

DEPARTMENT OF THE AIR FORCE

WASHINGTON, DC 20330-1000



SEP 10 2004

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR RECORD

SUBJECT: Minutes of Air Force Base Closure Executive Group (AF/BCEG) Mtg, 23 Aug 2004.

Maj Gen Heckman called the meeting to order at 0830, the Pentagon, Room 5C279. The meeting was informational regarding the Phase II Capacity Analysis brief from AMC. Attendance is at Atch 1.

_____ and _____ provided the AMC brief (Slides 1-87). The next BCEG meeting is scheduled for August 24, 2004 at 0900 in Pentagon Room 5C279. The briefing concluded at 1410.

The minutes above are approved.

Handwritten signature of Gerald F. Pease, Jr.

GERALD F. PEASE, JR.
SAF/IEB
Co-Chairman

Handwritten signature of Gary W. Heckman.

GARY HECKMAN, Maj Gen, USAF
AF/XP (BRAC)
Co-Chairman

Attachments:

As Stated

Base Closure Executive Group Attendance

Date: 23 Aug 04

Chairs

- Mr. Fred Pease
- Maj Gen Gary Heckman

**Voting members are underlined

Primary Members

Alternate Members

Representatives

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> <u>BG William Holland</u> | <input type="checkbox"/> <u>Brig Gen Mike Lynch</u> | <input type="checkbox"/> _____ |
| <input type="checkbox"/> <u>Brig Gen Hanferd Moen</u> | <input checked="" type="checkbox"/> <u>Brig Gen Ethridge</u> | <input type="checkbox"/> _____ |
| <input checked="" type="checkbox"/> <u>Brig Gen Tony Haynes</u> | <input type="checkbox"/> <u>BG Butler</u> | <input type="checkbox"/> _____ |
| <input checked="" type="checkbox"/> <u>Mr. Fred Kuhn</u> | | <input type="checkbox"/> _____ |
| <input type="checkbox"/> <u>Ms Kathy Ferguson</u> | <input type="checkbox"/> <u>Ms Cathy Sparks</u> | <input checked="" type="checkbox"/> <u>Mr. Aimone</u> |
| <input checked="" type="checkbox"/> <u>Mr. Matt Mleziva</u> | | <input type="checkbox"/> _____ |
| <input type="checkbox"/> _____ | | <input type="checkbox"/> _____ |
| <input type="checkbox"/> <u>Mr. Jay Jordan</u> | | <input checked="" type="checkbox"/> _____ |
| <input type="checkbox"/> <u>Mr. William Kelly</u> | <input type="checkbox"/> <u>Brig Gen William Ard</u> | <input checked="" type="checkbox"/> _____ |
| <input checked="" type="checkbox"/> <u>Ms. Maureen Koetz</u> | | <input type="checkbox"/> _____ |

* Temporary appointment

Others

Briefers

- _____
- _____
- _____
- _____



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HQ AIR MOBILITY COMMAND

Phase II Capacity Analysis



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U.S. AIR FORCE

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AMC CONSIDERATIONS

- **"Snap Shot" Doesn't Reflect AMC's Force Structure Plan**
 - Ongoing Tanker Retirement Plan Creates Bathtub Effect
 - KC-X Decision (New Start/COTS) Expected Jan 05
 - KC-X MILCON Begins FY09 at First KC-X Base
 - AF-Led Working Group on Laydown of Future Force Structure (C-130)
 - Program of Record is 180 C-17s; Lift Requirement Supports 222 C-17s
- **Must Retain Capacity For Future Missions**
- **AMC Building Generic Size Hangar/Parking Spot For Large Aircraft—Where Appropriate**
 - KC-10 Length, KC-10 Tail Height, C-17 Wing Span
 - Provides Flexibility in Managing Fleet
 - Being Incorporated Into Air Force Requirements Handbook

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HANGAR & PARKING FORMULA

- **Hangar Requirement:**
 - PAA x Hangar Factor (i.e., KC-135 = .15)
- **Ramp Parking Requirement:**
 - (PAA - Required Hangar Spaces) x .75
- **Total Parking Requirement:**
 - Required Hangar Spaces + Required Apron Spaces
- **Unused Parking:**
 - Available Spaces* – Required Spaces
- **Excludes Tenant and Transient Ramp, Cargo Loading and Unusable Spaces**

* Per Base Parking Plan



POST-2011 MAXIMUM CAPACITY METHODOLOGY

- **Assumptions:**
 - Measured in Terms of a Single Weapon System
 - In Some Cases, Remaining Capacity Represented in Terms of a Different Weapon System to Portray Full Capacity of the Airfield
 - Tenants Remain
 - No New Ramp; Ramp Repairs Allowed
- **Maximum Capacity Calculation:**
 - Assess Available Ramp to Support Selected Weapon System
 - Determine Number of Squadrons Supported by Parking Ramp
 - Ensure Flightline Facilities and/or Buildable Acreage Supports Facility Requirements for Selected Number of Squadrons
 - Reflect Remaining Ramp Capacity in Square Yardage



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AMC FLYING UNITS ON OTHER MAJCOM BASES

Tenant Flying Unit	Type Aircraft (MDS)	As of		30 Sep 2011	
		# Aircraft	# Parking Spaces Used	# Aircraft	# Parking Spaces Used
317 AG, Dyess AFB TX (ACC)	C-130	28	28	28	28
463 AG, Little Rock AFB AR (AETC)	C-130	28	28	28	28
19 ARG, Robins AFB GA (AFMC)	KC-135	12	12	*0	0
84 ALF, Peterson AFB CO (AFSPC)	C-21	10	10	10	10
47 ALF, Wright-Patterson AFB OH (AFMC)	C-21	13	13	13	13

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*06 POM action not publicly announced. 5



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ANDREWS OVERVIEW

Assigned Weapon System Type(s) (MDS)	As of			30 Sep 2011		
	VC-25	SAM	UH-1	VC-25	SAM	UH-1
Total PAA	2	16	15	2	16	15
# Flying Squadrons	1	2	1	1	2	1
Total Available Aircraft Parking Spaces	2	17	18	2	17	18
Unused Aircraft Parking Spaces	0	0	0	0	0	0
Template Used				N/A		
Standard PAA Per Squadron				N/A		

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ANDREWS OVERVIEW (CONT'D) TENANT FLYING UNITS

Tenant Flying Unit	Type AC (MDS)	As of		30 Sep 2011	
		30 Sep 2005	# Aircraft	# Aircraft	# Parking Spaces Used
Naval Air Station/ Marines	EA-6B (4); C-130 (4); C-20 (4); C-37 (1); FA-18 (14)	27	30	27	30
113 FG (ANG)	F-16	15	15	15	15
459 ARW (AFRC)	KC-135	8	8	8	8
457 AS (AMC OSA)	C-21	13	13	13	13
201 AS (ANG DV Spt)	C-40 (3); C-38A (2)	5	5	5	5
AF Flight Standards Agency	C-21	2	2	2	2
Civil Air Patrol	C-182	2	2	2	2
Dept of Energy	Bell 412 Helo	1	1	1	1
Army Priority Air Transport (DV Spt)	C-37A (2); C-20 (1); UC-35B (3)	6	6	6	6
DIA	C-12	2	2	2	2
Maryland State Police	M365 Helo	1	1	1	1

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ANDREWS ESTIMATED CAPACITY AFTER 2011

Weapon System Type (MDS)	Special Air Mission
Maximum Capacity	N/A

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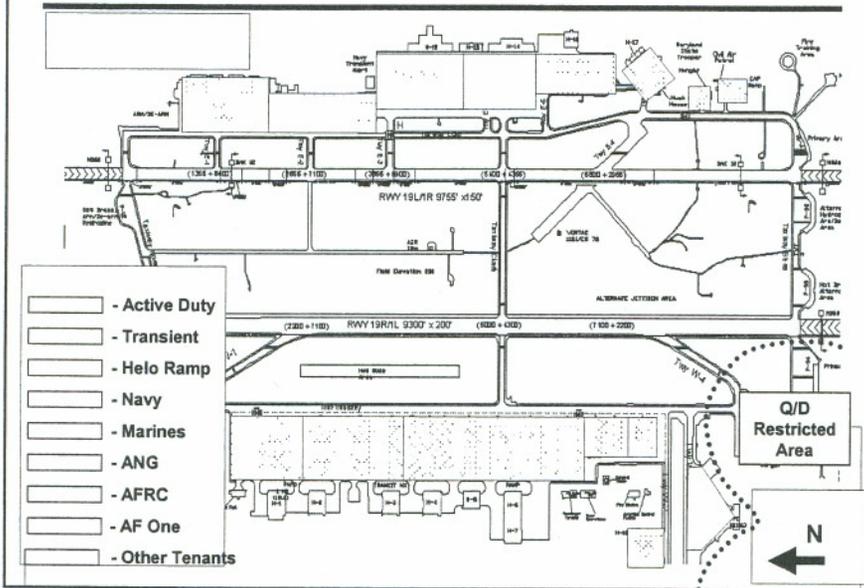
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ANDREWS RAMP LAYOUT



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ANDREWS SUMMARY

Template Used	N/A
Precluding Factor	On-Base Land
Add One Squadron	N/A
Major Construction	
Minor Construction	
Natural Infrastructure	
Other Procurement	
Subtotal	
Add Second Squadron	N/A
Major Construction	
Minor Construction	
Natural Infrastructure	
Other Procurement	
Subtotal	
Total Cost for Two Squadrons	N/A



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CHARLESTON OVERVIEW

As of	30 Sep 2005	30 Sep 2011	Notional 222 Buy
Assigned Weapon System Type(s) (MDS)	C-17	C-17	C-17
Total PAA	47	46	48
# Flying Squadrons	4	4	4
Total Available Aircraft Parking Spaces	40	40	40
Unused Aircraft Parking Spaces	2	3	1
Template Used	C-17		
Standard PAA Per Squadron	12		
Pre-Draw Down PAA	48		

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CHARLESTON ESTIMATED CAPACITY AFTER 2011

Weapon System Type (MDS)	C-17
Maximum Operational Capacity	48 PAA

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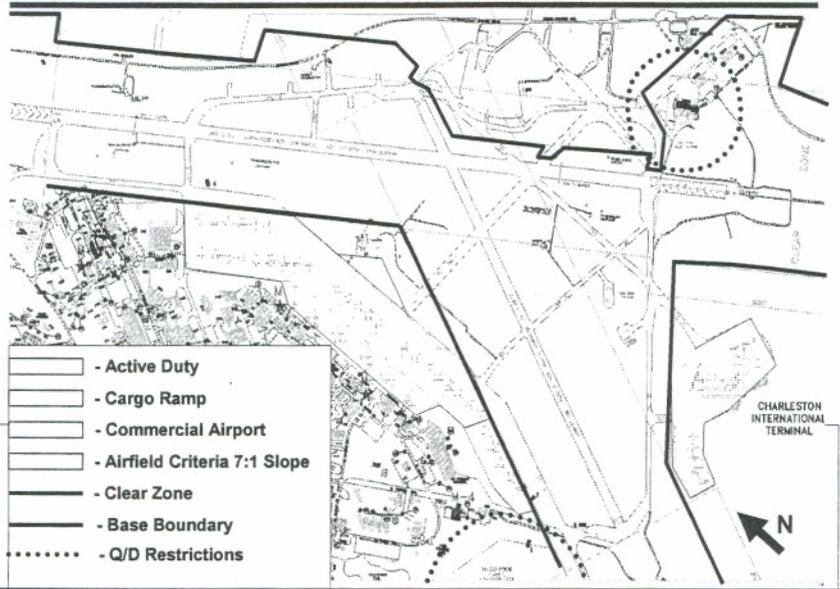
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CHARLESTON RAMP LAYOUT



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CHARLESTON SUMMARY

Template Used	C-17
Precluding Factor	On-Base Land
Plus Up Cost (2 Aircraft)	0.0
Add One Squadron	N/A
Major Construction	
Minor Construction	
Natural Infrastructure	
Other Procurement	
Subtotal	
Add Second Squadron	N/A
Major Construction	
Minor Construction	
Natural Infrastructure	
Other Procurement	
Subtotal	
Total Cost for Two Squadrons	N/A



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MCCONNELL OVERVIEW

	As of	30 Sep 05	30 Sep 2011	End State
Assigned Weapon System Type(s) (MDS)		KC-135	KC-135	KC-135
Total PAA		30	58	64
# Flying Squadrons		4	4	4
Total Available Aircraft Parking Spaces		55	55	55
Unused Aircraft Parking Spaces		31	9	4
Template Used		KC-135		
Standard PAA Per Squadron		16		
Pre-Draw Down PAA		48		

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MCCONNELL OVERVIEW (CONT'D) TENANT FLYING UNITS

	As of	30 Sep 2005		30 Sep 2011	
Tenant Flying Unit	Type AC	# Aircraft	# Parking Spaces Used	# Aircraft	# Parking Spaces Used
ANG Tanker Unit	KC-135	9	9	*8	8

*06 POM action not publicly announced

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MCCONNELL ESTIMATED CAPACITY AFTER 2011

Weapon System Type (MDS)	KC-135
Maximum Operational Capacity	64 PAA
Additional Capacity	60,000 SY *

* On KC-135 Ramp (9 Ramp Spots)

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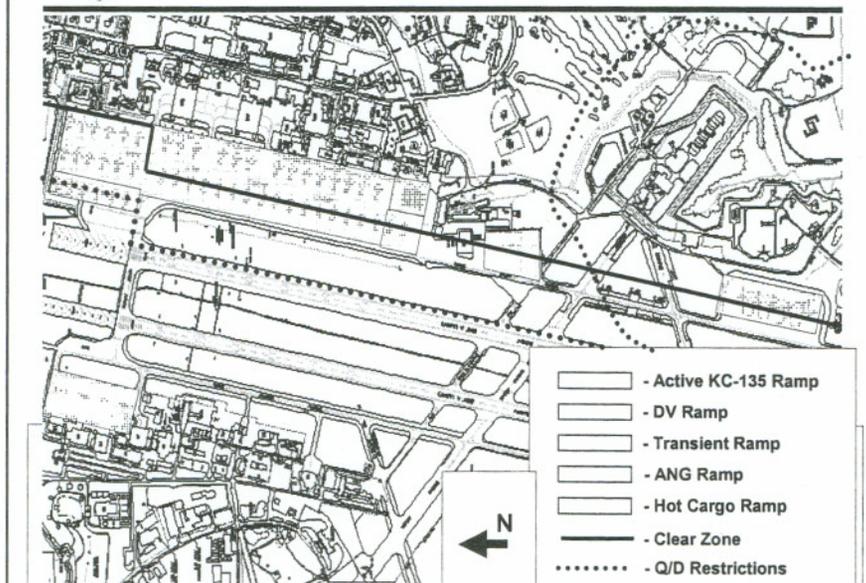
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MCCONNELL RAMP LAYOUT





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MCCONNELL SUMMARY

Template Used	KC-135
Precluding Factor	On-Base Land
Plus-Up Cost	N/A
Add One Squadron	N/A
Major Construction	
Minor Construction	
Natural Infrastructure	
Other Procurement	
Planning & Design	
Subtotal	
Add Second Squadron	N/A
Major Construction	
Minor Construction	
Natural Infrastructure	
Other Procurement	
Planning & Design	
Subtotal	
Total Cost for Two Squadrons	N/A

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FAIRCHILD OVERVIEW

As of	30 Sep 2005	30 Sep 2011		End State
Assigned Weapon System Type(s) (MDS)	KC-135	KC-135	KC-X	KC-X
Total PAA	30	6	10	32
# Flying Squadrons	2	1	1	2
Total Available Aircraft Parking Spaces	71	47	23	70
Unused Aircraft Parking Spaces	47	42	16	47
Template Used	KC-135			
Standard PAA Per Squadron	16			
Pre-Draw Down PAA	48			

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FAIRCHILD OVERVIEW (CONT'D) TENANT FLYING UNITS

Tenant Flying Unit	Type AC	As of		30 Sep 2011	
		30 Sep 2005	# Aircraft	# Aircraft	# Parking Spaces Used
ANG Tanker Unit	KC-135	8	9	*0	1
	C-26	1	9	1	1
AETC Rescue Flight	UH-1N	3	3	3	3

*06 POM action not publicly announced

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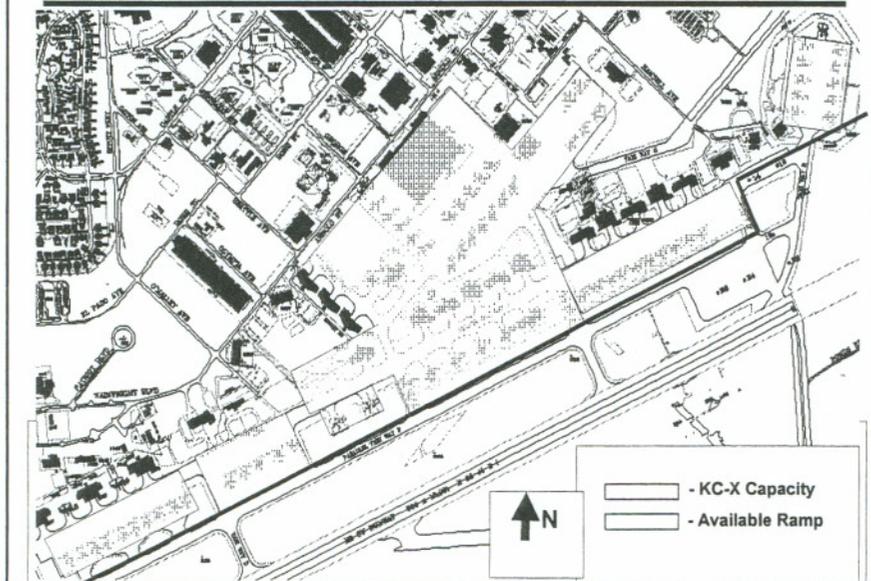
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FAIRCHILD CAPACITY





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FAIRCHILD ESTIMATED CAPACITY AFTER 2011

Weapon System Type (MDS)	KC-X
Maximum Operational Capacity	32+ PAA
Additional Capacity	380,000 SY *

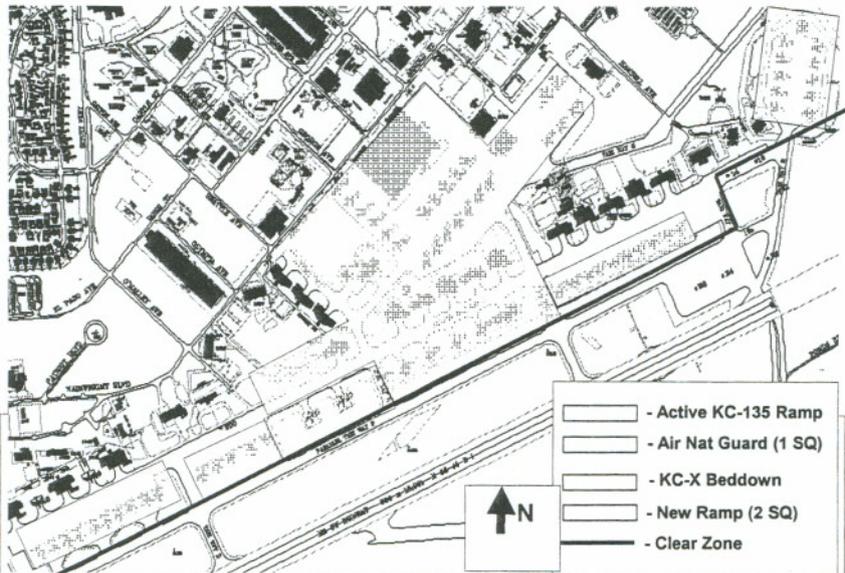
* Capacity of ANG Ramp, Unused KC-135 Ramp, and Alert Ramp

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FAIRCHILD RAMP LAYOUT





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FAIRCHILD ESTIMATED COSTS PER SQUADRON

Major Construction	SQ 1 (32 PAA)	SQ 2 (48 PAA)
Repair Mx Hangars (2/3)	6.5	9.9
Ramp Expansion		9.4
Refueling Hydrant Pits (8)		6.0
Planning/Design	0.7	2.5
Subtotal	7.2	27.8
Minor Construction		
Comm/Utility/Infrastructure	3.0	3.0
Subtotal	3.0	3.0
TOTAL	10.2	30.8

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FAIRCHILD SUMMARY

Template Used	KC-135
Precluding Factor	None
Plus Up Cost (Any KC-135 beddown)	12.1
Add One Squadron	
Major Construction	6.5
Minor Construction	3.0
Natural Infrastructure	0.3
Other Procurement	0.0
Planning & Design	0.7
Subtotal	10.5
Add Second Squadron	
Major Construction	25.3
Minor Construction	3.0
Natural Infrastructure	0.0
Other Procurement	0.0
Planning & Design	2.5
Subtotal	30.8
Total Cost for Two Squadrons	53.4

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GRAND FORKS OVERVIEW

	As of	30 Sep 2005	30 Sep 2011	End State
Assigned Weapon System Type(s) (MDS)		KC-135	KC-135	KC-X
Total PAA		44	30	32
# Flying Squadrons		4	2	2
Total Available Aircraft Parking Spaces		40	40	23
Unused Aircraft Parking Spaces		5	16	0
Template Used		KC-135		
Standard PAA Per Squadron		16		
Pre-Draw Down PAA		48		

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GRAND FORKS ESTIMATED CAPACITY AFTER 2011

Weapon System Type (MDS)	KC-X
Maximum Operational Capacity	32+ PAA

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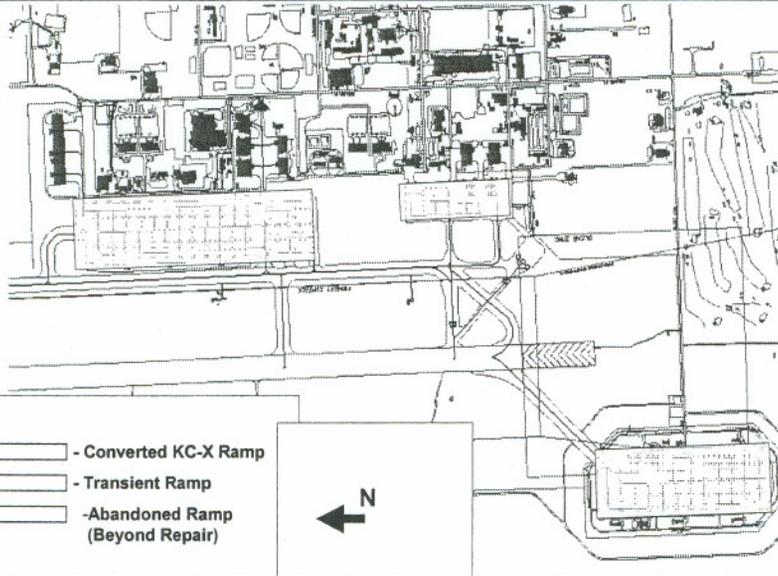
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GRAND FORKS RAMP LAYOUT



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GRAND FORKS SUMMARY

Template Used	KC-135
Precluding Factor	None
Plus-Up Cost	N/A
Add One Squadron	N/A
Add Second Squadron	N/A
Total Cost for Two Squadrons	N/A

- All Existing KC-135 Capacity Used for KC-X Beddown
- Flightline Acreage Available to Support Any Weapon System
 - New Construction Required in All Cases



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MACDILL OVERVIEW

As of	30 Sep 2005		30 Sep 2011		End State	
Assigned Weapon System Type(s) (MDS)	KC-135	C-37	KC-135	C-37	KC-X	C-37
Total PAA	12	3	30	3	32	3
# Flying Squadrons	1	1	2	1	2	1
Total Available Aircraft Parking Spaces	36	3	36	3	43	3
Unused Aircraft Parking Spaces	28	0	15	0	20	0
Template Used	KC-135					
Standard PAA Per Squadron	16					

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MACDILL OVERVIEW (CONT'D) TENANT FLYING UNITS

As of	30 Sep 2005		30 Sep 2011		
Tenant Flying Unit	Type AC	# Aircraft	# Parking Spaces Used	# Aircraft	# Parking Spaces Used
NOAA	Various	13	13	13	13
18th Air Support Operations Group (ACC)	Cessna-172	1	1	1	1

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MACDILL ESTIMATED CAPACITY AFTER 2011

Weapon System Type (MDS)	KC-X
Maximum Operational Capacity	80 PAA

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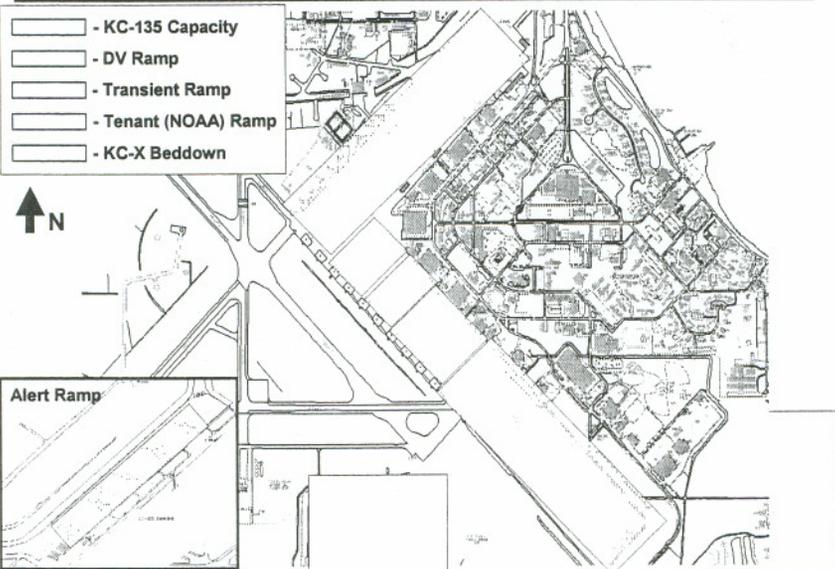
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MACDILL RAMP LAYOUT

-  - KC-135 Capacity
-  - DV Ramp
-  - Transient Ramp
-  - Tenant (NOAA) Ramp
-  - KC-X Beddown



Alert Ramp





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MACDILL ESTIMATED COSTS PER SQUADRON

Major Construction	SQ 1 (48 PAA)	SQ 2 (64 PAA)
MX Hangars (2)	28.8	
Corrosion Control	18.0	
Ramp Reconfiguration (w/Hydrants)	12.0	
JP-8 Bulk Storage	11.1	
Maintenance Training Facility	2.7	
Squad Ops/AMU	12.9	
Floodplain Mitigation	5.0	
Planning/Design	9.1	
Subtotal	99.6	
Minor Construction		
Comm/Utility/Infrastructure	6.0	
Subtotal	6.0	
TOTAL	105.6	N/A



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MACDILL SUMMARY

Template Used	KC-135
Precluding Factor	None
Plus Up Cost (KC-135 Beddown to 32 PAA)	28.4
Add One Squadron	
Major Construction	90.5
Minor Construction	6.0
Natural Infrastructure	0.3
Other Procurement	0.0
Planning & Design	9.1
Subtotal	105.9
Add Second Squadron	N/A
Total Cost for One Squadron	134.3



DOVER OVERVIEW

As of	30 Sep 05		30 Sep 2011		Notional 222 Buy	
	C-5	C-17	C-5	C-17	C-5	C-17
Assigned Weapon System Type(s) (MDS)	C-5	C-17	C-5	C-17	C-5	C-17
Total PAA	16	0	16	12	16	16
# Flying Squadrons	1	0	1	1	1	1
Total Available Aircraft Parking Spaces	13	18	13	18	13	18
Unused Aircraft Parking Spaces	0	18	0	8	0	4
Template Used	C-17					
Standard PAA Per Squadron	12					



DOVER ESTIMATED CAPACITY AFTER 2011

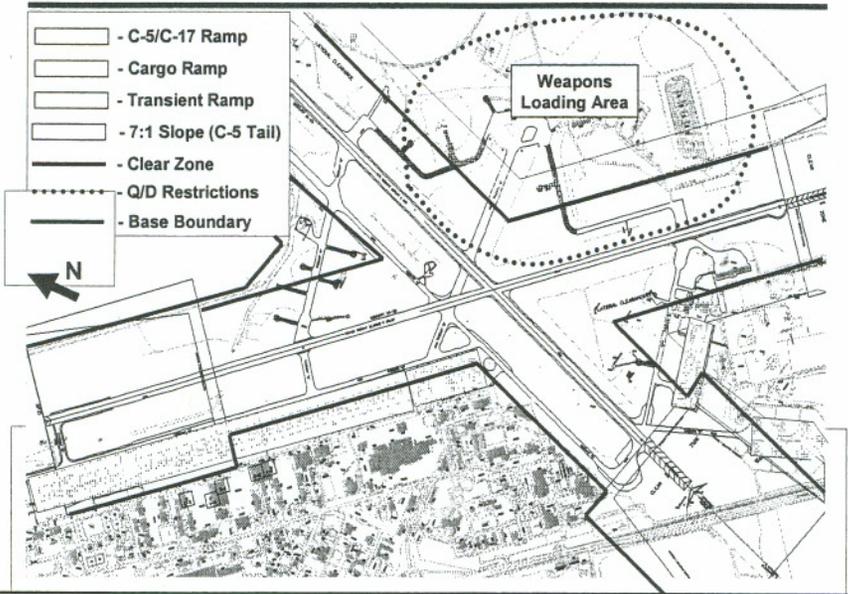
Weapon System Type (MDS)	C-17
Maximum Operational Capacity (Using C-5 Layout)	36 PAA
Maximum Operational Capacity (Reconfigured for C-17)	48 PAA

Does not include transient/alert ramps (110,000 SY) on south end of airfield. These areas will not support C-17 requirements based upon airfield criteria (clear zone violation).



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DOVER RAMP LAYOUT



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DOVER ESTIMATED COSTS PER SQUADRON

Major Construction	SQ 1 (24 PAA)	SQ 2 (36 PAA)
Mx Hangar	32.5	
Nose Dock	17.4	
Engine Shop	3.4	
Mx Training Facility	6.9	
Life Support	1.1	
Replacement Facilities	6.2	
AGE	1.3	
Simulator	5.0	
Squad Ops/AMU	13.5	
Reserve Squad Ops	8.2	
Planning/Design	9.6	
Subtotal	105.1	
Minor Construction		
Comm/Utility/Infrastructure	5.0	
Demo	1.8	
Subtotal	6.8	
Other Procurement	47.0	
TOTAL	158.9	NA



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DOVER SUMMARY

Template Used	C-17
Precluding Factor	None
Add One Squadron	
Major Construction	95.5
Minor Construction	6.8
Natural Infrastructure	0.3
Other Procurement	47.0
Planning & Design	9.6
Subtotal	159.2
Add Second Squadron	N/A
Total Cost for One Squadron	159.2

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MCCHORD OVERVIEW

	As of	30 Sep 2005	30 Sep 2011	Notional 222 Buy
Assigned Weapon System Type(s) (MDS)		C-17	C-17	C-17
Total PAA		48	42	48
# Flying Squadrons		4	4	4
Total Available Aircraft Parking Spaces		45	45	45
Unused Aircraft Parking Spaces		6	11	6
Template Used			C-17	
Standard PAA Per Squadron			12	
Pre-Draw Down PAA			48	

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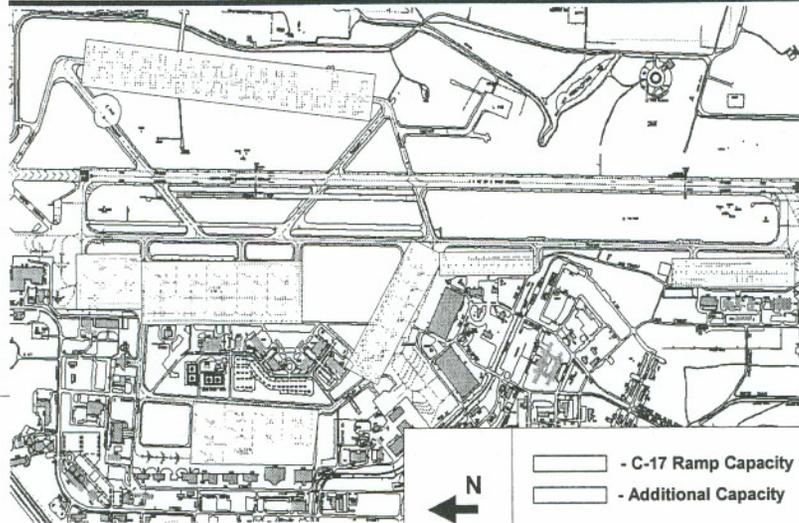
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MCCHORD CAPACITY



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MCCHORD ESTIMATED CAPACITY AFTER 2011

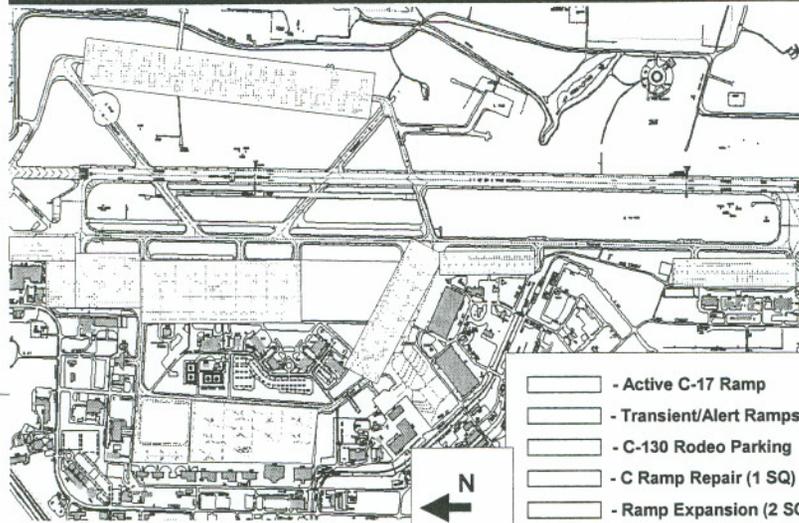
Weapon System Type (MDS)	C-17
Maximum Operational Capacity	60 PAA
Additional Capacity	175,000 SY *

*On C-130 Rodeo Ramp and former Alert ramps.



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MCCHORD RAMP LAYOUT



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MCCHORD ESTIMATED COSTS PER SQUADRON

Major Construction	SQ 1 (60 PAA)	SQ 2 (72 PAA)
Mx Hangar (1/3)	32.5	96.7
Fuel Cell	17.4	
Repair Corrosion Control		4.0
Apron	38.0	27.8
Refueling Hydrant Pits (9/9)	12.4	12.4
JP-8 Bulk Storage	13.3	13.3
Engine Shop	3.4	
Mx Training Facility		6.9
Refueler Mx/Parking	1.8	0.4
PMEL		1.4
Replacement Facilities	9.9	12.0
AGE	3.6	1.3
Simulator	5.0	4.3
Squad Ops/AMU	13.5	13.5
Reserve Squad Ops	8.2	8.2
Planning/Design	17.0	21.4
Subtotal	176.0	223.6
Minor Construction		
Environment Studies/Permits	1.1	
Comm/Utility Infrastructure	7.3	8.7
Road Restoration	0.5	0.5
Demo	1.8	3.0
Subtotal	10.7	12.2
Other Procurement	18.0	18.0
TOTAL	204.7	253.8



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MCCHORD SUMMARY

Template Used	C-17
Precluding Factor	None
Plus Up Costs (6 Aircraft)	0.0
Add One Squadron	
Major Construction	159.0
Minor Construction	10.7
Natural Infrastructure	0.3
Other Procurement	18.0
Planning & Design	17.0
Subtotal	205.0
Add Second Squadron	
Major Construction	202.2
Minor Construction	12.2
Natural Infrastructure	0.0
Other Procurement	18.0
Planning & Design	21.4
Subtotal	253.8
Total Cost for Two Squadrons	458.8

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MCGUIRE OVERVIEW

	As of 30 Sep 2005		30 Sep 2011		Notional 222 Buy	
	KC-10	C-17	KC-10	C-17	KC-10	C-17
Assigned Weapon System Type(s) (MDS)						
Total PAA	30	12	30	12	30	24
# Flying Squadrons	2	1	2	1	2	2
Total Available Aircraft Parking Spaces	28	10	28	10	28	20
Unused Aircraft Parking Spaces	3	0	3	0	3	0
Template Used						C-17
Standard PAA Per Squadron						12

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MCGUIRE OVERVIEW (CONT'D) TENANT FLYING UNITS

	As of	30 Sep 2005	30 Sep 2011		
Tenant Flying Unit	Type AC	# Aircraft	# Parking Spaces Used	# Aircraft	# Parking Spaces Used
ANG Tanker Unit	KC-135	16	16	16	16



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MCGUIRE ESTIMATED CAPACITY AFTER 2011

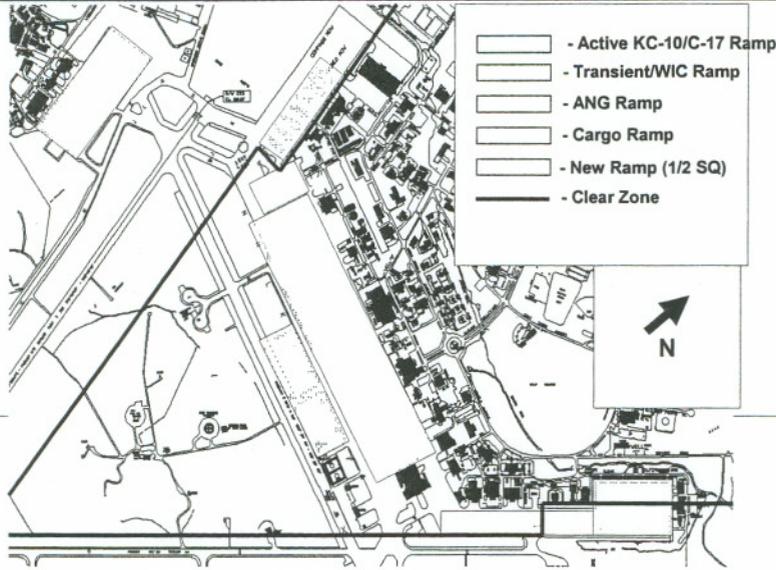
Weapon System Type (MDS)	C-17
Maximum Operational Capacity	48 PAA
Additional Capacity	165,000 SY *

* Includes five unused C-17 ramp spots and portions of the East Ramp outside of the Clear Zone. The East Ramp currently supports transient parking requirements for the AMC Weapons Instructor Course.



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MCGUIRE RAMP LAYOUT



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MCGUIRE ESTIMATED COSTS PER SQUADRON

	SQ 1 (24 PAA)	SQ 2 (36 PAA)
Major Construction		
Mx Hangar (1/1)	32.5	32.5
Nose Dock (1/2)	17.4	34.8
Corrosion Control		42.0
Ramp Expansion		11.6
Refueling Hydrant Pits (4/7)	6.0	10.5
Engine Shop		3.4
Life Support		1.1
Replacement Facilities	6.2	9.0
AGE	1.3	1.3
Simulator	5.5	4.2
Squad Ops/AMU	18.0	18.0
Reserve Squad Ops	8.8	8.8
Planning/Design	9.6	17.7
Subtotal	105.3	194.9
Minor Construction		
Comm/Utility/Infrastructure	7.0	8.0
Dem o	1.8	2.5
Subtotal	8.8	10.5
Other Procurement	18.0	18.0
TOTAL	132.1	223.4



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MCGUIRE SUMMARY

Template Used	C-17
Precluding Factor	None
Add One Squadron	
Major Construction	95.7
Minor Construction	8.8
Natural Infrastructure	0.3
Other Procurement	18.0
Planning & Design	9.6
Subtotal	132.4
Add Second Squadron	
Major Construction	177.2
Minor Construction	10.5
Natural Infrastructure	0.0
Other Procurement	18.0
Planning & Design	17.7
Subtotal	223.4
Total Cost for Two Squadrons	355.8

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TRAVIS OVERVIEW

As of	30 Sep 2005			30 Sep 2011			Notional 222 Buy		
Assigned Weapon System	KC-10	C-5	C-17	KC-10	C-5	C-17	KC-10	C-5	C-17
Total PAA	24	16	0	24	16	12	24	16	16
# Flying Squadrons	2	1	0	2	1	1	2	1	1
Total Available Aircraft Parking Spaces	20	13	29	20	13	29	20	13	29
Unused Aircraft Parking Spaces	0	0	29	0	0	19	0	0	15
Template Used	C-17								
Standard PAA Per Squadron	12								

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TRAVIS OVERVIEW (CONT'D) TENANT FLYING UNITS

	As of	30 Sep 2005	30 Sep 2011		
Tenant Flying Unit	Type AC	# Aircraft	# Parking Spaces Used	# Aircraft	# Parking Spaces Used
Coast Guard	HC-130	0	0	4	4
Navy TACAMO	E-6B	2	2	2	2

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TRAVIS ESTIMATED CAPACITY AFTER 2011

Weapon System Type (MDS)	C-17
Maximum Operational Capacity	72 PAA
Additional Capacity	370,000 SY *

*Represents 19 unused C-17 spots on primary ramp after determining max operational capacity.

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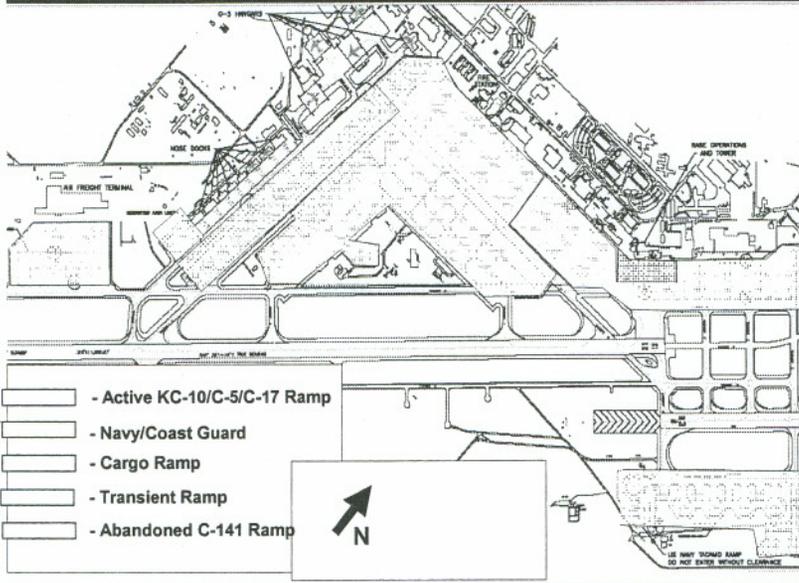
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TRAVIS RAMP LAYOUT



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TRAVIS ESTIMATED COSTS PER SQUADRON

Major Construction	SQ 1 (24 PAA)	SQ 2 (36 PAA)
Mx Hangar	32.5	32.5
Nose Dock	17.4	34.8
Corrosion Control		46.0
Engine Shop		3.4
Life Support		1.1
Replacement Facilities	6.2	9.0
AGE	1.3	1.3
Simulator	5.0	4.2
Squad Ops/AMU	19.2	19.2
Reserve Squad Ops	8.2	8.2
Planning/Design	9.0	16.0
Subtotal	98.8	175.7
Minor Construction		
Comm/Utility/Infrastructure	5.0	8.0
Demo	1.8	2.5
Subtotal	6.8	10.5
Other Procurement	18.0	18.0
TOTAL	123.6	204.2



TRAVIS SUMMARY

Template Used	C-17
Precluding Factor	None
Add One Squadron	
Major Construction	89.8
Minor Construction	6.8
Natural Infrastructure	0.3
Other Procurement	18.0
Planning & Design	9.0
Subtotal	123.9
Add Second Squadron	
Major Construction	159.7
Minor Construction	10.5
Natural Infrastructure	0.0
Other Procurement	18.0
Planning & Design	16.0
Subtotal	204.2
Total Cost for Two Squadrons	328.1



POPE OVERVIEW

	As of	30 Sep 2005	30 Sep 2011
Assigned Weapon System Type(s) (MDS)		C-130E	C-130E/J
Total PAA		28	28
# Flying Squadrons		2	2
Total Available Aircraft Parking Spaces		30	30
Unused Aircraft Parking Spaces		7	7
Template Used		C-130J	
Standard PAA Per Squadron		16	



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POPE OVERVIEW (CONT'D) TENANT FLYING UNITS

Tenant Flying Unit	Type AC	As of		30 Sep 2011	
		30 Sep 2005	# Aircraft	# Aircraft	# Parking Spaces Used
ACC Fighter Unit	A-10	36	36	36	36
Army Golden Knights	C-31	2	5	2	5
	UV-18	2		2	
	UV-20	1		1	
Various Other Units	C-208	2	6	2	6
	PC-6	1		1	
	CN-235	1		1	
	DHC-6	1		1	
	T-34	1		1	

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POPE ESTIMATED CAPACITY AFTER 2011

Weapon System Type (MDS)	C-130
Maximum Operational Capacity (With A-10s Assigned)	32 PAA
Maximum Operational Capacity (With A-10s Relocated)	64 PAA *

*Leaves 80,000 SY of unused ramp space on former A-10 Ramp to support Joint requirements

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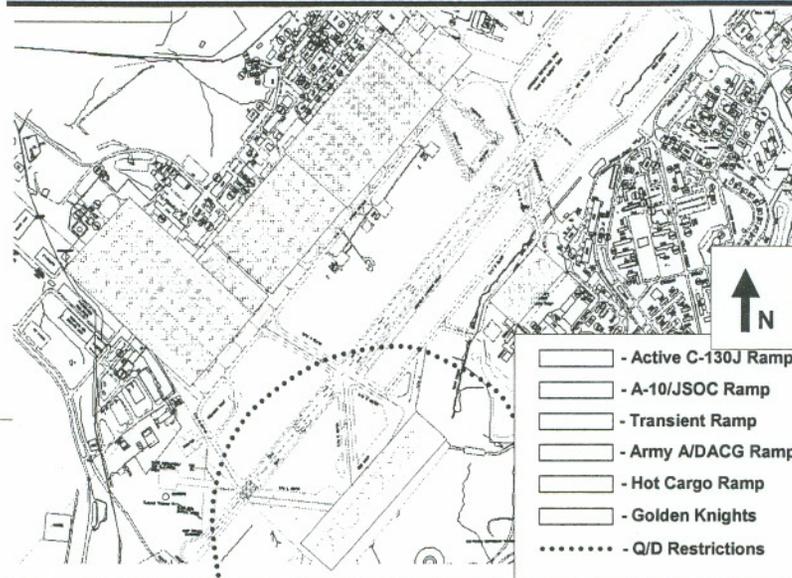
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POPE RAMP LAYOUT



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POPE ESTIMATED COSTS PER SQUADRON

Major Construction	SQ 1 (48 PAA)	SQ 2 (64 PAA)
Mx Hangar (3/2)	42.0	28.0
Corrosion Control		18.0
Ramp Reconfiguration w/Hydrants	9.0	12.0
Engine Shop		3.4
Life Support		1.1
Replacement Facilities	8.0	6.0
AGE		1.3
Simulator		5.0
Squad Ops/AMU		13.0
Planning/Design	5.9	8.8
Subtotal	64.9	96.6
Minor Construction		
Comm/Utility/Infrastructure	5.0	5.0
Demo	2.7	1.8
Subtotal	7.7	6.8
Other Procurement	0.0	22.0
TOTAL	72.6	125.4



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POPE SUMMARY (WITH A-10s REALIGNED)

Precluding Factor	On-Base Land
Plus-Up Cost (4 Aircraft)	0.0
Add One Squadron	
Major Construction	59.0
Minor Construction	7.7
Natural Infrastructure	0.3
Other Procurement	0.0
Planning/Design	5.9
Subtotal	72.9
Add Second Squadron	
Major Construction	87.8
Minor Construction	6.8
Natural Infrastructure	0.0
Other Procurement	22.0
Planning/Design	8.8
Subtotal	125.4
Total Cost for Two Squadrons	198.3

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SCOTT OVERVIEW

As of	30 Sep 2005	30 Sep 2011
Assigned Weapon System Type(s) (MDS)	C-21	C-21
Total PAA	14	14
# Flying Squadrons	1	1
Total Available Aircraft Parking Spaces	40	40
Unused Aircraft Parking Spaces	28	28
Template Used	C-21	
Standard PAA Per Squadron	12	

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SCOTT OVERVIEW (CONT'D) TENANT FLYING UNITS

	As of	30 Sep 2005	30 Sep 2011		
Tenant Flying Unit	Type AC	# Aircraft	# Parking Spaces Used	# Aircraft	# Parking Spaces Used
ANG Tanker Unit	KC-135	8	10	8	10
AFRC OSA Unit	C-9 C-40	3 0	3	3 3	6

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SCOTT ESTIMATED CAPACITY AFTER 2011

Weapon System Type (MDS)	C-40	C-21
Maximum Operational Capacity	8 PAA	24 PAA
Additional Capacity	30,000 SY *	

*Additional ramp available after space allocated to C-40s/C-21s

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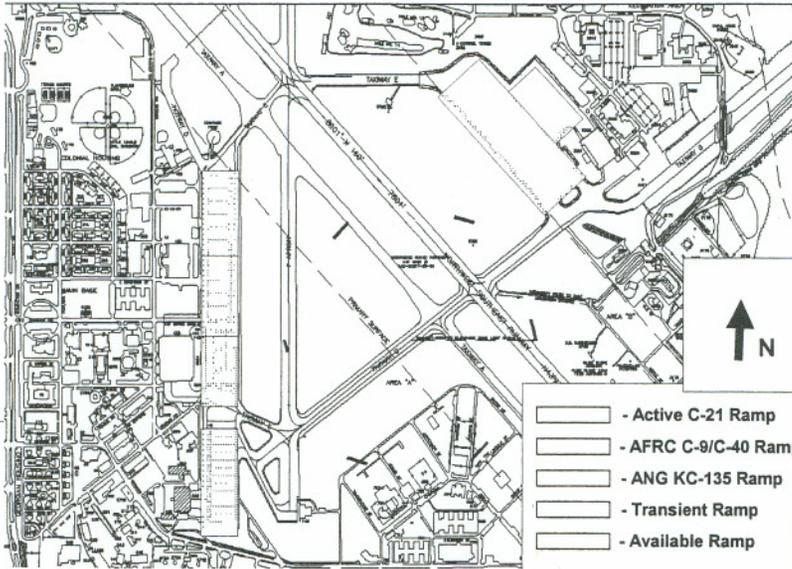
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SCOTT RAMP LAYOUT



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SCOTT ESTIMATED COSTS PER SQUADRON

Major Construction	SQ 1 (24 PAA)
Upgrade Mx Hangars (2)	12.6
Squad Ops	8.2
Planning/Design	2.8
Subtotal	23.6
Minor Construction	
Repair Fuel Cell	1.1
Comm/Utility/Infrastructure	4.2
Subtotal	5.3
Other Procurement	0.0
TOTAL	28.9



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SCOTT SUMMARY

Template Used	C-21
Precluding Factor	None
Plus Up Cost	N/A
Add One Squadron (24 PAA)	
Major Construction	20.8
Minor Construction	5.3
Natural Infrastructure	0.3
Other Procurement	0.0
Planning & Design	2.8
Subtotal	29.2
Add Second Squadron	N/A
Total Cost for One Squadron	29.2

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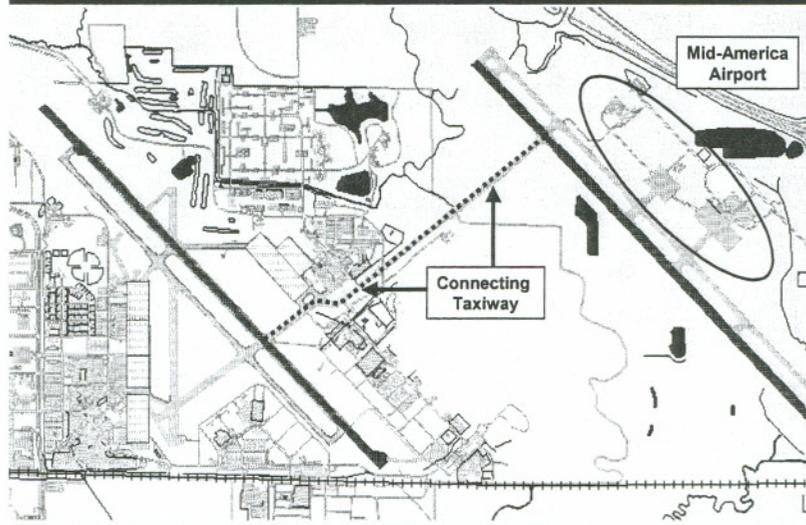
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GROWTH OPPORTUNITY MID-AMERICA AIRPORT



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COMMAND SUMMARY (1 of 2)

BASE	MDS	TOTAL PAA	TOTAL PARKING SPACES	UNUSED PARKING SPACES	PLUS-UP COSTS	1 SQ COST	2 SQ COST	TOTAL COST
Andrews	SAM	33	37	0	0	N/A	N/A	N/A
Charleston	C-17	46	40	3	0	N/A	N/A	N/A
McConnell	KC-135	58	55	9	0	N/A	N/A	N/A
Fairchild	KC-135 KC-X	16	70	58	12.1	10.5	30.8	53.4
Grand Forks	KC-135	30	40	16	N/A	N/A	N/A	N/A
MacDill	KC-135 C-37	33	39	15	28.4	105.9	N/A	129.3



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COMMAND SUMMARY (2 of 2)

BASE	MDS	TOTAL PAA	TOTAL PARKING SPACES	UNUSED PARKING SPACES	PLUS-UP COSTS	1 SQ COST	2 SQ COST	TOTAL COST
Dover	C-5 C-17	28	31	8	0	159.2	N/A	159.2
McChord	C-17	42	35	1	0	205.0	253.8	458.8
McGuire	KC-10 C-17	42	38	3	0	132.4	223.4	355.8
Travis	KC-10 C-5 C-17	52	62	19	0	123.9	204.2	328.1
Pope	C-130	28	30	7	0	72.9	125.4	198.3
Scott	C-21	14	40	28	0	29.2	N/A	29.2

BACK-UP SLIDES



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ANDREWS NATURAL INFRASTRUCTURE

Natural Infrastructure	Exists (Y), Added (A), Precluding Factor (N)	Steps required to add capacity or reasons for precluding factor	Cost (\$M)
Capacity Requirements to add one unit:			
Air	Y	Non-Attainment Area (Moderate)	N/A
AICUZ	Y	Update AICUZ for New Mission	N/A
Surface Land Access	Y	Site Specific Wetlands/Cultural Resource Concerns	N/A
Water Access	Y	No Concerns, Public Source	N/A
Water Discharge	Y	Negotiate Volume Increase w/POTW	N/A
Planning	Y	Environmental Assessment (or EIS) for New Mission	N/A
Total Natural Infrastructure Capacity Cost			N/A
Capacity Requirements to add second unit:			
Air		Same as Above	
AICUZ		Same as Above	
Surface Land Access		Same as Above	
Water Access		Same as Above	
Water Discharge		Same as Above	
Planning		Same as Above	
Total Natural Infrastructure Capacity Cost			N/A



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CHARLESTON NATURAL INFRASTRUCTURE

Natural Infrastructure	Exists (Y), Added (A), Precluding Factor (N)	Steps required to add capacity or reasons for precluding factor	Cost (\$M)
Capacity Requirements to add one unit:			
Air	Y	N/A	N/A
AICUZ	Y	N/A	N/A
Surface Land Access	Y	No Land Available for Development	N/A
Water Access	Y	N/A	N/A
Water Discharge	Y	N/A	N/A
Planning	Y	N/A	N/A
Total Natural Infrastructure Capacity Cost			N/A
Capacity Requirements to add second unit:			
Air		Same as Above	
AICUZ		Same as Above	
Surface Land Access		Same as Above	
Water Access		Same as Above	
Water Discharge		Same as Above	
Planning		Same as Above	
Total Natural Infrastructure Capacity Cost			N/A

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MCCONNELL NATURAL INFRASTRUCTURE

Natural Infrastructure	Exists (Y), Added (A), Precluding Factor (N)	Steps required to add capacity or reasons for precluding factor	Cost (\$M)
Capacity Requirements to add one unit:			
Air	Y	N/A	N/A
AICUZ	Y	N/A	N/A
Surface Land Access	Y	No Land Available for Development	N/A
Water Access	Y	N/A	N/A
Water Discharge	Y	N/A	N/A
Planning	Y	N/A	N/A
Total Natural Infrastructure Capacity Cost			N/A
Capacity Requirements to add second unit:			
Air		Same as Above	
AICUZ		Same as Above	
Surface Land Access		Same as Above	
Water Access		Same as Above	
Water Discharge		Same as Above	
Planning		Same as Above	
Total Natural Infrastructure Capacity Cost			N/A

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FAIRCHILD NATURAL INFRASTRUCTURE

Natural Infrastructure	Exists (Y), Added (A), Precluding Factor (N)	Steps required to add capacity or reasons for precluding factor	Cost (\$M)
Capacity Requirements to add one unit:			
Air	Y	Attainment Area	N/A
AICUZ	Y	Update AICUZ	0.1
Surface Land Access	Y	No Concerns	N/A
Water Access	Y	No Concerns, Public Source	N/A
Water Discharge	Y	Negotiate Volume Increase w/POTW	Unknown
Planning	Y	Modify KC-135 Environmental Assessment	0.2
Total Natural Infrastructure Capacity Cost			0.3
Capacity Requirements to add second unit:			
Air		Same as Above	
AICUZ		Same as Above	
Surface Land Access		Same as Above	
Water Access		Same as Above	
Water Discharge		Same as Above	
Planning		Same as Above	
Total Natural Infrastructure Capacity Cost			N/A

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GRAND FORKS NATURAL INFRASTRUCTURE

Natural Infrastructure	Exists (Y), Added (A), Precluding Factor (N)	Steps required to add capacity or reasons for precluding factor	Cost (\$M)
Capacity Requirements to add one unit:			
Air	Y	Attainment Area	N/A
AICUZ	Y	Update AICUZ for New Mission	N/A
Surface Land Access	Y	No Concerns	N/A
Water Access	Y	No Concerns, Public Source	N/A
Water Discharge	Y	FOTW w/Excess Capacity, No Concerns	N/A
Planning	Y	Environmental Assessment (or EIS) for New Mission	N/A
Total Natural Infrastructure Capacity Cost			N/A
Capacity Requirements to add second unit:			
Air		Same as Above	
AICUZ		Same as Above	
Surface Land Access		Same as Above	
Water Access		Same as Above	
Water Discharge		Same as Above	
Planning		Same as Above	
Total Natural Infrastructure Capacity Cost			N/A

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MACDILL NATURAL INFRASTRUCTURE

Natural Infrastructure	Exists (Y), Added (A), Precluding Factor (N)	Steps required to add capacity or reasons for precluding factor	Cost (\$M)
Capacity Requirements to add one unit:			
Air	Y	Attainment Area	N/A
AICUZ	Y	Update AICUZ	0.1
Surface Land Access	Y	Additional Costs Due to Floodplain Construction	Unknown
Water Access	Y	No Concerns, Public Source	N/A
Water Discharge	Y	FOTW w/Excess Capacity, No Concerns	N/A
Planning	Y	Modify KC-135 Environmental Assessment	0.2
Total Natural Infrastructure Capacity Cost			0.3
Capacity Requirements to add second unit:			
Air		Same as Above	
AICUZ		Same as Above	
Surface Land Access		Same as Above	
Water Access		Same as Above	
Water Discharge		Same as Above	
Planning		Same as Above	
Total Natural Infrastructure Capacity Cost			N/A

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DOVER NATURAL INFRASTRUCTURE

Natural Infrastructure	Exists (Y), Added (A), Precluding Factor (N)	Steps required to add capacity or reasons for precluding factor	Cost (\$M)
Capacity Requirements to add one unit:			
Air	Y	Changed from Severe to Moderate Non-Attainment	N/A
AICUZ	Y	Update AICUZ, Displaced Threshold for Noise	0.1
Surface Land Access	Y	No Concerns	N/A
Water Access	A	Negotiate Ground Withdrawal Permit Limits	Unknown
Water Discharge	Y	Negotiate Volume Increase w/POTW	Unknown
Planning	Y	Modify C-17 Environmental Assessment	0.2
Total Natural Infrastructure Capacity Cost			0.3
Capacity Requirements to add second unit:			
Air		Same as Above	
AICUZ		Same as Above	
Surface Land Access		Same as Above	
Water Access		Same as Above	
Water Discharge		Same as Above	
Planning		Same as Above	
Total Natural Infrastructure Capacity Cost			N/A

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MCCHORD NATURAL INFRASTRUCTURE

Natural Infrastructure	Exists (Y), Added (A), Precluding Factor (N)	Steps required to add capacity or reasons for precluding factor	Cost (\$M)
Capacity Requirements to add one unit:			
Air	Y	Attainment Area	N/A
AICUZ	Y	Update AICUZ	0.1
Surface Land Access	Y	No Concerns	N/A
Water Access	Y	No Concerns, Public Source	N/A
Water Discharge	Y	Negotiate Volume Increase w/POTW	Unknown
Planning	Y	Modify C-17 Environmental Assessment	0.2
Total Natural Infrastructure Capacity Cost			0.3
Capacity Requirements to add second unit:			
Air		Same as Above	
AICUZ		Same as Above	
Surface Land Access		Same as Above	
Water Access		Same as Above	
Water Discharge		Same as Above	
Planning		Same as Above	
Total Natural Infrastructure Capacity Cost			N/A

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MCGUIRE NATURAL INFRASTRUCTURE

Natural Infrastructure	Exists (Y), Added (A), Precluding Factor (N)	Steps required to add capacity or reasons for precluding factor	Cost (\$M)
Capacity Requirements to add one unit:			
Air	Y	Changed from Severe to Moderate Non-Attainment	N/A
AICUZ	Y	Update AICUZ	0.1
Surface Land Access	Y	No Concerns	N/A
Water Access	A	Negotiate Ground Withdrawal Permit Limits	Unknown
Water Discharge	Y	Negotiate Volume Increase w/POTW	Unknown
Planning	Y	Modify C-17 Environmental Assessment	0.2
Total Natural Infrastructure Capacity Cost			0.3
Capacity Requirements to add second unit:			
Air		Same as Above	
AICUZ		Same as Above	
Surface Land Access		Same as Above	
Water Access		Same as Above	
Water Discharge		Same as Above	
Planning		Same as Above	
Total Natural Infrastructure Capacity Cost			N/A

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TRAVIS NATURAL INFRASTRUCTURE

Natural Infrastructure	Exists (Y), Added (A), Precluding Factor (N)	Steps required to add capacity or reasons for precluding factor	Cost (\$M)
Capacity Requirements to add one unit:			
Air	Y	Upgraded to Attainment Area (1 Hour Standard)	N/A
AICUZ	Y	Update AICUZ	0.1
Surface Land Access	Y	No Concerns	N/A
Water Access	A	Combination Source, Negotiate Withdrawal Permit	Unknown
Water Discharge	Y	Negotiate Volume Increase w/POTW	Unknown
Planning	Y	Modify C-17 Environmental Assessment	0.2
Total Natural Infrastructure Capacity Cost			0.3
Capacity Requirements to add second unit:			
Air		Same as Above	
AICUZ		Same as Above	
Surface Land Access		Same as Above	
Water Access		Same as Above	
Water Discharge		Same as Above	
Planning		Same as Above	
Total Natural Infrastructure Capacity Cost			N/A

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POPE NATURAL INFRASTRUCTURE

Natural Infrastructure	Exists (Y), Added (A), Precluding Factor (N)	Steps required to add capacity or reasons for precluding factor	Cost (\$M)
Capacity Requirements to add one unit:			
Air	Y	Non-Attainment Area (Basic)	N/A
AICUZ	Y	Update AICUZ	0.1
Surface Land Access	Y	No Concerns	N/A
Water Access	Y	No Concerns, Public Source	N/A
Water Discharge	Y	Negotiate Volume Increase w/POTW	Unknown
Planning	Y	Modify C-130 Environmental Assessment	0.2
Total Natural Infrastructure Capacity Cost			N/A
Capacity Requirements to add second unit:			
Air		Same as Above	
AICUZ		Same as Above	
Surface Land Access		Same as Above	
Water Access		Same as Above	
Water Discharge		Same as Above	
Planning		Same as Above	
Total Natural Infrastructure Capacity Cost			N/A

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SCOTT NATURAL INFRASTRUCTURE

Natural Infrastructure	Exists (Y), Added (A), Precluding Factor (N)	Steps required to add capacity or reasons for precluding factor	Cost (\$M)
Capacity Requirements to add one unit:			
Air	Y	Non-Attainment Area (Moderate)	N/A
AICUZ	Y	Update AICUZ	0.1
Surface Land Access	Y	No Concerns	N/A
Water Access	Y	No Concerns, Public Source	N/A
Water Discharge	Y	FOTW w/Excess Capacity, No Concerns	N/A
Planning	Y	Update C-21 Environmental Assessment	0.2
Total Natural Infrastructure Capacity Cost			0.3
Capacity Requirements to add second unit:			
Air		Same as Above	
AICUZ		Same as Above	
Surface Land Access		Same as Above	
Water Access		Same as Above	
Water Discharge		Same as Above	
Planning		Same as Above	
Total Natural Infrastructure Capacity Cost			N/A

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