontrolled
Sycamore	Uncontrolled
Tonopah	Uncontrolled
Vista Hills	Uncontrolled
Wickenburg	Uncontrolled
Williams Gateway	General Aviation
Wintersburg	Uncontrolled
Wolter	Uncontrolled
Womack	Uncontrolled

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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:**

FLORENCE TRAINING SITE

60 NM from the base.

I.2.G.2 **DELETED**

I.2.G.3 **Nearest Naval unit where joint training can be accomplished:**

MAG 13

123 mi from the base.

I.2.G.4 **Nearest Active Duty Air Force or ARC unit where dissimilar training can be accomplished:**

57 FW

207 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:
100.0	99.9	99.6	99.3	99.0

I.2.J.2 Crosswind component to the primary runway:

I.2.J.2.a Is at or below 15 knots 99.2 percent of the time

I.2.J.2.b Is at or below 25 knots 99.9 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	FT TUTHILL	REC ANNEX	14	14	
II.1.A.2	GILA BEND AFAF	AUX FIELD	1,886	1,070	816
II.1.A.3	GOLDWATER RANGE	RANGES	2,672,525	2,672,525	
II.1.A.4	LUKE AFB	MAIN BASE	4,198	4,073	125
II.1.A.5	LUKE AUX 1	AUX FIELD	1,105	400	705
II.1.A.6	WASTE ANNEX	DRMO AREA	46	41	5
		TOTALS:	2,679,774	2,678,123	1,651

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	36,276	74.0	0.0	26.0	N/A
II.1.B.1.c	141	Operations-Buildings	SF	N/A	163,336	99.0	0.0	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	98,100	109,238	98.0	0.0	2.0	11,138
II.1.B.1.c.iii	141-782	Air Freight Terminal	SF	6,000	6,000	100.0	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	271,829	91.0	3.0	6.0	N/A
II.1.B.1.d.i	171-211	Flight Training	SF	66,700	52,056	82.0	0.0	18.0	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	85,913	78,413	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	77,981	53,981	100.0	0.0	0.0	0
II.1.B.1.e	211	Maintenance Aircraft	SF	N/A	593,702	99.0	1.0	0.0	N/A
II.1.B.1.e.i	211-111	Maintenance Hanger	SF	0	0		0.0	0.0	0

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II.1.B.1.e.ii	211-152	General Purpose Aircraft Maintenance	SF	137,031	105,939	100.0	0.0	0.0	0
II.1.B.1.e.iii	211-152a	DASH 21	SF	0	0		0.0	0.0	0
II.1.B.1.e.iv	211-153	Non-Destructive Inspection (NDI) Lab	SF	5,760	7,207	100.0	0.0	0.0	1,447
II.1.B.1.e.v	211-154	Aircraft Maintenance Unit	SF	73,300	72,037	100.0	0.0	0.0	0
II.1.B.1.e.vi	211-157	Jet Engine Insection and Maintenance	SF	40,890	78,059	100.0	0.0	0.0	37,169
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	25,400	21,230	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	0	0		0.0	0.0	0
II.1.B.1.e.xi	211-177	Small Aircraft Maintenance Dock	SF	252,652	257,738	100.0	0.0	0.0	5,086
II.1.B.1.e.xii	211-179	Fuel System Maintenance Dock	SF	38,748	50,684	100.0	0.0	0.0	11,936
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	9,099	100.0	0.0	0.0	N/A
II.1.B.1.f.i	212-212	Missile Assembly (Build-Up) Shop	SF	0	0		0.0	0.0	0
II.1.B.1.f.ii	212-212a	Integrated Maintenance Facility (cruise Missiles)	SF	0	0		0.0	0.0	0
II.1.B.1.f.iii	212-213	Tactical Missile Maintenance Shop	SF	0	9,099	100.0	0.0	0.0	9,099
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	92,445	70.0	5.0	25.0	N/A
II.1.B.1.g.i	214-425	Trailer/Equipment Maintenance Facility	SF	2,960	2,960	100.0	0.0	0.0	0
II.1.B.1.g.ii	214-467	Refueling Vehicle Shop	SF	3,600	9,051	55.0	0.0	45.0	5,451
II.1.B.1.h	215-552	Weapons and Release Systems (Armament Sho	SF	38,297	35,897	100.0	0.0	0.0	0
II.1.B.1.i	216-642	Conventional Munitions Shop	SF	23,871	17,871	100.0	0.0	0.0	0
II.1.B.1.j	217	Maint-Electronics and Communications Equip	SF	N/A	81,592	88.0	12.0	0.0	N/A
II.1.B.1.j.i	217-712	Avionics Shop	SF	48,000	58,762	100.0	0.0	0.0	10,762
II.1.B.1.j.ii	217-712a	LANTIRN	SF	7,200	5,300	100.0	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	48,000	43,205	100.0	0.0	0.0	0
II.1.B.1.k.ii	218-852	Survival Equipment Shop (Parachute)	SF	13,609	9,809	100.0	0.0	0.0	0
II.1.B.1.k.iii	218-868	Precision Measurement Equipment Lab	SF	23,280	9,380	100.0	0.0	0.0	0
II.1.B.1.l	219	Maintenance-Installation, Repair, and Op	SF	N/A	106,552	70.0	0.0	30.0	N/A
II.1.B.1.m	310	Science Labs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.n	311	Aircraft RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.o	312	Missile and Space RDT&E Facs	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.p	315	Weapons and Weapon Syst RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.q	317	Elect Comm & Elect Equip RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A
II.1.B.1.r	318	Propulsion RDT&E Facilities	SF	N/A	0		0.0	0.0	N/A

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II.1.B.1.s.i	411-135	Jet Fuel Storage	BL	93,440	60,936	100.0	0.0	0.0	0
II.1.B.1.t	422	Ammunition Storage Installation & Ready Use	SF	N/A	61,774	100.0	0.0	0.0	N/A
II.1.B.1.t.i	422-253	Multi-Cubicle Magazine Storage	SF	0	0		0.0	0.0	0
II.1.B.1.t.ii	422-258	Above Ground Magazine	SF	0	15,000	100.0	0.0	0.0	15,000
II.1.B.1.t.iii	422-264	Igloo Magazine	SF	18,163	16,991	100.0	0.0	0.0	0
II.1.B.1.t.iv	422-265	Spare Inert Storage (Alternate Mission Equipmen	SF	0	28,304	100.0	0.0	0.0	28,304
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	254,676	85.0	0.0	15.0	N/A
II.1.B.1.v.i	442-257a	Hydrazine Storage	SF	1,045	1,045	100.0	0.0	0.0	0
II.1.B.1.v.ii	442-258	LOX Storage	GA	16,000	10,000	100.0	0.0	0.0	0
II.1.B.1.v.iii	442-758	Base Warehousing Supplies and Equipment	SF	198,837	166,861	100.0	0.0	0.0	0
II.1.B.1.v.iv	442-758a	Base Warehousing Supplies and Equipment (W	SF	48,000	4,000	100.0	0.0	0.0	0
II.1.B.1.v.v	442-758b	Warehousing Supplies and Equipment (AGS Par	SF	72,000	64,632	100.0	0.0	0.0	0
II.1.B.1.w	510	Medical Center and/or Hospital	SF	N/A	160,636	90.0	0.0	10.0	N/A
II.1.B.1.x	530	Medical Laboratories	SF	N/A	3,020	100.0	0.0	0.0	N/A
II.1.B.1.y	540	Dental Clinics	SF	N/A	16,359	100.0	0.0	0.0	N/A
II.1.B.1.z	550	Dispensaries and/or Clinics	SF	N/A	1,920	100.0	0.0	0.0	N/A
II.1.B.1.aa	610	Administrative Buildings	SF	N/A	395,719	91.0	6.0	3.0	N/A
II.1.B.1.aa.i	610-144	Munitions Maintenance Administration	SF	6,615	7,493	91.0	0.0	9.0	878
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	1,357	90.0	5.0	5.0	N/A
II.1.B.1.bb.i	721-312	Unaccompanied Enlisted Dorm	PN	1,195	1,091	95.0	0.0	5.0	0
II.1.B.1.cc	722	Dining Hall	SF	N/A	19,009	11.0	78.0	11.0	N/A
II.1.B.1.cc.i	722-351	Airman Dining Hall	SF	33,420	17,009	0.0	88.0	12.0	0
II.1.B.1.dd	724	Unaccompanied Officer Housing (OQ & VOQ)	PN	N/A	172	65.0	0.0	35.0	N/A
II.1.B.1.ee	730	Personnel Support and Services Facilities	SF	N/A	117,434	75.0	10.0	15.0	N/A
II.1.B.1.ff	740	Morale, Welfare, and Rec (MWR)-Interior	SF	N/A	644,820	95.0	2.0	3.0	N/A
II.1.B.1.gg	852-273	Acft Support Equipment Storage	SY	0	51,869	100.0	0.0	0.0	51,869

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	473,333	90.0	10.0	0.0
II.1.B.1.b	112	Airfield Pavements-Taxiways	SY	329,520	84.0	0.0	16.0

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II.1.B.1.c	113	Airfield Pavement-Apron(s)	SY	537,465	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	502,922	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	331,606	90.0	10.0	0.0
II.1.B.1.h	842	Water-Distr Sys-Potable	LF	859,468	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	1,613,963	96.0	4.0	0.0
II.1.B.1.k	852	Veh/Equip Parking	SY	700,144	99.0	1.0	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:** 874

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:** -437 **(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:** -437 **(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:** 272 **(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:** 602 **(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 **21.0 percent of officer families live on base.**

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II.1.C.3.b **29.0 percent of enlisted families live on base.**

II.1.C.3.a **28.0 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
03L	Secondary	10000 ft	150 ft	No	6	MA1A, BAK 9, BAK 12/14
03R	Primary	9910 ft	150 ft	No	6	MA1A, BAK 9, BAK 12

II.2.A **There are 2 active runways.**

II.2.A.1 **There are NO cross runways**

II.2.B **There are 1 parallel runways (excluding main runway).**

II.2.C **Dimensions of the primary runway (03R).**

II.2.C.1 **Length: 9,910 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	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	Upgrade Needed	Upgrade Needed
II.2.F.6	Tanker	KC-10	550 Kips	15,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.7	Airlift	C-5B	800 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed
II.2.F.8	Airlift	C-141	325 Kips	50,000 Passes	Upgrade Needed	Upgrade Needed	Upgrade Needed

II.2.F.9 **Work required to upgrade pavement to the required strength:**

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Pavement:	Aircraft:	(9.a) Unit of Measure	(9.b) Quantity	(9.c) Description of Work
Taxiway	B-1B	SY	196,000	8" PCC Overlay
Runway	B-1B	SY	155,167	4" PCC Overlay
Aprons	B-1B	SY	390,549	8 " PCC Overlay
Runway	B-52	SY	155,167	9" PCC Overlay
Taxiway	B-52	SY	196,000	9" PCC Overlay
Aprons	B-52	SY	390,549	9" PCC Overlay
Aprons	C-141	SY	390,549	6" PCC overlay
Runway	C-141	SY	165,167	3" PCC overlay
Taxiway	C-141	SY	196,000	6" PCC overlay
Taxiway	C-5B	SY	196,000	12" Portland Cement Concrete Overlay
Aprons	C-5B	SY	390,549	12" Portland Cement Concrete Overlay
Runway	C-5B	SY	155,167	9" Portland Cement Concrete Overlay
Taxiway	KC-10	SY	196,000	12" PCC overlay
Runway	KC-10	SY	155,167	9" PCC overlay
Aprons	KC-10	SY	390,549	12" PCC overlay
Taxiway	KC-135R	SY	196,000	6" PCC overlay
Aprons	KC-135R	SY	390,549	9" PCC overlay
Runway	KC-135R	SY	165,167	3" PCC overlay

II.2.G **Excess aircraft parking capacity for operational use.**

II.2.G.1 **The total usable apron space for aircraft parking is 435,950 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.)	
North Ramp	2,850 ft	405 ft	Primary Aircraft	F-15
Reserve Ramp	720 ft	510 ft	Primary Aircraft	F-16
Southeast Ramp	2,100 ft	510 ft	Primary Aircraft	F-16
West Ramp	2,610 ft	510 ft	Primary Aircraft	F-16

II.2.G.2 **Permanently assigned aircraft currrently require 336,050 Sq Yds of parking space.**

II.2.G.3 **99,900 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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Currently there are more aircraft in inventory than 110 percent of PAA. Luke's excess ramp space is used for excess inventory and transient aircraft.

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:**

Neither Luke or Aux Fields have any airfield/airspace waivers, exemptions or deviations applicable to pre-1965 construction.

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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:	2.9 MG/D	MG/D - million gallons per day	82 %
II.3.A.2	Sewage:	1.2 MG/D		45 %
II.3.A.3	Electrical distribution:	25.6 MW	MW - million watts	66 %
II.3.A.4	Natural Gas:	3.648 MCF/D	MCF/D - million cubic feet per day	27 %
II.3.A.5	High temperature water/steam generation/distribution:	23.432 MBTUH	MBTUH - million British thermal units per hour	15 %

II.3.B **Characteristics regarding the utility system that should be considered:**

Utility service contracts have a "take or pay" clause in them due to connection charge or Demand Side Management initiative. Natural gas is not purchased through a central office. Electric power is purchased from WAPA, an allocation of 4432 KW.

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:** 408 Hanger

Current Use: Maintenance Dock (Small Hangar)

II.4.A.2 **Size (SF):** 21,028 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** FB111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	110 ft	23 ft	
II.4.A.6	Largest unobstructed space inside the facility:	218 ft	36 ft	95 ft

II.4.A.1 **Facility number:** 485 Hanger

Current Use: Maintenance Dock (Small Hangar)

II.4.A.2 **Size (SF):** 32,250 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C119

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	110 ft	28 ft	
II.4.A.6	Largest unobstructed space inside the facility:	115 ft	34 ft	90 ft

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II.4.A.1 **Facility number:** 913 Hanger

Current Use: Maintenance Dock (Small Hangar)

II.4.A.2 **Size (SF):** 46,802 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** C-131

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	115 ft	30 ft	
II.4.A.6	Largest unobstructed space inside the facility:	170 ft	46 ft	150 ft

II.4.A.1 **Facility number:** 914 Hanger

Current Use: Maintenance Dock (Small Hangar)

II.4.A.2 **Size (SF):** 44,170 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** FB-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	157 ft	26 ft	
II.4.A.6	Largest unobstructed space inside the facility:	170 ft	46 ft	155 ft

II.4.A.1 **Facility number:** 915 Hanger

Current Use: Maintenance Dock (Small Hangar)

II.4.A.2 **Size (SF):** 37,886 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-105

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	80 ft	24 ft	
II.4.A.6	Largest unobstructed space inside the facility:	80 ft	31 ft	70 ft

II.4.A.1 **Facility number:** 922 Hanger

Current Use: Aircraft Corrosion Control

II.4.A.2 **Size (SF):** 20,630 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** FB111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	85 ft	24 ft	
II.4.A.6	Largest unobstructed space inside the facility:	90 ft	32 ft	90 ft

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II.4.A.1 **Facility number:** 968 Hanger

Current Use: Maintenance Dock Flight Systems

II.4.A.2 **Size (SF):** 14,305 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** FB-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	115 ft	27 ft	
II.4.A.6	Largest unobstructed space inside the facility:	115 ft	30 ft	86 ft

II.4.A.1 **Facility number:** 983 Hanger

Current Use: Maintenance Dock (Small Hangar)

II.4.A.2 **Size (SF):** 42,870 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** FB-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	85 ft	24 ft	
II.4.A.6	Largest unobstructed space inside the facility:	90 ft	34 ft	90 ft

II.4.A.1 **Facility number:** 984 Hanger

Current Use: Maintenance Dock Flight Systems

II.4.A.2 **Size (SF):** 15,376 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** FB-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	110 ft	23 ft	
II.4.A.6	Largest unobstructed space inside the facility:	117 ft	38 ft	90 ft

II.4.A.1 **Facility number:** 985 Hanger

Current Use: Maintenance Dock (Small Hangar)

II.4.A.2 **Size (SF):** 42,690 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** FB-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	85 ft	24 ft	
II.4.A.6	Largest unobstructed space inside the facility:	90 ft	34 ft	90 ft

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II.4.A.1 **Facility number:** 999 Hanger

Current Use: Maintenance Dock (Small Hangar)

II.4.A.2 **Size (SF):** 32,089 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-100

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	150 ft	33 ft	
II.4.A.6	Largest unobstructed space inside the facility:	150 ft	40 ft	65 ft

II.4.A.1 **Facility number:** 1019 Hanger

Current Use: Maintenance Dock Flight Systems

II.4.A.2 **Size (SF):** 11,000 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** F-100

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	65 ft	30 ft	
II.4.A.6	Largest unobstructed space inside the facility:	85 ft	35 ft	65 ft

II.4.A.1 **Facility number:** 1022 Hanger

Current Use: Maintenance Dock (Small Hangar)

II.4.A.2 **Size (SF):** 30,000 SF

II.4.A.3-4 **Largest aircraft the hanger/ nose dock can COMPLETELY enclose:** FB-111

	DIMENSIONS:	Width	Height	Length
II.4.A.5	Door Opening:	150 ft	25 ft	
II.4.A.6	Largest unobstructed space inside the facility:	150 ft	36 ft	100 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	03R/L	CZ	0	270	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	21L/R	CZ	0	270	0.0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0

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II.6.A.2	03R/L	APZ 1	12	494	0.6	Gen Compat	0.6	0.0	0.0	0.0	0.0	99.4
	21L/R	APZ 1	14	499	0.7	Gen Compat	0.7	0.0	0.0	0.0	0.0	99.3
II.6.A.3	03R/L	APZ 2	2	647	0.1	Gen Compat	0.1	0.0	0.0	0.0	0.0	99.9
	21L/R	APZ 2	6	668	0.2	Gen Compat	0.2	0.0	0.0	0.0	0.0	99.8

	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	5,116	10,170	2	Gen Compat	5.0	1.0	1.0	1.0	1.0	91.0
II.6.A.5	70-75	362	5,531	3	Gen Compat	6.0	1.0	1.0	1.0	1.0	90.0
II.6.A.6	75-80	154	2,936	8	Incompat	7.0	1.0	0.0	1.0	0.0	91.0
II.6.A.7	80+	41	1,379	2	Gen Compat	2.0	0.0	0.0	1.0	0.0	97.0

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	03R/L	CZ	0	270	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
	21L/R	CZ	0	270	0	Gen Compat	0.0	0.0	0.0	0.0	0.0	100.0
II.6.B.2	03R/L	APZ 1	12	494	1	Gen Compat	0.6	0.0	0.0	0.0	0.0	99.4
	21L/R	APZ 1	14	499	1	Gen Compat	0.7	0.0	0.0	0.0	0.0	99.3
II.6.B.3	03R/L	APZ 2	2	647	0	Gen Compat	0.1	0.0	0.0	0.0	0.0	99.9
	21L/R	APZ 2	6	688	0	Gen Compat	0.2	0.0	0.0	0.0	0.0	99.8

	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	5,116	10,170	2	Gen Compat	5.0	1.0	1.0	1.0	1.0	91.0
II.6.B.5	70-75	362	5,531	3	Gen Compat	6.0	1.0	1.0	1.0	1.0	90.0
II.6.B.6	75-80	154	2,936	8	Incompat	7.0	1.0	0.0	1.0	0.0	91.0
II.6.B.7	80+	41	1,379	2	Gen Compat	2.0	0.0	0.0	1.0	0.0	97.0

II.6.C **The most recent, publicly released AICUZ study is dated May 85**

II.6.D **Current AICUZ study's flying activities subsection 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.

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II.6.E **The AICUZ study was last updated on Nov 89**

The study is no longer valid. Milestones for updateing the study:

II.6.E.1 Revalidation expected late 94/early 95.

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:
City of El Mirage	Zoning	There is no encroachment present. Total restricition of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
City of Glendale	Zoning	There is no encroachment present. Total restricition of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
Litchfield Park	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.
Maricopa County	Total adhereance to all AICUZ guidance. Very strict limitations on residential densities.	There is no encroachment present. Near total restriction of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
Town of Goodyear	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.
Town of Surprise	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.

II.6.F.2 **AICUZ recommended development limits for Accident Potential Zone 1.**

Government name:	Types of controls in place	Types of encroachment limited:
City of El Mirage	Zoning	There is no encroachment present. Total restricition of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
City of Glendale	Zoning	There is no encroachment present. Total restricition of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
Litchfield Park	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.

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Maricopa County	Total adhereance to all AICUZ guidance.	There is no enchroachment present. Near total restriction of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
Town of Goodyear	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.
Town of Surprise	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.

II.6.F.3 AICUZ recommended development limits for Accident Potential Zone 2.

Government name:	Types of controls in place	Types of encroachment limited:
City of El Mirage	Zoning	There is no encroachment present. Total restricition of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
City of Glendale	Zoning	There is no encroachment present. Total restricition of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
Litchfield Park	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.
Maricopa County	Total adhereance to all AICUZ guidance.	There is no enchroachment present. Total adhereance to all AICUZ guidance. Strict limitations on residential densities.
Town of Goodyear	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.
Town of Surprise	TZoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.

II.6.F.4 AICUZ recommended development limits between the 65 Ldn and 70 Ldn Noise Contours.

Government name:	Types of controls in place	Types of encroachment limited:
City of El Mirage	Zoning	There is no encroachment present. Total restricition of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
City of Glendale	Zoning	There is no encroachment present. Total restricition of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.

Litchfield Park	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.
Maricopa County	Total adhereance to all AICUZ guidance. Very strict limitations on residential densities.	There is no encroachment present. Total adhereance to all AICUZ guidance. Very strict limitations on residential densities.
Town of Goodyear	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.
Town of Surprise	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.

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:
City of El Mirage	Zoning	There is no encroachment present. Total restricition of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
City of Glendale	Zoning	There is no encroachment present. Total restricition of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
Litchfield Park	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.
Maricopa County	Total adhereance to all AICUZ guidance. Very strict limitations on residential densities.	There is no encroachment present. Total adhereance to all AICUZ guidance. Very strict limitations on residential densities.
Town of Goodyear	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.
Town of Surprise	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.

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:
City of El Mirage	Zoning	There is no encroachment present. Total restricition of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.

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City of Glendale	Zoning	There is no encroachment present. Total restricition of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
Litchfield Park	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.
Maricopa County	Total adhereance to all AICUZ guidance. Very strict limitations on residential densities.	There is no enchroachment present. Near total restriction of all residential (incompatible) development within all noise contours. Numerous controls outside of noise contours.
Town of Goodyear	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.
Town of Surprise	Zoning	There is no encroachment present. Total restriction of all residential (incompatible) development within all noise contours.

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:
City of El Mirage	Zoning	There is no encroachment present.
City of Glendale	Zoning	There is no encroachment present.
Litchfield Park	Zoning	There is no encroachment present.
Maricopa County	Total adhereance to all AICUZ guidance. Very strict limitations on residential densities.	There is no encroachment present.
Town of Goodyear	Zoning	There is no encroachment present.
Town of Surprise	Zoning	There is no encroachment present.

II.6.G **Assessment of significant development (i.e., residential subdivision, shopping mall, or center, industrial park, etc.) existing or anticipated within any of the 7 AICUZ zones.**

No significant development currently exists in any AICUZ zone.

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No significant development is projected for any AICUZ zone.

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
TOWN OF SURPRISE	5900	6640	8100	9000	10200
TOWN OF GOODYEAR	3900	4830	5660	7600	9000
CITY OF LITCHFIELD PARK	2050	2550	3110	3300	3500
CITY OF GLENDALE	118089	128000	133774	156600	175000
CITY OF EL MIRAGE	2900	3400	4100	5000	5500

II.6.H.3 **County (ies) encompassing the installation.**

Community Name	1960 Pop	1970 Pop	1980 Pop	1990 Pop	2000 Pop
UNINCORPORATED MARICOPA COUNTY	150450	142100	137227	135000	122000

II.6.I **All clear zone acquisition has been completed.**

II.6.J **All existing on base facilities are sited in accordance with AICUZ recommendations.**

All planned on base facilities will be sited in accordance with AICUZ recommendations.

Air Space Encroachment

II.6.K **Noise complaints are received from off base residents.**

II.6.K.1 **8.0 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 **Luke AFB practices modified flight patterns, hours of operations, power settings, and maintenance practices as part of the base noise abatement process.**

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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:** 5 - 4K Forklift (E816); 2 - 6K VRT(E819); 15 - 6K Forklift (E822); 2-Electric 4K Forklift (E842) 2-A/C Loader 25K Forklift (E935); 5 -10K Forklift (E956) 3 -AC Loader 10K (E957); 1 each RT 6K Forklift (E820); 15K Forklift (E824); 13K Forklift (E959)

III.1.A.2 **9 C-141 equivalent aircraft can be refueled at one time.**

Based on a 100,000 lb (15,625 gal) fuel load for each aircraft, use of existing personnel, equipment, and facilities. Assumes 2 hr, 15 min ground time.

III.1.B **The base can land, taxi, park, and refuel widebody aircraft as follows:**

Aircraft	Widebody Capabilities:				Remarks:
747	Can land	Can taxi	Can park	Can refuel	
C-5	Can land	Can taxi	Can park	Can refuel	
KC-10	Can land	Can taxi	Can park	Can refuel	

III.1.C **The base does Not have an operational fuel hydrant system.**

III.1.D **The base bulk storage facility is serviced by a pipeline.**

III.1.D.1 **The pipeline is the primary fuel source for the bulk storage facility.**

III.1.D.2 **The are No limitations to continious service from the primary source.**

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III.1.D.3 **Based on the Fuels Logistical Area Summary (FLAS), there is no excess fuel storage capacity. Our maximum authorized comprise of our normal requirements (storage objective) and storage for others.**

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 and off-load header

Number of offload headers: 6

4 tank trucks can be simultaneously offloaded

III.1.D.5 **5 refueling unit fillstands are available.**

III.1.D.5.a **5 refuelers can be filled simultaneously.**

III.1.D.6 **Current despensing capabilities as defined in AFR 144-1** **sustained:** 270000
maximum: 648000

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:**	1573070	73862
Square footage available (including physical capacity limit):	36096	73862
III.1.E.2 **Normal installation mission storage requirement:**	1066	2076

Physical Limits for Cat 1.2 Munitions:

Combined 1.2 (04) and (18) physical capacity limits

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 195,500 sq feet.**

III.1.F.3 **The sited explosive capacity of the hot cargo pad is 8,000**

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 91.**

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III.1.F.6 **Aircraft using pad over the last 5 years:**

C-141 and C-130

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:

Flagstaff - Bellemont	106 NM
Tuscon - Wilmot	115 NM
Yuma	122 NM
Yuma - Blaisdell	114 NM

III.1.G.3 **The base is over 150 NM from a port.**

III.1.H **The base has a dedicated passenger terminal.**

III.1.I **The base 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:**

Demo site for USAF Managed Care/MEDEXCEL. Federal Coordinating Center for local area for National Disaster Medical System, expa

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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$7M MCP to Exapnd Lab/Xray/ER, LSC/Utilities Upgrade. Approximately $1.2M O&M projects submitted for approval, no funds award

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 17,022 sq ft.**

III.1.N.1 **Base facilities have a total covered storage capacity of 172,861 sq ft.**

III.1.N.2 **Breakout of the total covered storage capacity:**

Supply (warehousing, Individual Equipment Unit, Tool Issue, Base Service Store):	128,071 sq ft
Mobility storage:	20,996 sq ft
War Readiness Support Kits (WRSK) storage:	4,000 sq ft

III.1.O **262 light military vehicles are on base.**

III.1.P **376 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				
		6429	3,272.31 $sK	0.00 $sK	3,272.31 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		6429	1,654.00 $sK	0.00 $sK		1,654.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		6429	1,554.77 $sK	2.95 $sK			1,557.72 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		6429	932.00 $sK	0.00 $sK				932.00 $sK
				xxx56 TOTALS:	3,272.31 $sK	1,654.00 $sK	1,557.72 $sK	932.00 $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				
		6429	0.00 $sK	0.00 $sK	0.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		6429	572.40 $sK	0.00 $sK		572.40 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		6429	4,154.19 $sK	19.76 $sK			4,173.95 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		6429	0.00 $sK	0.00 $sK				0.00 $sK
				xxx76 TOTALS:	0.00 $sK	572.40 $sK	4,173.95 $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				
		6429	0.00 $sK	0.00 $sK	0.00 $sK			
	FY-92	Appropriation	Direct	Reimbursable				
		6429	0.00 $sK	0.00 $sK		0.00 $sK		
	FY-93	Appropriation	Direct	Reimbursable				
		6429	10,172.16 $sK	183.62 $sK			10,355.78 $sK	
	FY-94	Appropriation	Direct	Reimbursable				
		6429	3,214.11 $sK	54.39 $sK				3,268.50 $sK
				xxx78 TOTALS:	0.00 $sK	0.00 $sK	10,355.78 $sK	3,268.50 $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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		6429	101.05 $sK	0.00 $sK	101.05 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		6429	98.68 $sK	0.00 $sK		98.68 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		6429	86.39 $sK	0.00 $sK			86.39 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		6429	46.00 $sK	0.00 $sK				46.00 $sK
				xxx90 TOTALS:	101.05 $sK	98.68 $sK	86.39 $sK	46.00 $sK
IV.1.E	xxx95	Communications			**FY 91 Total**	**FY 92 Total**	**FY 93 Total**	**FY 94 Total**
	FY-91	**Appropriation**	**Direct**	**Reimbursable**				
		6429	1,746.21 $sK	7.89 $sK	1,754.09 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		6429	1,640.04 $sK	10.36 $sK		1,650.40 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		6429	2,214.75 $sK	6.67 $sK			2,221.42 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		6429	1,375.30 $sK	2.74 $sK				1,378.04 $sK
				xxx95 TOTALS:	1,754.09 $sK	1,650.40 $sK	2,221.42 $sK	1,378.04 $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**				
		6429	6,145.68 $sK	38.07 $sK	6,183.75 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		6429	4,561.41 $sK	27.25 $sK		4,588.67 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		6429	9,091.75 $sK	703.05 $sK			9,794.80 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				
		6429	10,845.38 $sK	185.88 $sK				11,031.26 $sK
				xxx96 TOTALS:	6,183.75 $sK	4,588.67 $sK	9,794.80 $sK	11,031.26 $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**				
		6429	4,395.81 $sK	11.28 $sK	4,407.09 $sK			
	FY-92	**Appropriation**	**Direct**	**Reimbursable**				
		6429	4,445.77 $sK	22.72 $sK		4,468.49 $sK		
	FY-93	**Appropriation**	**Direct**	**Reimbursable**				
		6429	5,904.04 $sK	23.23 $sK			5,927.27 $sK	
	FY-94	**Appropriation**	**Direct**	**Reimbursable**				

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6429	3,255.50 $sK	0.00 $sK				3,255.50 $sK
		MFH TOTALS:	4,407.09 $sK	4,468.49 $sK	5,927.27 $sK	3,255.50 $sK

2. Relocation Costs

IV.2 **-Large, unusual items integral to the unit mission, but which cannot be moved as regular freight:**

Total relocation costs: $ 4,583.20 K

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Section IV/V Level Playingfield COBRA Data

One time closure costs: 180$sM

Twenty year Net Present Value (343)$sM

Steady state savings 37$sM per year

Manpower savings associated with closure 1,043

Return on Investment (years): 5

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Section VI Economic Impact

Economic Area Statistics:

Pheonix - Mesa, AZ MSA

Total population: 2,329,000 (FY 92)

Total employment: 1,296,646 (FY 93)

Unemployment Rates (FY93/3 Year Average/10 Year Average)

5.1% / 5.5% / 5.1%

Average annual job growth: 24,778

Average annual per capita income: $19,020

Average annual increase in per capita income: $4.4%

Projected economic impact:

Direct Job Loss:	**6,558**	
Indirect Job Loss:	**3,473**	
Closure Impact:	**10,031**	**(0.8% of employment total)**
Other BRAC Losses:	**0**	
Cumulative Impact:	**10,031**	**(0.8% of employment total)**

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Section VII

1. Community Infrastructure

Describe the off-base housing situation.

VII.1.A.1 **Off-base housing is affordable**

VII.1.A.2 **Units are available for families**

VII.1.A.2 **Units are available for single members.**

VII.1.A.3 **7.4 Percent of off-base housing was rated as unsuitable in the latest VHA survey**

VII.1.A.4 **Median monthly cost of off-base housing based on latest VHA survey:** $756

Describe the transportation systems.

VII.1.B.1 **The base is NOT served by REGULARLY SCHEDULED, public transportation.**

VII.1.B.2 **Distance to the nearest municipal airport with scheduled, commercial air traffic:** 28 miles

VII.1.B.2 **Airport name:** PHOENIX SKY HARBOR INTERNATIONAL AIRPORT

VII.1.B.3 **Number of commercial air carriers available at the airport:** 13

VII.1.B.4 **Average round trip commuting time to work:** 41 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	LITCHFIELD POOL	4		Hrs.	07	Min.
VII.1.C.2	Movie theater	AVONDALE/GOODYEAR	8		Hrs.	15	Min.
VII.1.C.3	Public golf course	WIGWAM (LITCHFIELD PARK)	3		Hrs.	05	Min.
VII.1.C.4	Bowling lane	GLENDALE	15		Hrs.	20	Min.
VII.1.C.5	Boating	LAKE PLEASANT	30		Hrs.	50	Min.
VII.1.C.6	Fishing	LAKE PLEASANT	30		Hrs.	50	Min.
VII.1.C.7	Zoo	WILD LIFE WORLD ZOO	6		Hrs.	10	Min.
VII.1.C.8	Aquarium	PHOENIX ZOO	35		Hrs.	50	Min.
VII.1.C.9	Family theme park	CASTLES & COASTERS	15		Hrs.	35	Min.
VII.1.C.10	Professional sports	AMERICA WEST ARENA	25		Hrs.	30	Min.
VII.1.C.11	Collegiate sports	ASU STADIUM, TEMPE	35		Hrs.	48	Min.

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VII.1.C.12	Camping facilities	WHITE TANK MOUNTAIN	10		Hrs.	15	Min.
VII.1.C.13	Beaches (lake or ocean)	LAKE PLEASANT	30		Hrs.	50	Min.
VII.1.C.14	Outdoor winter sports	SNOW BOWL	142	2	Hrs.	30	Min.

VII.1.D **Nearest Shopping facility (two major anchor stores plus smaller retail outlets):**

ARROWHEAD SHOPPING MALL 20 min (13 Miles)

VII.1.E **Nearest Metropolitan center (population in excess of 100,000):**

CITY OF PHOENIX 35 min (28 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.)** 1091

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.)** 8167

2. Education

VII.2.A **The highest maximum allowed pupil to teacher classroom ratio, based on grades K - 12 and using local area ratios:** 27 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 **47.0 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:**

Arizona Institute of Business & Technology

VII.2.E.2 **Opportunities for off-base UNDERGRADUATE COLLEGE provided by the following institutions:**

Arizona State University - West Campus

VII.2.E.3 **Opportunities for off-base GRADUATE COLLEGE provided by the following institutions:**

American Graduate School of International Management

3. Spousal Employment

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VII.3.A **54.0 percent of spouses are able to find employment (within 3 months) in the local community.**

VII.3.B **71.0 percent of spouses find employment commensurate with job skills, work experience, and education.**

VII.3.C **5.1 percent unemployment in the local area (Department of Labor Statistics)**

VII.3.D **11.0 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:**	2.4 physicians/1000 people
VII.4.B	**Current ratio of hospital beds in the community:**	3.6 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:** MARICOPA COUNTY AIR POLLUTION CONTROL DISTRICT

VIII.1.B **The base is located within a maintenance or non-attainment area for specific pollutants.**

VIII.1.B.1 **No pollutants in maintenance**

VIII.1.B.2 **Non-attainment area regulated pollutant(s) and severity:**

Carbon Monoxide	Moderate
Ozone	Moderate
PM-10	Moderate

VIII.1.C **There are NO critical air quality regions within 100 kilometers of the base**

(Critical air quality regions are non-attainment areas, national parks, etc.)

VIII.1.D **On- or off-base activities have NOT been restricted or delayed due to air quality considerations.**

(Restrictions or delays may be imposed by a Metropolitan Planning Organization or similar organization and include restrictions to construction permits, restrictions to industrial facilities operating hours, High Occupancy Vehicle (HOV) rush hour procedures, etc.)

VIII.1.D.1 **The base has 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:**

TRAVEL REDUCTION PROGRAM

VIII.1.E **Restrictions placed on operations by state or local air quality regulatory agencies:**

VIII.E.1 Aerospace Ground Equipment (AGE):

E.1.a The state or local air quality regulatory agency Regulates or conditionally exempts the operation of portable internal combustion engine equipment, to include AGE.

E.1.b The state or local air quality regulatory agency Requires permits for such units.

E.1.c No state or local air quality regulatory agency Requires the base to modify the hours of operation of the AGE.

E.1.d The state or local air quality regulatory agency Requires retrofit controls for AGE.

VIII.E.2 Infrastructure Maintenance / Public Works

E.2.a 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 The state or local air quality regulatory agency Requires periodic fuel analysis or emission testing of equipment used to support these activities.

E.2.d 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 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 No 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 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

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VIII.2.A **The base potable water supply is On-base and the source is:**

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 Not known to be contaminated.**

VIII.3.B **The base is Not actively involved in groundwater remediation activities.**

VIII.3.C **35 water wells exist at the base.**

VIII.3.D **2 wells have been abandoned for the following reasons:**

Wells are nonserviceable.

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 On-Base facilities.**

VIII.5.B **The following 1 wastewater treatment facilities (industrial/domestic) are located on-base:**

LUKE WASTEWATER TREATMENT PLANT

VIII.5.C **There are discharge (treatment) violations or outstanding discharge (treatment) open enforcement actions pending.**

VIII.5.C.1

Violation date	Nature of violation	Current status of violation	Compliance attainment date
Jan 93	Aeration deficiency	Currently under repair.	Oct 94

6. Discharge Points / Impoundments

VIII.6.A **Describe the National Pollutant Elimination System permits in effect:**

NPDES PERMIT # AZ 0110221

VIII.6.B **The base currently discharges treated wastewater OFF-Base. Description of treated wastewater discharge location:**

AGUA FRIA RIVER BED (DRY RIVER)

VIII.6.C **The base has discharge impoundments.**

VIII.6.C.1 **There are 2 water/wastewater treatment impoundments.**

VIII.6.C.2 **There are 2 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 **85.0 percent of facilities have been surveyed for asbestos.**

VIII.7.A.1 **65.0 percent of the facilities surveyed are identified as having asbestos.**

VIII.7.A.2 **2 facilities are considered regulated areas or have restricted use due to friable asbestos.**

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8. Biological - Habitat

VIII.8.A **Ecological or wildlife management areas ON the base:**

Aqua Fria riverbed adjacent to Luke wastewater treatment plant
Cabeza National Wildlife Refuge adjacent to Goldwater Range.

Ecological or wildlife management areas ADJACENT TO the base:

Adjacent to Goldwater Range: Cabeza National Wildlife Refuge, Mohawk Mtns and Sand Dunes, Crater Range, Tinajas Atlas, Sentinal Plain Lava Flow, Kearney Sumae, Antelope Flat, Pinicate, Sierra Pinta, and Yuma Sand Dunes/Gran Desierte

Wastewater Treatment Plant Effluent Pond (Agua Fria River Bed)

VIII.8.A.1 **Natural areas on or adjacent to the base are not recognized as important ecological sites.**

VIII.8.B **No critical/sensitive habitats have been identified on base .**

VIII.8.C **The base has a cooperative agreement for conducting a hunting and fishing program.**

Cooperative agreements are between the base with the U.S. Fish and Wildlife Service and the State Fish and Game Department.

VIII.8.D **The presence of these resources constrains CURRENT construction activities/operations:**

The presence of these resources constrains FUTURE construction activities/operations:

Presence of threatened or endangered species may constrain construction or operations.

9. Biological - Threatened and Endangered Species

VIII.9.A **Threatened and/or endangered species identified on the base:**

Species	Kingdom				Remarks
CACTUS FERUGINOUS PYGMY OWL	Animal	Federa	Candidate	Endangered	GOLDWATER RANGE
CALIFORNIA BLACK RAIL	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
CALIFORNIA LEAF NOSED BAT	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
CAVE MYOTIS	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
CHUCKWALLA	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
COWLES FRINGE TOED LIZARD	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
DESERT TORTOISE	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
DUNE SPURGE	Plant	Federa	Candidate	Threatened	GOLDWATER RANGE
DUNE SUNFLOWER	Plant	Federa	Candidate	Threatened	GOLDWATER RANGE
FERUGINOUS HAWK	Animal	State	Listed	Endangered	
FLAT TAILED HORN LIZARD	Animal	Federa	Listed	Endangered	GOLDWATER RANGE
GIANT SPANISH NEEDLE	Plant	Federa	Candidate	Threatened	GOLDWATER RANGE

GREATER WESTERN MASTIFF BAT	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
LESSER LONG NOSED BAT	Animal	Federa	Listed	Endangered	GOLDWATER RANGE
LOGGERHEAD SHRIKE	Animal	Federa	Candidate	Endangered	
LOGGERHEAD SHRIKE	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
MOUNTAIN PLOVER	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
PEREGRINE FALCON	Animal	Federa	Listed	Endangered	GOLDWATER RANGE
PIMA INDIAN MALLOW	Plant	Federa	Candidate	Threatened	GOLDWATER RANGE
PINICATE MOUSE	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
ROSY BOA	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
SAND FOOD	Plant	Federa	Candidate	Threatened	GOLDWATER RANGE
SONORAN PRONGHORN ANTELOPE	Animal	Federa	Listed	Endangered	GOLDWATER RANGE
SPOTTED BAT	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
SPOTTED WHIPTAIL	Animal	Federa	Candidate	Threatened	GOLDWATER RANGE
YELLOW BAT	Animal	State	Candidate	Threatened	GOLDWATER RANGE
YUMA CLAPPER RAIL	Plant	Federa	Candidate	Endangered	GOLDWATER RANGE
YUMA PUMA	Animal	Federa	Candidate	Endangered	GOLDWATER RANGE

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:**

Presence of threatened or endangered species may impact construction/operations depending on species, status, habitat, and activity involved.

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:
Wastewater plant outfall created large non-jurisdictional wetland.	10

VIII.10.A.2 **The base is Not involved in jointly-managed programs for protection of these resources.**

VIII.10.B **The base has been surveyed for wetlands in accordance with established federally approved guidelines.**

VIII.10.B.1 **Survey was completed in Jan 93**

VIII.10.B.2 **100 percent of the base was included in the survey.**

VIII.10.B.3 **Method used to survey the base (e.g., Corps of Engineers Delineation Manual, U.S. Fish and Wildlife Service National Wetlands Inventory):**

Corps of Engineers & Fish & Wildlife Delineation Manual

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VIII.10.C Part of the base is located in a 100-year floodplain.

VIII.10.D The presence of these resources does Not constrain current or future construction activities or operations.

11. Biological - Floodplains

VIII.11.A Floodplains are present on the base.

VIII.11.A.1 Floodplains constrain construction (siting) activities or operations.

VIII.11.A.2 Periodic flooding 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:
Bldg 1150	Cold War facility eligible for nomination to the National Register of Historic Places
World War II structures	Eligible for nomination to the National Register of Historic Places

VIII.12.B 5 percent of the buildings on base are over 50 years old.

VIII.12.C No Historic Landmark/Districts, or NRHP properties are located on base.

VIII.12.C.1 Some properties have been determined to be or may be eligible for the NRHP.

VIII.12.C.2 Buildings 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 75 percent of the base has been surveyed.

VIII.12.D.2 No archeological sites have been found.

VIII.12.D.3 No archeological collections are housed on base.

VIII.12.D.4 No Native Americans or others use/identified sacred areas or burial sites on or near base.

VIII.12.E The base has no agreements with historic preservation agencies.

Agreements include Programmatic Agreements and Memorandum of Agreements.
Historical preservation agencies include State Historical Preservation Officer or the Advisory Council on Historic Preservation.

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13. Environmental Cleanup - Installation Restoration Program (IRP) and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

VIII.13.A A preliminary assessment of the installation has been performed.

VIII.13.A.1 77 IRP sites have been identified

VIII.13.A.2 4 IRP sites extend off base.

VIII.13.A.3 All on-site remediation is estimated to be in place in 1997

VIII.13.B The installation is 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 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 27 sites are being investigated and remediated.

VIII.13.F The IRP does Not currently restrict construction (siting) activities/operations on-base.

14. Compliance / IRP Costs ($000)

VIII.14.A

Expenditure Category	Current FY	FY + 1	FY + 2	FY + 3	FY + 4
Hazardous Waste Disposal/Remediation	$240.000 K	$110.000 K	$100.000 K	$100.000 K	$100.000 K
IRP	$0.000 K	$74.000 K	$8,392.000 K	$688.000 K	$0.000 K
Natural Resources	$230.000 K	$2,000.000 K	$3,000.000 K	$3,000.000 K	$2,000.000 K
Other(s) Specify: RCRA/CWA Compliance	$1,847.000 K	$5,298.000 K	$5,000.000 K	$5,000.000 K	$5,000.000 K
Other(s) Specify: Level 1&2 reqs	$2,592.000 K	$1,350.000 K	$1,500.000 K	$1,500.000 K	$1,500.000 K
Permits	$60.000 K	$75.000 K	$100.000 K	$100.000 K	$100.000 K

15. Other Issues

VIII.15.A There are no additional activities which may constrain or enhance base operations.

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16. Air Quality - Clean Air Act

VIII.16.A **Air Quality Control Area (AQCA) geographic region in which the base is located:**
Maricopa County, Arizona

VIII.16.B **Air quality regulatory agency responsible for the AQCA:.** Maricopa County Department of Air Pollution Control

VIII.16.B **Name and phone number of the AQCA program manager for issues pertaining to the base:**

Ms Jo Crumbaker (602)506-6705

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 Non-Attainment for Carbon Monoxide

VIII.16.C.3 In Non-Attainment for Particulate matter (PM-10)

VIII.16.C.4 In Attainment for Sulfur Dioxide

VIII.16.C.5 In Attainment for Nitrogen Dioxide (Not NOx)

VIII.16.C.6 In Attainment for Lead

VIII.16.C.7 **The EPA has Not proposed that any AQCA pollutant in ATTAINMENT be listed as NONATTAINMENT**

VIII.16.D.1 **Ozone daily maximum hourly design value for the portion of the AQCA in which the base is located:** 0.14 ppm

VIII.16.D.2 **Carbon monoxide 8 hour design value for the portion of the AQCA in which the base is located:** 12.6 ppm

VIII.16.D.3 **Ozone Design value is 117.5% of NAAQS**

VIII.16.D.4 **Carbon monoxide Design value is 140.0% of NAAQS**

VIII.16.E.1 **The EPA-designated severity of nonattainment for OZONE is Moderate**

VIII.16.E.2 **Maricopa County, Arizona**

VIII.16.E.3

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 Serious 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

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Mobile Source Including Aircraft	G.1.a	59	G.1.d	534	G.2.a	59	G.2.d	534
Military Aircraft Associated with the Base	G.1.b	20	G.1.e	501	G.2.b	20	G.2.e	501
Stationary Source	G.1.c	70	G.1.f	69	G.2.c	70	G.2.f	69

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	11	G.3.c	105
Stationary Source	G.3.b	12	G.3.d	4

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	18.64%	G.5.c	19.66%
Stationary Source	G.5.b	17.14%	G.5.d	5.80%
TOTAL	G.5.e	17.83%	G.5.f	18.08%

VIII.16.H The EPA-designated severity of nonattainment for Carbon monoxide is MODERATE

VIII.16.I The AQCA's Carbon monoxide plan contains No quantitative measures for military aircraft.

Measures include quantitative limits, projections, restrictions, or emissions budgets.

VIII.16.J The AQCA does not have VMT forecasts or they can not be obtained.

No increase is allowed.

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Section IX