

Inquiry Response

Re: BI-0122 (CT-0505) Air Force Real Property Records Data

Requester: Defense Base Closure & Realignment Commission
(Mr Ken Small / Mr Art Beauchamp)

Statement: DOD data call question # 8, "Ramp/Apron Space" cites as a source/reference Real Property records. The designated source/reference for the data are the Base real property records. Amplification 1 (d) reiterates that the Base Real Property Records are the source for definition of "Own/Controlled or Access Only to Runway."

Response: In order to understand Question #8's response, it is necessary to understand that the amplification does not make sense without first understanding the question. The question defines "controlled" and "access" as follows as reprinted from the actual question:

“Controlled” includes land/property used by DoD under lease, license, permit, etc.

“Access” includes land/property for which an agreement/easement is in effect between the DoD and the owner (such as ANG/AFRC use of civilian airports), but primary control rests with the owner, not DoD.

The USAF amplification describes all the resources to be used to determine the answer:

- (a) Installation Operations Support Squadron: Flight Information Pamphlets (FLIP):
“Ramp Identifier”, “Restrictions”
- (b) Installation Civil Engineer Squadron: Most current AFCESA Pavement Evaluation/Condition Report/Survey: “PCN”, “PCI”, “Date of Evaluation”
- (c) Existing Record Drawings or Physical Verification: “Area”, “Pavement Type”,
“Closed”, “Serviceable”
- (d) Base Real Property Records: “Own/Controlled or Access Only to Runway”
- (e) Coordinate with both the installation Operations Support Squadron and Civil Engineer Squadron to provide/validate answers.

"Own/controlled or Access only to runway? ("O" or "A") (List Values: O, A)," therefore, refers to whether the Air Force used property is "DoD under lease, license, permit, etc." The response in this case would be "O" for owned. If the Air Force has "land/property for which an agreement/easement is in effect between the DoD and the owner," the response would be "A" for access. This "owned" or "access" detail is annotated in the real property records.

Questions:

1. Do Real Property Records specifically indicate "access" to a runway?

Response: As noted by the response to the statement above, the word "access" does not refer to physical access, but rather real estate in which a joint memorandum of agreement is made between a civil organization and the DoD without actual monetary consideration exchanged.

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2. At all installations where Air Force, Air National Guard, or Air Force Reserve units use taxiways and runways owned by others, must the Air Force Real Property Records detail access to common airfield pavements where the local Tower provides Ground Control and Local Area Control?

Response: No, the Air Force Real Property Records do not detail access to common airfield pavements given the intent of this question. The MAJCOMs assessed, considered and presented actual access of buildings and ramps as regards airfield operation. The MAJCOMs presented their conclusions to the BCEG in their capacity briefs presented the week of 24 August 2004.

3. Do the Real Property Records for the 110th Fighter Wing (ANG), Battle Creek Air National Guard Base specifically state access to taxiways and runways used by the 110th FW mission aircraft or transient aircraft visiting the 110th FW?

Response: The answers for all four ramps reported by 110 FW based at W.K. Kellogg Airport Air Guard Station, Michigan, was "O" to indicate the ANG controls by "lease, license, permit, etc." 131,358 square yards of ramp space. Kellogg APT AGS, under the Fighter MCI received 25 points for having ramp space in excess of 66,000 square yards (minimum of one 24 PAA squadron's worth of ramp space) and less than 198,000 square yards (minimum of two 24 PAA squadrons worth of ramp space).

Approved.



DAVID L. JOHANSEN, Lt Col, USAF
Executive Officer, Base Realignment and Closure