DCN 170

Joint Cross-Service Group on Undergraduate Pilot Training

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SECTION ONE

SUMMARY

BRAC 95 Joint Cross-Service Group on Undergraduate Pilot Training (UPT)

Functional Analysis Process Summary

Executive Summary

Section 1. Introduction/Background

The overall objective of the UPT Joint Cross-Service Group (JCSG) was to provide feasible UPT base realignment and closure alternatives for consideration by the Military Departments and OSD. Inherent in achieving this objective was the Secretary's guidance to "strive to: retain in only one Service militarily unique capabilities used by two or more Services; consolidate workload across the Services to reduce capacity; and assign operational units from more than one Service to a single base." The following key concerns drove the alternative development process:

- Ensure the Department retains enough capacity to train quality aircrews in numbers sufficient to meet the requirements of our military strategy.

- Enhance safe and efficient training operations by making sure training functions at each base are compatible.

- Minimize, to the extent possible, the long-term costs of basing infrastructure and the near-term costs of transition from current to future basing structures.

- Retain, to the extent practical, as much "inherent value" as possible in the proposed basing alternatives, in terms of both overall military capability (i.e., military value) and flight training functions (i.e., functional value).

Finally, the alternatives proposed should be consistent with DoD policies on cross-service - "joint"- flight training and should be compatible with safe, effective, and efficient training practices.

Section 2. Joint Cross-Service Functional Analysis Process Summary

The JCSG, chaired by the Deputy Under Secretary of Defense for Readiness, was comprised of representatives from each Military Department and pertinent OSD offices. A joint study team (JST) directly supported the JCSG and included personnel with BRAC and aviation operational expertise. The JCSG closely supervised the JST's work and development of products, providing detailed direction and step-by-step approval throughout the process.

The overall analytical framework consisted of first establishing the project's scope, followed by development of data standards, data collection, policy constraint determination, data reduction and modeling, model output and model based analysis, and generation of alternative basing options.

Data standardization was the process "capstone." Standards were developed which allowed equitable measurement across the three Military Departments despite their different missions, training practices, and Service culture.

The JCSG strictly followed the Joint Internal Control Plan in conducting its activities. Internal controls were maintained with participation on a by-name, in-writing, and need-to-know basis. All data collected was formally tasked through the Military Department BRAC offices, and only certified data provided in response to official JCSG tasking was used in the analysis. The JCSG briefed both the BRAC 95 Steering Group and Review Group at key stages throughout its analytical process obtaining both validation and approval of its efforts and concurrence with future plans.

The JCSG used certified data to determine relative merit/functional value for each UPT function (e.g., flight screening, primary pilot, airlift/tanker, etc.) at each potential site and the capacity of each site by function. Policy considerations were incorporated into the process. A linear programming optimization model was used as a tool to enable the JCSG to focus on a set of rational alternatives. Constraints derived from policy imperatives and military judgment were also applied to the model, further limiting the plausible alternatives. Finally, additional analysis, using the modeling efforts as a baseline, was used to develop three alternatives. An effort was made to reduce moves of functions to new sites and to consolidate functions at the minimum number of sites feasible.

The alternatives, which proposed closure of three, four and five UPT sites respectively, were delivered to the Military Departments. The Military Departments recommended closing two and realigning one of the five sites identified in the JCSG's alternatives. Functionally, three UPT sites would be closed by the Military Departments' recommendations.

Section 3. Description of Functional Analyses Summary

The JCSG on UPT first determined the scope of its work and the installations to be considered in its analyses (Appendix 1). An extensive data call was then developed to collect standardized data from the Military Departments to facilitate analysis of both training capacity and military/functional value. In developing the data call, the JCSG chose to be comprehensive with respect to the level of detail and breadth of data required. A key consideration was the necessity to ensure compatibility of data across the three Military Departments. Where appropriate, tables and specific formulas were provided with the questions to ensure uniformity of response.

The UPT JCSG developed ten functional categories (e.g., flight screening, primary pilot, airlift tanker, etc.) based on training practices, training pipelines, and policies. It was determined that non-UPT functions performed at some of the installations would be considered through the combined analyses of functional value and installation military value conducted by the JCSG and the Military Departments, respectively, in the "iterative" process. Next a site/function constraint matrix was developed based on military judgment, to avoid analysis of illogical alternatives (Appendix 2).

The JCSG developed thirteen Measures of Merit (e.g., airfields, airspace and flight training areas, weather, etc.) for each of the ten functional areas. Each measure of merit for each functional area was linked to specific data call questions. A total of 100 points was assigned to each functional area. A weighted distribution of points, based on specific rationale, was then made among the thirteen measures of merit for each function. The primary pilot training function was used as the baseline for the other more-advanced functions in determining the point distribution. Finally, questions were developed which facilitated the assignment of points for each measure. Once again these questions were weighted (assigned varying point values) based on specific rationale developed with sound military judgment. Data sheets were compiled for each function at each site and loaded into the weighted multi-criterion Decision Pad (D-Pad) model which aggregated the data and assigned each site a rating from 0.0 to 10.0 for up to ten functions. Sites were not rated for functions excluded by the site/function constraint matrix. The JCSG reviewed and approved functional value data (generated by D-Pad) and delivered it to the Military Departments.

A Capacity Analysis Matrix was developed to capture the critical resource factors (e.g., airfield ops, airspace, ground training, etc.) inherent in UPT. Each factor was then measured for 1) historical use to determine a rational baseline, 2) requirements -- programmed training and graduates per year, 3) required capacity, 4) maximum available capacity, and 5) excess capacity. Additionally, the pertinent Data Call questions and any formulas used in the analysis were annotated on the Matrix. A copy of the Capacity Analysis Matrix is provided at Appendix 3. It should be noted that training sorties, hangars, maintenance, supply/storage, housing and messing were eliminated from the final capacity analysis computations (rationale at Appendix 3). Federal Aviation (FAA) standards provided the basis to determine the site capacities for airfield operations. Finally, helicopter airfield operations were normalized with fixed-wing airfield operation on a 5.4 to 1 ratio for comparative purposes.

Several key non-BRAC policy considerations were integrated into the analysis. The planned acquisition of the Joint Primary Aircraft Training System (JPATS) was overlaid on the JCSG's process from the outset. A key component of this policy was a runway length requirement for JPATS of 5,000 ft. The Deputy Secretary of Defense approved the "Joint Fixed-Wing Training Initiative" in September 1994, allowing the inclusion of several additional policy changes in the JCSG's analysis. Among these were joint navigator training, joint electronic warfare officer training, USN training for all multi-engine prop pilots, and USAF training for all multi-engine jet pilots. Finally, it was resolved that the external non-BRAC policies of 1) separate flight screening for Air Force pilots, 2) fixed-wing training for USN, USMC, and USAF

helicopter pilots, and 3) mix of trainer aircraft (e.g., JPATS and T-34C's) would remain as currently practiced or planned. Lastly, the JCSG anticipated that the issue of retention of two helicopter training centers (NAS Whiting Field and AATC Fort Rucker) or function collocation (and potential consolidation) at one site would be addressed in the final BRAC process.

Results of the capacity and functional value analyses were combined to form the "Resource Table" (Appendix 4) which was used for all follow-on analyses. Resources were determined by both site capacities and as a requirement per student. The Resource Table was adjusted to normalize airfield operations between light and heavy trainer aircraft.

Military values for the installations in the UPT category were received from the Military Departments for incorporation into the JCSG's analyses -- in particular for use in the Optimization Model. Of the twelve installations in the UPT category, only three sites were given less than the highest value, on a scale of 1 to 3.

The linear programming "Optimization" Model was used by the JCSG as a tool to limit the number of feasible site-closure alternatives to a minimum set of reasonable alternatives. Model based analyses commenced with an unconstrained functional value or "MAXFV" run. Termed "unconstrained," because no relative military values, costs, operational considerations, or joint training initiatives were figured into the computation, the results had limited value. This model run did derive the theoretical highest possible functional value. It also validated expectations, given relative functional values and capacities for the various sites (helicopter function accommodated at Fort Rucker, flight screening function migrated from the Air Force Academy and Hondo Municipal Airport to Reese AFB, etc.).

Next the model was run for minimum sites or "MINSITE" with a five percent weight on functional value and three initial rules: 1) flight screening would not be performed/collocated with any other function, 2) primary and advanced NAV/NFO, advanced NFO strike, and advanced NFO panel functions would be joint/single-sited, and 3) no function would be spread or fractionalized smaller than a "notional" smallest squadron.

A "sensitivity analysis" was conducted to refine the potential feasible solutions based on potential site closures (long-term cost savings) and number of function moves to new sites (short-term costs). This sensitivity analysis (Appendix 5) established benchmarks for comparisons with model runs that included military value considerations.

Model runs were then undertaken which minimized the number of sites while maximizing military value (MINNMV). "Best," "second best," and "third best" outcomes were derived. Based on evaluation of the results, a fourth rule was established: flight screening was limited to the Air Force Academy and Hondo sites and the primary pilot function was limited to four sites.

MINNMV was run again with this fourth rule applied and named MIN PRIME. It closed three sites and required eight functional moves to new sites. The JCSG decided to use MIN PRIME results as the basis for a three-site closure alternative.

Next, using MIN PRIME results as a baseline, the model was run again after first transferring the airspace and outlying field generated airfield operations capacity from two of the three closed sites in the baseline to remaining sites in close proximity. This model run, named MIN PRIME 2, closed four sites and required nine functional moves to new sites.

Using the four-site closure results of MIN PRIME 2 as a baseline, an analytical excursion, which closed five sites, was developed. Once again, utilization of outlying fields from a closed site to increase the airfield operations capacity of a remaining site was the key enabling factor.

Finally, the three-, four-, and five-site closure options were analytically scrubbed with an emphasis on minimizing functional moves and consolidating functions at single sites. A three-, four-, and five-site closure alternative, along with an illustrative scenario for each resulted (Section 4 below). The JCSG approved the alternatives and delivered them to the Military Departments for their assessment. A copy of the alternatives is provided at Section 4.

The Military Departments' assessments and subsequent site closure/realignment recommendations were among those proposed in the JCSG's alternatives. Their recommendations closed or realigned three of the potential five sites indicated for potential closure by the JCSG's analyses. One site was retained based on DoN COBRA-generated cost estimates that indicated high closure costs with a 15-year return on investment. A second site was retained to address a Service concern to ensure sufficient capacity to accommodate requirements outside the scope of the JCSG's analysis.

Section 4. Joint Cross-Service Functional Alternatives (Attached)

Appendices

1. **Statement of Scope and Listing of Installations in Category**
2. **Site/Function Constraint Matrix**
3. **Capacity Analysis Matrix**
4. **"Resource Table"**
5. **Sensitivity Analysis - Site Closures vs. Minimum Moves**

Category Scope Rationale

Installations in the UPT category include all DoD flight programs which support and facilitate selection and training of pilots, naval flight officers, and navigators to the point of awarding "Wings"

Installations in Category

• Columbus	AFB	MS
• Corpus Christi	NAS	TX
• Fort Rucker	AATC	AL
• Kingsville	NAS	TX
• Laughlin	AFB	TX
• Meridian	NAS	MS
• Pensacola	NAS	FL
• Randolph*	AFB	TX
• Reese	AFB	TX
• Sheppard	AFB	TX
• Vance	AFB	OK
• Whiting Field	NAS	FL

* Includes Enhanced Flight Screening sites at Hondo, TX and the Air Force Academy

SITE / FUNCTION CONSTRAINT MATRIX

FUNCTION	SERVICE	A/C	RUCKER	WHITING	CORPUS	P-COLA	MERIDIAN	KING	RAN	SHEP	VANCE	REESE	LAU	COL
FLT SCREENING	USAF	T-3												
PRIMARY PILOT	USN USAF	T-34 T-37 JPATS	X (2)											
AIRLIFT/TANKER	USAF	T-1	X (1)	X (1)										
MARITIME/ INT E-2/C-2	USN USAF	T-44	X (2)											
STRIKE/ ADV E-2/C-2	USN	T-2 TA-4 T-45	X (1)	X (1)										
BOMBER/ FIGHTER	USAF	T-38	X (1)	X (1)	X (1)									
HELO	USN USAF USA	TH-57 UH-1 TH-67 OH-58			X (2)		X (2)	X (2)	X (2)	X (2)	X (2)	X (2)	X (2)	X (2)
PRIM & INT NAV/NFO	USN USAF	T-34 T-39	X (2)											
WSO STRIKE	USN USAF	T-39 T-2								X (3)	X (3)	X (3)	X (3)	
PANEL NAV	USN USAF	T-43	X (1)	X (1)										

(1) Runway length constraints based on model design series of training aircraft (FY 2001 requirements)
(2) Lack of suitable outlying fields (one or more for indicated fixed-wing programs, two or more for helo)
(3) Too far from water (greater than 200 NM to working area)

TO BE VERIFIED UPON RECEIPT OF CERTIFIED DATA

CAPACITY ANALYSIS

FACTORS	HISTORICAL	REQUIREMENTS: PROG'MED TRAINING (SYLLABI) (A)	REQUIREMENTS: PROG'MED GRADS (B)	REQUIRED CAPACITY (AxB)	MAX AVAILABLE CAPACITY (C)	EXCESS CAPACITY (C-(AxB))
TRAINING SORTIES	SORTIES/ GRAD SYLLABUS •OVERHEAD PG 6 # 6 PG 14 #2	SORTIES/ GRAD •MAJCOM PG 6 # 2	GRADS/YEAR •POL •PTR PG 4 #1 & 2	SORTIES/ YEAR	SORTIES/ YEAR PG 15 # 16	SORTIES/ YEAR
AIRFIELD OPS	OPS/SORTIE •TRAFFIC CNT PG 17 # 16 •TOT # SORTIES PG 14 # 2	OPS/GRAD •MAJCOM PG 6 # 2 X =	GRADS/YEAR •POL •PTR	OPS/YEAR	OPS/YEAR PG 17 # 9	OPS/YEAR
AIRSPACE	BLOCKS AVAILABLE & DOC HOURS AVAILABLE SYLLABUS •OVERHEAD •MX PG 22 # 1	AIRSPACE BLOCKS/ GRAD •MAJCOM PG 6 # 1	GRADS/YEAR •POL •PTR	AIRSPACE BLOCKS/ YEAR	[illegible] X [illegible] = AIRSPACE BLOCKS/ YEAR PG 22 # 1	AIRSPACE BLOCKS/ YEAR
GROUND TRAINING	FACILITIES AVAILABLE FACILITY HOURS AVAILABLE •SKILL + ATTRIT •CLASSROOMS •SIMULATORS •LIFE SPT TNG	FACILITY HRS/ GRAD •MAJCOM PG 10 # 1	GRADS/YEAR •POL •PTR	FACILITY HRS/ YEAR	FACILITY HRS/ YEAR PG 25 # 1 PG 27 # 8	FACILITY HRS/ YEAR

CAPACITY ANALYSIS (CONT)

FACILITY FACTORS	HISTORICAL	REQUIREMENTS: PROG'MED TRAINING (SYLLABI) (A)	REQUIREMENTS: PROG'MED GRADS (B)	REQUIRED CAPACITY (AxB)	MAX AVAILABLE CAPACITY (C)	EXCESS CAPACITY (C-(AxB))
RAMPS/ APRONS/ TAXIWAYS	TOT FP USED # OF AIRCRAFT SUPPORTED FP / AIRCRAFT RSG PG 25 # 1	AIRCRAFT/ GRAD(YEAR) PG 30 # 1 PG 4 # 1	GRADS/YEAR •POL •PTR PG 4 #1 & 2	AIRCRAFT	TOT FP AVAIL / FP / AIRCRAFT = AIRCRAFT PG 25 # 1	AIRCRAFT
HANGARS	HANGARS USED MX DOCKS/HANGAR AIRCRAFT/MX DOCK	AIRCRAFT/ GRAD(YEAR)	GRADS/YEAR •POL •PTR	AIRCRAFT	AC [illegible] X [illegible] X [illegible] = AIRCRAFT PG 25 # 6	AIRCRAFT
MAINTENANCE	FACILITIES USED # OF AIRCRAFT SUPPORTED AIRCRAFT / FACILITY RSG	AIRCRAFT/ GRAD(YEAR)	GRADS/YEAR •POL •PTR	AIRCRAFT	AC [illegible] X [illegible] = AIRCRAFT PG 25 # 6	AIRCRAFT
SUPPLY/ STORAGE	TOT FP USED # OF AIRCRAFT SUPPORTED FP / AIRCRAFT RSG	AIRCRAFT/ GRAD(YEAR)	GRADS/YEAR •POL •PTR	AIRCRAFT	TOT FP AVAIL / FP / AIRCRAFT = AIRCRAFT PG 25 # 8	AIRCRAFT
HOUSING	CAPACITY USED STUDENTS/DAY PG 21 # 1	STUDENTS/DAY PG 4 # 1		STUDENTS/DAY	STUDENTS/DAY PG 32 # 8	STUDENTS/DAY
MESSING	CAPACITY USED STUDENTS/DAY PG 32 # 3	STUDENTS/DAY PG 4 # 1		STUDENTS/DAY	STUDENTS/DAY PG 32 # 8	STUDENTS/DAY

10/20/94

CAPACITY ANALYSIS FORMULATIONS

PROVIDED BELOW ARE THE FORMULAS USED IN THE COMPUTATION OF CAPACITY ANALYSIS DATA. THESE FORMULAS STANDARDIZE TO THE BEST EXTENT POSSIBLE THE DATA OF ALL SERVICES.

1. TRAINING SORTIES = AIRFIELD OPERATIONS AT THE MAIN BASE DIVIDED BY TWO (TWO IS THE BASE LINE NUMBER DERIVED FROM ONE TAKE-OFF AND ONE LANDING PER SORTIE AT HOME BASE).

2. DAYLIGHT AIRFIELD OPERATIONS = (FAA AIRFIELD OPERATIONS MODEL)(WEATHER FACTOR)(242)(12) FAA MODEL IS BASED ON RUNWAY CONFIGURATION. WEATHER FACTOR IS BASED ON HISTORICAL DATA FROM EACH INSTALLATION. 242 IS THE NUMBER OF TRAINING DAYS. 12 IS THE NUMBER OF TRAINING HOURS IN ONE DAY. AIRFIELD OPERATIONS INCLUDES ALL OUTLYING FIELDS. NAVAL NUMBERS ARE BASED ON A WEATHER FACTOR INCORPORATED IN THE FAA MODEL. FOR WHITING FIELD THE RUNWAY OPERATIONS ARE BASED ON JPATS. THE HEAVIER WEIGHT OF NAVY AIRCRAFT CONSTRAINS OPERATIONS AT NAVAL AIR STATIONS RESULTING IN A LOWER AIRFIELD OPERATIONS CAPACITY.

3. AIRSPACE

FUNCTIONAL VALUE AIRSPACE = (AVAILABLE AIRSPACE WITHIN 100 NAUTICAL MILES OF THE MAIN FIELD TO INCLUDE ATCAA, BUT NOT WARNING AREAS FOR PRIMARY, PRINFO AND FLT SCREENING. ALL OTHER FUNCTIONS INCLUDE WARNING AREAS)(SQUARE NAUTICAL MILES) (ALTITUDE/6080). 6080 IS THE CONVERSION FACTOR OF FEET TO NAUTICAL MILES.

CAPACITY ANALYSIS AIRSPACE

BLOCK HOURS AVAILABLE = (BLOCKS OF CURRENTLY USED AIRSPACE) (12 HOURS PER DAY) (242 DAYS PER YEAR). BLOCKS OF AIRSPACE WERE DETERMINED BY SUMMING THE SQ NM OF CURRENTLY USED AIRSPACE AND DIVIDING IT INTO ADVANCED (200 SQ NM X 12000') AND PRIMARY (100 SQ NM X 5000') BLOCKS. (EXCEPTION: CORPUS CHRISTI WAS GIVEN CREDIT FOR W-228 BECAUSE THEY CONTROL/SCHEDULE THIS AIRSPACE) PRIMARY AND ADVANCED BLOCKS WERE DOUBLE STACKED WHERE POSSIBLE. THE CAPACITY NUMBERS REFLECT THE ADVANCED AIRSPACE BLOCKS CAPACITY. (EXCEPTIONS: NAS WHITING, HONDO, AND USAFA HAVE NO ADVANCED AIRSPACE BLOCKS; THEREFORE, PRIMARY AIRSPACE CAPACITY WAS USED)

4. GROUND TRAINING CLASS ROOM HOURS PER YEAR = DESIGN CAPACITY (IN TERMS OF STUDENTS) (8 HOURS PER DAY)(242 TRAINING DAYS) 8 HOURS IS A STANDARD TRAINING DAY. 242 IS THE STANDARDIZED TRAINING YEAR.

5. GROUND TRAINING SIMULATORS = (DESIGN STUDENT CAPACITY)(16 HRS PER DAY)(242 DAYS PER YEAR) 16 HOURS BASED ON AN AVERAGE AVAILABILITY OF SIMULATORS

6. RAMPS = (TOTAL NUMBER OF USABLE SQUARE YARDS OF PARKING SPACE)(.80) 80% IS BASED ON ACCESS REQUIREMENTS TO GET TO MAIN

TAXIWAY. (REFERENCE PENSACOLA CAPACITY ANALYSIS DATA CALL 19, FACILITIES, PARA D, QUESTION 3)

Rationale for Elimination of Capacity Measures 10/13/94

Training Sorties

Training sorties do not capture maximum airfield capacity. A sortie is a training event which contains as a subset additional manuevers which include touch and go's, full stop and missed approach landings. Maximum airfield operations require a full accounting of the total number of operations. Sorties do not capture that. A better measure of an airfields' maximum generated capacity is the total number of operations (take-offs, landings, touch and go's, etc.) that can be accomplished over a set period of time.

Hangars

Hangars are not required for the parking of aircraft or for most of the required maintenance in UPT. Accordingly, hangars are not a meaningful capacity constraint.

Maintenance/Supply/Storage

All maintenance on training aircraft is accomplished by contractors. Therefore, the capacity is more a function of the contract and the contractors capabilities than the base maintenance/supply/storage facilities.

Housing and Messing

Base housing is not a capacity constraint because it ignores the availability of off-base housing and current demographics for aviators under training. Messing facilities for military officers no longer exist.

11/10/94

11/17/94 Updated

	Columbus	Corpus Christi	Ft Rucker	Kingsville	Laughlin	Meridian	Pensacola	Randolph	Reese	Sheppard	Vance	Whiting Field	Hondo	USAFA	
Site Military Value															
Functions for UPT	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	DoD Requirements
Flight Screening	6.6	6.4	6.9	6.7	6.8	6.5	6.1	5.7	6.2	6.2	6.6	6.6	5.4	3.9	2,073
Primary Pilot	6.8	6.7	X2	7.0	7.0	6.8	6.4	6.7	6.0	6.3	6.8	6.6	0.0	0.0	2,493
Airlift/Tanker	6.3	6.5	X1	7.7	5.8	6.6	7.8	6.5	5.9	6.5	6.7	X1	0.0	0.0	752
Inter E2/C2, Adv Maritime	6.7	7.5	X2	7.6	6.5	6.6	7.5	6.4	5.9	6.5	6.8	7.4	0.0	0.0	273
Adv E2/C2, Strike	6.0	6.2	X1	7.3	5.4	6.3	7.6	6.0	5.7	6.2	5.3	X1	0.0	0.0	372
Adv Bomber/Fighter	6.4	X1	X1	7.3	5.5	6.8	7.8	6.8	5.6	6.3	5.5	X1	0.0	0.0	619
Helicopter	X2	X2	8.9	X2	X2	X2	6.5	X2	X2	X2	X2	7.2	0.0	0.0	1,481
Primary NFO, Inter NFO	6.9	6.7	X2	7.0	7.1	6.8	6.4	7.1	6.2	6.2	6.8	6.4	0.0	0.0	718
Adv NFO Strike	6.6	6.9	6.7	7.4	X3	6.5	7.6	6.1	X3	X3	X3	7.0	0.0	0.0	312
Adv NFO Panel	7.6	5.9	X1	7.2	6.8	7.0	7.6	6.9	7.2	7.7	7.5	X1	0.0	0.0	222

X1 - Runway length constraints X2 - Lack of outlying fields X3 - Too far from water

Resources	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap
Airfield Ops	784,371	752,136	7,441,016	389,136	787,572	389,136	270,072	619,768	686,547	646,988	685,390	865,392	554,664	651,630
Airspace	116,973	315,810	0	253,418	218,889	128,879	181,790	49,494	106,925	166,922	114,708	147,888	43,560	49,368
Ground Training Classroom	542,080	464,640	5,523,408	859,584	193,600	406,560	3,915,544	696,960	696,960	348,480	373,648	554,400	116,160	77,440
Ground Training Simulators	77,440	46,464	212,960	61,952	61,952	54,208	135,520	92,928	61,952	92,928	61,952	104,544	0	0
Aprons	209,840	540,367	392,726	240,614	217,378	241,166	299,395	501,946	282,496	394,125	223,645	386,867	251,200	46,122
* Normalized Airfield Ops	—	—	—	537,008	—	537,008	326,517	—	—	—	—	—	—	—

Resources per student	Flight Screening	Primary Pilot	Airlift/Tanker	Inter E2/C2, Adv Maritime	Adv E2/C2, Strike	Adv Bomber/Fighter	Helicopter	Primary NFO, Inter NFO	Adv NFO Strike	Adv NFO Panel
Training Sorties	24	94	88	44	166	132	137	33	70	13
Airfield Ops	526	1,156	405	496	1,393	926	1,288	248	280	39
Airspace	6	32	61	21	97	75	N/A	37	53	0
Ground Training Classroom	14	213	186	202	196	156	955	371	144	304
Ground Training Simulators	0	27	42	30	98	29	32	44	53	80
Aprons	18.81	181.92	357.60	190.01	303.45	357.35	190.62	60.31	239.59	201.00
* Normalized Airfield Ops	—	—	—	—	1922	—	—	—	386	54

Maximum requirements where duplicate training

#Aircraft/student	0.0555	0.2274	0.2364	0.2088	0.3817	0.5105	0.2681	0.1058	0.1346	0.0402
SQ YDS/Aircraft	339	800	1,500	910	795	700	711	570	1,780	5,000
# Aircraft Required	113	567	179	57	142	316	397	76	42	9

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* Normalized Light/Heavy aircraft → Air field Ops

11/10/94

STUDENT RESOURCE CALCULATION

Reference: (a) CNO ltr 1542, ser N889JG/4U61666 dated 20 July 1994

Flight Screening (T-3)

a. Training Sorties - Taken from the Hondo Capacity Analysis, Mission Requirements, paragraph B.2.

b. Airfield Ops - Taken from the Hondo Capacity Analysis, Mission Requirements, paragraph B.2 and Facilities paragraphs A.2 and A.10. Operations were calculated as follows:

$$\text{Operations/student} = \frac{\text{Historic Traffic Count (Fac A.10)} \times \text{Sorties/Student (M. R. B.2)}}{\text{Total Sorties (Fac A.2)}}$$

c. Airspace - Taken from the Hondo Capacity Analysis, Mission Requirements paragraph B.1. This number was divided by two to account for the fact that the requirement for primary airspace is half that for advanced airspace.

d. Ground Training Classrooms/Simulators - Taken from the Hondo Capacity Analysis Mission Requirements, paragraph C.1.

e. Ramp Space - Taken from the Hondo and USAFA Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up) and A.1, and Facilities paragraph D.2.

Ramps/student =

$$\frac{\text{Aircraft in DoD inventory (MR E.1 Hondo \& USAFA)} \times \text{SY/Aircraft (Facilities D.2)}}{\text{DoD Pilot Training Requirement}}$$

Primary Pilot (T-34 and T-37)

a. Training Sorties - The JPATS syllabus requirement of 65 sorties was accepted as the standard number of syllabus sorties. USAF overhead on primary training is 60% while USN overhead is 30%. The JCS working group agreed to use an average overhead value of 45% which leads to a total sortie requirement of 94 (65 sorties + .45 x 65).

b. Airfield Ops - Taken from the Whiting Field Capacity Analysis, Mission Requirements, paragraph B.2 and Facilities paragraphs A.2 and A.10 using the T-34 data (see spreadsheet). Operations were calculated as follows:

$$\text{Operations/student} = \frac{\text{Historic Traffic Count (Fac A.10)} \times \text{Sorties/Student (M. R. B.2)}}{\text{Total Sorties (Fac A.2)}}$$

$$= 12.3 \text{ ops/sortie}$$

Total ops = 94 sorties X 12.3 ops/sorties = 1156 operations

c. Airspace - The average block hours required were taken from the USAF Capacity Analysis data calls, Mission Requirements paragraph B.1. USAF block hour requirements were used because the current USAF syllabus more closely resembles the JPATS syllabus. This number was divided by two to account for the fact that the requirement for primary airspace is half that for advanced airspace.

d. Ground Training Classrooms/Simulators - The average Ground Training Classroom/Simulator hours required were taken from the amendments to USAF Capacity Analysis data calls, Mission Requirements paragraph C.1. USAF requirements were used because the current USAF syllabus more closely resembles the JPATS syllabus.

e. Ramp Space - Taken from the Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up) and A.1, and Facilities paragraph D.2. For USAF, SY/aircraft data for all aircraft, was taken from Randolf AFB

Ramps/student =

$$\frac{\text{Aircraft in DoD inventory (MR E.1)} \times \text{SY/Aircraft (Facilities D.2)}}{\text{DoD Pilot Training Requirement}}$$

Airlift/Tanker (T-1)

a. Training Sorties - Taken from the Reese Capacity Analysis, Mission Requirements, paragraph B.2. Reese AFB was used because they are the only ones fuly functional in Airlift/Tanker training.

b. Airfield Ops - Taken from the Reese Capacity Analysis, Mission Requirements, paragraph B.2 and Facilities paragraphs A.2 and A.10 (see spreadsheet). Operations were calculated as follows:

$$\text{Operations/student} = \frac{\text{Historic Traffic Count (Fac A.10)} \times \text{Sorties/Student (M. R. B.2)}}{\text{Total Sorties (Fac A.2)}}$$

c. Airspace - Taken from the Reese Capacity Analysis, Mission Requirements paragraph B.1.

d. Ground Training Classrooms/Simulators - The Ground Training Classroom/Simulator hours required were taken from the amendments to the Reese Capacity Analysis, Mission Requirements paragraph C.1.

e. Ramp Space - Taken from the Reese Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up) and A.1, and Facilities paragraph D.2. SY/aircraft data was taken from Randolf AFB which provides this data for all USAF training aircraft.

Ramps/student =

Aircraft in DoD inventory (MR E.1) X SY/Aircraft (Facilities D.2)
DoD Pilot Training Requirement

Intermediate E2/C2 and Advance Maritime (T-44)

a. Training Sorties - Taken from the Corpus Christi Capacity Analysis, Mission Requirements, paragraph B.2.

b. Airfield Ops - Taken from Corpus Christi Navy Capacity Analysis (Data Call 2), Mission Requirements, paragraph b.3. Advanced Maritime requirement was used because it was higher.

c. Airspace - Taken from the Corpus Christi Capacity Analysis, Mission Requirements paragraph B.1.

d. Ground Training Classrooms/Simulators - The Ground Training Classroom/Simulator hours required were taken from the Corpus Christi Capacity Analysis, Mission Requirements paragraph C.1.

e. Ramp Space - Taken from the Corpus Christi Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up). SY/aircraft data was taken from NAVFAC P-80 which provides this data for all USN training aircraft. Advanced Maritime PTR requirements were taken from reference (a) and intermediate E2/C2 were taken from the Corpus Christi Navy Capacity Analysis (Data Call 2), Mission Requirements, paragraph A.3.

Ramps/student =

Aircraft in DoD inventory (MR E.1) X SY/Aircraft (Facilities D.2)
DoD Pilot Training Requirements.

Advance E2/C2 and Strike (T-45)

a. Training Sorties - Taken from the Kingsville Capacity Analysis, Mission Requirements, paragraph B.2. NAS Kingsville was used because they are the only ones fully functional in T-45 training.

b. Airfield Ops - Taken from Kingsville Navy Capacity Analysis (Data Call 2), Mission Requirements, paragraph b.3.

c. Airspace - Taken from the Kingsville Capacity Analysis, Mission Requirements paragraph B.1.

d. Ground Training Classrooms/Simulators - The Ground Training Classroom/Simulator hours required were taken from the Kingsville Capacity Analysis, Mission Requirements paragraph C.1.

e. Ramp Space - Taken from the Kingsville Capacity Analysis, Mission Requirements paragraph E.1 (See also supplemental data call paragraph E.2 follow-up) and Facilities paragraph D.3. Navy PTR requirements were taken from reference (a).

Ramps/student =

$$\frac{\text{Aircraft in DoD inventory (MR E.1)} \times \text{SY/Aircraft (Facilities D.2)}}{\text{DoD Pilot Training Requirement}}$$

Advance Fighter/Bomber (T-38)

a. Training Sorties - Used an average value taken from Columbus, Laughlin, Sheppard, and Vance Capacity Analysis, Mission Requirements, paragraph B.2.

b. Airfield Ops - Used an average value taken from Columbus, Laughlin, Sheppard, and Vance Capacity Analysis, Mission Requirements, paragraph B.2 and Facilities paragraphs A.2 and A.10 (see spreadsheet). Operations were calculated as follows:

$$\text{Operations/student} = \frac{\text{Historic Traffic Count (Fac A.10)} \times \text{Sorties/Student (M. R. B.2)}}{\text{Total Sorties (Fac A.2)}}$$

c. Airspace - Used an average value taken from Columbus, Laughlin, Sheppard, and Vance Capacity Analysis, Mission Requirements paragraph B.1.

d. Ground Training Classrooms/Simulators - For the Ground Training Classroom/Simulator hours required, used an average value taken from the amended Columbus, Laughlin, Sheppard, and Vance data calls, Capacity Analysis, Mission Requirements paragraph C.1.

e. Ramp Space - Taken from Columbus, Laughlin, Sheppard, and Vance Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up) and A.1, and Facilities paragraph D.2. SY/aircraft data was taken from Randolf AFB which provides this data for all USAF training aircraft.

Ramps/student =

$$\frac{\text{Aircraft in DoD inventory (MR E.1)} \times \text{SY/Aircraft (Facilities D.2)}}{\text{DoD Pilot Training Requirement}}$$

Helicopter

a. Training Sorties - Used an average value taken from Fort Rucker and Whiting Field Capacity Analysis, Mission Requirements, paragraph B.2.

b. Airfield Ops - Used an average value taken from Whiting Field (USN Capacity Analysis, Data Call 2, Mission Requirements, paragraph b.3) and Fort Ruckers Capacity Analysis Facilities paragraphs A.13 and A.16. Fort Rucker ops were calculated as follows:

$$\text{Operations/student} = \frac{\text{Historic Operations (Fac A.13)}}{\text{Total Sorties (Fac A.16)}}$$

c. Airspace - Not Required for Helo training.

d. Ground Training Classrooms/Simulators - For the Ground Training Classroom/Simulator hours required, used an average value taken from the Fort Rucker Capacity Analysis, Mission Requirements paragraph C.1. Fort Rucker had more extensive ground training requirements than did Whiting field.

e. Ramp Space - Taken from Whiting Field and Fort Rucker Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up) and A.1, and Facilities paragraph D.2. For USN, SY/aircraft data was taken from NAVFAC P-80 which provides this data for all USN training aircraft. Navy PTR requirements were taken from reference (a).

Ramps/student =

$$\frac{\text{Aircraft in DoD inventory (MR E.1)} \times \text{SY/Aircraft (Facilities D.2)}}{\text{DoD Pilot Training Requirement}}$$

Primary and Intermediate NFO (T-34)

a. Training Sorties - Taken from the Pensacola Capacity Analysis, Mission Requirements, paragraph B.2.

b. Airfield Ops - Taken from Pensacola Navy Capacity Analysis (Data Call 2), Mission Requirements, paragraph b.3.

c. Airspace - Taken from the Pensacola Capacity Analysis, Mission Requirements paragraph B.1. This number was divided by two to account for the fact that the requirement for primary airspace is half that for advanced airspace.

d. Ground Training Classrooms/Simulators - The Ground Training Classroom/Simulator hours required were taken from the Pensacola Capacity Analysis, Mission Requirements paragraph C.1.

e. Ramp Space - Taken from the Pensacola Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up). SY/aircraft data was taken from NAVFAC P-80 which provides this data for all USN training aircraft. Primary and Intermediate NFO PTR requirements were taken from the Pensacola Capacity Analysis (USN Data Call 2), Mission Requirements, paragraph A.3.

Ramps/student =

Aircraft in DoD inventory (MR E.1) X SY/Aircraft (Facilities D.2)
DoD Pilot Training Requirements.

Advance NFO Strike (T-39/T-2)

a. Training Sorties - Taken from the Pensacola Capacity Analysis, Mission Requirements, paragraph B.2. Used the Radar Intercept Officer (RIO) track because it is the longest.

b. Airfield Ops - Multiplied the number of required training sorties by 4 ops/sorties. Used military judgement to arrive at 4 ops/sortie - pilots are already trained and therefore don't need to practice take-offs and landings. One additional touch and go was included with each sortie.

c. Airspace - Taken from the Pensacola Capacity Analysis, Mission Requirements paragraph B.1. Summed the RIO in special use airspace.

d. Ground Training Classrooms/Simulators - The Ground Training Classroom/Simulator hours required were taken from the Pensacola Capacity Analysis, Mission Requirements paragraph C.1. Used the RIO track.

e. Ramp Space - Taken from the Pensacola Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up). SY/aircraft data was taken from NAVFAC P-80 which provides this data for all USN training aircraft. Navy PTR requirements were taken from reference (a).

Ramps/student =

Aircraft in DoD inventory (MR E.1) X SY/Aircraft (Facilities D.2)
DoD Pilot Training Requirements.

Advance NFO Panel (T-43)

a. Training Sorties - Taken from the Randolf Capacity Analysis, Mission Requirements, paragraph B.2.

b. Airfield Ops - Multiplied the number of sorties by 3 ops/sortie. Used military judgement to arrive at 3 ops/sortie - pilots are already trained and therefore don't need to practice take-offs and landings. One additional touch and go was included for every other sortie.

c. Airspace - All work is done in Airways and MTR's

d. Ground Training Classrooms/Simulators - The Ground Training Classroom/Simulator

hours required were taken from the amendments to the Randolf Capacity Analysis, Mission Requirements paragraph C.1.

e. Ramp Space - Taken from the Randolf Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up) and A.1, and Facilities paragraph D.2. SY/aircraft data was taken from Randolf AFB which provides this data for all USAF training aircraft.

Ramps/student =

$$\frac{\text{Aircraft in DoD inventory (MR E.1)} \times \text{SY/Aircraft (Facilities D.2)}}{\text{DoD Pilot Training Requirement}}$$

MINSITES Sensitivity Analysis

	# moves	# SITES	FV
max	4	9	68.4
	3	10	70.99
	2	10	69.6
	1	10	67.2
	0	11	68.9

Produced by Tri-Dept BRAC Team

SECTION TWO

INTERNAL CONTROL PLAN

OFFICE OF THE ASSISTANT SECRETARY OF DEFENSE
3300 DEFENSE PENTAGON
WASHINGTON, DC 20301-3300

NOMIC SECURITY

13 APR 1994

MEMORANDUM FOR CHAIRPERSONS, BRAC 95 JOINT CROSS-SERVICE GROUPS

SUBJECT: Internal Control Plan for Managing the Identification of DoD Cross-Service Opportunities as Part of the DoD 1995 Base Realignment and Closure Process

The attached Internal Control Plan contains a description of the management controls that will guide and regulate Department of Defense use of Joint Cross-Service Groups as part of the 1995 Base Realignment and Closure (BRAC-95) process. The management controls described in this Internal Control Plan provide a basis for monitoring the BRAC-95 process and complying with the statutory requirements set forth in the Defense Base Closure and Realignment Act of 1990 (Public Law 101-510), as amended by Public Law 102-190 and Public Law 103-160, and policy guidance issued by the Deputy Secretary of Defense on 7 January 1994.

This Internal Control Plan is effective immediately and may be supplemented, as necessary, to enhance management control. Joint Cross-Service Group supplementary guidance is subject to approval by the Chairman of the BRAC 95 Steering Group.

Robert E. Bayer
Acting Chairman
BRAC 95 Steering Group

Attachment

Internal Control Plan for Managing the Identification of DoD Cross-Service Opportunities as Part of the DoD 1995 Base Realignment and Closure Process (BRAC-95)

Background

With certain exceptions, the exclusive procedures by which the Secretary of Defense (SECDEF) may pursue realignment or closure of military installations inside the United States are contained in Part A, Title XXIX of Public Law 101-510, the Defense Base Closure and Realignment Act of 1990; as amended by Public Law 102-190 and Public Law 103-160; hereafter referred to as the Base Closure Act. The Base Closure Act also includes a provision for the President to appoint independent Base Closure and Realignment Commissions to review the Secretary of Defense's recommendations in calendar years 1991, 1993, and 1995.

The Deputy Secretary of Defense (DEPSECDEF), in a memorandum dated 7 January 1994, set forth guidance, policy, procedures, authorities and responsibilities for recommending bases for realignment or closure for submission to the 1995 Defense Base Closure and Realignment Commission. The DEPSECDEF guidance included a requirement for the establishment of BRAC-95 Joint Cross-Service Groups in six areas with significant potential for cross-service impacts in BRAC-95.

Five of the Joint Cross-Service Groups are functional areas encompassing Depot Maintenance, Test and Evaluation, Laboratories, Military Treatment Facilities including Graduate Medical Education, and Undergraduate Pilot Training. These functional groups should, where operationally and cost effective, strive to: retain in only one Service militarily unique capabilities used by two or more Services; consolidate workload across the Services to reduce capacity; and assign operational units from more than one Service to a single base. A sixth Joint Cross-Service Group was formed as a Joint Economic Impact Group to establish guidelines for measuring economic impacts. The five functional area joint cross-service groups have been tasked by the DEPSECDEF to:

- determine the common support functions and bases to be addressed by each cross-service group:
- establish the guidelines, standards, assumptions, measures of merit, data elements and milestone schedules for DoD Component conduct of cross-service analyses of common support functions;
- oversee DoD Component cross-service analyses of these common support functions;
- identify necessary outsourcing policies and make recommendations regarding those policies;

- review excess capacity analyses;
- develop closure or realignment alternatives and numerical excess reduction targets for consideration in such analyses; and
- analyze cross-service tradeoffs.

The economic impact joint cross-service group has been tasked by the DEPSECDEF to:

- establish the guidelines for measuring economic impact and, if practicable, cumulative economic impact; to analyze DoD Component recommendations under those guidelines; and
- develop a process for analyzing alternative closures or realignments necessitated by cumulative economic impact considerations, if necessary.

The DEPSECDEF directed the BRAC-95 Joint Cross-Service Groups to complete the above analytical design tasks and issue guidance to the DoD Components, after review by the BRAC-95 Review Group, no later than 31 March 1994. The BRAC-95 Review Group reviewed and approved the guidance on March 30, 1994.

Purpose

The primary purpose of this Internal Control Plan is to provide a consistent set of management controls for all Joint Cross-Service Groups and to meet the requirements established by the DEPSECDEF regarding the DoD Component cross-service analyses of all assets within each category, as annunciated in his Memorandum of 7 January 1994. More specifically, the DEPSECDEF directed the Joint Cross-Service Groups to develop and implement an Internal Control Plan to ensure the accuracy of data collection for conducting base realignment or closure assessments. At a minimum this Internal Control Plan includes:

- Uniform guidance defining data and information requirements and sources;
- Systems for verifying the accuracy of data and information at all levels of command;
- Documentation justifying changes made to data received from subordinate commands;
- Procedures to check the accuracy of the analyses made from the data and information; and
- Assessment by auditors of the adequacy of this Internal Control Plan.

In addition to the above requirements, DEPSECDEF requires that the Internal Control Plan incorporate certification procedures required by the Base Closure Acts. The Joint Cross-Service Groups will not be gathering original data and information , but will specify the data and information required to be gathered by Military Departments and Defense Agencies. Therefore, all data and information provided to the Joint Cross-Service Groups for purposes of analysis and decision making are required to be certified as accurate and complete by the Military Departments and Defense Agencies in accordance with their respective BRAC-95 Internal Control Plans.

Responsibilities

The BRAC-95 Steering Group will oversee implementation and adherence to this Internal Control Plan by the Joint Cross-Service Groups. The basic goal of this Internal Control Plan is to ensure consistency in the data gathered and used, application of selection criteria, methodology and reports to the SECDEF and subsequently to the 1995 Base Closure and Realignment Commission.

The Secretaries of the Military Departments, the OSD Secretariats, and the Directors of the Defense Agencies are responsible for providing staff resources to the Joint Cross-Service Groups. The Chairs of the individual Joint Cross-Service Groups are responsible for ensuring that the members of the Groups are fully aware of the management controls presented in this Internal Control Plan. Team members are responsible for implementing and adhering to the controls while also reporting to the Chairs any noted control violations or weaknesses identified during the collection and analysis of data. The Chairs of the Joint Cross-Service Groups are authorized to implement further guidance to control the functioning of their respective Groups in a way as to meet the intent of this Internal Control Plan.

Internal Control Mechanisms

The objective of the internal control mechanisms to be employed by the Joint Cross-Service Groups is to ensure the accuracy, completeness, and integrity of the information upon which the SECDEF recommendations for closures and realignments will be based. The two principal mechanisms are organization and documentation.

Organization Controls.

Under the oversight and guidance of the DEPSECDEF, there are four groups/organizations within the DoD which have primary responsibility for assisting the SECDEF to identify cross-service asset sharing opportunities. To ensure the integrity of the selection process, the four groups/organizations are to be separated by distinct functional boundaries and levels of decision making authority. The Chair and membership for each Joint Cross-Service Group have already been determined and assigned by the DEPSECDEF. Individual members to the Groups have also been appointed by the OSD Secretariats, the Secretaries of the Military Departments and the Directors of the Defense Agencies.

BRAC-95 Review Group. The BRAC-95 Review Group is empowered to develop recommendations to the SECDEF regarding cross-service tradeoffs and asset sharing opportunities. Only the BRAC-95 Review Group, the Secretaries of the Military Departments, and the Heads of Defense Agencies are empowered to make specific closure or realignment recommendations to the SECDEF. The BRAC-95 Review Group is responsible for ensuring that fair and complete cross-service analyses were conducted and considered for every recommendation made to the SECDEF involving cross-service tradeoffs or asset sharing. This includes overseeing the work of the Steering Group and making decisions regarding definitions, assumptions, measures of merit, excess capacity, military value, return on investment, and other impacts deemed appropriate.

BRAC-95 Steering Group. The BRAC-95 Steering Group is a subordinate organization to the BRAC-95 Review Group. It will oversee the actions of the Joint Cross-Service Groups. The results of such direction and evaluations will be periodically reported to the BRAC-95 Review Group. The BRAC-95 Steering Group will rely on the Joint Cross-Service Groups to review cross-service analyses and potential cross-service tradeoffs, cross-service asset sharing and closure or realignment opportunities. The use of private sector contractors, or any other private or public organization, to conduct such analyses will not be permitted unless specifically authorized by the Chairman of the BRAC-95 Steering Group. Private contractors and outside groups will not be used to perform any independent analysis relating to capacity analysis, military value, return on investment, and other impacts that may eventually be provided to the BRAC-95 Review Group.

BRAC-95 Joint Cross-Service Groups. The basic purpose of the Joint Cross-Service Groups is to oversee and guide the Military Departments and the Defense Agencies in conducting fair cross-service analyses and in developing recommended alternatives for consideration by the DoD Components. The Joint Cross-Service Groups have been established to identify cross-service tradeoff opportunities that will maximize the military value and cost effectiveness of operating the entire DoD infrastructure of specified functional areas. The Joint Cross-Service Group are subordinate to the direction and guidance of the BRAC-95 Steering Group. Other OSD elements, Military Departments, or Defense Agencies will not direct any particular data collection or analysis effort for a Joint Cross-Service Group unless such direction has been authorized by a Group. The Joint Cross-Service Groups may employ any internal organization or subgroup to accomplish their tasks, but such subgroups shall comply with the terms of this Internal Control Plan. The membership of any internal organizations or subgroups employed shall be documented in the official records of the Joint Cross-Service Groups. The Joint Cross-Service Groups are responsible for protecting the integrity of the BRAC-95 by preventing either the improper dissemination or collection of BRAC-95 data and information.

Inspector General, DoD. The Inspector General, DoD will advise the BRAC-95 Steering Group and the Joint Cross-Service Groups on the implementation of this Internal Control Plan. As such, auditors from the Office of the Inspector General, DoD will be available to review the activities of the Joint Cross-Service Groups to ensure such activities comply with the requirements of the Internal Control Plan.

Documentation Controls.

All significant events in the DoD BRAC-95 process will be recorded and clearly documented to ensure the integrity of the process performed by the Joint Cross-Service Groups. Furthermore, controls will be implemented to ensure that the data and information used by the Joint Cross-Service Groups to identify opportunities for cross-service tradeoffs or recommended alternatives is certified for accuracy and completeness, and that the information is used consistently throughout the BRAC-95 process. To protect the integrity of the BRAC-95 documentation prepared, handled, or processed by the Joint Cross-Service Groups the following control elements will be adhered to:

Data and Information Collection. Data and information utilized for analyses and/or decision making by the Joint Cross-Service Group will be obtained from the Military Departments and the Defense Agencies. The mechanism for requesting data from the Military Departments and the Defense Agencies will be in the form of information requests issued to the Military Departments and Defense Agencies by the Joint Cross-Service Groups. The Joint Cross-Service Groups will coordinate milestones for responding to their information requests with the respective BRAC-95 organizations of each Military Department and impacted Defense Agencies. The Military Departments and Defense Agencies will use their BRAC-95 internal control mechanisms for collecting the requested information and ensuring such information collected is certified for accuracy and completeness before it is submitted to the Joint Cross-Service Groups. Information used by the Joint Cross-Service Groups to establish measures of merit for assessments of military value, and determining methods for conducting capacity analysis is not required to be certified. However, only certified data and information will be used to make decisions on prospective basing alternatives to the Secretaries of the Military Departments.

Certification. The statutory requirements for certification were enacted by the Base Closure Act. More specifically, all information used to make closure and realignment recommendations submitted to the SECDEF and the 1995 Defense Base Closure and Realignment Commission must be certified as accurate and complete to the best of the certifier's knowledge and belief. The preparation of responses to the information requests by the Military Departments and the Defense Agencies will adhere to the BRAC-95 certification procedures and the internal control plans implemented for those entities.

Any electronic data files or magnetic media forwarded to the Joint Cross-Service by the Military Departments or Defense Agencies must be accompanied with a complete certified "hard copy" document of the entire data file or magnetic media. The Joint Cross-Service Groups will verify that a complete certified copy is obtained from the Military Departments or Defense Agencies and make such documentation and electronic data available for independent audit validation.

Data and information gathered from authoritative or official sources external to DoD (such as Bureau of Labor Statistics national employment data) need not be certified by the originating source. BRAC documentation which includes such data or information is subject to certification requirements. In such cases, the documentation will identify the authoritative

source used. Data and information gathered from existing data bases or reporting systems of such authoritative sources can reasonably be expected to be accurate and complete. Data and information, however, which is generated from scratch, outside of existing data bases or reporting systems by authoritative sources does not by itself lead to a presumption that the data and information is accurate and complete. Use of such data is therefore subject to certification by the originating source.

Record Keeping. Minutes will be maintained of formal meetings of the Joint Cross-Service Groups and will record who was in attendance and a synopsis of items discussed and deliberated upon. Responsibility for producing and maintaining these minutes will be determined by the Chair of each Group. The Chairs will be responsible for overseeing and enforcing certification procedures to ensure that any information and data collected and used by the Joint Cross-Service Groups are certified for accuracy and completeness. The responsibility for safeguarding BRAC-95 information and data rests with the Chairs of the Joint Cross-Service Groups. Records of meetings of sub-working groups are not required as their work product must be presented and approved by the pertinent Joint Cross-Service Group.

Oral Briefings. From time to time, the Joint Cross-Service Groups may receive formal and informal briefings from inside and outside the Federal Government. To ensure a record of all information provided to the Joint Cross-Service Group is maintained, the content of all oral briefings presented at formal meetings must be captured in the minutes. All briefing slides presented will be attached to the minutes recorded for the meeting.

Outside Studies. During the BRAC-95 process, studies and reports may be brought to the attention of a Joint Cross-Service Group that originated outside of the BRAC-95 process and address such things as assessment of facilities, military value, and/or capacity. Such studies may be useful in developing policies or suggesting methods for making measurements or evaluations. However, recommendations regarding actions at specific installations must not be developed using data from such studies. Data and information used to make BRAC 95 recommendations must be gathered by the Military Departments and Defense Agencies and certified as provided earlier.

Technical Experts. Technical experts from within DoD may be used to support both the development and/or the refinement of the analytical efforts of the Joint Cross-Service Groups. When technical experts provide information or data that a Joint Cross-Service Group considers relevant and appropriate for analyses, the experts shall be requested to submit that information or data in writing with the required certification. The use of technical experts will be communicated, either orally or in writing, to the BRAC-95 Steering Group. Technical experts will be granted only limited access to BRAC-95 data and information that will allow them to assist the Joint Cross-Service Groups in the development and/or refinement of analytical efforts. Upon completion of their efforts, technical experts will be advised not to release or discuss any BRAC-95 data or information outside of the Joint Cross-Service Groups.

Access to BRAC-95 Files

To protect the integrity of the DoD BRAC-95 process, all files, data and materials relating to that process are deemed sensitive and internal to DoD. Any dissemination of such data or other materials outside of the established BRAC 95 organizational framework shall be made only upon the express authorization of the Chairman of the BRAC-95 Steering Group. Pending forwarding to the Defense Base Closure and Realignment Commission by SECDEF of his recommendations for closure or realignment of military installations, requests under the Freedom of Information Act for release of DoD BRAC-95 data and materials should be denied on the basis that both are predecisional and are internal government memoranda. This does not apply to basic policy memoranda, such as the Deputy Secretary's January 7, 1994, "Kickoff" memorandum and the 1995 Base Realignment and Closure Policy Memorandum One.

The members of the Joint Cross-Service Groups are entrusted to have access to BRAC-95 information and data that originated from either the Military Departments or the Defense Agencies. Consistent with the organization controls set forth in this Internal Control Plan, access will not be granted to any individuals, to include technical experts, without first informing the BRAC-95 Steering Group. Such access carries a responsibility for ensuring that BRAC-95 information and data is treated as sensitive and predecisional. Not only is access restricted to those individuals officially approved to take part in the BRAC-95 Process, care must also be taken to avoid inadvertent dissemination of sensitive BRAC information through either facsimile "FAX" transmissions or electronic "E" mail. Any dissemination of information that is not discussed in this Internal Control Plan will only be made with the approval of the Chairman of the BRAC-95 Steering Group. The members of the Joint Cross-Service Groups are also required to protect the BRAC-95 process from either improper or unofficial disclosures.

Audit Access to Records.

The Base Closure Act includes a requirement that the SECDEF make available to the Comptroller General of the United States, the agency head of the General Accounting Office (GAO), all information and materials used by DoD in making recommendations for closure and realignment. To meet these requirements, the GAO is being provided full and open access to all official BRAC-95 records and documentation. In addition to the full and open access granted to the GAO, such access will be granted to the DoD Inspector General regarding records, data, information and other materials either collected or retained by the Joint Cross-Service Groups. Information requests forwarded by the Joint Cross-Service Groups to the Military Components and Defense Agencies for processing will be subjected to review by the audit agencies cognizant to the Military Components and the Defense Agencies. The audit agencies of the Military Departments, the DoD Inspector General, and the Defense Agencies will coordinate their efforts in a way to avoid audit duplication of the same information, data, and other materials.

Dissemination

The Chairs of the BRAC-95 Joint Cross-Service Groups shall disseminate this Internal Control Plan as widely as possible throughout their organizations. The BRAC-95 Steering Group will be advised of any control violations or weaknesses that are identified through application of this Internal Control Plan or of any modifications that may be needed.

SECTION THREE

ANALYTICAL FRAMEWORK

SECTION THREE (A)

DATA CALLS

OFFICE OF THE UNDER SECRETARY OF DEFENSE
4000 DEFENSE PENTAGON
WASHINGTON, D.C. 20301-4000

PERSONNEL AND
READINESS

April 5, 1994

MEMORANDUM FOR SECRETARIES OF THE MILITARY DEPARTMENTS

SUBJECT: BRAC 95 JOINT CROSS-SERVICE GROUP ON UNDERGRADUATE PILOT TRAINING DATA CALL

The Joint Cross-Service Group on Undergraduate Pilot Training (UPT) is charged under the aegis of BRAC 95 with consolidating workload, where operationally and cost effective, across the Military Departments to reduce excess undergraduate training capacity for pilots. The purpose of this memorandum is to issue initial guidance to the DoD components to achieve that aim.

The UPT category scope rationale and a listing of installations in this category are provided at attachment one. The capacity and military value data call worksheets are at attachments two and three. Two basic definitions to be used in completion of the data calls are provided at attachment four.

Please certify and submit the requested data, both electronic (disk) and paper copy, in the format provided no later than July 1, 1994. Attachments two and three are being provided in electronic (disk) format separately to each Military Department BRAC Office. My staff point of contact is Mr. Dan Gardner, of the OUSD Readiness and Training Directorate, at (703) 695-6857.

Louis C. Finch
Chairman
Joint Cross-Service Group on Undergraduate Pilot Training

Attachments:
As Stated

Attachment 1

Category Scope Rationale

Installations in the UPT category include all DoD flight programs which support and facilitate selection and training of pilots, naval flight officers, and navigators to the point of awarding "Wings"

Installations in Category

• Columbus	AFB	MS
• Corpus Christi	NAS	TX
• Fort Rucker	AATC	AL
• Kingsville	NAS	TX
• Laughlin	AFB	TX
• Meridian	NAS	MS
• Pensacola	NAS	FL
• Randolph*	AFB	TX
• Reese	AFB	TX
• Sheppard	AFB	TX
• Vance	AFB	OK
• Whiting Field	NAS	FL

* Includes Enhanced Flight Screening sites at Hondo, TX and the Air Force Academy

Attachment 2

CLOSE HOLD

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

CAPACITY ANALYSIS:
DATA CALL WORK SHEETS

31 March, 1994

The information contained herein is sensitive. Deputy SECDEF guidance restricts the release of data or analysis pertaining to evaluation of military bases for closure or realignment until the SECDEF forwards recommendations to the Base Closure Commission. All individuals handling this information should take steps to protect the material herein from disclosure.

**********If any responses are classified, attach separate classified annex.**********

CLOSE HOLD

Data For Capacity Analysis

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PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

Title	Location
COLUMBUS	COLUMBUS MS
CORPUS CHRISTI	CORPUS CHRISTI TX
FT RUCKER	FT RUCKER AL
KINGSVILLE	KINGSVILLE TX
LAUGHLIN	DEL RIO TX
MERIDIAN	MERIDIAN MS
PENSACOLA	PENSACOLA FL
RANDOLPH *	UNIVERSAL CITY TX
REESE	LUBBOCK TX
SHEPPARD	WITCHITA FALLS TX
VANCE	ENID OK
WHITING FIELD	MILTON FL

* Includes Enhanced Flight Screening sites at Hondo TX and Air Force Academy CO

Mission Requirements

A. Undergraduate Flight Training (UFT) Throughput/Graduates

1. Using the Base Force Structure as outlined in the JCS memo dated 7 February 1994, re: 1995 Base Realignments and Closures Force Structure Plan, and projected retention rates, give the projected yearly Pilot Training Rate (PTR)/Program Guidance Letter (PGL) requirements by installation for each of the next seven years.

Airfield: _____

Type of Pilot Training by Syllabus * (EXAMPLES)		Output Requirements, Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor(%)/ADSL) By Fiscal Year							
		1994	1995	1996	1997	1998	1999	2000	2001
Strike (Intermediate/ Advanced)	USN	960/15%/240**	etc.						
	USMC								
	USCG								
	FMS								
Primary	USN								
	USMC								
	USCG								
	FMS								
	USAF								
Etc.									

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

** Example Entry

Mission requirements (cont.)

A. Undergraduate Flight Training (UFT) Throughput/Graduates (cont.)

2. Using the Base Force Structure as outlined in the JCS memo dated 7 February 1994, re: 1995 Base Realignments and Closures Force Structure Plan and projected retention rates, give the projected yearly NFO Training Rate (NFOTR)/Program Guidance Letter (PGL) Navigator Training requirements by installation for each of the next seven years. Provide any additional sources of NFO/Nav trainees.

Airfield: _____

Type of Navigator Training By Syllabus * (EXAMPLES)		Output Requirements, Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor/ADSL) By Fiscal Year							
		1994	1995	1996	1997	1998	1999	2000	2001
Adv. Navigator (NAV)	USN	960/15%/240**							
	FMS								
	NOAA								
SUNT Core	USAF								
	ANG								
	AFRES								
	FMS								
Etc.									

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.
** Example Entry

3. Provide the historical attrition data for undergraduate pilot training by syllabus for FY 91-93:

Type of Pilot Training by Syllabus * (EXAMPLES)		Historical Attrition By Fiscal Year		
		1991	1992	1993
Strike (Intermediate/ advance)	USN	20%**		
	USMC			
	USCG			
	FMS			
Primary	USN			
	USMC			
	USCG			
	FMS			
	USAF			
Etc.				

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.
** Example Entry

Mission Requirements (cont.)

A. Undergraduate Flight Training Throughput/Graduates (cont.)

4. Provide the historical attrition data for undergraduate Navigator training by syllabus for FY 91-93:

Type of Navigator Training By Syllabus * (EXAMPLES)		Historical Attrition By Fiscal Year		
		1991	1992	1993
Adv Navigator (NAV)	USN	21%**		
	FMS			
	NOAA			
SUNT Core	USAF			
	ANG			
	AFRES			
	FMS			
Etc.				

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.
** Example Entry

5. Indicate in the table below the types of undergraduate pilot and NFO training currently conducted at your installation. Also give the number of pilots and NFOs trained in FY 1991, FY 1992, and FY 1993 at your installation.

Syllabus of Training *	Level of Training*	Graduates		
		FY 91	FY 92	FY 93
General	Primary			
Strike	Intermediate			
	Advanced			
SUPT	Primary			
	BF			
	AT			
Etc/				

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Mission Requirements (cont.)

A. Undergraduate Flight Training (UFT) Throughput/Graduates (cont.)

6. List all other officer training (i.e., non-undergraduate pilot/NFO/Navigator training) by activity conducted at your installation. For each type training, give the actual figure for FY 1993 throughput in terms of the number of students that year, and give the projected figures for FY 94-01. Also give the average daily student load (ADSL) for each activity.

Other Officer Training (Graduates)										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993

Use the following formula to calculate ADSL:

$$\frac{\text{Activity Throughput X Average Number of days each student was aboard}}{\text{Number of Training Days}}$$

7. List all enlisted training conducted at your installation. For each type training, give the actual figure for FY 1993 throughput in terms of the number of students that year, and the projected figures for FY 94-01. Also give the average daily student load (ADSL) for each activity.

Enlisted Training (Graduates)										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993

Use the following formula to calculate ADSL:

$$\frac{\text{Activity Throughput X Average Number of days each student was aboard}}{\text{Number of Training Days}}$$

Mission Requirements (cont.)

3. Flight Training

1. For each syllabus of undergraduate pilot and/or NFO/Navigator flight training and aircraft type required for that training, give the number of required sorties per graduate, flight time in the airspace/sortie, the dimensions, and the total number of flight hours required for each type of airspace listed that is used for training in that particular syllabus[Total flight hours = # Sorties x (Flight time per sortie)]. Also include additional types of airspace that could accommodate this training.

Note: For helicopter training, airspace dimensions are given as available airspace.

Syllabus of Training*: _____ **Type Aircraft:** _____

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace / Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
MOA						
PAT						
AW						
ATCAA						
OWA						
OWAW						
WA						
AA						
RA						
RR						
MTR						

Key to types of airspace:
MOAs – Military Operating Areas
WA – Warning Areas
AA – Alert Areas
RA – Restricted Areas
ATCAA – Air Traffic Control Assigned Airspace
OWAW – Overwater Airways
RR – Restricted Areas with Ranges
MTR – Military Training Routes
AW– Airways (e.g. corridors to and from training areas)
PAT – Pattern (e.g. airspace above runways)
OWA – Overwater Airspace
CLG – Uncontrolled Airspace

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

Mission Requirements (cont.)

3. Flight Training (cont.)

2. Give the total number of day and night sorties required for each undergraduate/graduate pilot and/or NFO/Navigator training syllabus and trainer aircraft (and level of training) for student training, overhead, and the total requirement.

Syllabus of Training * (EXAMPLES)	Level (Track) of Pilot Training *	Trainer Aircraft *	Sorties required per graduate					
			Student (syllabus)		Overhead[1]		Total	
			Day	Night	Day	Night	Day	Night
General	Primary	T-34C						
		JPATS						
Strike	Intermediate	T-2						
		T-45[2]						
	Advanced	TA-4J						
		T-45						
SUPT	Primary	T-37						
	BF	T-38						
	AT	T-1A						
Etc.								

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

3.. Indicate your training weather minimums (ceiling/visiblilty & crosswinds) by aircraft type and syllabus.

Overhead includes extra flights due to unsatisfactory performance, maintenance flights, incomplete flights, instructor training, flights, warm-up flights, and instrument check flights.

2 If requirements for the T-45 are still being derived, give best estimate.

Mission Requirements (cont.)

C. Flight Training Ground School

1. Provide the ground school training requirements for undergraduate/graduate Pilot and NFO/Navigator training facilities (classrooms, simulators, labs, life support facilities, etc.) by Facility Category Code Number (CCN). Include all applicable 171-xx, 179-xx CCN's and any other CCN where Undergraduate Pilot or NFO/Navigator training occurs. Ensure that the requirements for all types of simulators (cockpit (UTD), instrument (IFT), and motion-based/visual (OFT), etc.) are indicated.

Facility Category Code (CCN): _____

Syllabus of Training * (EXAMPLES)	Level of Training *	Facility Type(s)	Requirement (Hrs/Grad)
General	Primary		
Strike	Intermediate		
	Advanced		
SUPT	Primary		
	Bomber/ Fighter (BF)		
	Airlift/ Tanker (AT)		
Etc.			

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

2. List any additional constraints or limitations to the flight training ground school facilities that impact the training mission.

Mission Requirements (cont.)

D. Other Ground Training

1. By facility Category Code Number (CCN), for facilities in which student pilot or NFO/Navigator training is conducted, provide the usage requirements for **other than** student pilot or NFO/Navigator training. Include all applicable 171-*xx*, 179-*xx* CCN's. Other use made of the facilities must be derived either from course requirements and student throughput (for formal schools/courses of instruction) or that required to maintain readiness (for permanent/support personnel, reserves, etc.).

CCN: _____

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr

2. By facility Category Code Number (CCN), provide the usage requirements for facilities in which student pilot or NFO/Navigator training **is not** conducted. Include all applicable 171-*xx*, 179-*xx* CCN's. This usage must be derived either from course requirements and student throughput (for formal schools/courses of instruction) or that required to maintain readiness (for permanent/support personnel, reserves, etc.).

CCN: _____

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr

Mission Requirements (cont.)

E. Training Airframes

1. Provide the number of aircraft (by type) that will be based at each base for use in undergraduate/graduate pilot and NFO/Navigator training programs in the Fiscal Year indicated; and the number of other aircraft not used for training. Project requirements if necessary.

Base: _____

AIRCRAFT USED FOR TRAINING

Aircraft*	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
EXAMPLE T-34/JPATS	25	25	25	25	25	20 (JPATS 4)	10 (JPATS 10)	0 (JPATS 15)
T-2								
TA-4J								
T-34C								
T-39								
T-43								
T-44								
T-45								
TH-57								
JPATS								

AIRCRAFT NOT USED FOR TRAINING

C-12/C-21								
H-60								

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Mission Requirements (cont.)

i. Training Airframes (cont.)

2. Provide the following information for each training airframe used for pilot and NFO/Navigator training:

AIRCRAFT TYPE:_____

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	
Average Sortie Duration (ASD) (hrs)	
Planned Turn Time (hrs) (Time from landing to takeoff)	
Min Runway Length (ft)	
Preferred Runway Length (ft)	
Min Runway Length for Touch and Go (T/G) (ft)	
Runway Width (ft)	
Required Taxiway Width (ft)	
Weight Bearing Requirement (kips)	
Apron Space Required (ft^2/Aircraft)	
Hangar Space Required (ft^2/Aircraft)	
Navigation Equipment On-Board (GPS?--when?)	

. List any additional constraints or limitations to the training airframes that impact the training mission.

'acilities

A. Airfield

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/OLF Name: _____ Location (Lat/Long and nearest town): _____

Syllabi and Level of Training Supported: _____

Ownership: _____ (Air Force/Army/Navy/Civilian)

For OLF: Distance (nm) from home field _____

2. Complete the table below to describe the airfield's **annual operations (sorties flown) by type of aircraft.** Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: _____

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties			
	Graduate Training Sorties			
	Training Support Sorties*			
	Other Sorties			
	TOTAL SORTIES:			
Non-Operational Hours[3]	Standdowns			
	Maintenance			
	Other Events			

***Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.**

List below the "other sorties" and "other events" included in the table above:

[3] Hours when the airfield was closed for flight operations.

Facilities (cont.)

1. Airfield (cont.)

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

Syllabus of Training *	Level of Training *	Pilots and NFO/Navigators Trained		
		FY 1991	FY 1992	FY 1993
Strike	Intermediate			
	Advanced			
Etc.				

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

4. Under normal operations, give the average number of daylight/night **flying hours** per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)			
Days per year:			

Facilities (cont.)

A. Airfield (cont.)

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial/civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

Aircraft Type:_____ **Undergraduate Training:** (Yes/No)

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary			
	Intermediate			
	Advanced			
	Etc.*			
Maintenance				
Operations				
Other Military Flights				
Civilian/Commercial Flights				
Other				
	Total			

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

6. List the major factors in the "other" category in the above table.

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

a. Percentage of time WX at or above 200/1?

b. Percentage of time WX at or above 300/1?

c. Percentage of time WX at or above 500/1?

d. Percentage of time WX at or above 1000/3?

e. Percentage of time WX 3000/5 and above?

f. Percentage of time WX 3000/3 and above?

g. Percentage of time WX 1500/3 and above?

h. Percentage of time crosswind component to the primary runway at or below 15 knots?

Percentage of time crosswind component to the primary runway at or above 25 knots?

. Mean number of days of icing in the local flying area?

Facilities (cont.)

A. Airfield (cont.)

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: _____

Syllabus of Training *	Level of Training * (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
Flight Screening	T-3		
General	Primary (T-34/T-37)		
Strike	Intermediate (T-2/T-45)		
	Advanced (TA-4/T-45)		
Etc.			
	Total	100	100

*** Use appropriate Navy, Air Force, or Army chart see Appendix 1.**

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway ___ Traffic Count			
Runway ___ Traffic Count			

acilities (cont.)

A. Airfield (cont.)

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	FY 1991	FY 1992	FY 1993
VFR			
IFR			
Total	100%	100%	100%

Facilities (cont.)

A. Airfield (cont.)

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[4].

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[5]

15. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Maximum Sorties
General	Primary	T-34C	
		JPATS	
Strike	Intermediate	T-2	
		T-45[6]	
	Advanced	TA-4J	
		T-45	
SUPT	Primary	T-37	
	BF	T-38	
	AT	T-1A	
Etc.			

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

---

4 Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

5 Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

6 If requirements for the T-45 are still being derived, give best estimate.

Facilities (cont.)

A. Airfield (cont.)

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

Runway Designation	NAVAID	Published Approaches

Facilities (cont.)

A. Airfield (cont.)

20. For the following category codes, provide the unit measure requested and any appropriate comments about the usability of the facility for undergraduate flying training.

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
111	Runways Fixed Wing	SY		
111	Runways Rotor Wing	SY		
111	Landing Pads	SY		
113	Parking Aprons	SY		
113	Access Aprons	SY		
121	Direct Fueling	OL / GM		
121	Truck Fueling	OL / GM		
121	Defueling	OL / GM		
124	Fuel Storage	GA		
136-36 (USN)	Carrier Lighting	EA		
149	Arresting Gear	EA		
421 422(AF)	Ammunition Storage	CF		
425	Open Ammunition Storage	SY		

21. List any additional constraints or limitations to the airfield that impact the training mission.

Facilities (cont.)

B. Airspace

1. Give the number of workable blocks of airspace and type of airspace used by your installation, the average dimensions (n.mi. x n.mi. x ft), and availability in daylight hours/year of these blocks for each syllabus and level of pilot and/or NFO/Navigator training and trainer aircraft. Note that a workable block of airspace must be large enough to support the required training maneuvers/evolutions without encroaching on another block and have an ingress/egress route that does not go through other airspace blocks. (This question is not applicable to helicopter training.)

Syllabus of Training *	Level of Training *	Trainer Aircraft	# Workable Blocks of Airspace	Type of Airspace	Average Block Dimensions	Availability (Hrs/Yr)/ Block
General	Primary	T-34C				
		JPATS				
Strike	Intermediate	T-2C				
		T-45				
		JPATS				
	Advanced	TA-4J				
		T-45				
Etc.						
		Total				

* Use appropriate Navy, Air Force, or Army chart see Appendix 1.

Key to types of airspace:

MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
OWAW -- Overwater Airways
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
OWA -- Overwater Airspace
CLG -- Uncontrolled Airspace

If the transit corridors between training areas and air station limits the number of aircraft that can train concurrently (i.e., can't safely use all blocks) give this limitation and explain what this number is based on. Break this information out by type and level of training if appropriate.

Facilities (cont.)

3. Airspace (cont.)

3. List all the Special Use Airspace (SUA) (e.g., alert areas, restricted areas, warning areas, and MOAs) and airspace-for-special-use (e.g., ranges and low level training routes) within 100 n.mi. of the installation that are used for flight training. For each airspace provide the following information (seven questions):

a. Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

b. Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

c. Does the Navy/Air Force/Army own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

d. What is the distance en route?

e. Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

f. Is land, sea, or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

g. In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the percentage of the possible increase in usable airspace. Provide the basis/calculations for these estimates.

Facilities (cont.)

3. Airspace (cont.)

4. Is the available SUA/airspace-for-special-use within 100 n.mi. of your installation sufficient to satisfy all training requirements?

5. If deployments/detachments to other domestic locations are required to satisfy training requirements, provide the following information for each location:

a. Where do these units/squadrons deploy?

b. How far from your installation?

c. Frequency?

d. Reasons for deployment (e.g., adverse weather, airspace saturation, training, versatility, etc.)

e. Annual costs incurred for deployments due to adverse weather?

f. Annual costs incurred for deployments due to airspace non-availability?

g. Annual costs incurred for deployments due to insufficient training versatility (e.g., lack of low level training routes etc.)?

6. List all airspace control measures used for flight training that do not qualify as SUA/airspace-for-special-use and describe the limitations and capabilities of those control measures.

7. For each syllabus of undergraduate/graduate pilot and/or NFO/Navigator flight training, state whether you require any specific terrain feature or overwater access for training.

Syllabus of Training *	Terrain Feature or Overwater Requirement

*** Use appropriate Navy, Air Force, or Army syllabus of training list**

8. List any additional constraints or limitations to the airspace that impact the training mission.

ıcilities (cont.)

C. Ground Training

1. By Facility Category Code , complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training is conducted. Include all 171-xx, 179-xx category codes, and any other applicable category codes.

For example: in the category 171-10, a type of training facility is academic instruction classroom. If you have 10 classrooms with a capacity of 25 students per room, the design capacity would be 250. If these classrooms are available 8 hours a day for 300 days a year, the capacity in student hours per year would be 600,000.

Cat Code: _____

Type Training Facility	Total Number	Design Capacity (PN)[7]	Capacity (Student HRS/YR)

2. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

3. Assuming that the ground school training facility is not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in student hours) could be gained? Provide details and assumptions for all calculations.

4. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations[8]

5. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome.

Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied uction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design ıacity (PN) must reflect current use of the facilities.

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.)

2. Ground Training (cont.)

6. By Category Code, complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training is not conducted. Include all 171-xx, 179-xx category codes, and any other applicable category codes.

For example: in the category 171-10, a type of training facility is academic instruction classroom. If you have 10 classrooms with a capacity of 25 students per room, the design capacity would be 250. If these classrooms are available 8 hours a day for 300 days a year, the capacity in student hours per year would be 600,000.

Cat Code: _____

Type Training Facility	Total Number	Design Capacity (PN)[9]	Capacity (Student HRS/YR)

7. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

Facilities (cont.)

2. Ground Training (cont.)

8. Assuming that the ground school training facility is not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in student hours) could be gained? Provide details and assumptions for all calculations.

9. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations[10]

10. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome.

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities (cont.)

D. Aircraft Parking, Maintenance, and Supply

1. Provide the number of other aircraft (both active and reserve operational squadrons) that are based at your installation. If a squadron has more than one type of aircraft, fill out a separate line for each type.

Squadron	Number of Aircraft (Fiscal Year)								Mission
	1994	1995	1996	1997	1998	1999	2000	2001	

2. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be based and parked on your current parking aprons. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

Aircraft Type	# of Aircraft	Comments

3. Provide the details of your calculations, including your assumptions on the minimum separation between aircraft, folding of aircraft wings, and any obstruction that may limit the placement of aircraft on the parking apron spaces.

Facilities (cont.)

). Aircraft Parking, Maintenance, and Supply (cont.)

4. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be housed in your hangars. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

Aircraft Type	# of Aircraft	Comments

Provide the details of your calculations, including your assumptions on the minimum separation between ıircraft, folding of aircraft wings and any obstructions that may limit the placement of aircraft in the hangars.

6. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be maintained at your installation based on availability of maintenance facilities (i.e., maintenance docks, wash racks, NDI facilities, etc.).

Aircraft Type	# of Aircraft	Comments

7. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

Describe any maintenance backlogs that your installation currently experiences on a routine basis. List .e average backlog times and the reasons for the backlogs (e.g., supply shortfall, insufficient local labor, ver tasking of work stations, space limitations).

'acilities (cont.)

2. Aircraft Parking, Maintenance, and Supply (cont.)

9. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be supported at your installation based on availability of supply/storage facilities.

Aircraft Type	# of Aircraft	Comments

10. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

1. List any additional constraints or limitations to the parking, maintenance, and supply facilities that mpact the training mission.

Features and Capabilities

A. Housing and Messing

1. Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total people housed

'. Provide data on the BOQs and BEQs projected to be assigned to your plant account in FY 1997. The desired unit of measure for this capacity is people housed. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total People Housed

Features and Capabilities (cont.)

A. Housing and Messing (cont.)

3. Provide data on the messing facilities assigned to your current plant account.

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total People Housed

Replace with table in Q4

4. Provide data on the messing facilities projected to be assigned to your plant account in FY 1997.

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats	Avg # Noon Meals Served

5. Based upon your installation's on and off-base housing and messing facilities, what average daily student load (ADSL) could you support from FY95 - FY01? Express the daily student load in terms of enlisted, officer, and civilian.

Type Facility	Average Daily Student Load (ADSL)						
	1995	1996	1997	1998	1999	2000	2001
BOQ							
BEQ							
On-Base Housing							
Off-Base Housing							
Messing							

6. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

st any additional constraints or limitations to the housing and messing facilities that impact the training ion.

Appendix 1

.ppendix 1 a

Navy pilot training syllabi with service components trained.

Syllabus of Training	
Strike	USN
	USMC
	FMS
Maritime	USN
	USMC
	USCG
	FMS
	USAF
E2/C2	USN
	USMC
	USCG
	FMS
Rotary	USN
	USMC
	USCG
	FMS

Navy NFO training syllabi with service components trained.

Adv Navigator (NAV)	USN
	FMS
	NOAA
Tact Navigator (TN/BN)	USN
	USMC
Radar Intercept Officer (RIO)	USN
	USMC
Over Water Jet Navigator (OJT)	USN
Airborne Tact Data Systems (ATDS)	USN
	USCG

Navy pilot training syllabi with levels of training and types of aircraft used.

General	Primary	T-34C
		JPATS
Strike	Intermediate	T-2
		T-45[11]
	Advanced	TA-4J
		T-45
E2/C2	Intermediate	T-44
	Advanced	T-45[2]
		T-2
Maritime	Intermediate	T-34C
		JPATS
	Advanced	T-44
Rotary	Intermediate	T-34C
		JPATS
	Advanced	TH-57

Navy NFO syllabi of training with levels of training and types of aircraft used.

General	Primary	T-34/T-2
		JPATS
General	Intermediate	T-34/T-2
NAV	Advanced	T-43
TN/BN	Advanced	T-2
	Advanced	T-39
RIO	Advanced	T-2
	Advanced	T-39
OJN	Advanced	T-2
	Advanced	T-39
ATDS	Advanced	E-2C

Navy list of aircraft used in undergraduate pilot and NFO training.

T-2
TA-4J
T-34C
T-39
T-43
T-44
T-45
TH-57
JPATS

[11] If requirements for the T-45 are still being derived, give best estimate.

Appendix 1 b

Air Force pilot training syllabi with service components trained.

Syllabus of Training	
Flight Screening	USAF
	ANG
	AFRES
	USAFA
	FMS
UPT	USAF
	ANG
	AFRES
	FMS
SUPT	USAF
	ANG
	AFRES
	FMS
	NAVY
SUPT HELO	USAF
	ANG
	AFRES
ENJJPT	USAF
	ANG
	AFRES
	NATO
BANKED REQ T-38	USAF
BANKED REQ T-1	USAF
FIXED WING QUAL TNG	USAF
	ANG
	AFRES
ROTARY WING QUAL	USAF
	ANG
	AFRES
AVIATION LEADERSHIP PROGRAM T-37	FMS
UPT T-38 ADVANCED TNG PGM	FMS

INTRO TO FTR FUND (IFF) AT-38	USAF
	ANG
	AFRES
	NATO
	FMS
INTRO TO BOMBER FUND (IBF) (NO A/C, SIMS ONLY)	USAF
	AFRES
	ANG
T-43	USAF
	FMS
PILOT INSTR TNG (PIT) T-37	USAF
	FMS
PILOT INSTR TNG (PIT) T-38	USAF
	FMS
PILOT INSTR TNG (PIT) T-1	USAF
T-1 PIT TRANSITION	USAF
PILOT INSTR TNG (PIT) AT-38	USAF
	NATO
ENJJPT PIT T-37	USAF
	NATO
ENJJPT PIT T-38	USAF
	NATO
JET CURRENCY COURSE T-38	USAF
	ANG
	AFRES
MED OFFICER FLT FAM TNG T-37	USAF

Air Force pilot training syllabi with levels of training and types of aircraft used.

Syllabus	Level of Tng	Aircraft
Screening	Accession	T-3A, T-41
UPT	Primary	T-37
	Advanced	T-38
SUPT	Primary	T-37
		JPATS
	Advanced BF	T-38
	Advanced AT	T-1A
	Advanced Helo	UH-1
ENJJPT	Primary	T-37
		JPATS
	Advanced	T-38
Banked Req	Graduate	T-38
Banked Req	Graduate	T-1A
Fixed Wing Qual	Grad Phase 2	T-37
	Phase 3 or	T-1
	Phase 3	T-38
Rotary Wing Qual	Graduate	UH-1
Aviation Ldrshp Pgm	Primary	T-37
Adv Tng Pgm	Advanced	T-38
IFF	Graduate	AT-38
IBF	Graduate	T-1A Sims Only
T-43 Pilot Tng	Graduate	T-43
PIT T-37	Graduate	T-37
PIT T-38	Graduate	T-38
PIT T-1A	Graduate	T-1A
T-1A Transition	Graduate	T-1A
IFF PIT	Graduate	AT-38
ENJJPT T -37 PIT	Graduate	T-37
ENJJPT T-38 PIT	Graduate	T-38
Jet Currency Course	Graduate	T-38
Med Off Flt Fam Tng	Graduate	T-37

Appendix 1 c

Army pilot training syllabi with levels of training and types of aircraft used.

Syllabus	Level of Tng	Aircraft
IERW	Primary	UH-1/TH-67
	Instruments	UH-1/TH-67
	Track	UH-1/OH-58
Graduate	AQC IPC MOI MTP	AH-64
	AQC IPC MOI MTP	CH-47D
	AQC SUP MOI MTP SUP (M)	OH-58D
	AQC IPC MOI MTP	AH-1
	AQC IPC MOI MTP	UH-60
	IPC MOI	OH-58A/C
	IPC NVG RWART RWIC RWQC RWIFEC MOI (CT) MOI (NVG)	UH-1
	FWMEQC FWIPC	U-21
	AQC FLT Refresher	C-12
Euro/NATO	Primary Instru ADINS ADCON C/S	UH-1
Spanish	RWQC TQO IERW NVG IPC	UH-1

Army pilot training syllabi with service components trained.

IERW	USA
	USAF
	USAF (RWQC)
	SPANISH
	EURO/NATO
	FMS
	OTHER
Graduate	USA
	SPANISH
	EURO/NATO
	FMS
	OTHER

Attachment 3

CLOSE HOLD

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

MILITARY VALUE ANALYSIS:
DATA CALL WORK SHEETS

31 March, 1994

The information contained herein is sensitive. Deputy SECDEF guidance restricts the release of data or analysis pertaining to evaluation of military bases for closure or realignment until the SECDEF forwards recommendations to the Base Closure Commission. All individuals handling this information should take steps to protect the material herein from disclosure.

**********If any responses are classified, attach separate classified annex.**********

CLOSE HOLD

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'ILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

Title	Location
COLUMBUS	COLUMBUS MS
CORPUS CHRISTI	CORPUS CHRISTI TX
FT RUCKER	FT RUCKER AL
KINGSVILLE	KINGSVILLE TX
LAUGHLIN	DEL RIO TX
MERIDIAN	MERIDIAN MS
PENSACOLA	PENSACOLA FL
RANDOLPH *	UNIVERSAL CITY TX
REESE	LUBBOCK TX
SHEPPARD	WITCHITA FALLS TX
VANCE	ENID OK
WHITING FIELD	MILTON FL

* Includes Enhanced Flight Screening sites at Hondo TX and Air Force Academy CO

lission Requirements

A. Training Other Than Undergraduate Pilot and NFO/Navigator Training

1. List all ground combat units that train at this installation.

Ground Unit/MTOE	Training Function

2. List all other units not previously mentioned (active, reserve, guard, etc.) that train at this installation.

Operational Unit/TDA	Training Function

3. List all requirements the installation or its tenants have to support training of other service components (e.g., ground force training, battle group exercise, etc.)

Forces	Location/ Distance	Type of Support	Frequency

Mission Requirements (cont.)

3. Operational Squadron Support

1. List the operational (active or reserve) or special squadrons based at your installation. Include any programmed additions or deletions through FY 1997. (HQ Air Force will provide for Air Force)

Squadron Name	Aircraft Type(s)	Mission

2. List all other DoD, non-DoD, and other aircraft which are or are programmed (through FY 1997) to be parked or stationed at your installation. (HQ Air Force will provide for Air Force)

Service/Agency/ Custodian	Aircraft Type(s)	Mission

lission Requirements (cont.)

3. Operational Squadron Support (cont.)

3. Provide the average daily number of flight operations conducted by non-training military aircraft assigned to this station and the total number of days during which these operations were conducted. If data is not normally recorded, include estimates (and identify as such). A flight operation is defined as a takeoff, landing, or approach without a landing.

FY	Main Airfield		Auxiliary Field		Auxiliary Field		Auxiliary Field	
	No. Ops	No.[1] Days	No. Ops	No. Days	No. Ops	No. Days	No. Ops	No. Days
1991								
1992								
1993								
1994[2]								

. List deployable aviation support units (e.g., Command & Control, Expeditionary Base Support, and Air Defense) stationed at this installation. For each type unit, give the number assigned, its mission and primary equipment items (e.g., radars, trucks, etc.).

Type of Unit	Number of Units	Mission	Equipment Items

[1]Include only days when the installation operates at normal training levels (Do not include weekends and olidays if the training rate is at minimal levels).

[2]Include FY 1994 data through 31 March 1994.

Mission Requirements (cont.)

Managed Training Areas

1. List the air-to-ground training ranges, outlying airfields, auxiliary airfields, special use airspace and areas for special use that are actively managed (scheduled or controlled) by the installation.

Managed Training Assets	Management Role

. List other candidate installations (DoD and non-DoD) that could be considered for performing these management duties.

Asset	Installation	Reason for Consideration

Mission Requirements (cont.)

D. General Military Support

1. Does this installation currently support any joint services (i.e., counter-narcotics) air operations? If so, explain.

a. If applicable, give the type and number of aircraft based at your installation that conduct these operations and the total number of sorties flown during FY 1993 in support of these operations.

Aircraft Type	Number of Aircraft	# Sorties Flown in FY 1993

b. If applicable, list special equipment and facility (e.g., radar surveillance systems) at your installation that directly support these operations.

Equipment/Facility	Function

2. Does this installation have a role in national air defense or any other war or peace time defense plans? If so, explain.

lission Requirements (cont.)

D. General Military Support (cont.)

3. Does this installation directly support a military or civilian area control and surveillance mission (e.g., FACSFAC, FAA support)? If so, provide details.

4. Describe the role this installation plays in any logistics support and mobilization plan.

5. List any other military support missions currently conducted at/from this installation (e.g., port of embarkation for personnel, other active duty/reserve personnel or logistics transfer missions).

6. Are any new military missions planned for this installation?

. Other Support

1. Does the installation have a role in a disaster assistance plan, search and rescue, or local evacuation plan? If so, describe.

2. Does the installation provide any direct meteorological support to local civilian, governmental or military agencies? If so, describe.

3. Are any new civilian or other non-DoD missions planned for this installation? If so, describe.

Mission Requirements (cont.)

F. Weather

1. What percentage of the time (on average, by month), does the local weather affect training operations and restrict airfield sortie rates. Use the following chart and add any further descriptions on how weather generally impacts airfield and training operations (recurring wind or fog conditions, etc.).

Airfield: _____

Month	% of Hours[3] VMC	% of Hours IMC	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	% of All Sorties Rescheduled/Canceled Due to Weather
Jan.				
Feb.				
Mar.				
Apr.				
May				
June				
July				
Aug.				
Sept.				
Oct.				
Nov.				
Dec.				

2. Give the official planning factor for percent of sorties lost due to weather (based on historic data).

3. Do the normal weather conditions at the most frequently used training areas pose a chronic problem for scheduling training sorties? If so, are alternate training areas used? Does the use of alternate training facilities involve relocating aircraft and support personnel to other installations during certain times of the year?

---

[3] Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

acilities

A. Air Space and Flight Training Areas

1. Is mission/training impacted by training area airspace encroachment or other conflict? For example, noise abatement/traffic procedures that limit operations. Explain.

2. Do the MOAs/bombing ranges/other training areas have any scheduling restrictions/limitations?

   a. If scheduling problems are encountered, list all reasons.

3. Do you expect more restrictions/limitations to be imposed on the MOAs/bombing ranges/other training areas used by your unit? (Yes or No)

   a. If yes, state all reasons.

4. Are there any significant changes/restrictions/limitations being worked that will affect the scheduling of low level routes used by your unit? (Yes or No)

   a. If yes, list all changes.

. Excluding airport traffic area, what airspace does the installation schedule/manage? Include any military operating areas, restricted areas, warning areas, low altitude tactical navigation areas, air refueling tracks/anchors, military training routes, and alert areas. List and identify each unit of airspace. Provide MOA and restricted area utilization reports as necessary.

6. If installation does not schedule/manage any airspace, then identify airspace used for local training.

Facilities (cont.)

A. Air Space and Flight Training Areas (cont.)

7. For each piece of airspace, that your installation controls or manages, answer the following questions:

a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? (Yes or No)
- What is the status of each environmental analysis and supplement?
- Were there any problems associated with the analysis?
- Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports.

b. Are there known noise sensitive areas (NSAs) associated with each piece of airspace? (Yes/No)
- List those documented in Flight Information Publication (FLIP) and those you have concerns about.
- Do any of these NSAs affect or threaten the quality of training or mission?

c. Are there any known civilian/commercial encroachments with each piece of airspace? (Yes/No)
- List those for ground or airspace encroachment. (i.e., Public-use airports, parachute operations, gliders, etc.)

d. Are there any planned expansions to your special use airspace? Yes/No (Include new airspace proposals)
- Explain proposal and give status (to include community reactions)
- What was the primary rationale supporting expansion?

e. What type of restrictions exist with each airspace? (i.e., hours of operation, subsonic, altitude restrictions, exercise only, ATC delays, etc.)

f. What is the published availability of each airspace?
- How many hours (average per year for 1990 thru 1993) was the airspace scheduled?
- How many hours were actually used (average per year for 1990 thru 1993, total of all users)?
- State reasons for difference between scheduled and actually used.

g. Is it possible to increase utilization of the airspace? (Yes or No)

h. Can it be expanded in volume and/or hours of use? (Yes or No)

i. Describe the volume or area of the airspace.

j. What percentage of the airspace is usable?

Facilities (cont.)

A. Air Space and Flight Training Areas (cont.)

8. Potential For Growth in Training Airspace (Area)
   a. Is expansion possible? (Yes or No)
      - If yes, give an estimate of the percentage of increase and rationale for your estimate
   b. Will current access remain the same (status quo)? (Yes or No)
   c. Are reductions expected? (Yes or No)
      - If yes, give an estimate of the percentage of decrease and rationale for your estimate
   d. Do current special use airspace and training areas meet all training requirements? (Yes or No)
      - Can some of your training requirements only be met by deployed, off-station training? (Yes or No)
      - If not, what degradation is experienced? Explain/identify

9. Commercial Aviation Impact
   a. Is the installation joint-use (CIVILIAN/MILITARY)? YES/NO.
   b. Identify all of the airfields (to include civilian/commerical/general aviation/uncontrolled) within a 50 mile radius of the installation.
   c. Do civilian/commerical operators or other airspace users pose any scheduling, operational, or environmental constraints or limits on operations? Yes/No (In answering Yes or No, consider ATC, hours f operations, flight tracks/profiles, conflicting traffic with other airports or airspace users, noise sensitive reas, etc.
      - Describe the impact.

Joint Cross-Service Group on Undergraduate Pilot Training

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5. Alternatives Transmitted to the Military Departments - Book 1

6. JCSG Meeting Minutes - Book

Facilities (cont.)

A. Air Space and Flight Training Areas (cont.)

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data:

Airspace Designator: _____

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)
b. Dimensions (nmi. x nmi. x ft)
c. Distance from main airfield
d. Time en route from main airfield
e. Controlling agency
f. Scheduling agency
g. Are canned/stereo airways needed to access air space?
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
h. Is the airspace under radar coverage?
   - If so who provides the coverage?
i. Is the airspace under communications coverage?
   - If so who provides the coverage?
j. Number of low level airways (below 18,000 ft) that bisect airspace
k. Number of high altitude airways (above 18,000 ft) that bisect airspace
l. Total number of sorties/movements flown in FY 1990 thru 1993
   - By your service
   - By other services (including reserves and national guard)
m. Total number of available hours in FY 1990 thru 1993
n. Total number of scheduled hours in FY 1990 thru 1993
   - By your service
   - By other services (including reserves and national guard)
o. Total number of hours used
   - By your service
   - By other services (including reserves and national guard)
p. Types of training permitted

'acilities (cont.)

A. Air Space and Flight Training Areas (cont.)

11. List all the Ranges (Controlled/managed by installation) (IF NONE, SKIP TO A. 3.)

Range Name:_____

a. List the range(s) that your installation controls/manages?
b. List the range's (s') associated airspace to include restricted areas, MOAs, etc.
c. What is the distance from the installation to the range(s) (primary target or centroid)?
d. What is the size of the range? (in acres)
- What is the size of the range's(s') impact area(s) (in acres)?
- What is the size of the restricted area in which the range lies (in square miles)?
- What is the altitude ceiling of the range's(s') restricted area(s)?

e. Does the range's(s') shape/location prohibit efficient training or significantly hamper mission accomplishment (i.e., single run-in headings, no pop patterns, etc)?

f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)?

g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List

h. What is the published availability of the range(s)?
- How many hours (average per year for 1990 thru 1993) was the range(s) scheduled?
- How many hours was the range(s) used (average per year for 1990 thru 1993, total of all users)?
- Utilization (average used/average scheduled x 100 = %)
- Give reasons for non-use.

i. Does the range(s) have full-scale weapons develivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail.
- What are the associated FSWD/ASWS restrictions?

j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)?
- What are the associated special weapons restrictions?

k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail.
- What are the associated electronic warfare restrictions?

l. Are there any noise sensitive area (NSAs) associated with the range(s)? List.
- Do any of the NSAs affect or threaten the quality of training? (Explain)

m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe.
- Do any of these encroachments affect or threaten the quality of training? (Explain)

n. Describe problems (if any) with hazardous material/waste/ordnance disposal?

o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range?
- Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is renewed? If yes, explain.

p. Is it possible to increase utilization of the range(s) (expand hours, volume)?

q. Are there any planned range real property expansions? Describe.
- What is community reaction to your proposal?

acilities (cont.)

A. Air Space and Flight Training Areas (cont)

12. List all the other air-to-ground training ranges not controled or managed by your installation within 100 nmi. For each range, provide the following data:

Range Name: _____

a. Location (city/county and state and lattitude and longitude)
b. Distance from main airfield
c. Time en route from main airfield
d. Controlling agency
e. Scheduling agency
f. Are canned/stereo airways needed to access air space?
   - If so, how many?
   - If so, what types (i.e., IFR, VFR, or altitude reservation)?
g. Is the airspace under radar coverage?
   - If so who provides the coverage?
h. Is the airspace under communications coverage?
   - If so who provides the coverage?
i. Number of low level airways (below 18,000 ft) that bisect airspace
j. Number of high altitude airways (above 18,000 ft) that bisect airspace
k. Total number of sorties flown in FY 1990 thru 1993
   - By your service
   - By other services (including reserves and national guard)
l. Total number of available hours in FY 1990 thru 1993
m. Total number of scheduled hours in FY 1990 thru 1993
   - By your service
   - By other services (including reserves and national guard)
n. Total number of hours used
   - By your service
   - By other services (including reserves and national guard)
o. Types of training permitted

13. Describe the major air traffic structure (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield.

14. Are installation operations currently affected by the major air traffic structures (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield? If so, describe the effect.

acilities (cont.)

A. Air Space and Flight Training Areas (cont)

15. Are there planned changes to the major air traffic structures (routes, terminal control areas, approaches, etc.) in the region? If so, will these changes affect installation operations. Describe the effect.

16. Does the current system of air traffic control (ATC) routes limit aircraft flights between the installation and all associated training areas? If so, describe these limitations.

17. Does the installation experience any ATC delays on a regular basis? If so, describe the recurring causes for these delays and give the average duration.

18. Are there any air traffic control constraints/procedures listed in the current Air Ops manual/AICUZ study that currently, or may in the future, limit installation operations?

19. Does the current airspace which you schedule/control permit advanced fighter training? If not, explain why.

20. Is there airspace within 50 NM which permits advanced fighter training?

21. Does the current airspace configuration permit advanced helicopter training? If not, explain why.

22. Does the airspace configuration prohibit other types of undergraduate pilot training? If so, explain why.

23. For each syllabus of undergraduate pilot and/or NFO/Navigator flight training, state whether you require any specific terrain feature or overwater access for training.

Syllabus of Training *	Terrain Feature or Overwater Requirement

* Use appropriate Navy, Air Force, or Army syllabus of training list

Facilities (cont.)

B. Airfields

1. For the main airfield(s) and each auxiliary and outlying field/staging base, provide the following data

Airfield Name: _____

a. Location (city/county and state and lattitude and longitude)
b. Distance from main field:
c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?
d. Does the airfield have parallel or dual offset runways?
   - If the airfield has parallel or dual offset runways; do they permit dual IFR flight operations?
e. Does the airfield have full-length parallel taxiways?
f. Does the airfield have high speed taxiways?
g. Does the airfield have a crosswind runway?
h. If conditions force the use of this runway, does the airfield lose flight ops capacity?
i. How much capacity is lost?
j. What percent of the time do conditions force the crosswind runway to be used?
k. Is the airfield equipped to support IFR flight operations?
l. Is the airfield owned by your service or leased?
m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).

Facilities (cont.)

B. Airfields (cont.)

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adquate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY				
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY				
113	Airfield Pavements-Aprons (Do not include shoulders)	SY				
116-662	Dangerous Cargo Pad	SY				
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF				

Facilities (cont.)

B. Airfields (cont.)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF				
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF				
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF				
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF				
851	Roads (Do not include 851-142 and 851-143)	SY				
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY				

Facilities (cont.)

3. Airfields (cont.)

3. List the major facility assets (using your service specific list by 5 digit category code number (CCN)) under installation control (e.g., runway, parking apron, hangars, terminal, administrative spaces) and assess their material condition by indicating the quantities that are adequate/permanent, substandard/semi-permanent and inadequate/temporary. Specify how the facility is used if it is not obvious from its CCN.

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary

4. An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

a. Facility Type/Code:
b. What makes it inadequate/temporary?
c. What use is being made of the facility?
d. What is the cost to upgrade the facility to substandard/semi-permanent?
e. What other use could be made of the facility and at what cost?
f. Current improvement plans and programmed funding:
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

'acilities (cont.)

C. Ground Training Facilities

1. List ground training facilities at the installation that support pilot and/or NFO/Navigator training (e.g., classrooms, pistol ranges, water survival facilities). Provide the 5 digit category code number (CCN) where possible. Indicate if these facilities are unique or if they include any specialized equipment and assess their material condition by indicating the quantities that are adequate/permanent, substandard/semi-permanent and inadequate/temporary. Specify how the facility is used if it is not obvious from its CCN.

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary

2. An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

a. Facility Type/Code:
b. What makes it inadequate/temporary?
c. What use is being made of the facility?
d. What is the cost to upgrade the facility to substandard/semi-permanent?
e. What other use could be made of the facility and at what cost?
f. Current improvement plans and programmed funding:
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

'acilities (cont.)

D. Aircraft Maintenance Facilities

1. Complete the following table for each type of aircraft which can be maintained at your installation. Place an "x" in the applicable columns for each type of aircraft.

Aircraft Types	Level of Maintenance			Source	
	Depot	Intermediate	Organizational	DOD	Contract

'acilities (cont.)

E. Special Military Facilities

1. List all facilities and equipment that play a special role in military operations (e.g., radar, communications, command and control, oceanographic facilities) of the aircraft at the installation.

Type of Facility	Operational Mission of Facility

2. Contingency and Deployment Requirements:
(Assume full mobilization, sustained 24-hour capability)

a. Can airfield handle wide-body aircraft (e.g. C-5, KC-10, E-3A, 747) transient operations, (e.g., arking, fueling, loading)? (Yes/No)

3. Does installation have a dedicated munitions loading pad?
   a. If yes, are there any access limitations?
   b. What type aircraft have used your pad over the last five years?

Facilities (cont.)

E. Special Military Facilities

4. Is the installation located within 150NM of:
   a. Ground Force Installation (active)? Yes/No (If yes, give name(s))
   b. Rail Access which allows the loading/unloading of heavy equipment? Yes/No
   c. Deep water port facility? Yes/No (If yes, give name(s))

5. Does the installation medical treatment facility routinely receive referral patients? (Yes/No)

6. Do installation medical facilities have any unique missions (aeromedical staging facility, environmental health laboratory, area dental laboratory, physiological training unit, wartime tasking, etc.)? Identify.

7. List any weapons storage and handling facilities located at the installation.

Type of Facility	Location	Mission and Capability of Facility

Facilities (cont.)

F. Facility Support Arrangements for Other Services

1. List all arrangements (e.g., inter-service support agreements) that involve supporting other military service activities at the installation.

Activity Name / Military Service	Description of Activity Role and Degree of Support

2. List all formal support agreements and other arrangements that involve supporting other governmental agencies (federal, state, local or international) or civilian activities at the installation.

Activity / Sponsor / Government Affiliation	Description of Activity Role and Support Level

Facilities (cont.)

j. Proximity to Operational Mission Areas

1. Does the location of the installation have any strategic role at the present time or in future plans (include both location and attributes available at that location, e.g., waterfront space). Discuss alternate military/civilian facilities that could fulfill the same strategic role.

H. Proximity to Training Areas

1. Does the location of the installation permit any specialized training with other operational units (e.g., Joint forces)? If so, provide details.

2. Describe the plan for conducting carrier qualifications. Will ship deploy to training squadron site or will squadrons deploy?

3. How far (nmi.) is the installation from a designated naval operations area where an aircraft carrier would conceivably operate ?

4. If the aircraft carrier deploys to an area within operating range of training air squadrons, would CQ training usually be conducted directly from the installation or on a detachment basis?

'acilities (cont.)

I. Proximity to Other Support Facilities

1. List other airfields (currently not used for undergraduate pilot and/or NFO/Navigator training) in the local flying area that are available for training and emergency uses.

Airfield Name	Major Use / Capability	Location / Distance

2. What other military facilities located in the vicinity are/could be used to support the installation's and tenants' mission?

Military Facility Name	Actual / Proposed Use	Distance

3. What civilian owned facilities located in the vicinity are/could be used to support the installation's and tenants' mission?

Facility Name	Actual / Proposed Use	Distance

Facilities (cont.)

V. Unique features

1. Identify any unique (one of a kind) features (function, equipment, ranges, etc.) possessed by this training installation. Please list each feature separately and provide a narrative explanation of the importance of the unique feature. (Do not include Depots, Product Centers or Laboratories).

2. Are there any on-installation facilities unique (one-of-a-kind) to your service that must be replaced if the installation is closed (Yes/No). If so, list the following information:

a. Name or type of facility
b. Total SF
c. Cat code
d. Present use

Future Requirements

A. Air Quality

1. What is the name of the Air Quality Management District in which the base is located?
   a. Is the installation or any of its OLFs or Staging Bases located in different Air Quality Management Districts? Yes/No
   b. If the answer is yes, provide acres of installation at each location, and answer questions 2-4 for each Air Quality Management District location.

2. Has EPA designated the air quality control area in which your installation is located as a maintenance or non-attainment area for any of the six criteria air pollutants (ozone, carbon monoxide, particulate matter (PM 10), sulfur dioxide, nitrogen dioxide, lead)? YES/NO
   a. If the base is in a maintenance area, identify the regulated pollutant(s).
   b. If the base is in a non-attainment area, identify the pollutant(s) and the degree of severity (marginal, moderate, serious, severe, or extreme).

3. Are there any critical air quality regions (i.e., non-attainment areas, national parks, etc.) within 100 kilometers of the base? YES/NO

4. Has the local Air Quality Board (or similar organization) restricted or delayed any on- or off-installation activities due to air quality considerations? Examples to consider include restrictions to construction permits, restrictions to operating hours for industrial facilities, implementation of High Occupancy Vehicle (HOV) procedures during rush hour, etc. YES/NO
   a. If activities have been restricted, describe the nature, extent and duration of the restriction.
   b. Has the installation been required to implement emissions reduction through special actions, such as carpooling or emissions credit transfer? YES/NO
   c. If special actions have been implemented, specify the nature of the actions.

~~5. Are there any critical air quality regions (i.e. non-attainment areas, national parks, etc.) within 100 kilometers of the installation? YES/NO~~

Future Requirements (cont.)

B. Encroachment

1. Are there any known plans for a commercial airline to hub at an airport within 100 nmi. of your installation? If so, describe.

2. Have there been any ATC delays (15 minutes or greater) between initial takeoff request and actual takeoff during the past three years as a result of civilian traffic? If so, please complete the following table.

Fiscal Year	Average Delay (minutes)	Number of Delays	% of Total Flight Operations Affected
1991			
1992			
1993			

3. How many times during each of the past three years have any of your low level training routes been modified to accommodate construction and/or noise complaints?

Fiscal Year	Number of changes
1991	
1992	
1993	

Future Requirements (cont.)

B. Encroachment (cont) -

4. Is the existing AICUZ study encoded in local zoning ordnances?

a. Attach a copy of any applicable sections of the installation AICUZ plan and note any recent modifications.

b. Provide a description of local zoning ordinances and their impact on future encroachment, restricted flight hours and details of any litigation history.

5. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned mission?

6. Provide a copy of the current and proposed land development plans for the area surrounding the installation (i.e., the local government's comprehensive land-use plan).

7. Air Space Encroachment.

a. Do you receive noise complaints from off-installation residents? YES/NO.

b. How many per month (average)? Include noise complaints from local and transient aircraft within the airfield traffic pattern and departure and arrival corridors.

c. Has the installation implemented noise abatement procedures? YES/NO.

d. Describe your procedures. Include noise abatement procedures for maintenance, flight operations, arrivals, departures, and command-directed.

Future Requirements (cont.)

b. Encroachment (cont)

8. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures. Answer as well as possible if civilian control or FAR PART 150 Study applies. Answer the following questions regarding current community and other land encroachment near or at the installation by filling in the attached tables following the instructions below.

a. Instructions:

(1) Provide the percent off base current incompatible land use within the Clear Zone (CZ), Accident Potential Zone I (APZ I), Accident Potential Zone II (APZ II), and each noise contour interval (i.e. 60-65 Ldn if available, 65-75 Ldn, 75-80 Ldn if available, and greater than 80 Ldn if available) in the attached tabular format, along with the indicated support information. Incompatibility is governed by DODI 4165.57 and is detailed in the 1980 report of the Federal Interagency Committee on Urban Noise.

(2) Obtain current land use data by overlaying noise contours and CZ/APZ from the most recent publicly released AICUZ, Environmental Assessment which has Finding of No Significant Impact, Environmental Impact Statement which has a Record of Decision, or other officially released noise contour analysis onto current land use maps obtained from local governments. Include the source and date of data. If no current land use maps are available, bases may use recent aerial photography of the off-base areas to determine compatibility percentages. Aerial photos may be available from local governments, USDA offices or planning agencies. Another alternative is to obtain a USGS or map of the environs, and determine land uses through a windshield survey. Analysis of tax/parcel or similar maps may also be conducted.

(3) Then determine the percent incompatible land use. This work is now typically done with computer digitizing programs and equipment. However, the work can be done manually, with the help of the drafting section, through the use of a template or other means. Visit local government planning offices for assistance with off-base land use.

(4) For consistency, use generalized land use areas in determining incompatible land uses (i.e. for residential land uses, include residences, lawns, sidewalks, driveways, local streets, etc., NOT JUST THE RESIDENCES). Generalized land use is the traditional nationwide planning convention and is the standard used in the typical land use maps provided by local governments. For each farm house or rural residence in Accident Potential Zone (APZ) I, add 1/2 acre of incompatible land use.

(5) What is the percent current off-base incompatible land use:
- (a) Within the Clear Zone (CZ) at each end of each active runway?
- (b) Within Accident Potential Zone (APZ) I at each end of each active runway?
- (c) Within APZ II at each end of each active runway?
- (d) Between the 60 Ldn and 65 Ldn noise contours (if available)?
- (e) Between the 65 Ldn and 75 Ldn noise contours?
- (f) Between the 75 Ldn and 80 Ldn noise contours (if available)?
- (g) Within the 80 Ldn noise contour and above (if available)?

Future Requirements (cont.)

B. Encroachment (cont)-

9. Current land use status for accident zones: reference questions 8.a.(5)(a) through 8.a.(5)(c). Describe current off-base encroachment/incompatible land use by completing the information in the following table for clear zones and accident potential zones.

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	—			
APZ I				
APZ II				

NOTE: Develop a table like the above for each runway end (for example, one table for runway 19 and one table for runway 01) and identify if primary or secondary runway.

10. Current land use status for noise zones: reference questions 8.a.(5)(d) through 8.a.(5)(g). Describe current off-base encroachment/incompatible land use by filling in the information in the following table for noise zones/contour intervals.

LDN ~~DNL~~	Est Pop	Acres	% Incomp L-U
60-65*			
65-75			
75-80*			
80+*			

* If available

uture Requirements (cont.)

B. Encroachment (cont)

11. Future local/regional community encroachment. Answer the following questions regarding future community and other land encroachment near or at the installation.

a. Provide a rough estimate of how previous BRAC or operational realignments will impact your AICUZ footprint (i.e., what types and quantities of aircraft and operations tempo increases are expected from incoming units, and what is their predicted effect on your footprints)?

b. How are local land use plans expected to impact the AICUZ footprints?

c. If the latest publicly released AICUZ is outdated (does not reflect current flying operations), provide milestones for completion of an updated AICUZ.

d. Describe how local governments (municipalities, counties) have incorporated AICUZ recommendations into land use controls (zoning, etc.) by indicating which local governments, if any, have incorporated any of the following into their land use controls. Be sure to specify which types of controls: zoning, building codes, subdivision regulations, etc. Indicate if any new local land use control efforts are to be implemented, when implemented, what jurisdiction, and what type of controls, as well as how ıcroachment will be limited.

(1) AICUZ recommended height restrictions.
(2) AICUZ recommended development limits for Accident Potential Zone (APZ) I.
(3) AICUZ recommended development limits for APZ II
(4) AICUZ recommended development limits between the 60 Ldn and 65 Ldn noise contours (if available).
(5) AICUZ recommended development limits between the 65 Ldn and 75 Ldn noise contours.
(6) AICUZ recommended development limits between the 75 Ldn and 80 Ldn noise contours (if available).
(7) AICUZ recommended development limits above the 80 Ldn noise contour (if available).
(8) Are real estate disclosure statements required by local communities?

Future Requirements (cont.)

Encroachment (cont)

11. Future local/regional community encroachment (cont.)

e. Indicate if significant development (i.e. a residential subdivision, shopping mall or center, industrial park, etc.) exists or is anticipated or has been announced or started. If so, indicate what type of land use (residential, commercial, industrial, etc.), the type and size of the development (for residential subdivision: number of housing units, number of acres, population; for shopping mall/center: number of stores, total number of acres), when completed or when completion expected. Indicate any long range (20 years) trends for new growth.

f. Has all clear zone acquisition been completed? YES/NO.

(1) If not, indicate the runway approach and number of acres to be acquired, as well as timetable and expected acquisition costs.

g. Are on-base facilities and proposed facility development sited in accordance with AICUZ commendations? Refer to the Base Comprehensive or Master Plan. For each incompatible facility existing or proposed), indicate facility type (dormitory, etc.), approximate number of occupants, why the facility is incompatible, the reason this incompatibility is necessary, and the anticipated completion date if projected or under construction.

Future Requirements (cont.)

C. Ability for Expansion

1. Does the operational infrastructure (e.g., parking apron, fuel and munitions storage, warehouse space, hangar space) provide capabilities for future expansion or change in mission?

2. What is the availability of off-installation acreage for possible future installation development?

3. Provide the following information for installation infrastructure related facilities and functions. If these or other installation infrastructure attributes may be a determining factor for installation loading and expansion, provide additional comments and capacity measures as appropriate.

Type of Facility or Capability	On Installation Capacity	Off Installation Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWH)				
Water (GPD)				
Sewage (GPD)				
Natural Gas (CFH)				
Short Term Parking				
High Temp.Water/ Steam Generation/ Distribution				

4. Are there any characteristics regarding your utility systems that should be considered?

uture Requirements (cont.)

C. Ability for Expansion (cont.)

5. Identify in the table below the real estate which has the potential to facilitate future development and for which you are the plant account holder. Complete a separate table for each individual site, i.e., main installation, outlying airfields, special off-site areas, off installation housing, etc. Unit of measure is acres.

Site Location: _____

Land Use	Total Acres	Developed[4]	Available for Development	
			Restricted[5]	Unrestricted
Operational				
Training				
Research & Development				
Supply and Storage				
Admin				
Housing				
Recreational				

6. Identify the features of this installation that make it a strong candidate for basing/training other types of aircraft/aircrews and other operational units in the future

[4] Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without lemolition of existing infrastructure.

This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges or cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Manpower Implications

A. Quality of Life

1. Military Housing

a. Family Housing:

(1) Do you have mandatory assignment to on-installation housing? (circle) yes no

(2) For military family housing in your locale provide the following information:

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate/ Permanent	Number Substandard/ Semi-Permanent	Number Inadequate/ Temporary
Officer	4+				
Officer	3				
Officer	1 or 2				
Enlisted	4+				
Enlisted	3				
Enlisted	1 or 2				
Mobile Homes					
Mobile Home lots					

(3) An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

a. Facility Type/Code:
b. What makes it inadequate/temporary?
c. What use is being made of the facility?
d. What is the cost to upgrade the facility to substandard/semi-permanent?
e. What other use could be made of the facility and at what cost?
f. Current improvement plans and programmed funding:
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

Manpower Implications (cont.)

A. Quality of Life (cont.)

(4) Complete the following table for the military housing waiting list.

Pay Grade	Number of Bedrooms	Number on List[6]	Average Wait
O-6/7/8/9	1		
	2		
	3		
	4+		
O-4/5	1		
	2		
	3		
	4+		
O-1/2/3/CWO	1		
	2		
	3		
	4+		
E7-E9	1		
	2		
	3		
	4+		
E1-E6	1		
	2		
	3		
	4+		

[6]As of 31 March 1994.

Manpower Implications (cont.)

A. Quality of Life (cont.)

(5) What percent of your family housing units have all the amenities required by "The Facility Planning & Design Guide" (Military Handbook 1190 & Military Handbook 1035-Family Housing)?

(6) Provide the utilization rate for family housing for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	
Substandard/Semi-Permanent	
Inadequate/Temporary	

(7) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 98% (or vacancy over 2%), is there a reason?

(b) BEQ:

(1) Provide the utilization rate for BEQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	
Substandard/Semi-Permanent	
Inadequate/Temporary	

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

Manpower Implications (cont.)

A. Quality of Life (cont.)

(c) BOQ:

(1) Provide the utilization rate for BOQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	
Substandard/Semi-Permanent	
Inadequate/Temporary	

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

(d) Have any family housing/BOQ/BEQ units been vacated for purposes of renovation or are new units under construction? State type unit, total number of units, size, capacity and availability date.

Units Under Renovation or Construction				
Type Unit (Family Housing/BOQ/ BEQ)	Total Number	Size (Appropriate Measure)	Capacity (Appropriate Measure)	Availability Date

(e) Provide the following information on any family housing/BOQ/BEQ units planned for construction (MILCON) for FY94 - 97. State type unit, total number of units, size, capacity, and availability date.

Manpower Implications (cont.)

A. Quality of Life (cont.)

2. For on-installation MWR facilities[7] available, complete the following table for each separate location. For off-installation government owned or leased recreation facilities indicate distance from installation. If there are any facilities not listed, include them at the bottom of the table.

LOCATION _____ DISTANCE _____

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays		
	Outdoor Bays		
Arts/Crafts	SF		
Wood Hobby	SF		
Bowling	Lanes		
Enlisted Club	SF		
Officer's Club	SF		
Library	SF		
Library	Books		
Theater	Seats		
ITT	SF		
Museum/Memorial	SF		
Pool (indoor)	Lanes		
Pool (outdoor)	Lanes		
Beach	LF		
Lake	Each		
Tennis CT	Each		

[7]Spaces designed for a particular use. A single building might contain several facilities, each of which should be listed separately.

Manpower Implications (cont.)

A. Quality of Life (cont.)

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Volleyball CT (outdoor)	Each		
Basketball CT (outdoor)	Each		
Racquetball CT (indoor/outdoor)	Each		
Squash CT	Each		
Golf Course	Holes		
Driving Range	Tee Boxes		
Gymnasium	SF		
Fitness Center	SF		
Marina	Berths		
Stables	Stalls		
Rod and Gun Club/Range	Each		
Softball Fld	Each		
Football Fld	Each		
Soccer Fld	Each		
Youth Center	SF		

3. Is your library part of a regional interlibrary loan program?

Manpower Implications (cont.)

A. Quality of Life (cont.)

4. Installation Family Support Facilities and Programs

a. Complete the following table on the availability of child care in a child care center on your installation.

Age Category	Capacity (Children)	SF			# of PN on Wait List	Avg Wait (Days)
		Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary		
0-6 Mos						
6-18 Mos						
18Mos-5yrs						

b. An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

- Facility Type/Code:
- What makes it inadequate/temporary?
- What use is being made of the facility?
- What is the cost to upgrade the facility to substandard/semi-permanent?
- What other use could be made of the facility and at what cost?
- Current improvement plans and programmed funding:
- Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

c. If you have a waiting list, describe what programs or facilities other than those sponsored by your command are available to accommodate those on the list.

d. Are there other military child care facilities within 30 minutes of the installation? State owner and capacity (i.e., 60 children, 0-5 yrs).

Manpower Implications (cont.)

A. Quality of Life (cont.)

f. Complete the following table for services available on your installation. If you have any services not listed, include them at the bottom.

Service	Unit of Measure	Qty
Exchange	SF	
Gas Station	SF	
Auto Repair	SF	
Auto Parts Store	SF	
Commissary	SF	
Mini-Mart	SF	
Package Store	SF	
Fast Food Restaurants	Each	
Bank/Credit Union	Each	
Family Service Center	SF	
Laundromat	SF	
Dry Cleaners	Each	
Alcohol Rehabilitation Center	PN	
Chapel	PN	
FSC Classroom/Auditorium	PN	

5. Proximity of closest major metropolitan areas (provide at least three):

City	Distance (Miles)

Ianpower Implications (cont.)

A. Quality of Life (cont.)

6. Standard Rate VHA Data for Cost of Living:

Paygrade	With Dependents	Without Dependents
E1		
E2		
E3		
E4		
E5		
E6		
E7		
E8		
E9		
W1		
W2		
W3		
W4		
O1E		
O2E		
O3E		
O1		
O2		
O3		
O4		
O5		
O6		
O7		

Attachment 4

DEFINITIONS

SORTIE:

A "sortie" is an operational flight by one aircraft. A sortie begins when the aircraft begins to move forward on takeoff or takes off vertically from rest at any point of support. It ends after airborne flight when the aircraft returns to the surface and:

a. The engines are stopped, or
b. The aircraft is on the surface for 5 minutes (N/A for helicopters), whichever occurs first between a and b, or
c. A change is made in the crew.

AIRPORT OPERATIONS COUNT:

"Airport Operations Count" is the number of arrivals and departures from an airport with a control tower. Specifically, one airport operation count is taken for each landing and takeoff, while two airport operations counts are taken for low approach below traffic pattern altitude, stop and go, or touch and go operation.

OFFICE OF THE UNDER SECRETARY OF DEFENSE
4000 DEFENSE PENTAGON
WASHINGTON, D.C. 20301-4000

29 SEP 1994

PERSONNEL AND READINESS

MEMORANDUM FOR THE ARMY BASING STUDY
EXECUTIVE DIRECTOR, BASE STRUCTURE ANALYSIS TEAM
HQ USAF RTR

SUBJECT: Request for Certified Data

Pursuant to the procedures outlined in the Internal Control Plan for Managing the Identification of DoD Cross-Service Opportunities as part of the DoD 1995 Base Realignment and Closure Process, dated 13 April 1994, request that the addressees utilize their BRAC-95 internal control mechanisms to collect the information contained in the attachment. These questions have been identified by the Undergraduate Pilot Training (UPT) Joint Cross-Service Working Group as needing resolution in order to allow the group to continue its analysis. For the most part, advance answers have already been informally provided by the cognizant authority.

Please ensure that the data and information provided to the UPT Joint Cross-Service Group is certified as accurate and complete in accordance with your respective BRAC-95 Internal Control Plans.

Please provide your response no later than 15 October 1994. My staff point of contact is Mr. Dan Gardner, Pentagon Rm 3B930, phone 695-6857.

Louis C. Finch
Chairman
Undergraduate Pilot Training Joint Cross-Service Group

Attachment:
As Stated

QUESTIONS TO BE REVALIDATED

1. NAS WHITING. Military Value Data Call. Weather, Question A.1. - Percent of canceled/rescheduled helo information?

2. FORT RUCKER. Military Value Data Call. Weather Question 2. - Official planning factor?

3. FORT RUCKER/NAS WHITING. Military Value Data Call. Airspace and Flight Training Areas, Question 7. Verify FORT RUCKER answer "no" to "specific terrain features." NAS WHITING failed to list VFR training routes within 30NM.

4. CNATRA. Capacity Data Call. Airfields, Question 4. How many simultaneous pattern operations at the OLFs?

5. FORT RUCKER. Military Value Data Call. Airfields, Question 5. Verify that all airfield facilities are "adequate/permanent."

6. NAS PENSACOLA. Same Question above. Provide total square yards for fixed wing and rotary wing taxiways, runways, and parking aprons. How much is adequate?

7. NAS WHITING. Military Value Data Call. Ground Training Facilities, Question 1. Provide answer to the question.

8. NAS WHITING. Military Value Data Call. Airfields, Question 3. How many hangars are for South Field?

9. FORT RUCKER. Military Value Data Call. Encroachment, Question 9. Does FORT RUCKER have any clear zone, APZ I, or APZ II off base?

10. FOR ALL TRAINING AIR STATIONS. Capacity Data Call. Housing and Messing. Provide number of BOQ/BEQ rooms that are adequate/permanent.

11. FORT RUCKER. Military Value Data Call. Quality of Life, Installation Family Support Facilities and Programs, Question 4a. Verify waiting list for child care.

12. COLUMBUS AFB. Military Value Data Call. Managed Training Areas. Report data for its one outlying field.

13. RANDOLPH AFB. Military Value Data Call. Airspace and Flight Training Areas. Remeasure distance to range. Randolph is reporting 76NM to air to ground range.

14. SHEPPARD AFB. Military Value Data Call. Airfields. Report data for 3rd parallel runway which is funded, contracted, and construction in progress. Also does SHEPPARD AFB have a physiology trainer?

15. LAUGHLIN AFB. Military Value Data Call,. Verify condition of runways.

16. NAS MERIDIAN. Military Value Data Call. Verify that all ground training and airfield facilities are "adequate." Answer all the Military Value Data Call Encroachment Questions.

17. RANDOLPH AFB. Military Value Data Call. Is existing AICUZ study encoded in local zoning ordinances? YES or NO?

18. NAS CORPUS CHRISTI. Military Value Data Call. Encroachment - Question 4. Answer the portion that deals with percent incompatible land use for clear zones, APZ I and APZ II.

19. NAS MERIDIAN. Military Value Data Call. Ground Training Facilities - Question 1. Answer the Question.

20. FORT RUCKER. Capacity Data Call. Airfields. Weather. Question 7. Provide cross-wind data

21. AETC. Does Air Force train in ATCAA Air space?

22. CNATRA. Capacity Data Call. Airfields. Question 16. Require maximum sorties per year with planned aircraft mix.

23. NAS KINGSVILLE. Capacity Data Call. Facilities. Airfields. Question 10. "homefield and all OLF's." (traffic count)

24. RANDOLPH AFB. Capacity Data Call. Features and Capabilities. BOQ Housing and Messing. Question 1. "How many students in the BOQ today?"

25. AETC. Capacity Data Call. Mission requirements. UFT Throughput/Graduates. Question A1. 1994-2001 Primary, Airlift/Tanker and Fighter/Bomber?

26. NAS WHITING. Capacity Data Call. Mission Requirements. Flight Training Ground School. Question 1. List classroom hours.

27. AETC. Capacity Data Call. Mission Requirements. Flight Training Ground School. Question 1. List hours required for classroom and simulators for each different undergraduate flight training syllabus.

28. FT RUCKER AATC. Capacity Data Call. Facilities. Ground Training - Question 1. Maximum Capacity for simulators?

29. RANDOLPH AFB. Capacity Data Call. Facilities Ground Training. Question 1. Maximum capacity for simulators?

30. NAS WHITING FIELD. Military Value Data Call. Facilities, Airfields. Question 1b Provide distance from main airfield for Choctaw OLF?

31. NAS WHITING FIELD. Capacity Data Call. Facilities, Airfields. Question 9. Answer following additional question: Based on JPATS contender with maximum runway requirement - verify split runway operations can still be performed.

32. AETC/CNATRA. Capacity Data Call. Mission Requirements, Training Airframes. Question 2. Please fill out attached chart for training airframes listed.

TRAINING AIRFRAME TABLE

AIRCRAFT	UTILIZATION RATE (SORTIES/MONTH)	PAA FOR THE COMMAND	TOTAL AIRCRAFT IN THE COMMAND INVENTORY
T-34 (FY 94)			
T-34 (FY 01)			
T-37 (FY 94)			
T-37 (FY 01)			
JPATS (TOTAL BUY) (USAF)			
JPATS (TOTAL BUY) (USN)			
T-1 (FY 94)			
T-1 (FY 01)			
T-38 (FY 94)			
T-38 (FY 01)			
AT-38 (FY 94)			
AT-38 (FY 01)			
T-3 (FY 94)			
T-3 (FY 01)			
T-2 (FY 94)			
T-2 (FY 01)			
TA-4 (FY 94)			
TA-4 (FY 01)			
T-44 (FY 94)			
T-44 (FY 01)			
T-45 (FY 94)			
T-45 (FY 01) (TOTAL BUY)			
T-43 (FY 94)			
T-43 (FY 01)			

SECTION THREE (B)

DATA CALL RESPONSES
(BOOKS 2 -)

SECTION THREE (C)

FUNCTIONAL VALUES

OFFICE OF THE UNDER SECRETARY OF DEFENSE
4000 DEFENSE PENTAGON
WASHINGTON, D.C. 20301-4000

14 OCT 1994

PERSONNEL AND READINESS

MEMORANDUM FOR THE ARMY BASING STUDY
EXECUTIVE DIRECTOR, BASE STRUCTURE ANALYSIS TEAM
HQ USAF RTR

SUBJECT: JOINT CROSS-SERVICE GROUP ON UNDERGRADUATE PILOT TRAINING (UPT) SITE FUNCTIONAL VALUES

The corrected functional values developed by the Joint Cross-Service Group on UPT for each site are attached. As indicated in my memorandum of 11 October, 1994, additional corrected and certified data was received, reviewed, and determined to be of significance in the development of functional values. Further updates are not anticipated.

My staff point of contact is Mr. Dan Gardner, Pentagon Rm 1C757, at 695-6857.

D E Gardner for

Louis C. Finch
Chairman
Undergraduate Pilot Training Joint Cross-Service Group

Attachment:
As Stated

COPY 1 OF 5 (1B)
October 13, 1994

UPT FLTSCRN

RANK	SCORE	ALTERNATIVE
1	6.8-6.9	RUCKER
2	6.7-6.8	LAU
3	6.6-6.7	KING
4	6.5-6.6	WHITING
4	6.5-6.6	COL
6	6.5-6.6	VANCE
7	6.4-6.5	MERIDIAN
8	6.3-6.4	CORPUS
9	6.1-6.2	SHEPPARD
9	6.1-6.2	REESE
11	6.0-6.1	P-COLA
12	5.6-5.7	RANDOLPH
13	5.2-5.4	HONDO
14	3.7-3.9	USAFA

UPT PRIMARY

RANK	SCORE	ALTERNATIVE
1	7.0	KING
1	7.0	LAU
3	6.8	COL
3	6.8	MERIDIAN
3	6.8	VANCE
6	6.7	RANDOLPH
6	6.7	CORPUS
8	6.6	WHITING
9	6.4	P-COLA
10	6.3	SHEPPARD
11	6.0	REESE

DUPT LFTTNKER

RANK	SCORE	ALTERNATIVE
1	7.8	P-COLA
2	7.7	KING
3	6.7	VANCE
4	6.6	MERIDIAN
5	6.5	RANDOLPH
5	6.5	SHEPPARD
5	6.5	CORPUS
8	6.3	COL
9	5.9	REESE
10	5.8	LAU

UPT MARIE2

RANK	SCORE	ALTERNATIVE
1	7.6	KING
2	7.5	CORPUS
2	7.5	P-COLA
4	7.4	WHITING
5	6.8	VANCE
6	6.7	COL
7	6.6	MERIDIAN
8	6.5	SHEPPARD
8	6.5	LAU
10	6.4	RANDOLPH
11	5.9	REESE

UPT BOMBFITE

RANK	SCORE	ALTERNATIVE
1	7.8	P-COLA
2	7.3	KING
3	6.8	MERIDIAN
3	6.8	RANDOLPH
5	6.4	COL
6	6.3	SHEPPARD
7	5.6	REESE
8	5.5	LAU
8	5.5	VANCE

UPT STREADV

RANK	SCORE	ALTERNATIVE
1	7.6	P-COLA
2	7.3	KINGSVILLE
3	6.3	MERIDIAN
4	6.2	CORPUS
4	6.2	SHEPPARD
6	6.0	RANDOLPH
6	6.0	COLUMBUS
8	5.7	REESE
9	5.4	LAUGHLIN
10	5.3	VANCE

UPT PANELNAV

RANK	SCORE	ALTERNATIVE
1	7.7	SHEPPARD
2	7.6	P-COLA
2	7.6	COL
4	7.5	VANCE
5	7.2	KING
5	7.2	REESE
7	7.0	MERIDIAN
8	6.9	RANDOLPH
9	6.8	LAU
10	5.9	CORPUS

UPT PRINFO

RANK	SCORE	ALTERNATIVE
1	7.1	LAU
1	7.1	RANDOLPH
3	7.0	KING
4	6.9	COL
5	6.8	MERIDIAN
5	6.8	VANCE
7	6.7	CORPUS
8	6.4	P-COLA
8	6.4	WHITING
10	6.2	REESE
10	6.2	SHEPPARD

UPT WSOSTRK

RANK	SCORE	ALTERNATIVE
1	7.6	P-COLA
2	7.4	KING
3	7.0	WHITING
4	6.9	CORPUS
5	6.7	RUCKER
6	6.6	COL
7	6.5	MERIDIAN
8	6.1	RANDOLPH

DUPT UPTHELO

RANK	SCORE	ALTERNATIVE
1	8.9	RUCKER
2	7.2	WHITING
3	6.5	P-COLA

SPT FLTSCRN

	WEIGHT		RUCKER	WHITING	CORPUS	P-COLA	MERIDIAN	KING	RANDOLPH	SHEPPARD
# OF OUTLYING FLDS	10		0.0	9.0+	3.0	1.0	1.0	1.0	1.0	1.0
MOA/AA SPEC AIRSPC	40		Y	Y	Y	Y	Y	Y	Y	Y
MANAGED TRNG AREAS ---		50	8.0	10.0	9.0	8.3	8.3	8.3	8.3	8.3
3000/5 >=80%?	10		N-	N-	N-	N-	N-	N-	N-	Y+
%TIME WTHER > 3000/5	40		78.80%	71.40%-	74.00%-	68.00%-	68.80%-	72.60%-	73.40%-	86.10%++
1500/3 >=80%?	10		Y	Y	Y	Y	Y	Y	Y	Y
%TIME WTHER > 1500/3	20		86.50%	84.00%	84.10%	83.00%-	83.40%-	85.70%	83.60%-	91.90%+
% TIME CROSWND <15KT	40		98.00%+	99.00%++	94.00%--	98.00%+	96.00%	95.00%-	98.40%+	97.50%+
% SORTIES CXL/RESCHD	10		7.25%+	19.40%	22.20%	9.00%+	18.10%	10.00%+	15.00%	22.80%
SRTIE PLAN FCTR<=20%	10		Y+	N-	Y+	N-	Y+	Y+	Y+	N-
SORTIE PLAN FCTR<=5%	10		16.70%	22.00%	18.00%	22.00%	17.80%	11.00%+	19.00%	22.80%
WEATHER ---		150	5.6	4.0	3.5	4.1	4.0	4.6	4.7	6.0
ANT MOA/AA ARSPCE	90		54431.0--	28611.0--	57169.0++	28445.0--	42588.0	62724.0++	85447.0++	29144.0--
AVG DIST TO AIRSCE	120		1.5++	27.7++	39.6	35.3+	39.0	35.7+	65.2--	32.3++
%ATC DLAYS > 15 MIN	20		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
CMERC HUB W/IN 100MI	20		NO	NO	NO	NO	NO	NO	NO	YES--
# OF BISECT AIRWAYS	20		0.0+	20.0--	2.0+	0.0+	2.0+	5.0	3.0+	26.0--
AIRSPC/FLT TRNG AREA ---		270	6.9	5.4	6.2	5.4	5.6	6.6	5.5	4.2
#OTLYG/AUX FLDS	30		0.0-	9.0++	3.0+	1.0	1.0	1.0	1.0	1.0
MED DIST TO AUX/OUT	20		101--	41	8+	20+	19+	26	20+	33
PRIMARY RUNWAYS	70		A--	K++	N+	E	E	K++	B--	F++
CONDIT OF RUNWAYS	30		100.00%+	56.00%--	100.00%+	100.00%+	100.00%+	100.00%+	66.00%-	100.00%+
%TAXI/APRNS ADQ COND	25		100.00%+	95.00%+	36.00%--	53.00%-	100.00%+	95.00%+	27.00%--	100.00%+
CONDIT OF UTILITIES	27		100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	51.00%--	100.00%
%OTHR FAC ADQ COND	27		100.00%+	98.00%+	82.00%	87.00%	93.00%+	74.00%	40.00%--	77.00%
AIRFIELDS ---		229	5.6	8.6	7.6	7.2	7.8	7.9	4.9	8.3
ANT ADQ TRNG FAC	30		323435.0++	34137.0-	48549.0	184423.0++	20385.0-	41826.0-	135526.0+	76822.0
CONDITION % ADQ CLAS	10		100.00%	100.00%	92.00%	99.00%	100.00%	100.00%	83.00%	100.00%
ANT ADQ TRAINERS	30		100037.0++	46413.0	22239.0-	40091.0	50224.0	47000.0	66423.0+	7737.0--
CONDITION % ADQ TRNR	10		100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
ANT OTHR TRNG FAC	15		238036.0++	93438.0	2000.0-	113783.0+	28380.0	6162.0	36060.0	48349.0
CONDITION OTHR FAC	5		79.00%	100.00%	100.00%	100.00%	100.00%	64.00%	78.00%	99.00%
GRNF TRNG FAC ---		100	9.9	4.8	3.5	6.1	6.4	4.2	5.7	3.7
LVL MAINT OPS	30		I	D+	D+	I	I	I	I	I
ANT ADQ HANGARS	15		245483.0	194391.0	1854292.0++	289040.0	218457.0	301674.0	238496.0	219824.0
COND OF HANGARS	5		100.00%	86.00%	94.00%	100.00%	100.00%	87.00%	52.00%	100.00%
AIRCRFT MAINT FAC ---		50	5.4	5.8	8.6	5.5	6.4	5.4	4.9	5.4
IN ATTAIN/MAINT AREA	30		Y	Y	Y	Y	Y	Y	Y	Y
MOD NONATTAIN/BETTER	10		Y	Y	Y	Y	Y	Y	Y	Y
DELAYS DUE AIR QUAL	10		Y	Y	Y	Y	Y	Y	Y	Y
AIR QUALITY ---		50	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
AICUZ CPLTD ENCODED	10		N-	Y+	Y+	N-	Y+	Y+	N-	N-
%INCOMPAT CLR ZONE	15		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
%INCOMPAT APZI	10		9.70%	3.00%	25.00%-	28.00%-	0.00%	0.00%	22.00%-	4.00%
%INCOMPAT APZII	5		0.00%	2.00%	19.00%	50.00%-	0.00%	0.00%	17.80%	2.00%
REAL ESTATE DISCLOS	5		N	Y+	Y+	N	Y+	Y+	N	N
CLR ZONE ACQ CMPLTD	5		N-	N-	N-	Y	Y	N-	Y	N-
ENCROACHMENT ---		50	5.3	8.7	6.8	4.0	10.0	9.0	5.1	5.7
ANT BOQ RMS ADQ	10		732.0	205.0	162.0	604.0	99.0	130.0	558.0	659.0
CONDITION BOQ % ADQ	10		87.40%	100.00%	100.00%	96.00%	86.00%	100.00%	100.00%	100.00%
SOMR/SPT FAC AVAIL	10		100.00%	80.00%	90.00%	100.00%	80.00%	80.00%	87.00%	80.00%
ANT MIL HSE ADQ	6		1516.0+	330.0	439.0	687.0	520.0	245.0	948.0	1287.0
CONDITION HSE % ADQ	4		98.00%	80.00%	100.00%	78.00%	100.00%	100.00%	93.00%	100.00%
# CHLDCAR WAIT LIST	5		0.0	25.0	197.0-	69.0	6.0	53.0	79.0	42.0
AVG WAIT CHILDREN	5		0.0	145.0	265.0-	113.0	10.0	180.0	186.0	74.0
SERVICES ---		50	7.7-9.7	5.8-7.8	4.9-6.9	6.3-8.3	6.5-8.5	5.6-7.6	6.1-8.1	6.9-8.9
SCORE		999	6.8-6.9	6.5-6.6	6.3-6.4	6.0-6.1	6.4-6.5	6.6-6.7	5.6-5.7	6.1-6.2
RANK			1	4	8	11	7	3	12	9

Page 1, Tue Oct 18 08:00:50 1994,

MPT FLTSCRN

	WEIGHT		VANCE	REESE	LAU	COL	MUNDO	USAFA	RATING SCALE
# OF OUTLYING FLDS	10		1.0	1.0	1.0	1.0	0.0	1.0	0-6, 6 HI
MDA/AA SPEC AIRSPC	40		Y	Y	Y	Y	Y	Y	Y(10)/N(0)
MANAGED TRNG AREAS ---		50	8.3	8.3	8.3	8.3	8.0	8.3	GROUP SUBTOTAL
3000/5 >=80%?	10		Y+	Y+	Y+	N-	N-	Y+	Y(10)/N(0)
%TIME WTHER > 3000/5	40		83.90%++	86.70%++	81.80%+	78.80%	73.40%-	89.50%++	80-95%, 80 LO
1500/3 >=80%?	10		Y	Y	Y	Y	Y	Y	Y(10)/N(0)
%TIME WTHER > 1500/3	20		89.40%	91.50%+	90.90%+	89.10%	87.50%	93.50%+	80-95%, 96-3
% TIME CROSWND <15KT	40		97.80%+	93.20%--	99.30%++	99.20%++	98.40%+	88.00%--	%MIN-N, MAX HI
% SORTIES CXL/RESCHD	10		23.30%	19.80%	18.00%	22.90%	15.00%	23.00%	5-20%, 5% HI
SRTIE PLAN FCTR<=20%	10		N-	N-	Y+	N-	Y+	N-	Y(10)/N(0)
SORTIE PLAN FCTR<=5%	10		23.00%	27.00%	19.00%	26.00%	19.00%	28.30%	5-20%, 5% HI
WEATHER ---		150	5.7	5.2	6.7	4.7	4.9	4.5	GROUP SUBTOTAL
ANT MDA/AA ARSPCE	90		36084.0-	31116.0--	53868.0++	46092.0+	76958.0++	3880.0--	0-MAX, MAX HI
AVG DIST TO AIRSCE	120		36.1+	42.6--	31.5++	39.5	48.2--	57.0--	MIN-N, MIN HI
%ATC DLAYS > 15 MIN	20		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	%0-MAX, MIN HI
CMERC HUB W/IN 100MI	20		NO	NO	NO	NO	NO	YES--	Y(0)/N(10)
# OF BISECT AIRWAYS	20		20.0--	12.0-	4.0	2.0+	3.0+	3.0+	0-MAX, MIN HI
AIRSPC/FLT TRNG AREA ---		270	5.1	4.7	6.6	5.7	6.3	2.1	GROUP SUBTOTAL
OUTLYG/AUX FLDS	30		1.0	1.0	1.0	2.0	0.0-	1.0	0-MAX, MAX HI
MED DIST TO AUX/OUT	20		26	17+	22+	43	101--	27	MIN-100, MIN-HI
PRIMARY RUNWAYS	70		F++	C++	C++	C++	A--	A--	PRIMARY RUNWAYS
CONDIT OF RUNWAYS	30		100.00%+	85.00%	85.00%	100.00%+	72.00%-	3.00%--	%0-100, 100 HI
%TAXI/APRNS ADQ COND	25		88.00%+	29.00%--	42.00%-	100.00%+	67.00%	61.00%	%0-100, 100 HI
CONDIT OF UTILITIES	27		97.00%	92.00%	59.00%--	100.00%	100.00%	76.00%-	%0-100, 100 HI
%OTHR FAC ADQ COND	27		56.00%-	87.00%	60.00%-	76.00%	100.00%+	74.00%	%0-100, 100 HI
AIRFIELDS ---		229	8.0	7.1	6.5	7.9	4.9	4.2	GROUP SUBTOTAL
ANT ADQ TRNG FAC	30		26652.0-	59469.0	68320.0	84459.0	9556.0-	11452.0-	0-MAX, MAX HI
CONDITION % ADQ CLAS	10		86.00%	100.00%	91.00%	100.00%	100.00%	100.00%	%0-100, 100 HI
ANT ADQ TRAINERS	30		75207.0++	60863.0+	70689.0+	63354.0+	0.0--	0.0--	0-MAX, MAX HI
CONDITION % ADQ TRNR	10		100.00%	100.00%	100.00%	100.00%	0.00%--	0.00%--	%0-100, 100 HI
ANT OTHR TRNG FAC	15		68639.0	51572.0	19365.0	17029.0	0.0-	8582.0	0-MAX, MAX HI
CONDITION OTHR FAC	5		100.00%	99.00%	54.00%	36.00%	0.00%-	100.00%	%0-100, 100 HI
GRNF TRNG FAC ---		100	5.3	5.2	5.1	5.0	1.1	1.7	GROUP SUBTOTAL
LVL MAINT OPS	30		I	D+	I	D+	D--	D--	LVL MAINT
ANT ADQ HANGARS	15		156858.0	147685.0	151346.0	151102.0	22494.0	80251.0	0-MAX, MAX HI
COND OF HANGARS	5		64.00%	54.00%	48.00%	57.00%	100.00%	92.00%	%0-100, 100 HI
AIRCRFT MAINT FAC ---		50	4.9	5.4	4.7	5.4	3.0	3.0	GROUP SUBTOTAL
IN ATTAIN/MAINT AREA	30		Y	Y	Y	Y	Y	N--	Y(10)/N(0)
MOD NONATTAIN/BETTER	10		Y	Y	Y	Y	Y	Y	Y(10)/N(0)
DELAYS DUE AIR QUAL	10		Y	Y	Y	Y	Y	Y	Y(10)/N(0)
AIR QUALITY ---		50	10.0	10.0	10.0	10.0	10.0	4.0	GROUP SUBTOTAL
AICUZ CPLTD ENCODED	10		Y+	Y+	Y+	Y+	N-	N-	Y(10)/N(0)
%INCOMPAT CLR ZONE	15		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	%0-MAX, MIN HI
%INCOMPAT APZI	10		1.00%	0.00%	0.00%	1.00%	0.00%	0.00%	%0-MAX, MIN HI
%INCOMPAT APZII	5		18.00%	4.00%	0.00%	0.00%	0.00%	0.00%	%0-MAX, MIN HI
REAL ESTATE DISCLOS	5		N	N	Y+	N	N	N	Y(10)/N(0)
CLR ZONE ACQ CMPLTD	5		Y	Y	Y	Y	Y	Y	Y(10)/N(0)
ENCROACHMENT ---		50	8.6	8.9	10.0	8.9	7.0	7.0	GROUP SUBTOTAL
ANT BOQ RMS ADQ	10		247.0	152.0	222.0	264.0	?	?	0-MAX, MAX HI
CONDITION BOQ % ADQ	10		100.00%	100.00%	100.00%	100.00%	?-	?-	%0-100, 100 HI
%MWR/SPT FAC AVAIL	10		70.00%	93.00%	87.00%	87.00%	0.00%-	77.00%	%0-100, 100 HI
ANT MIL HSE ADQ	6		230.0	400.0	654.0	812.0	0.0	1229.0	0-MAX, MAX HI
CONDITION HSE % ADQ	4		100.00%	100.00%	100.00%	100.00%	0.00%-	100.00%	%0-100, 100 HI
# CHLDCAR WAIT LIST	5		1.0	37.0	6.0	4.0	0.0	65.0	0-MAX, MIN HI
AVG WAIT CHILDREN	5		30.0	216.0	150.0	14.0	0.0	23.0	0-MAX, MIN HI
SERVICES ---		50	6.3-8.3	6.0-8.0	6.5-8.5	7.1-9.1	2.0-6.0	4.9-8.9	GROUP SUBTOTAL

SCORE		999	6.5-6.6	6.1-6.2	6.7-6.8	6.5-6.6	5.2-5.4	3.7-3.9	
RANK			6	9	2	4	13	14	

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UPT PRIMARY

	WEIGHT		WHITING	CORPUS	P-COLA	MERIDIAN	KING	RANDOLPH	SHEPPARD	VANCE
# OF OUTLYING FLDS	25		1.5	3.0++	0.5-	1.0	1.0	1.0	1.0	1.0
NDA SPEC AIRSPC	15		Y	N--	Y	Y	Y	Y	Y	Y
NTR SPEC AIRSPACE	5		N-	N-	Y	Y	Y	Y	Y	Y
AA SPEC AIRSPACE	5		Y+	Y+	N-	N-	Y+	N-	N-	Y+
MANAGED TRNG AREAS ---		50	5.3	3.5	4.4	4.9	5.9	4.9	4.9	5.9
1500/3 > 80?	10		Y	Y	Y	Y	Y	Y	Y	Y
%TIME WTHER > 1500/3	30		84.00%-	84.10%-	83.00%--	83.40%--	85.70%-	83.60%--	91.90%++	89.40%+
1000/3 > 80?	10		Y	Y	Y	Y	Y	Y	Y	Y
%TIME WTHER > 1000/3	20		87.10%-	88.00%-	86.00%-	86.20%-	90.00%	90.00%	94.00%+	91.80%+
% TIME CROSWND <15KT	30		99.00%++	94.00%--	98.00%+	99.60%++	95.00%--	98.40%+	97.50%	97.80%+
% TIME CROSWND >25KT	10		0.10%	1.00%-	0.00%+	0.00%+	0.10%	0.10%	0.30%	0.20%
% SORTIES CXL/RESCHD	10		19.40%	22.20%	9.00%+	18.10%	10.00%+	15.00%	22.80%	23.30%
SRTIE PLAN FCTR<=20%	10		N-	Y+	N-	Y+	Y+	Y+	N-	N-
SORTIE PLAN FCTR>=85	10		22.00%	18.00%	22.00%	17.00%	11.00%+	19.00%	22.00%	22.30%
WEATHER ---		140	5.3	4.1	5.3	6.3	6.1	6.3	6.5	6.0
ANT NDA/AA ARSPCE	120		28511.0--	57169.0++	28445.0--	42588.0-	62724.0++	85447.0++	29144.0--	36084.0--
AVG DIST TO AIRSCE	20		27.7+	39.6	35.3	39.0	37.5	65.2--	32.3+	36.1
# NTR'S AVAIL	30		21.0++	9.0-	9.0-	5.0--	9.0-	18.0+	19.0+	32.0++
%ATC DLAYS > 15 MIN	20		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
CNERC HUB W/IN 100MI	10		NO	NO	NO	NO	NO	NO	YES--	NO
# OF BISECT AIRWAYS	20		20.0--	2.0+	0.0++	2.0+	5.0+	3.0+	25.0--	20.0--
AIRSPC/FLT TRNG AREA ---		220	5.2	6.9	5.2	5.8	7.2	6.4	4.4	5.9
#OTLYG/AUX FLDS	40		1.5+	3.0++	0.5--	1.0-	1.0-	1.0-	1.0-	1.0-
#OUT/AUX FLD IFR CAP	20		0.5+	1.0++	0.5+	1.0++	1.0++	0.0--	0.0--	0.0--
MEDIAN DIST <= MAX?	10		Y	Y	Y	Y	Y	Y	Y	Y
MED DIST TO AUX/OUT	10		18	8	20	19	26	20	33	26
RUNWAY 5000 FT?	10		Y	Y	Y	Y	Y	Y	Y	Y
LGEST MAIN FLD RUNWY	10		6000-	8000	8002	8000	8000	8353	13100	9200
#PRIMARY RUNWAYS	70		K+	H-	E--	E--	K+	B--	F++	F++
CONDIT OF RUNWAYS	20		56.00%--	100.00%	100.00%	100.00%	100.00%	66.00%-	100.00%	100.00%
%TAXI/APRNS ADQ COND	15		95.00%+	36.00%-	53.00%-	100.00%+	95.00%+	27.00%-	100.00%+	88.00%+
CONDIT OF UTILITIES	17		100.00%	100.00%	100.00%	100.00%	100.00%	51.00%--	100.00%	97.00%
%OTHR FAC ADQ COND	17		98.00%+	82.00%	87.00%	93.00%+	74.00%	40.00%-	77.00%	56.00%-
AIRFIELDS ---		239	7.6	8.9	6.9	7.9	8.2	5.2	7.8	7.6
ANT ADQ TRNG FAC	30		34137.0-	48549.0-	184423.0++	20385.0--	41826.0-	135526.0++	76822.0	26652.0--
CONDITION % ADQ CLAS	10		100.00%	92.00%	99.00%	100.00%	100.00%	83.00%	100.00%	86.00%
ANT ADQ TRAINERS	30		46413.0	22239.0--	40091.0-	50224.0	47000.0	66423.0+	7737.0--	75207.0++
CONDITION % ADQ TRNR	10		100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
ANT OTHR TRNG FAC	15		93438.0+	2000.0-	113783.0++	28380.0-	6162.0-	36060.0	48349.0	68639.0+
CONDITION OTHR FAC	5		100.00%	100.00%	100.00%	100.00%	64.00%	78.00%	99.00%	100.00%
GRNF TRNG FAC ---		100	6.1	4.1	8.6	5.2	5.0	7.5	4.7	6.7
LVL MAINT OPS	30		DA++	D	I	I	I	I	I	I
ANT ADQ HANGARS	15		194391.0	1854292.0++	289040.0	218457.0	301674.0	238496.0	219824.0	156858.0
COND OF HANGARS	5		86.00%	94.00%	100.00%	100.00%	87.00%	52.00%	100.00%	64.00%
AIRCRFT MAINT FAC ---		50	7.2	8.6	5.5	5.4	5.4	4.9	5.4	4.9
1 OTHR PRIPILOT FLD	5		Y	Y	Y	Y	Y	Y	Y	Y
2+ OTR PRI PILOT FLD	5		Y+	Y+	Y+	Y+	Y+	N-	N-	Y+
1 FLD <30MILES	5		Y	Y	Y	Y	Y	Y	Y	Y
2+ FLDS < 30MILES	5		Y+	Y+	Y+	Y+	Y+	N-	N-	N-
PROX OTHR SPT FAC ---		20	10.0	10.0	10.0	10.0	10.0	5.0	5.0	7.5
IN ATTAIN/MAINT AREA	30		Y	Y	Y	Y	Y	Y	Y	Y
MOD NONATTAIN/BETTER	10		Y	Y	Y	Y	Y	Y	Y	Y
DELAYS DUE AIR QUAL	10		Y	Y	Y	Y	Y	Y	Y	Y
AIR QUALITY ---		50	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
AICUZ CPLTD ENCODED	10		Y+	Y+	N--	Y+	Y+	N--	N--	Y+
%INCOMPAT CLR ZONE	15		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
%INCOMPAT APZI	10		3.00%	25.00%-	28.00%--	0.00%+	0.00%+	22.00%-	4.00%	1.00%+
%INCOMPAT APZII	5		2.00%	19.00%	50.00%-	0.00%	0.00%	18.00%	2.00%	18.00%
REAL ESTATE DISCLOS	5		Y+	Y+	N-	Y+	Y+	N-	N-	N-
CLR ZONE ACQ CMPLTD	5		N-	N-	Y	Y	N-	Y	N-	Y
ENCROACHMENT ---		50	8.7	6.8	4.0	10.0	9.0	5.1	5.7	8.6
ANT BOQ RMS ADQ	20		205.0-	162.0-	604.0++	99.0-	130.0-	558.0++	659.0++	247.0
CONDITION BOQ % ADQ	10		100.00%	100.00%	96.00%	86.00%	100.00%	100.00%	100.00%	100.00%
ANT BEQ RMS ADQ	6		338.0	408.0	604.0	732.0	209.0	521.0	8074.0+	442.0
CONDITION BEQ % ADQ	4		100.00%	100.00%	100.00%	94.00%	100.00%	100.00%	100.00%	100.00%
%MWR/SPT FAC AVAIL	20		80.00%	90.00%	100.00%+	80.00%	80.00%	87.00%	80.00%	70.00%-
ANT NIL HSE ADQ	6		330.0	439.0	687.0	520.0	245.0	948.0	1287.0+	230.0
CONDITION HSE % ADQ	4		80.00%	100.00%	78.00%	100.00%	100.00%	93.00%	100.00%	100.00%
# CHLDCAR WAIT LIST	5		25.0	197.0-	69.0	6.0	51.0	79.0	42.0	1.0
AVG WAIT CHILDREN	5		145.0	265.0-	113.0	10.0+	180.0	186.0	74.0	30.0
SERVICES ---		80	6.0	5.4	8.1	6.0	6.6	7.7	9.2	6.3
SCORE		999	6.6	6.7	6.4	6.8	7.0	6.7	6.3	6.8
RANK			8	6	9	3	1	6	10	3

UPT PRIMARY

	WEIGHT		REESE	LAU	COL	RATING SCALE
# OF OUTLYING FLDS	25		1.0	1.0	1.0	0-6, 6 HI
MDA SPEC AIRSPC	15		Y	Y	Y	Y(10)/N(0)
MTR SPEC AIRSPACE	5		Y	Y	Y	Y(10)/N(0)
AA SPEC AIRSPACE	5		N-	Y+	N-	Y(10)/N(0)
MANAGED TRNG AREAS ---		50	4.9	5.9	4.9	GROUP SUBTOTAL
1500/3 > 80?	10		Y	Y	Y	Y(10)/N(0)
%TIME WTHER > 1500/3	30		91.50%++	90.90%++	89.10%+	80-95%, 80 LO
1000/3 > 80?	10		Y	Y	Y	Y(10)/N(0)
%TIME WTHER > 1000/3	20		93.60%+	94.30%+	92.00%+	80-95%, 80 LO
% TIME CROSSWD <15KT	30		93.20%--	99.30%++	99.20%++	%MIN-N, MAX HI
% TIME CROSSWD >25KT	10		1.40%--	0.10%	0.10%	%MIN-N, MIN HI
% SORTIES CXL/RESCHD	10		19.80%	18.00%	22.90%	5-20%, 5% HI
SRTIE PLAN FCTR<=20%	10		N-	Y+	N-	Y(10)/N(0)
SORTIE PLAN FCTR>=5%	10		27.00%	19.00%	26.00%	5-20%, 5% HI
WEATHER ---		140	4.4	7.9	6.5	GROUP SUBTOTAL
AMT MOA/AA ARSPCE	120		31116.0--	53068.0++	45092.0	0-MAX, MAX HI
AVG DIST TO AIRSCE	20		42.6	31.5+	39.5	MIN-N, MIN HI
# MTR'S AVAIL	30		9.0-	10.0-	11.0-	0-MAX, MAX HI
%ATC DLAYS > 15 MIN	20		0.00%	0.00%	0.00%	%0-MAX, MIN HI
CNERC HUB W/IN 100MI	10		NO	NO	NO	Y(0)/N(10)
# OF BISECT AIRWAYS	20		12.0-	4.0+	2.0+	0-MAX, MIN HI
AIRSPC/FLT TRNG AREA ---		220	4.8	6.8	6.2	GROUP SUBTOTAL
#OTLYG/AUX FLDS	40		1.0-	1.0-	1.0-	0-MAX, MAX HI
#OUT/AUX FLD IFR CAP	20		0.0--	0.0--	0.0--	0-MAX, MAX HI
MEDIAN DIST <= MAX?	10		Y	Y	Y	Y(10)/N(0)
MED DIST TO AUX/OUT	10		17	22	43-	MIN-100, MIN-N
RUNWAY 5000 FT?	10		Y	Y	Y	Y(10)/N(0)
LGEST MAIN FLD RUNWY	10		10500	8858	12000	5-8K RW, 8K HI
#PRIMARY RUNWAYS	70		C+	C+	C+	PRIMARY RUNWAYS
CONDIT OF RUNWAYS	20		85.00%	85.00%	100.00%	%0-100, 100 HI
%TAXI/APRNS ADQ COND	15		29.00%-	42.00%-	100.00%+	%0-100, 100 HI
CONDIT OF UTILITIES	17		92.00%	59.00%-	100.00%	%0-100, 100 HI
%OTHR FAC ADQ COND	17		87.00%	60.00%-	76.00%	%0-100, 100 HI
AIRFIELDS ---		239	6.9	6.5	7.3	GROUP SUBTOTAL
AMT ADQ TRNG FAC	30		59469.0	68320.0	84459.0+	0-MAX, MAX HI
CONDITION % ADQ CLAS	10		100.00%	91.00%	100.00%	%0-100, 100 HI
AMT ADQ TRAINERS	30		60863.0+	70689.0++	63354.0+	0-MAX, MAX HI
CONDITION % ADQ TRNR	10		100.00%	100.00%	100.00%	%0-100, 100 HI
AMT OTHR TRNG FAC	15		51572.0	19365.0-	17029.0-	0-MAX, MAX HI
CONDITION OTHR FAC	5		99.00%	54.00%	36.00%-	%0-100, 100 HI
GRNF TRNG FAC ---		100	6.6	6.4	6.3	GROUP SUBTOTAL
LVL MAINT OPS	30		D	I	D	LVL MAINT
AMT ADQ HANGARS	15		147685.0	151346.0	151102.0	0-MAX, MAX HI
COND OF HANGARS	5		54.00%	48.00%	57.00%	%0-100, 100 HI
AIRCRFT MAINT FAC ---		50	5.4	4.7	5.4	GROUP SUBTOTAL
1 OTHR PRIPILOT FLD	5		Y	Y	Y	Y(10)/N(0)
2+ OTR PRI PILOT FLD	5		N-	N-	N-	Y(10)/N(0)
1 FLD <30MILES	5		Y	Y	Y	Y(10)/N(0)
2+ FLDS < 30MILES	5		N-	N-	N-	Y(10)/N(0)
PROX OTHR SPT FAC ---		20	5.0	5.0	5.0	GROUP SUBTOTAL
IN ATTAIN/MAINT AREA	30		Y	Y	Y	Y(10)/N(0)
MOD NONATTAIN/BETTER	10		Y	Y	Y	Y(10)/N(0)
DELAYS DUE AIR QUAL	10		Y	Y	Y	Y(10)/N(0)
AIR QUALITY ---		50	10.0	10.0	10.0	GROUP SUBTOTAL
AICUZ CPLTD ENCODED	10		Y+	Y+	Y+	Y(10)/N(0)
%INCOMPAT CLR ZONE	15		0.00%	0.00%	0.00%	%0-MAX, MIN HI
%INCOMPAT APZI	10		0.00%+	0.00%+	1.00%+	%0-MAX, MIN HI
%INCOMPAT APZII	5		4.00%	0.00%	0.00%	%0-MAX, MIN HI
REAL ESTATE DISCLOS	5		N-	Y+	N-	Y(10)/N(0)
CLR ZONE ACQ CMPLTD	5		Y	Y	Y	Y(10)/N(0)
ENCROACHMENT ---		50	8.9	10.0	8.9	GROUP SUBTOTAL
AMT BOQ RMS ADQ	20		152.0-	222.0-	264.0	0-MAX, MAX HI
CONDITION BOQ % ADQ	10		100.00%	100.00%	100.00%	%0-100, 100 HI
AMT BEQ RMS ADQ	6		462.0	400.0	690.0	0-MAX, MAX HI
CONDITION BEQ % ADQ	4		100.00%	100.00%	100.00%	%0-100, 100 HI
%MWR/SPT FAC AVAIL	20		93.00%	87.00%	87.00%	%0-100, 100 HI
AMT MIL HSE ADQ	6		400.0	654.0	812.0	0-MAX, MAX HI
CONDITION HSE % ADQ	4		100.00%	100.00%	100.00%	%0-100, 100 HI
# CHLDCAR WAIT LIST	5		37.0	6.0	4.0	0-MAX, MIN HI
AVG WAIT CHILDREN	5		216.0	150.0	14.0+	0-MAX, MIN HI
SERVICES ---		80	6.0	6.6	7.2	GROUP SUBTOTAL
SCORE		999	6.0	7.0	6.8	
RANK			11	1	3	

OPT LFTTNKER

	WEIGHT		CORPUS	P-COLA	MERIDIAN	KING	RANDOLPH	SHEPPARD	VANCE	REESE
# OF OUTLYING FLDS	25		0.0--	1.0+	1.0+	1.0+	1.0+	0.0--	1.0+	1.0+
NOA SPEC AIRSPC	15		N--	Y	Y	Y	Y	Y	Y	Y
MA SPEC AIRSPC	10		Y++	Y++	N	N	N	N	N	N
NTR SPEC AIRSPACE	5		N-	Y	Y	Y	Y	Y	Y	Y
AA SPEC AIRSPACE	5		Y+	N	N	Y+	N	N	Y+	N
MANAGED TRNG AREAS ---		60	2.5	7.1	5.4	5.3	5.4	3.3	6.3	5.4
1500/3 >=80%?	10		Y	Y	Y	Y	Y	Y	Y	Y
%TIME WTHER > 1500/3	20		84.10%-	83.00%-	83.40%-	85.70%-	83.40%-	91.90%+	89.40%+	91.50%+
1000/3 >=80%?	10		Y	Y	Y	Y	Y	Y	Y	Y
%TIME WTHER > 1000/3	10		88.00%	86.00%-	86.20%-	90.00%	90.00%	94.00%+	91.80%	93.60%
% TIME CROSSWD <15KT	20		94.00%--	98.00%+	96.60%	95.00%-	98.40%+	97.50%	97.80%+	93.20%--
% TIME CROSSWD >25KT	5		1.00%-	0.00%	0.00%	0.10%	0.10%	0.30%	0.20%	1.40%-
% SORTIES CXL/RESCHD	5		9.00%+	9.00%+	18.10%	10.00%	15.00%	22.80%	23.30%	19.80%
SRTIE PLAN FCTR<=5%?	5		N	N	N	N	N	N	N	N
SORTIE PLAN FCTR>=5%	5		9.00%+	10.50%+	17.00%	11.00%	20.00%	22.80%	24.50%	28.00%
WEATHER ---		90	4.7	6.2	5.1	5.7	6.1	7.0	6.6	4.9
AMT NOA/AA ARSPCE	140		137659.0++	137656.0++	42588.0--	143213.0++	85447.0++	29144.0--	36094.0--	31116.0--
AVG DIST TO AIRSCE	20		22.5++	55.0-	38.0	38.9	65.2--	32.3+	36.1	42.6
# NTR'S AVAIL	30		9.0-	9.0-	5.0-	9.0-	18.0+	19.0+	32.0++	9.0-
%ATC DLAYS > 15 MIN	20		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
CNERC HUB W/IN 100MI	10		NO	NO	NO	NO	NO	YES--	NO	NO
# OF BISECT AIRWAYS	20		2.0+	0.0+	2.0+	5.0+	3.0+	26.0--	20.0--	12.0-
AIRSPC/FLT TRNG AREA ---		240	8.8	8.2	4.5	8.6	6.2	3.4	4.7	3.8
#OTLYG/AUX FLDS	20		0.0--	1.0+	1.0+	1.0+	1.0+	1.0+	1.0+	1.0+
#OUT/AUX FLD IFR CAP	20		0.0--	1.0++	1.0++	1.0++	0.0--	1.0++	0.0--	0.0--
MEDIAN DIST <= MAX?	10		Y	Y	Y	Y	Y	Y	Y	Y
MED DIST TO AUX/OUT	10		101.0-	20.0+	19.3+	26.0+	20.0+	89.0-	26.0+	17.0+
LNGST RUNWAY >=6k?	10		Y	Y	Y	Y	Y	Y	Y	Y
LGEST MAIN FLD RUNWY	10		8000.0-	8002.0-	8000.0-	8000.0-	8353.0	13100.0+	9200.0	10500.0+
#PRIMARY RUNWAYS	70		A--	E+	B-	K++	B-	F++	B-	B-
CONDIT OF RUNWAYS	20		100.00%	100.00%	100.00%	100.00%	66.00%-	100.00%	100.00%	85.00%
%TAXI/APRNS ADQ COND	15		36.00%-	53.00%-	100.00%+	95.00%+	27.00%-	100.00%+	88.00%+	29.00%-
CONDIT OF UTILITIES	17		100.00%	100.00%	100.00%	100.00%	51.00%-	100.00%	97.00%	92.00%
%OTHR FAC ADQ COND	17		82.00%	87.00%+	100.00%+	74.00%	40.00%-	77.00%	56.00%-	87.00%+
AIRFIELDS ---		219	4.6	8.4	8.4	9.0	5.9	9.4	7.1	6.9
AMT ADQ TRNG FAC	30		48549.0-	184423.0++	20385.0--	41826.0-	135526.0++	76822.0	26652.0--	59469.0-
CONDITION % ADQ CLAS	10		92.00%	99.00%	100.00%	100.00%	83.00%	100.00%	86.00%	100.00%
AMT ADQ TRAINERS	30		22239.0--	40091.0-	50224.0	47000.0	66423.0+	7737.0--	75207.0++	60863.0+
CONDITION % ADQ TRNR	10		100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
AMT OTHR TRNG FAC	15		2000.0-	113783.0++	28380.0	6162.0-	36060.0	48349.0	68639.0+	51572.0
CONDITION OTHR FAC	5		100.00%	100.00%	100.00%	64.00%	78.00%	99.00%	100.00%	99.00%
GRNF TRNG FAC ---		100	4.1	8.6	5.2	5.0	7.5	4.7	6.7	6.6
LVL MAINT OPS	30		DA++	I	I	I	I	I	D	D
AMT ADQ HANGARS	15		1854292.0++	289040.0	218457.0	301674.0	238496.0	219824.0	156858.0	147685.0
COND OF HANGARS	5		94.00%	100.00%	100.00%	87.00%	52.00%	100.00%	64.00%	54.00%
AIRCRFT MAINT FAC ---		50	9.9	5.5	5.4	5.4	4.9	5.4	5.5	5.4
1 OTHR PRIPILOT FLD	20		Y	Y	Y	Y	Y	Y	Y	Y
2+ OTR PRI PILOT FLD	20		Y+	Y+	Y+	Y+	Y+	Y+	Y+	N--
1 FLD <30MILES	5		Y	Y	Y	Y	Y	N-	Y	Y
2+ FLDS < 30MILES	5		Y+	N	N	N	N	N	N	N
PROX OTHR SPT FAC ---		50	10.0	9.0	9.0	9.0	9.0	8.0	9.0	5.0
IN ATTAIN/MAINT AREA	30		Y	Y	Y	Y	Y	Y	Y	Y
MOD NONATTAIN/BETTER	10		Y	Y	Y	Y	Y	Y	Y	Y
DELAYS DUE AIR QUAL	10		Y	Y	Y	Y	Y	Y	Y	Y
AIR QUALITY ---		50	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
AICUZ CPLTD ENCODED	15		Y+	N--	Y+	Y+	N--	N--	Y+	Y+
%INCOMPAT CLR ZONE	20		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
%INCOMPAT APZI	10		25.00%-	28.00%-	0.00%+	0.00%+	22.00%-	4.00%	1.00%+	0.00%+
%INCOMPAT APZII	5		19.00%	50.00%-	0.00%	0.00%	17.00%	2.00%	18.00%	4.00%
REAL ESTATE DISCLOS	5		Y+	N	Y+	Y+	N	N	N	N
CLR ZONE ACQ CMPLTD	5		N-	Y	Y	N-	Y	N-	Y	Y
ENCROACHMENT ---		60	7.4	4.2	10.0	9.2	5.1	5.6	8.8	9.1
AMT BOQ RMS ADQ	20		162.0-	604.0++	99.0-	130.0-	558.0++	659.0++	267.0-	152.0-
CONDITION BOQ % ADQ	10		100.00%	96.00%	86.00%	100.00%	100.00%	100.00%	100.00%	100.00%
AMT BEQ RMS ADQ	6		408.0	604.0	732.0	209.0	521.0	8074.0+	442.0	462.0
CONDITION BEQ % ADQ	4		100.00%	100.00%	94.00%	100.00%	100.00%	100.00%	100.00%	100.00%
SNWR/SPT FAC AVAIL	6		90.00%	100.00%	80.00%	80.00%	87.00%	80.00%	70.00%	93.00%
AMT MIL HSE ADQ	4		439.0	687.0	520.0	245.0	948.0	1287.0+	230.0	400.0
CONDITION HSE % ADQ	20		100.00%	78.00%-	100.00%	100.00%	93.00%	100.00%	100.00%	100.00%
# CHLDCAR WAIT LIST	6		197.0-	69.0	6.0	53.0	79.0	42.0	1.0	37.0
AVG WAIT CHILDREN	4		265.0-	113.0	10.0	180.0	186.0	74.0	30.0	216.0
SERVICES ---		80	5.8	7.8	6.5	6.2	7.9	9.6	7.0	6.4
SCORE		999	6.5	7.8	6.6	7.7	6.5	6.5	6.7	5.9
RANK			5	1	4	2	5	5	3	9

MPT LFTTNKER

	WEIGHT		LAU	COL	RATING SCALE
# OF OUTLYING FLDS	25		0.0--	0.0--	0-2, 2 HI
MDA SPEC AIRSPC	15		Y	Y	Y(10)/N(0)
NA SPEC AIRSPC	10		N	N	Y(10)/N(0)
NTR SPEC AIRSPACE	5		Y	Y	Y(10)/N(0)
AA SPEC AIRSPACE	5		Y+	N	Y(10)/N(0)
MANAGED TRNG AREAS ---		60	4.2	3.3	GROUP SUBTOTAL
1500/3 >=80%?	10		Y	Y	Y(10)/N(0)
%TIME WTHER > 1500/3	20		90.90%+	89.10%+	80-95%, 80 LO
1000/3 >=80%?	10		Y	Y	Y(10)/N(0)
%TIME WTHER > 1000/3	10		94.30%+	92.00%	80-95%, 80 LO
% TIME CROSWND <15KT	20		99.30%++	99.20%++	%MIN-M, MAX HI
% TIME CROSWND >25KT	5		0.10%	0.10%	%MIN-M, MIN HI
% SORTIES CXL/RESCHD	5		18.00%	22.90%	5-20%, 5% HI
SRTIE PLAN FCTR<=5%?	5		N	N	Y(10)/N(0)
SORTIE PLAN FCTR>=5%	5		22.00%	25.50%	5-20%, 5% HI
WEATHER ---		90	7.7	7.2	GROUP SUBTOTAL
AMT MOA/AA ARSPCE	140		53868.0--	45092.0--	0-MAX, MAX HI
AVG DIST TO AIRSCE	20		31.5+	39.5	MIN-M, MIN HI
# NTR'S AVAIL	30		10.0-	11.0-	0-MAX, MAX HI
%ATC DLAYS > 15 MIN	20		0.00%	0.00%	%0-MAX, MIN HI
CMERC HUB W/IN 100MI	10		NO	NO	Y(0)/N(10)
# OF BISECT AIRWAYS	20		4.0+	2.0+	0-MAX, MIN HI
AIRSPC/FLT TRNG AREA ---		240	5.2	4.8	GROUP SUBTOTAL
#OTLYG/AUX FLDS	20		0.0--	0.0--	0-MAX, MAX HI
#OUT/AUX FLD IFR CAP	20		0.0--	0.0--	0-MAX, MAX HI
MEDIAN DIST <= MAX?	10		Y	Y	Y(10)/N(0)
MED DIST TO AUX/OUT	10		101.0-	101.0-	MIN-100, MIN HI
LNGST RUNWAY >=6k?	10		Y	Y	Y(10)/N(0)
LGEST MAIN FLD RUNWY	10		8858.0	12000.0+	6-10K, 10K HI
#PRIMARY RUNWAYS	70		B-	B-	PRIMARY RUNWAYS
CONDIT OF RUNWAYS	20		85.00%	100.00%	%0-100, 100 HI
%TAXI/APRNS ADQ COND	15		42.00%-	100.00%+	%0-100, 100 HI
CONDIT OF UTILITIES	17		59.00%-	100.00%	%0-100, 100 HI
%OTHR FAC ADQ COND	17		60.00%-	76.00%	%0-100, 100 HI
AIRFIELDS ---		219	5.0	6.2	GROUP SUBTOTAL
AMT ADQ TRNG FAC	30		68320.0	84459.0	0-MAX, MAX HI
CONDITION % ADQ CLAS	10		91.00%	100.00%	%0-100, 100 HI
AMT ADQ TRAINERS	30		70689.0++	63354.0+	0-MAX, MAX HI
CONDITION % ADQ TRNR	10		100.00%	100.00%	%0-100, 100 HI
AMT OTHR TRNG FAC	15		19365.0-	17029.0-	0-MAX, MAX HI
CONDITION OTHR FAC	5		54.00%	36.00%-	%0-100, 100 HI
GRNF TRNG FAC ---		100	6.4	6.3	GROUP SUBTOTAL
LVL MAINT OPS	30		I	D	LVL MAINT
AMT ADQ HANGARS	15		151346.0	151102.0	0-MAX, MAX HI
COND OF HANGARS	5		48.00%	57.00%	%0-100, 100 HI
AIRCRFT MAINT FAC ---		50	4.7	5.4	GROUP SUBTOTAL
1 OTHR PRIPILOT FLD	20		N--	Y	Y(10)/N(0)
2+ OTR PRI PILOT FLD	20		N--	Y+	Y(10)/N(0)
1 FLD <30MILES	5		N-	N-	Y(10)/N(0)
2+ FLDS < 30MILES	5		N	N	Y(10)/N(0)
PROX OTHR SPT FAC ---		50	0.0	8.0	GROUP SUBTOTAL
IN ATTAIN/MAINT AREA	30		Y	Y	Y(10)/N(0)
MOD NONATTAIN/BETTER	10		Y	Y	Y(10)/N(0)
DELAYS DUE AIR QUAL	10		Y	Y	Y(10)/N(0)
AIR QUALITY ---		50	10.0	10.0	GROUP SUBTOTAL
AICUZ CPLTD ENCODED	15		Y+	Y+	Y(10)/N(0)
%INCOMPAT CLR ZONE	20		0.00%	0.00%	%0-MAX, MIN HI
%INCOMPAT APZI	10		0.00%+	1.00%+	%0-MAX, MIN HI
%INCOMPAT APZII	5		0.00%	0.00%	%0-MAX, MIN HI
REAL ESTATE DISCLOS	5		Y+	N	Y(10)/N(0)
CLR ZONE ACQ CMPLTD	5		Y	Y	Y(10)/N(0)
ENCROACHMENT ---		60	10.0	9.1	GROUP SUBTOTAL
AMT BOQ RMS ADQ	20		222.0-	264.0	0-MAX, MAX HI
CONDITION BOQ % ADQ	10		100.00%	100.00%	%0-100, 100 HI
AMT BEQ RMS ADQ	6		400.0	690.0	0-MAX, MAX HI
CONDITION BEQ % ADQ	4		100.00%	100.00%	%0-100, 100 HI
SPMR/SPT FAC AVAIL	6		87.00%	87.00%	%0-100, 100 HI
AMT MIL HSE ADQ	4		654.0	812.0	0-MAX, MAX HI
CONDITION HSE % ADQ	20		100.00%	100.00%	%0-100, 100 HI
# CHLDCAR WAIT LIST	6		6.0	4.0	0-MAX, MIN HI
AVG WAIT CHILDREN	4		150.0	14.0	0-MAX, MIN HI
SERVICES ---		80	7.0	7.5	GROUP SUBTOTAL
SCORE	999		5.8	6.3	
RANK			10	8	

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UPT MARIE2C2

	WEIGHT		WHITING	CORPUS	P-COLA	MERIDIAN	KING	RANDOLPH	SHEPPARD	VANCE
# OF OUTLYING FLDS	25		1.5+	3.0++	0.5--	1.0	1.0	1.0	1.0	1.0
MOA SPEC AIRSPC	15		Y	N--	Y	Y	Y	Y	Y	Y
WA SPEC AIRSPC	10		N	Y++	Y++	N	N	N	N	N
WTR SPEC AIRSPACE	5		N-	N-	Y	Y	Y	Y	Y	Y
AA SPEC AIRSPACE	5		Y+	Y+	N-	N-	Y+	N-	N-	Y+
MANAGED TRNG AREAS ---		60	6.5	6.7	6.0	5.4	6.3	5.4	5.4	6.3
1500/3 >=80%?	10		Y	Y	Y	Y	Y	Y	Y	Y
%TIME WTHER > 1500/3	20		84.00%-	84.10%-	83.00%-	83.40%-	85.70%	83.60%-	91.90%+	88.40%+
1000/3 >=80%?	10		Y	N--	Y	Y	Y	Y	Y	Y
%TIME WTHER > 1000/3	10		87.10%-	88.00%	86.00%-	86.20%-	90.00%	90.00%	94.00%+	91.80%
% TIME CROSWND <15KT	20		99.10%+	94.00%--	98.00%	99.60%++	95.00%--	98.40%+	97.50%	97.00%
% TIME CROSWND >25KT	5		0.10%	1.00%-	0.00%	0.00%	0.10%	0.10%	0.30%	0.20%
% SORTIES CXL/RESCHD	5		19.40%	9.00%+	9.00%+	18.10%	10.00%+	15.00%	22.80%	23.30%
%RTIE PLAN FCTR <=5%	5		N	N	N	N	N	N	N	N
SORTIE PLAN FCTR>=5%	5		22.00%	9.00%+	10.50%+	17.80%	11.00%+	20.00%	22.80%	24.50%
WEATHER ---		90	5.9	3.6	6.1	6.1	5.7	6.0	7.0	6.6
AMT MOA/AA ARSPCE	140		138006.0++	137659.0++	137656.0++	42588.0--	143213.0++	86447.0+	29144.0--	36084.0--
AVG DIST TO AIRSCE	20		43.2	22.5++	55.0--	39.0	38.9	65.2--	32.3+	36.1+
# WTR'S AVAIL	30		7.0-	9.0-	9.0-	5.0--	9.0-	18.0+	19.0+	32.0++
%ATC DLAYS > 15 MIN	20		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
CNERC HUB W/IN 100MI	10		NO	NO	NO	NO	NO	NO	YES--	NO
# OF BISECT AIRWAYS	20		20.0--	2.0+	0.0++	2.0+	5.0+	3.0+	26.0--	20.0--
AIRSPC/FLT TRNG AREA ---		240	7.8	8.8	8.2	4.5	8.6	6.2	3.4	4.7
#OTLYG/AUX FLDS	20		1.5	3.0++	0.5-	1.0	1.0	1.0	2.0+	1.0
#OUT/AUX FLD IFR CAP	20		0.5	1.0++	0.5	1.0++	1.0++	0.0--	1.0++	0.0--
MEDIAN DIST <= MAX?	10		Y	Y	Y	Y	Y	Y	Y	Y
MED DIST TO AUX/OUT	10		17.6	8.0+	20.0	19.3	26.0	20.0	61.0--	26.0
LNGST RUNWAY >=5K?	10		Y	Y	Y	Y	Y	Y	Y	Y
LGEST MAIN FLD RUNWY	10		6000-	8000	8002	8000	8100	8353	13100	9200
#PRIMARY RUNWAYS	70		K+	H-	E--	E--	K+	B--	F++	F++
CONDIT OF RUNWAYS	20		56.00%--	100.00%	100.00%	100.00%	100.00%	66.00%-	100.00%	100.00%
%TAXI/APRNS ADQ COND	15		95.00%+	36.00%-	53.00%-	100.00%+	95.00%+	27.00%-	100.00%+	88.00%+
CONDIT OF UTILITIES	17		100.00%	100.00%	100.00%	100.00%	100.00%	51.00%--	100.00%	97.00%
%OTHR FAC ADQ COND	17		98.00%+	82.00%	87.00%	93.00%+	74.00%	40.00%-	77.00%	56.00%-
AIRFIELDS ---		219	7.8	8.8	7.3	8.3	8.6	5.3	9.1	7.9
AMT ADQ TRNG FAC	30		34137.0-	48549.0-	184423.0++	20385.0--	41826.0-	135526.0++	76822.0	26652.0--
CONDITION % ADQ CLAS	10		100.00%	92.00%	99.00%	100.00%	100.00%	83.00%	100.00%	86.00%
AMT ADQ TRAINERS	30		46413.0	22239.0--	40091.0-	50224.0	47000.0	66423.0+	7737.0--	75207.0++
CONDITION % ADQ TRNR	10		100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
AMT OTHR TRNG FAC	15		93438.0+	2000.0-	113783.0++	28380.0-	6162.0-	36060.0	48349.0	88639.0+
CONDITION OTHR FAC	5		100.00%	100.00%	100.00%	100.00%	64.00%	78.00%	99.00%	100.00%
GRNF TRNG FAC ---		100	6.1	4.1	8.6	5.2	5.0	7.5	4.7	6.7
LVL MAINT OPS	30		D	DA++	I	I	I	I	I	D
AMT ADQ HANGARS	15		194391.0	1854292.0++	289040.0	218457.0	301674.0	238496.0	219824.0	156858.0
COND OF HANGARS	5		86.00%	94.00%	100.00%	100.00%	87.00%	52.00%	100.00%	64.00%
AIRCRFT MAINT FAC ---		50	5.8	9.9	5.5	5.4	5.4	4.9	5.4	5.5
1 OTHR PRIPILOT FLD	20		Y	Y	Y	Y	Y	Y	Y	Y
2+ OTR PRI PILOT FLD	20		Y+	Y+	Y+	Y+	Y+	Y+	Y+	Y+
1 FLD <30MILES	5		Y	Y	Y	Y	Y	Y	Y	Y
2+ FLDS < 30MILES	5		Y+	Y+	Y+	Y+	Y+	N-	N-	N-
PROX OTHR SPT FAC ---		50	10.0	10.0	10.0	10.0	10.0	9.0	9.0	9.0
IN ATTAIN/MAINT AREA	30		Y	Y	Y	Y	Y	Y	Y	Y
MOD NONATTAIN/BETTER	10		Y	Y	Y	Y	Y	Y	Y	Y
DELAYS DUE AIR QUAL	10		Y	Y	Y	Y	Y	Y	Y	Y
AIR QUALITY ---		50	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
AICUZ CPLTD ENCODED	15		Y+	Y+	N--	Y+	Y+	N--	N--	Y+
%INCOMPAT CLR ZONE	20		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
%INCOMPAT APZI	10		3.00%	25.00%-	28.00%--	0.00%+	0.00%+	22.00%-	4.00%	1.00%+
%INCOMPAT APZII	5		2.00%	19.00%	50.00%-	0.00%	0.00%	18.90%	2.00%	18.00%
REAL ESTATE DISCLOS	5		Y+	Y+	N-	Y+	Y+	N-	N-	N-
CLR ZONE ACQ CMPLTD	5		N-	N-	Y	Y	N-	Y	N-	Y
ENCROACHMENT ---		60	9.0	7.4	4.2	10.0	9.2	5.0	5.6	8.8
AMT BOQ RMS ADQ	20		205.0-	162.0-	604.0++	99.0-	130.0-	558.0++	659.0++	247.0
CONDITION BOQ % ADQ	10		100.00%	100.00%	96.00%	86.00%	100.00%	100.00%	100.00%	100.00%
AMT BEQ RMS ADQ	6		338.0	408.0	604.0	732.0	209.0	521.0	8074.0+	442.0
CONDITION BEQ % ADQ	4		100.00%	100.00%	100.00%	94.00%	100.00%	100.00%	100.00%	100.00%
%RMR/SPT FAC AVAIL	20		80.00%	90.00%	100.00%+	80.00%	80.00%	87.00%	80.00%	70.00%-
AMT MIL HSE ADQ	6		330.0	439.0	687.0	520.0	245.0	948.0	1287.0+	230.0
CONDITION HSE % ADQ	4		80.00%	100.00%	78.00%	100.00%	100.00%	93.00%	100.00%	100.00%
# CHLDCAR WAIT LIST	5		25.0	197.0-	69.0	6.0	53.0	79.0	42.0	1.0
AVG WAIT CHILDREN	5		145.2	265.0-	113.0	10.0+	180.0	186.0	74.0	30.0
SERVICES ---		80	6.0	5.4	8.1	6.0	5.6	7.7	9.2	6.3
SCORE		999	7.4	7.5	7.5	6.6	7.6	6.4	6.5	6.8
RANK			4	2	2	7	1	10	8	5

UPT MARIE2C2

	WEIGHT		REESE	LAU	COL	RATING SCALE
# OF OUTLYING FLDS	25		1.0	1.0	1.0	0-2, 2 HI
MOA SPEC AIRSPC	15		Y	Y	Y	Y(10)/N(0)
WA SPEC AIRSPC	10		N	N	N	Y(10)/N(0)
WTR SPEC AIRSPACE	5		Y	Y	Y	Y(10)/N(0)
AA SPEC AIRSPACE	5		N-	Y+	N-	Y(10)/N(0)
MANAGED TRNG AREAS ---		60	5.4	6.3	5.4	GROUP SUBTOTAL
1500/3 >=80%?	10		Y	Y	Y	Y(10)/N(0)
%TIME WTHER > 1500/3	20		91.50%+	90.90%+	88.10%+	80-95%, 80 LO
1000/3 >=80%?	10		Y	Y	Y	Y(10)/N(0)
%TIME WTHER > 1000/3	10		93.60%+	94.30%+	92.00%	80-95%, 80 LO
% TIME CROSWND <15KT	20		93.20%--	99.30%+	99.20%+	%MIN-N, MAX HI
% TIME CROSWND >25KT	5		1.40%-	0.10%	0.10%	%MIN-N, MIN HI
% SORTIES CXL/RESCHD	5		19.80%	18.00%	22.90%	5-20%, 5% HI
%RTIE PLAN FCTR <=5%	5		N	N	N	Y(10)/N(0)
SORTIE PLAN FCTR>=5%	5		28.00%	22.00%	25.50%	5-20%, 5% HI
WEATHER ---		90	4.9	7.6	7.1	GROUP SUBTOTAL
AMT MOA/AA ARSPCE	140		31116.0--	53868.0--	45092.0--	0-MAX, MAX HI
AVG DIST TO AIRSCE	20		42.6	31.5+	39.5	MIN-N, MIN HI
# WTR'S AVAIL	30		9.0-	10.0-	11.0	0-MAX, MAX HI
%ATC DLAYS > 15 MIN	20		0.00%	0.00%	0.00%	%0-MAX, MIN HI
CNERC HUB W/IN 100MI	10		NO	NO	NO	Y(0)/N(10)
# OF BISECT AIRWAYS	20		12.0-	4.0+	2.0+	0-MAX, MIN HI
AIRSPC/FLT TRNG AREA ---		240	3.8	5.2	4.8	GROUP SUBTOTAL
#OTLYG/AUX FLDS	20		1.0	1.0	1.0	0-MAX, MAX HI
#OUT/AUX FLD IFR CAP	20		0.0--	0.0--	0.0--	0-MAX, MAX HI
MEDIAN DIST <= MAX?	10		Y	Y	Y	Y(10)/N(0)
MED DIST TO AUX/OUT	10		17.0	21.5	43.0-	MIN-N, MIN HI
LNGST RUNWAY >=5k?	10		Y	Y	Y	Y(10)/N(0)
LGEST MAIN FLD RUNWY	10		10500	8858	12000	5-8K RW, 8K HI
#PRIMARY RUNWAYS	70		C+	C+	C+	PRIMARY RUNWAYS
CONDIT OF RUNWAYS	20		85.00%	85.00%	100.00%	%0-100, 100 HI
%TAXI/APRNS ADQ COND	15		29.00%-	42.00%-	100.00%+	%0-100, 100 HI
CONDIT OF UTILITIES	17		92.00%	59.00%-	100.00%	%0-100, 100 HI
%OTHR FAC ADQ COND	17		87.00%	60.00%-	76.00%	%0-100, 100 HI
AIRFIELDS ---		219	7.2	6.8	7.5	GROUP SUBTOTAL
AMT ADQ TRNG FAC	30		59469.0	68320.0	84459.0+	0-MAX, MAX HI
CONDITION % ADQ CLAS	10		100.00%	91.00%	100.00%	%0-100, 100 HI
AMT ADQ TRAINERS	30		60863.0+	70689.0++	63354.0+	0-MAX, MAX HI
CONDITION % ADQ TRNR	10		100.00%	100.00%	100.00%	%0-100, 100 HI
AMT OTHR TRNG FAC	15		51572.0	19365.0-	17029.0-	0-MAX, MAX HI
CONDITION OTHR FAC	5		99.00%	54.00%	36.00%-	%0-100, 100 HI
GRNF TRNG FAC ---		100	6.6	6.4	6.3	GROUP SUBTOTAL
LVL MAINT OPS	30		D	I	D	LVL MAINT
AMT ADQ HANGARS	15		147685.0	151346.0	151102.0	0-MAX, MAX HI
COND OF HANGARS	5		54.00%	48.00%	57.00%	%0-100, 100 HI
AIRCRFT MAINT FAC ---		50	5.4	4.7	5.4	GROUP SUBTOTAL
1 OTHR PRIPILOT FLD	20		Y	Y	Y	Y(10)/N(0)
2+ OTR PRI PILOT FLD	20		N--	N--	Y+	Y(10)/N(0)
1 FLD <30MILES	5		Y	Y	Y	Y(10)/N(0)
2+ FLDS < 30MILES	5		N-	N-	N-	Y(10)/N(0)
PROX OTHR SPT FAC ---		50	5.0	5.0	9.0	GROUP SUBTOTAL
IN ATTAIN/MAINT AREA	30		Y	Y	Y	Y(10)/N(0)
MOD NONATTAIN/BETTER	10		Y	Y	Y	Y(10)/N(0)
DELAYS DUE AIR QUAL	10		Y	Y	Y	Y(10)/N(0)
AIR QUALITY ---		50	10.0	10.0	10.0	GROUP SUBTOTAL
AICUZ CPLTD ENCODED	15		Y+	Y+	Y+	Y(10)/N(0)
%INCOMPAT CLR ZONE	20		0.00%	0.00%	0.00%	%0-MAX, MIN HI
%INCOMPAT APZI	10		0.00%+	0.00%+	1.00%+	%0-MAX, MIN HI
%INCOMPAT APZII	5		4.00%	0.00%	0.00%	%0-MAX, MIN HI
REAL ESTATE DISCLOS	5		N-	Y+	N-	Y(10)/N(0)
CLR ZONE ACQ CMPLTD	5		Y	Y	Y	Y(10)/N(0)
ENCROACHMENT ---		60	9.1	10.0	9.1	GROUP SUBTOTAL
AMT BOQ RMS ADQ	20		152.0-	222.0-	264.0	0-MAX, MAX HI
CONDITION BOQ % ADQ	10		100.00%	100.00%	100.00%	%0-100, 100 HI
AMT BEQ RMS ADQ	6		462.0	400.0	690.0	0-MAX, MAX HI
CONDITION BEQ % ADQ	4		100.00%	100.00%	100.00%	%0-100, 100 HI
%MWR/SPT FAC AVAIL	20		93.00%	87.00%	87.00%	%0-100, 100 HI
AMT MIL HSE ADQ	6		400.0	654.0	812.0	0-MAX, MAX HI
CONDITION HSE % ADQ	4		100.00%	100.00%	100.00%	%0-100, 100 HI
# CHLDCAR WAIT LIST	5		37.0	6.0	4.0	0-MAX, MIN HI
AVG WAIT CHILDREN	5		216.0	150.0	14.0+	0-MAX, MIN HI
SERVICES ---		80	6.0	6.6	7.2	GROUP SUBTOTAL
		999				
SCORE			5.9	6.5	6.7	
RANK			11	8	6	

WPT BOMBFITE

	WEIGHT		P-COLA	MERIDIAN	KING	RANDOLPH	SHEPPARD	VANCE	REESE	LAU
# OF OUTLYING FLDS	20		1.0+	1.0+	1.0+	1.0+	0.0-	0.0-	1.0+	0.0-
MOA SPEC AIRSPC	10		Y	Y	Y	Y	Y	Y	Y	Y
WA/RA SPEC AIRSPC	10		Y++	Y++	Y++	N-	N-	N-	N-	N-
MTR SPEC AIRSPACE	10		Y	Y	Y	Y	Y	Y	Y	Y
AIR-SURF SPEC AIRSPC	10		N	N	N	N	N	N	N	N
MANAGED TRNG AREAS ---		60	6.7	6.7	6.7	5.0	3.3	3.3	5.0	3.3
3000/5 >=80%?	10		N--	Y+	Y+	N--	Y+	Y+	Y+	Y+
%TIME WTHER > 3000/5	20		68.00%-	68.00%-	72.60%-	73.40%-	85.10%+	83.90%+	86.70%+	81.80%
1500/3 >=80%?	10		Y	Y	Y	Y	Y	Y	Y	Y
%TIME WTHER > 1500/3	10		83.00%-	83.40%-	85.70%	83.60%-	91.10%+	88.40%	91.50%+	90.90%
% TIME CROSWND <15KT	25		98.00%	99.60%++	95.00%--	98.40%+	97.60%	97.80%	93.20%--	99.30%++
% TIME CROSWND >25KT	10		0.00%	0.00%	0.10%	0.10%	0.30%	0.20%	1.40%--	0.10%
% SORTIES CXL/RESCHD	5		9.00%	18.10%	10.00%	15.00%	22.40%	23.30%	19.80%	18.00%
SRTIE PLAN FCTR<=20%	5		Y+	Y+	Y+	Y+	N	N	N	N
SRTIE PLAN FCT 5-20%	5		10.50%	17.80%	11.00%	20.00%	22.10%	26.00%	28.00%	22.00%
WEATHER ---		100	5.3	6.4	5.1	4.9	5.9	5.8	3.7	6.3
ANT MOA/WA ARSPCE	120		135531.0++	42585.0--	136737.0++	82318.0++	35191.0--	35644.0--	30958.0--	53249.0--
AVG DIST TO AIRSCE	20		57.1+	38.9	39.6	65.1++	32.9-	36.4	43.9	31.9-
1 AIR-SURF RGE 75MI	20		Y++	Y++	Y++	Y++	Y++	N--	N--	N--
2+ AIR-SURF RGE 75MI	10		Y++	N	N	N	N	N	N	N
NEAREST RNGE <50MI?	20		Y++	Y++	N--	Y++	N--	N--	N--	N--
# MTR's AVAIL	30		9.0-	5.0--	9.0-	14.0+	15.0+	23.0++	9.0-	6.0--
%ATC DLAYS > 15 MIN	20		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
CNERC HUB W/IN 100MI	10		NO	NO	NO	NO	NO	NO	NO	NO
# OF BISECT AIRWAYS	20		0.0+	3.0+	3.0+	3.0+	26.0--	19.0--	12.0-	4.0+
AIRSPC/FLT TRNG AREA ---		270	9.2	5.3	7.8	7.3	4.1	4.0	3.4	4.1
#OTLYG/AUX FLDS	20		1.0++	1.0++	1.0++	1.0++	1.0++	0.0--	1.0++	0.0--
#OUT/AUX FLD IFR CAP	10		1.0+	1.0+	1.0+	0.0-	1.0+	0.0-	0.0-	0.0-
MED DIST TO AUX/OUT	10		20.0+	19.3+	26.0+	20.0+	80.0-	101.0-	17.0+	101.0-
LNGST RUNWAY >=8k?	10		Y	Y	Y	Y	Y	Y	Y	Y
LGEST MAIN FLD RUNWY	10		8002.0-	8000.0-	8000.0-	8363.0-	13100.0+	9200.0	10500.0+	8058.0
#PRIMARY RUNWAYS	70		B-	B-	K++	B-	C++	B-	B-	B-
CONDIT OF RUNWAYS	10		100.00%	100.00%	100.00%	66.00%-	100.00%	100.00%	85.00%	85.00%
%TAXI/APRNS ADQ COND	10		53.00%	100.00%+	95.00%	27.00%-	100.00%+	88.00%	29.00%-	42.00%-
CONDIT OF UTILITIES	10		100.00%	100.00%	100.00%	51.00%-	100.00%	97.00%	92.00%	59.00%-
%OTHR FAC ADQ COND	10		87.00%	93.00%	74.00%	40.00%-	77.00%	56.00%	87.00%	60.00%
AIRFIELDS ---		170	7.3	7.6	8.6	5.8	8.8	5.1	6.8	4.5
ANT ADQ TRNG FAC	30		184423.0++	20385.0--	41826.0-	135526.0++	76822.0	26652.0--	59469.0-	68320.0
CONDITION % ADQ CLAS	10		99.00%	100.00%	100.00%	83.00%	100.00%	86.00%	100.00%	91.00%
ANT ADQ TRAINERS	30		40091.0-	50224.0	47000.0-	66423.0+	7737.0--	75207.0++	60863.0+	70689.0++
CONDITION % ADQ TRNR	10		100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
ANT OTHR TRNG FAC	15		113783.0++	28380.0-	6162.0-	36060.0	48349.0	68639.0+	51572.0	66067.0
CONDITION OTHR FAC	5		100.00%	100.00%	64.00%	78.00%	99.00%	100.00%	99.00%	25.00%-
ERNF TRNG FAC ---		100	8.6	5.2	5.0	7.5	4.7	6.7	6.6	6.8
LVL MAINT OPS	30		I	I	I	I	I	I	DA++	I
ANT ADQ HANGARS	15		289040.0+	218457.0	301674.0+	238496.0	219824.0	156858.0	147685.0-	151346.0-
COND OF HANGARS	5		100.00%	100.00%	87.00%	52.00%	100.00%	64.00%	54.00%	48.00%
AIRCRFT MAINT FAC ---		50	7.9	7.2	7.9	6.9	7.2	6.2	8.0	6.0
MUNITIONS LDING PAD?	20		Y++	Y++	Y++	Y++	Y++	N--	N--	N--
WEAPON STRG MND FAC?	20		Y	Y	Y	Y	Y	Y	Y	Y
SPEC MIL FAC ---		40	10.0	10.0	10.0	10.0	10.0	5.0	5.0	5.0
1 OTHR AREA AIR FLD	5		Y	Y	Y	Y	Y	Y	Y	N-
2+ OTR AREA AIR FLDS	5		Y	Y	Y	Y	Y	Y	N-	N-
1 FLD <30MILES	5		N	Y+	N	Y+	N	N	Y+	N
2+ FLDS < 30MILES	5		N	N	N	N	N	N	N	N
PROX OTHR SPT FAC ---		20	5.0	7.5	5.0	7.5	5.0	5.0	5.0	0.0
IN ATTAIN/MAINT AREA	30		Y	Y	Y	Y	Y	Y	Y	Y
MOD NONATTAIN/BETTER	10		Y	Y	Y	Y	Y	Y	Y	Y
DELAYS DUE AIR QUAL	10		Y	Y	Y	Y	Y	Y	Y	Y
AIR QUALITY ---		50	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
AICUZ CPLTD ENCODED	15		N--	Y+	Y+	N--	N--	Y+	Y+	Y+
%INCOMPAT CLR ZONE	20		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
%INCOMPAT APZI	10		28.00%--	0.00%	0.00%	22.00%-	4.00%	1.00%	0.00%	0.00%
%INCOMPAT APZII	5		50.00%-	0.00%	0.00%	18.00%	2.00%	18.00%	4.00%	0.00%
REAL ESTATE DISCLOS	5		N	Y+	Y+	N	N	N	N	Y+
CLR ZONE ACQ CMPLTD	5		Y	Y	N-	Y	N-	Y	Y	Y
ENCROACHMENT ---		60	4.2	10.0	9.2	5.1	5.6	8.8	9.1	10.0
ANT BOQ RMS ADQ	20		604.0++	99.0--	130.0-	558.0++	659.0++	247.0	152.0-	222.0-
CONDITION BOQ % ADQ	10		96.00%	86.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
ANT BEQ RMS ADQ	6		604.0	732.0	209.0	521.0	8074.0+	442.0	462.0	400.0
CONDITION BEQ % ADQ	4		100.00%	94.00%	100.00%	100.00%	100.00%	100.00%	100.00%	1100.00%
%MWR/SPT FAC AVAIL	20		100.00%+	80.00%	80.00%	90.00%	80.00%	70.00%-	96.00%	87.00%
ANT MIL HSE ADQ	6		687.0	520.0	245.0	948.0	1287.0+	230.0	400.0	654.0
CONDITION HSE % ADQ	4		78.00%	100.00%	100.00%	93.00%	100.00%	100.00%	100.00%	100.00%
# CHLDCAR WAIT LIST	5		69.0	6.0	53.0	79.0-	42.0	1.0	37.0	6.0
AVG WAIT CHILDREN	5		113.0	10.0	180.0	186.0	74.0	30.0	216.0	150.0
SERVICES ---		80	7.7	6.0	5.2	7.3	9.0	6.3	5.8	6.5
SCORE		1000	7.8	6.8	7.3	6.8	6.3	5.5	5.6	5.5
RANK			1	3	2	3	6	8	7	8

OPT BOMBFITE

	WEIGHT		COL	RATING SCALE
# OF OUTLYING FLDS	20		0.0-	0-2, 2 HI
MOA SPEC AIRSPC	10		Y	Y(10)/N(0)
WA/RA SPEC AIRSPC	10		N-	Y(10)/N(0)
MTR SPEC AIRSPACE	10		Y	Y(10)/N(0)
AIR-SURF SPEC AIRSPC	10		N	Y(10)/N(0)
MANAGED TRNG AREAS ---		60	3.3	GROUP SUBTOTAL
3000/5 >=80%?	10		N--	Y(10)/N(0)
%TIME WTHER > 3000/5	20		78.80%-	80-95%, 80 LO
1500/3 >=80%?	10		Y	Y(10)/N(0)
%TIME WTHER > 1500/3	10		89.10%	80-95%, 80 LO
% TIME CROSSWND <16KT	25		99.20%+	%MIN-M, MAX HI
% TIME CROSSWND >25KT	10		0.10%	%MIN-M, MIN HI
% SORTIES CXL/RESCHD	5		22.90%	5-20%, 5% HI
SRTIE PLAN FCTR<=20%	5		N	Y(10)/N(0)
SRTIE PLAN FCT 5-20%	5		25.00%	5-20%, 5% HI
WEATHER ---		100	4.9	GROUP SUBTOTAL
ANT MOA/WA ARSPCE	120		45089.0--	0-MAX, MAX HI
AVG DIST TO AIRSCE	20		39.7	0-MAX, MAX HI
1 AIR-SURF RGE 75MI	20		Y++	Y(10)/N(0)
2+ AIR-SURF RGE 75MI	10		Y++	Y(10)/N(0)
NEAREST RNGE <50MI?	20		Y++	Y(10)/N(0)
# MTR's AVAIL	30		10.0	0-MAX, MAX HI
%ATC DLAYS > 15 MIN	20		0.00%	%0-MAX, MIN HI
CMERC HUB W/IN 100MI	10		NO	Y(0)/N(10)
# OF BISECT AIRWAYS	20		2.0+	0-MAX, MIN HI
AIRSPC/FLT TRNG AREA ---		270	6.0	GROUP SUBTOTAL
#OTLYG/AUX FLDS	20		0.0--	0-MAX, MAX HI
#OUT/AUX FLD IFR CAP	10		0.0-	0-MAX, MAX HI
MED DIST TO AUX/OUT	10		101.0-	MIN-100, MIN HI
LNGST RUNWAY >=8K?	10		Y	Y(10)/N(0)
LGEST MAIN FLD RUNWY	10		12000.0+	8-12K, 12K HI
#PRIMARY RUNWAYS	70		8-	PRIMARY RUNWAYS
CONDIT OF RUNWAYS	10		100.00%	%0-100, 100 HI
%TAXI/APRNS ADQ COND	10		100.00%+	%0-100, 100 HI
CONDIT OF UTILITIES	10		100.00%	%0-100, 100 HI
%OTHR FAC ADQ COND	10		76.00%	%0-100, 100 HI
AIRFIELDS ---		170	5.7	GROUP SUBTOTAL
ANT ADQ TRNG FAC	30		84459.0	0-MAX, MAX HI
CONDITION % ADQ CLAS	10		100.00%	%0-100, 100 HI
ANT ADQ TRAINERS	30		63354.0+	0-MAX, MAX HI
CONDITION % ADQ TRNR	10		100.00%	%0-100, 100 HI
ANT OTHR TRNG FAC	15		17029.0-	0-MAX, MAX HI
CONDITION OTHR FAC	5		36.00%	%0-100, 100 HI
GRNF TRNG FAC ---		100	6.3	GROUP SUBTOTAL
LVL MAINT OPS	30		DA++	LVL MAINT
ANT ADQ HANGARS	15		151102.0-	0-MAX, MAX HI
COND OF HANGARS	5		57.00%	%0-100, 100 HI
AIRCRFT MAINT FAC ---		50	8.1	GROUP SUBTOTAL
MUNITIONS LDING PAD?	20		Y++	Y(10)/N(0)
WEAPON STRG MND FAC?	20		Y	Y(10)/N(0)
SPEC MIL FAC ---		40	10.0	GROUP SUBTOTAL
1 OTHR AREA AIR FLD	5		Y	Y(10)/N(0)
2+ OTR AREA AIR FLDS	5		Y	Y(10)/N(0)
1 FLD <30MILES	5		N	Y(10)/N(0)
2+ FLDS < 30MILES	5		N	Y(10)/N(0)
PROX OTHR SPT FAC ---		20	5.0	GROUP SUBTOTAL
IN ATTAIN/MAINT AREA	30		Y	Y(10)/N(0)
MOD NONATTAIN/BETTER	10		Y	Y(10)/N(0)
DELAYS DUE AIR QUAL	10		Y	Y(10)/N(0)
AIR QUALITY ---		50	10.0	GROUP SUBTOTAL
AICUZ CPLTD ENCODED	15		Y+	Y(10)/N(0)
%INCOMPAT CLR ZONE	20		0.00%	%0-MAX, MIN HI
%INCOMPAT APZI	10		1.00%	%0-MAX, MIN HI
%INCOMPAT APZII	5		0.00%	%0-MAX, MIN HI
REAL ESTATE DISCLOS	5		N	Y(10)/N(0)
CLR ZONE ACQ CMPLTD	5		Y	Y(10)/N(0)
ENCROACHMENT ---		60	9.1	GROUP SUBTOTAL
ANT BOQ RMS ADQ	20		264.0	0-MAX, MAX HI
CONDITION BOQ % ADQ	10		100.00%	%0-100, 100 HI
ANT BEQ RMS ADQ	6		690.0	0-MAX, MAX HI
CONDITION BEQ % ADQ	4		100.00%	%0-100, 100 HI
%PWR/SPT FAC AVAIL	20		87.00%	%0-100, 100 HI
ANT MIL HSE ADQ	6		812.0	0-MAX, MAX HI
CONDITION HSE % ADQ	4		100.00%	%0-100, 100 HI
# CHLDCAR WAIT LIST	5		4.0	0-MAX, MIN HI
AVG WAIT CHILDREN	5		14.0	0-MAX, MIN HI
SERVICES ---		80	7.1	GROUP SUBTOTAL
SCORE		1000	6.4	
RANK			5	

UPT STRKADV

	WEIGHT	CORPUS	P-COLA	MERIDIAN	KINGSVILLE	RANDOLPH	SHEPPARD	VANCE	REESE
# OF OUTLYING FLDS	20	0.0-	1.0+	1.0+	1.0+	1.0+	0.0-	0.0-	1.0+
NOA SPEC AIRSPC	10	N--	Y	Y	Y	Y	Y	Y	Y
WA/RA SPEC AIRSPC	10	Y+	Y+	Y+	Y+	N-	N-	N-	N-
MTR SPEC AIRSPACE	10	N--	Y	N--	Y	Y	Y	Y	Y
AIR-SURF SPEC AIRSPC	10	N	N	Y++	Y++	N	N	N	N
MANAGED TRNG AREAS ---	60	1.7	6.7	6.7	8.3	5.0	3.3	3.3	5.0
3000/5 >=80%?	10	N-	N-	N-	N-	N-	Y+	Y+	Y+
%TIME WTHER > 3000/5	20	74.00%	88.00%	88.00%	72.60%	73.40%	86.10%+	83.90%+	86.70%+
1000/3 >=80%?	5	Y	Y	Y	Y	Y	Y	Y	Y
%TIME WTHER > 1000/3	5	88.00%	86.00%	86.20%	90.00%	90.00%	94.00%	91.80%	93.60%
% TIME CROSWND <15KT	10	94.00%-	98.00%	99.60%+	95.00%-	98.40%	97.50%	97.80%	93.20%-
% TIME CROSWND >25KT	5	1.00%	0.00%	0.00%	0.10%	0.10%	0.30%	0.20%	1.40%-
% SORTIES CXL/RESCHD	5	15.50%	9.00%+	27.90%	10.00%	15.00%	22.80%	23.30%	19.80%
SRTIE PLAN FCTR<=20%	5	Y	Y	Y	Y	Y	N	N	N
SORTIE PLAN FCTR<=5%	5	13.50%	10.50%	17.80%	11.00%	20.00%	22.80%	26.00%	28.00%
WEATHER ---	70	2.7	4.5	4.0	3.9	4.0	5.3	5.1	4.1
ANT NOA/WA ARSPCE	120	130907.0++	135531.0++	42585.0--	136737.0++	82318.0++	35191.0--	35644.0--	30958.0--
AVG DIST TO AIRSCE	20	22.5++	57.1--	38.9	39.6	56.1--	32.9+	26.4	43.9
1 AIR-SURF RGE 75MI	30	Y++	Y++	Y++	Y++	Y++	Y++	N--	N--
2+ AIR-SURF RGE 75MI	10	N	Y++	N	N	N	N	N	N
NEAREST RNGE <50MI?	10	N-	Y+	Y+	N-	N-	Y+	N-	N-
# MTR's AVAIL	30	9.0	9.0	5.0--	9.0	14.0+	15.0+	23.0++	9.0
%ATC DLAYS > 15 MIN	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
CMERC HUB W/IN 100MI	10	NO	NO	NO	NO	NO	NO	NO	NO
# OF BISECT AIRWAYS	20	2.0+	0.0+	3.0+	3.0+	3.0+	26.0--	19.0--	12.0-
AIRSPC/FLT TRNG AREA ---	270	8.3	8.7	5.3	8.2	5.2	5.0	4.1	3.3
#OTLYG/AUX FLDS	20	0.0--	1.0++	1.0++	1.0++	1.0++	1.0++	0.0--	1.0++
#OUT/AUX FLD IFR CAP	10	0.0-	1.0+	1.0+	1.0+	0.0-	1.0+	0.0-	0.0-
MED DIST TO AUX/OUT	10	101.0-	20.0+	19.3+	26.0+	20.0+	89.0-	101.0-	17.0+
LNGST RUNWAY >=8K?	10	Y	Y	Y	Y	Y	Y	Y	Y
LGEST MAIN FLD RUNWY	10	8000.0-	8002.0-	8000.0-	8000.0-	8353.0	13100.0+	9200.0	10500.0+
#PRIMARY RUNWAYS	70	A--	B	B	K++	B	C++	B	B
CONDIT OF RUNWAYS	10	100.00%	100.00%	100.00%	100.00%	66.00%-	100.00%	100.00%	85.00%
%TAXI/APRNS ADQ COND	10	36.00%-	53.00%	100.00%+	95.00%+	27.00%-	100.00%+	88.00%	29.00%-
CONDIT OF UTILITIES	10	100.00%	100.00%	100.00%	100.00%	51.00%-	100.00%	97.00%	92.00%
%OTHR FAC ADQ COND	10	82.00%	87.00%	93.00%	74.00%	40.00%-	77.00%	56.00%	87.00%
AIRFIELDS ---	170	3.7	7.3	7.6	8.6	5.8	8.8	5.1	6.8
ANT ADQ TRNG FAC	30	48549.0-	184423.0++	20385.0--	41826.0-	135526.0++	76822.0	25652.0--	59469.0
CONDITION % ADQ CLAS	10	92.00%	99.00%	100.00%	100.00%	83.00%	100.00%	86.00%	100.00%
ANT ADQ TRAINERS	30	22239.0--	40091.0-	50224.0	47000.0	66423.0+	7737.0--	75207.0++	60863.0+
CONDITION % ADQ TRNR	10	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
ANT OTHR TRNG FAC	15	2000.0-	113783.0++	28380.0	6162.0-	36060.0	46349.0	68639.0+	51572.0
CONDITION OTHR FAC	5	100.00%	100.00%	100.00%	64.00%	78.00%	99.00%	100.00%	99.00%
GRNF TRNG FAC ---	100	4.1	8.6	5.2	5.0	7.5	4.7	6.7	6.6
LVL MAINT OPS	30	D	I	I	I	I	I	I	DA++
ANT ADQ HANGARS	15	1854292.0++	289040.0	218457.0	301674.0	238495.0	219824.0	166858.0	147685.0
COND OF HANGARS	5	94.00%	100.00%	100.00%	87.00%	52.00%	100.00%	64.00%	54.00%
AIRCRFT MAINT FAC ---	50	8.6	5.5	5.4	5.4	4.9	5.4	4.9	6.8
MUNITIONS LDING PAD?	20	Y+	Y+	Y+	Y+	N--	Y+	N--	Y+
WEAPON STRG HND FAC?	20	Y	Y	Y	Y	Y	Y	Y	Y
SPEC MIL FAC ---	40	10.0	10.0	10.0	10.0	5.0	10.0	5.0	10.0
CARIER QUAL IN 100NM	30	15.0++	30.0++	101.0-	78.0+	101.0-	101.0-	101.0-	101.0-
PROX TO TRNG AREAS ---	30	10.0	10.0	0.0	4.4	0.0	0.0	0.0	0.0
1 OTHR AREA AIR FLD	5	Y	Y	Y	Y	Y	Y	Y	Y
2+ OTR AREA AIR FLDS	5	Y	Y	Y	Y	Y	Y	Y	N-
1 FLD <30MILES	5	Y+	N	Y+	N	Y+	N	N	Y+
2+ FLDS < 30MILES	5	N	N	N	N	N	N	N	N
PROX OTHR SPT FAC ---	20	7.5	5.0	7.5	5.0	7.5	5.0	5.0	5.0
IN ATTAIN/MAINT AREA	30	Y	Y	Y	Y	Y	Y	Y	Y
MOD NONATTAIN/BETTER	10	Y	Y	Y	Y	Y	Y	Y	Y
DELAYS DUE AIR QUAL	10	Y	Y	Y	Y	Y	Y	Y	Y
AIR QUALITY ---	50	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
AICUZ CPLTD ENCODED	15	Y+	N--	Y+	Y+	N--	N--	Y+	Y+
%INCOMPAT CLR ZONE	20	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
%INCOMPAT APZI	10	25.00%-	28.00%-	0.00%+	0.00%+	22.00%-	4.00%	1.00%	0.00%+
%INCOMPAT APZII	5	19.00%	50.00%-	0.00%	0.00%	18.00%	2.00%	18.00%	4.00%
REAL ESTATE DISCLOS	5	Y+	N	Y+	Y+	N	N	N	N
CLR ZONE ACQ CMPLTD	5	N-	Y	Y	N-	Y	N-	Y	Y
ENCROACHMENT ---	60	7.4	4.2	10.0	9.2	5.1	5.6	8.8	9.1
ANT BOQ RMS ADQ	20	162.0-	604.0++	99.0-	130.0-	558.0++	659.0++	247.0	152.0-
CONDITION BOQ % ADQ	10	100.00%	96.00%	86.00%	100.00%	100.00%	100.00%	100.00%	100.00%
ANT BEQ RMS ADQ	6	408.0	604.0	732.0	209.0	521.0	8074.0+	442.0	462.0
CONDITION BEQ % ADQ	4	100.00%	100.00%	94.00%	100.00%	100.00%	100.00%	100.00%	100.00%
%MWR/SPT FAC AVAIL	20	90.00%	100.00%+	80.00%	80.00%	87.00%	80.00%	70.00%-	93.00%
ANT MIL HSE ADQ	6	439.0	687.0	520.0	245.0	948.0	1287.0+	230.0	400.0
CONDITION HSE % ADQ	4	100.00%	78.00%	100.00%	100.00%	93.00%	100.00%	100.00%	100.00%
# CHLDCAR WAIT LIST	5	197.0-	69.0	6.0	53.0	79.0	42.0	1.0	37.0
AVG WAIT CHILDREN	5	265.0-	113.0	10.0	180.0	186.0	74.0	30.0	216.0
SERVICES ---	80	5.4	8.1	6.0	5.6	7.7	8.2	6.3	6.0
SCORE	1000	6.2	7.6	6.3	7.3	6.0	6.2	5.3	5.7
RANK		4	1	3	2	6	4	10	8

SPT STRKADV

	WEIGHT		LAUGHLIN	COLUMBUS	RATING SCALE
# OF OUTLYING FLDS	20		0.0-	0.0-	0-2, 2 HI
MOA SPEC AIRSPC	10		Y	Y	Y(10)/N(0)
MA/RA SPEC AIRSPC	10		N-	N-	Y(10)/N(0)
MTR SPEC AIRSPACE	10		Y	Y	Y(10)/N(0)
AIR-SURF SPEC AIRSPC	10		N	N	Y(10)/N(0)
MANAGED TRNG AREAS ---		60	3.3	3.3	GROUP SUBTOTAL
3000/5 >=80%?	10		Y+	N-	Y(10)/N(0)
%TIME WTHER > 3000/5	20		81.80%	78.80%	80-95%, 80 LO
1000/3 >=80%?	5		Y	Y	Y(10)/N(0)
%TIME WTHER > 1000/3	5		94.30%	92.00%	80-95%, 80 LO
% TIME CROSWND <15KT	10		99.30%+	99.20%+	%MIN-N, MAX HI
% TIME CROSWND >25KT	5		0.10%	0.10%	%MIN-N, MIN HI
% SORTIES CXL/RESCHD	5		18.00%	22.90%	5-20%, 5% HI
SRTIE PLAN FCTR<=20%	5		N	N	Y(10)/N(0)
SORTIE PLAN FCTR<=5%	5		22.00%	25.00%	5-20%, 5% HI
WEATHER ---		70	5.3	3.3	GROUP SUBTOTAL
AMT MOA/MA ARSPCE	120		53249.0--	45089.0--	0-MAX, MAX HI
AVG DIST TO AIRSCE	20		31.9+	39.7	MIN-N, MIN HI
1 AIR-SURF RGE 75MI	30		N--	Y++	Y(10)/N(0)
2+ AIR-SURF RGE 75MI	10		N	N	Y(10)/N(0)
NEAREST RNGE <50MI?	10		N-	Y+	Y(10)/N(0)
# MTR's AVAIL	30		6.0-	10.0	0-MAX, MAX HI
%ATC DLAYS > 15 MIN	20		0.00%	0.00%	%0-MAX, MIN HI
CNERC HUB W/IN 100MI	10		NO	NO	Y(0)/N(10)
# OF BISECT AIRWAYS	20		4.0+	2.0+	0-MAX, MIN HI
AIRSPC/FLT TRNG AREA ---		270	4.3	5.7	GROUP SUBTOTAL
#OTLYG/AUX FLDS	20		0.0--	0.0--	0-MAX, MAX HI
#OUT/AUX FLD IFR CAP	10		0.0-	0.0-	0-MAX, MAX HI
MED DIST TO AUX/OUT	10		101.0-	101.0-	MIN-100, MIN HI
LNGST RUNWAY >=8k?	10		Y	Y	Y(10)/N(0)
LGEST MAIN FLD RUNWY	10		8858.0	12000.0+	8-12k, 12K HI
#PRIMARY RUNWAYS	70		8	8	PRIMARY RUNWAYS
CONDIT OF RUNWAYS	10		85.00%	100.00%	%0-100, 100 HI
%TAXI/APRNS ADQ COND	10		42.00%	100.00%+	%0-100, 100 HI
CONDIT OF UTILITIES	10		59.00%-	100.00%	%0-100, 100 HI
%OTHR FAC ADQ COND	10		60.00%	76.00%	%0-100, 100 HI
AIRFIELDS ---		170	4.5	5.7	GROUP SUBTOTAL
AMT ADQ TRNG FAC	30		68320.0	84459.0	0-MAX, MAX HI
CONDITION % ADQ CLAS	10		91.00%	100.00%	%0-100, 100 HI
AMT ADQ TRAINERS	30		70689.0++	63354.0+	0-MAX, MAX HI
CONDITION % ADQ TRNR	10		100.00%	100.00%	%0-100, 100 HI
AMT OTHR TRNG FAC	15		19365.0-	17029.0-	0-MAX, MAX HI
CONDITION OTHR FAC	5		54.00%	36.00%	%0-100, 100 HI
GRNF TRNG FAC ---		100	6.4	6.3	GROUP SUBTOTAL
LVL MAINT OPS	30		I	DA++	LVL MAINT
AMT ADQ HANGARS	15		151346.0	151102.0	0-MAX, MAX HI
COND OF HANGARS	5		48.00%	57.00%	%0-100, 100 HI
AIRCRFT MAINT FAC ---		50	4.7	6.8	GROUP SUBTOTAL
MUNITIONS LDING PAD?	20		Y+	Y+	Y(10)/N(0)
WEAPON STRG MND FAC?	20		Y	Y	Y(10)/N(0)
SPEC MIL FAC ---		40	10.0	10.0	GROUP SUBTOTAL
CARIER QUAL IN 100NM	30		101.0-	101.0-	%0-100NM, %0 HI
PROX TO TRNG AREAS ---		30	0.0	0.0	GROUP SUBTOTAL
1 OTHR AREA AIR FLD	5		N-	Y	Y(10)/N(0)
2+ OTR AREA AIR FLDS	5		N-	Y	Y(10)/N(0)
1 FLD <30MILES	5		N	N	Y(10)/N(0)
2+ FLDS < 30MILES	5		N	N	Y(10)/N(0)
PROX OTHR SPT FAC ---		20	0.0	5.0	GROUP SUBTOTAL
IN ATTAIN/MAINT AREA	30		Y	Y	Y(10)/N(0)
MOD NONATTAIN/BETTER	10		Y	Y	Y(10)/N(0)
DELAYS DUE AIR QUAL	10		Y	Y	Y(10)/N(0)
AIR QUALITY ---		50	10.0	10.0	GROUP SUBTOTAL
AICUZ CPLTD ENCODED	15		Y+	Y+	Y(10)/N(0)
%INCOMPAT CLR ZONE	20		0.00%	0.00%	%0-MAX, MIN HI
%INCOMPAT APZI	10		0.00%+	1.00%	%0-MAX, MIN HI
%INCOMPAT APZII	5		0.00%	0.00%	%0-MAX, MIN HI
REAL ESTATE DISCLOS	5		Y+	N	Y(10)/N(0)
CLR ZONE ACQ CMPLTD	5		Y	Y	Y(10)/N(0)
ENCROACHMENT ---		60	10.0	9.1	GROUP SUBTOTAL
AMT BOQ RMS ADQ	20		222.0-	264.0	0-MAX, MAX HI
CONDITION BOQ % ADQ	10		100.00%	100.00%	%0-100, 100 HI
AMT BEQ RMS ADQ	6		400.0	690.0	0-MAX, MAX HI
CONDITION BEQ % ADQ	4		100.00%	100.00%	%0-100, 100 HI
%MWR/SPT FAC AVAIL	20		87.00%	87.00%	%0-100, 100 HI
AMT MIL HSE ADQ	6		654.0	812.0	0-MAX, MAX HI
CONDITION HSE % ADQ	4		100.00%	100.00%	%0-100, 100 HI
# CHLDCAR WAIT LIST	5		6.0	4.0	0-MAX, MIN HI
AVG WAIT CHILDREN	5		150.0	14.0	0-MAX, MIN HI
SERVICES ---		80	6.6	7.2	GROUP SUBTOTAL
SCORE		1000	5.4	6.0	
RANK			9	6	

UPT PANELNAV

	WEIGHT		CORPUS	P-COLA	MERIDIAN	KING	RANDOLPH	SHEPPARD	VANCE	REESE
NTR SPEC AIRSPC	50		N--	Y+	Y+	Y+	Y+	Y+	Y+	Y+
MANAGED TRNG AREAS ---		50	0.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
3000/5 > 80?	10		N-	N-	N-	N-	N-	Y+	Y+	Y+
%TIME WTHER > 3000/5	15		74.00%	68.00%	68.00%	72.60%	73.40%	86.10%+	83.90%	86.70%+
% TIME CROSWND >25KT	25		1.00%--	0.00%+	0.00%+	0.10%+	0.10%+	0.30%	0.20%	1.40%--
% SORTIES CXL/RESCHD	5		Y	Y	Y	Y	Y	Y	Y	Y
% SORTIES CXL/RESCHD	5		9.00%	9.00%	18.10%	10.00%	15.00%	22.00%	23.30%	19.80%
%RTIE PLAN FCTR>=20%	5		Y+	Y+	Y+	Y+	Y+	N-	N-	N-
%RTIE PLAN FCTR	5		9.00%+	10.50%	17.80%	11.00%	20.0%	22.80%	23.00%	28.00%
WEATHER ---		70	3.5	6.0	5.2	5.7	5.0	5.7	5.8	3.1
# NTR's AVAIL	80		9.0-	9.0-	5.0--	9.0-	14.0++	15.0++	23.0++	9.0-
%ATC DLAYS > 15 MIN	60		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
CNERC HUB W/IN 100MI	40		NO	NO	NO	NO	NO	NO	NO	NO
PLNED STRUC AFCT OPS	20		NO	NO	NO	NO	NO	NO	YES--	NO
STRUC CHGS W/IN 50NM	20		NO+	NO+	NO+	NO+	YES--	NO+	YES--	NO+
AIRSPC/FLT TRNG AREA ---		220	7.8	7.8	7.2	7.8	7.7	8.7	8.2	7.8
RUNWAY 7000 FT?	10		Y	Y	Y	Y	Y	Y	Y	Y
LGEST MAIN FLD RUNWY	50		8000.0--	8200.0--	8000.0--	8000.0--	8363.0--	13100.0++	9200.0+	10600.0++
#PRIMARY RUNWAYS	70		A--	E++	B	E++	B	E++	B	B
CONDIT OF RUNWAYS	30		100.00%	100.00%	100.00%	100.00%	66.00%--	100.00%	100.00%	85.00%-
%TAXI/APRNS ADQ COND	30		36.00%--	53.00%-	100.00%++	95.00%++	27.00%--	100.00%++	88.00%+	29.00%--
CONDIT OF UTILITIES	20		100.00%	100.00%	100.00%	100.00%	51.00%--	100.00%	97.00%	92.00%
%OTHR FAC ADQ COND	20		82.00%	87.00%+	93.00%+	74.00%	40.00%-	77.00%	56.00%-	87.00%+
AIRFIELDS ---		230	5.4	7.1	7.2	7.8	5.2	8.9	7.5	7.4
ANT ADQ TRNG FAC	55		48549.0--	184423.0++	20385.0--	41826.0--	135526.0++	76822.0	26652.0--	59469.0-
CONDITION % ADQ CLAS	25		92.00%	99.00%	100.00%	100.00%	83.00%-	100.00%	86.00%	100.00%
ANT ADQ TRAINERS	55		22239.0--	40091.0-	50224.0	47000.0	66423.0++	7737.0--	75207.0++	60863.0+
CONDITION % ADQ TRNR	25		100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
ANT OTHR TRNG FAC	25		20000.0-	113783.0++	28380.0-	15782.0-	36060.0	48349.0	68639.0+	51572.0
CONDITION OTHR FAC	15		100.00%	100.00%	100.00%	82.00%	78.00%	99.00%	100.00%	99.00%
GRNF TRNG FAC ---		200	4.9	8.7	5.7	5.6	7.7	5.2	7.0	6.9
LVL MAINT OPS	30		D	I	I	I	I	I	I	D
ANT ADQ HANGARS	15		1854292.0++	289040.0	218457.0	301674.0	238496.0	219824.0	156858.0	147685.0
COND OF HANGARS	5		94.00%	100.00%	100.00%	87.00%	52.00%	100.00%	64.00%	54.00%
AIRCRFT MAINT FAC ---		50	8.6	5.5	5.4	5.4	4.9	5.4	4.9	5.4
IN ATTAIN/MAINT AREA	30		Y	Y	Y	Y	Y	Y	Y	Y
MOD NONATTAIN/BETTER	10		Y	Y	Y	Y	Y	Y	Y	Y
DELAYS DUE AIR QUAL	10		Y	Y	Y	Y	Y	Y	Y	Y
AIR QUALITY ---		50	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
AICUZ CPLTD ENCODED	10		Y+	N-	Y+	Y+	N-	N-	Y+	Y+
%INCOMPAT CLR ZONE	15		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
%INCOMPAT APZI	10		25.00%-	28.00%-	0.00%+	0.00%+	22.00%-	4.00%	1.00%+	0.00%+
%INCOMPAT APZII	5		19.00%	50.00%-	0.00%	0.00%	18.00%	2.00%	18.00%	4.00%
REAL ESTATE DISCLOS	5		Y+	N	Y+	Y+	N	N	N	N
CLR ZONE ACQ CMPLTD	5		N-	Y	Y	N-	Y	N-	Y	Y
ENCROACHMENT ---		50	6.8	4.0	10.0	9.0	5.1	5.7	8.6	8.9
ANT BOQ RMS ADQ	20		162.0-	604.0++	99.0-	130.0-	558.0+	659.0++	267.0	152.0-
CONDITION BOQ % ADQ	10		100.00%	96.00%	86.00%	100.00%	100.00%	100.00%	100.00%	100.00%
ANT BEQ RMS ADQ	6		408.0	604.0	732.0	209.0	521.0	8074.0+	442.0	462.0
CONDITION BEQ % ADQ	4		100.00%	100.00%	94.00%	100.00%	100.00%	100.00%	100.00%	100.00%
%MWR/SPT FAC AVAIL	20		92.00%	100.00%+	80.00%	80.00%	87.00%	80.00%	70.00%-	93.00%
ANT MIL HSE ADQ	6		439.0	687.0	520.0	245.0	948.0	1287.0+	230.0	400.0
CONDITION HSE % ADQ	4		100.00%	78.00%	100.00%	100.00%	93.00%	100.00%	100.00%	100.00%
# CHLDCAR WAIT LIST	5		197.0-	69.0	6.0	53.0	79.0	42.0	1.0	37.0
AVG WAIT CHILDREN	5		265.0-	113.0	10.0	180.0	186.0	74.0	30.0	216.0
SERVICES ---		80	5.5	8.1	6.0	5.6	7.7	9.2	6.3	6.0
SCORE		1000	5.9	7.6	7.0	7.2	6.9	7.7	7.5	7.2
RANK			10	2	7	5	8	1	4	5

UPT PANELNAV

	WEIGHT		LAU	COL	RATING SCALE
NTR SPEC AIRSPC	50		Y+	Y+	Y(10)/N(0)
MANAGED TRNG AREAS ---		50	10.0	10.0	GROUP SUBTOTAL
3000/5 > 807	10		Y+	N-	Y(10)/N(0)
%TIME WTHER > 3000/5	15		81.80%	78.80%	80-95%, 80 LO
% TIME CROSWND >25KT	25		0.10%+	0.10%+	%MIN-N, MIN HI
% SORTIES CXL/RESCHD	5		Y	Y	Y(10)/N(0)
% SORTIES CXL/RESCHD	5		18.00%	22.90%	5-20%, 5% HI
SRTIE PLAN FCTR>=20%	5		N-	N-	Y(10)/N(0)
SRTIE PLAN FCTR	5		19.00%	25.00%	5-20%, 5% HI
WEATHER ---		70	5.9	4.0	GROUP SUBTOTAL
# NTR's AVAIL	80		6.0--	10.0-	0-MAX, MAX HI
%ATC DLAYS > 15 MIN	60		0.00%	0.00%	%0-MAX, MIN HI
CNERC HUB W/IN 100NI	40		NO	NO	Y(0)/N(10)
PLNED STRUC AFCT OPS	20		NO	NO	Y(0)/N(10)
STRUC CHGS W/IN 50NM	20		YES--	NO+	Y(0)/N(10)
AIRSPC/FLT TRNG AREA ---		220	6.4	7.9	GROUP SUBTOTAL
RUNWAY 7000 FT?	10		Y	Y	Y(10)/N(0)
LGEST MAIN FLD RUNWY	50		8868.0	12000.0++	7-10K, 10K HI
#PRIMARY RUNWAYS	70		8	8	PRIMARY RUNWAYS
CONDIT OF RUNWAYS	30		86.00%-	100.00%	%0-100, 100 HI
%TAXI/APRNS ADQ COND	30		42.00%-	100.00%++	%0-100, 100 HI
CONDIT OF UTILITIES	20		59.00%-	100.00%	%0-100, 100 HI
%OTHR FAC ADQ COND	20		60.00%-	75.00%	%0-100, 100 HI
AIRFIELDS ---		230	6.2	8.5	GROUP SUBTOTAL
AMT ADQ TRNG FAC	55		68320.0	84459.0+	0-MAX, MAX HI
CONDITION % ADQ CLAS	25		91.00%	100.00%	%0-100, 100 HI
AMT ADQ TRAINERS	55		70689.0++	63354.0++	0-MAX, MAX HI
CONDITION % ADQ TRNR	25		100.00%	100.00%	%0-100, 100 HI
AMT OTHR TRNG FAC	25		14365.0-	17029.0-	0-MAX, MAX HI
CONDITION OTHR FAC	15		54.00%-	36.00%-	%0-100, 100 HI
GRNF TRNG FAC ---		200	6.6	6.5	GROUP SUBTOTAL
LVL MAINT OPS	30		I	D	LVL MAINT
AMT ADQ HANGARS	15		151346.0	151016.0	0-MAX, MAX HI
COND OF HANGARS	5		48.00%	57.00%	%0-100, 100 HI
AIRCRFT MAINT FAC ---		50	4.7	5.4	GROUP SUBTOTAL
IN ATTAIN/MAINT AREA	30		Y	Y	Y(10)/N(0)
MOD NONATTAIN/BETTER	10		Y	Y	Y(10)/N(0)
DELAYS DUE AIR QUAL	10		Y	Y	Y(10)/N(0)
AIR QUALITY ---		50	10.0	10.0	GROUP SUBTOTAL
AICUZ CPLTD ENCODED	10		Y+	Y+	Y(10)/N(0)
%INCOMPAT CLR ZONE	15		0.00%	0.00%	%0-MAX, MIN HI
%INCOMPAT APZI	10		0.00%+	1.00%+	%0-MAX, MIN HI
%INCOMPAT APZII	5		0.00%	0.00%	%0-MAX, MIN HI
REAL ESTATE DISCLOS	5		Y+	N	Y(10)/N(0)
CLR ZONE ACQ CMPLTD	5		Y	Y	Y(10)/N(0)
ENCROACHMENT ---		50	10.0	8.9	GROUP SUBTOTAL
AMT BOQ RMS ADQ	20		222.0-	264.0	0-MAX, MAX HI
CONDITION BOQ % ADQ	10		100.00%	100.00%	%0-100, 100 HI
AMT BEQ RMS ADQ	6		400.0	690.0	0-MAX, MAX HI
CONDITION BEQ % ADQ	4		100.00%	100.00%	%0-100, 100 HI
%MWR/SPT FAC AVAIL	20		87.00%	87.00%	%0-100, 100 HI
AMT MIL HSE ADQ	6		654.0	812.0	0-MAX, MAX HI
CONDITION HSE % ADQ	4		100.00%	100.00%	%0-100, 100 HI
# CHLDCAR WAIT LIST	5		6.0	4.0	0-MAX, MIN HI
AVG WAIT CHILDREN	5		150.0	14.0	0-MAX, MIN HI
SERVICES ---		80	6.6	7.2	GROUP SUBTOTAL

SCORE		1000	6.8	7.6	
RANK			9	2	

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SPT PRINFO

	WEIGHT		WHITING	CORPUS	P-COLA	MERIDIAN	KING	RANDOLPH	SHEPPARD	VANCE
# OF OUTLYING FLDS	25		1.5	3.0++	0.5-	1.0	1.0	1.0	1.0	1.0
NOA SPEC AIRSPC	15		Y	N--	Y	Y	Y	Y	Y	Y
AA SPEC AIRSPACE	10		Y+	Y+	N-	N-	Y+	N-	N-	Y+
MANAGED TRNG AREAS ---		50	6.3	4.5	3.4	3.9	5.9	3.9	3.9	5.9
1500/3 > 80?	10		Y	Y	Y	Y	Y	Y	Y	Y
%TIME WTHER > 1500/3	30		84.00%-	84.10%-	83.00%--	83.40%--	85.70%-	83.60%--	91.90%++	89.40%+
1000/3 > 80?	10		Y	Y	Y	Y	Y	Y	Y	Y
%TIME WTHER > 1000/3	20		87.10%-	88.00%-	86.00%-	86.20%-	90.00%	90.00%	94.00%+	91.80%+
% TIME CROSWND <15KT	30		99.00%++	94.00%--	98.00%+	99.60%++	95.00%--	98.40%+	97.50%	97.80%+
% TIME CROSWND <25KT	10		0.10%	1.00%-	0.00%+	0.00%+	0.10%	0.10%	0.30%	0.20%
% SORTIES CXL/RESCHD	10		19.40%	22.20%	8.00%+	18.10%	10.00%+	15.00%	22.80%	23.30%
SRTIE PLAN FCTR 20%?	10		N-	N-	N-	Y+	Y+	Y+	N-	N-
SORTIE PLAN FCTR>=5%	10		22.00%	22.00%	22.00%	17.80%	11.00%+	19.00%	22.80%	23.00%
WEATHER ---		140	5.3	3.2	5.3	6.3	6.1	6.3	6.5	6.0
ANT NOA/AA ARSPCE	130		28511.0--	57169.0++	28445.0--	42588.0-	62724.0++	85447.0++	29144.0--	36084.0--
AVG DIST TO AIRSCE	40		27.7--	39.6	35.3-	39.0	37.5	65.2++	32.3-	36.1
%ATC DLAYS > 15 MIN	20		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
CNERC HUB W/IN 100MI	10		NO	NO	NO	NO	NO	NO	YES--	NO
# OF BISECT AIRWAYS	20		20.0--	2.0+	0.0++	2.0+	5.0+	3.0+	26.0--	20.0--
AIRSPC/FLT TRNG AREA ---		220	4.3	7.3	5.2	6.2	7.5	9.9	3.8	5.1
#OTLYG/AUX FLDS	40		1.5+	3.0++	0.5--	1.0-	1.0-	1.0-	1.0-	1.0-
MEDIAN DIST <= MAX?	10		Y	Y	Y	Y	Y	Y	Y	Y
MED DIST TO AUX/OUT	20		17.6+	8.0++	20.0	19.3+	26.0	20.0	33.0-	26.0
RUNWAY 5000 FT?	10		Y	Y	Y	Y	Y	Y	Y	Y
LGEST MAIN FLD RUNWY	20		6000--	8000	8002	8000	8000	8353	13100	9200
#PRIMARY RUNWAYS	70		K+	H-	E--	E--	K+	B--	F++	F++
CONDIT OF RUNWAYS	20		56.00%--	100.00%	100.00%	100.00%	100.00%	66.00%-	100.00%	100.00%
%TAXI/APRNS ADQ COND	15		95.00%+	36.00%-	53.00%-	100.00%+	95.00%+	27.00%-	100.00%+	88.00%+
CONDIT OF UTILITIES	17		100.00%	100.00%	100.00%	100.00%	100.00%	51.00%--	100.00%	97.00%
%OTHR FAC ADQ COND	17		98.00%+	82.00%	87.00%	93.00%+	74.00%	40.00%-	77.00%	56.00%-
AIRFIELDS ---		239	7.6	8.9	7.1	7.7	7.8	5.8	8.1	8.0
ANT ADQ TRNG FAC	30		34137.0-	48549.0-	184423.0++	20385.0--	41826.0-	135526.0++	76822.0	26652.0--
CONDITION % ADQ CLAS	10		100.00%	92.00%	99.00%	100.00%	100.00%	83.00%	100.00%	86.00%
ANT ADQ TRAINERS	30		46413.0	22239.0--	40091.0-	50224.0	47000.0	66423.0+	7737.0--	75207.0++
CONDITION % ADQ TRNR	10		100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
ANT OTHR TRNG FAC	15		93438.0+	2000.0-	113783.0++	28380.0-	6162.0-	36060.0	48349.0	68639.0+
CONDITION OTHR FAC	5		100.00%	100.00%	100.00%	100.00%	64.00%	78.00%	99.00%	100.00%
GRNF TRNG FAC ---		100	6.1	4.1	8.6	5.2	5.0	7.5	4.7	5.7
LVL MAINT OPS	30		DA++	D	I-	I-	I-	I-	I-	DA++
ANT ADQ HANGARS	15		194391.0	1854292.0++	289040.0	218457.0	301674.0	238496.0	219824.0	156858.0
COND OF HANGARS	5		86.00%	94.00%	100.00%	100.00%	87.00%	52.00%	100.00%	64.00%
AIRCRFT MAINT FAC ---		50	7.2	8.6	5.5	5.4	5.6	4.9	5.4	5.9
1 OTHR PRI NFO FLD	5		Y	Y	Y	Y	Y	Y	Y	Y
2+ OTR PRI NFO FLD	5		Y	Y	Y	Y	Y	N-	N-	Y
1 FLD <30MILES	5		Y	Y	Y	Y	Y	Y	Y	Y
2+ FLDS < 30MILES	5		Y+	Y+	Y+	Y+	Y+	N-	N-	N-
PROX OTHR SPT FAC ---		20	10.0	10.0	10.0	10.0	10.0	5.0	5.0	7.5
IN ATTAIN/MAINT AREA	30		Y	Y	Y	Y	Y	Y	Y	Y
MOD NONATTAIN/BETTER	10		Y	Y	Y	Y	Y	Y	Y	Y
DELAYS DUE AIR QUAL	10		Y	Y	Y	Y	Y	Y	Y	Y
AIR QUALITY ---		50	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
AICUZ CPLTD ENCODED	10		Y+	Y+	N--	Y+	Y+	N--	N--	Y+
%INCOMPAT CLR ZONE	15		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
%INCOMPAT APZI	10		3.00%	25.00%-	28.00%--	0.00%+	0.00%+	22.00%-	4.00%	1.00%+
%INCOMPAT APZII	5		2.00%	19.00%	50.00%-	0.00%	0.00%	18.00%	2.00%	18.00%
REAL ESTATE DISCLOS	5		Y+	Y+	N-	Y+	Y+	N-	N-	N-
CLR ZONE ACQ CMPLTD	5		N-	N-	Y	Y	N-	Y	N-	Y
ENCROACHMENT ---		50	8.7	6.8	4.0	10.0	9.0	5.1	5.7	8.6
ANT BOQ RMS ADQ	20		205.0-	162.0-	604.0++	99.0-	130.0-	558.0++	659.0++	247.0
CONDITION BOQ % ADQ	10		100.00%	100.00%	96.00%	86.00%	100.00%	100.00%	100.00%	100.00%
ANT BEQ RMS ADQ	6		338.0	408.0	604.0	732.0	209.0	521.0	8074.0+	442.0
CONDITION BEQ % ADQ	4		100.00%	100.00%	100.00%	94.00%	100.00%	100.00%	100.00%	100.00%
%W&R/SPT FAC AVAIL	20		80.00%	90.00%	100.00%+	80.00%	80.00%	87.00%	80.00%	70.00%-
ANT MIL HSE ADQ	6		330.0	439.0	687.0	520.0	245.0	948.0	1287.0+	230.0
CONDITION HSE % ADQ	4		80.00%	100.00%	78.00%	100.00%	100.00%	93.00%	100.00%	100.00%
# CHLDCAR WAIT LIST	5		25.0	197.0-	69.0	6.0	53.0	79.0	42.0	1.0
AVG WAIT CHILDREN	5		145.0	265.0-	113.0	10.0+	180.0	186.0	74.0	30.0
SERVICES ---		80	6.0	5.4	8.1	6.0	5.5	7.7	9.2	6.3
SCORE		999	6.4	6.7	6.4	6.8	7.0	7.1	6.2	6.8
RANK			8	7	8	5	3	1	10	5

UPT PRINFO

	WEIGHT		REESE	LAU	COL	RATING SCALE
# OF OUTLYING FLDS	25		1.0	1.0	1.0	0-6, 6 HI
MDA SPEC AIRSPC	15		Y	Y	Y	Y(10)/N(0)
AA SPEC AIRSPACE	10		N-	Y+	N-	Y(10)/N(0)
MANAGED TRNG AREAS ---		50	3.9	5.9	3.9	GROUP SUBTOTAL
1500/3 > 80?	10		Y	Y	Y	Y(10)/N(0)
%TIME WTHER > 1500/3	30		91.50%++	90.90%++	89.10%+	80-95%, 80 LO
1000/3 > 80?	10		Y	Y	Y	Y(10)/N(0)
%TIME WTHER > 1000/3	20		93.60%+	94.30%+	92.00%+	80-95%, 80 LO
% TIME CROSWND <15KT	30		93.20%--	99.30%++	99.20%++	%MIN-N, MAX HI
% TIME CROSWND <25KT	10		1.40%--	0.10%	0.10%	%MIN-N, MIN HI
% SORTIES CXL/RESCHD	10		19.80%	18.00%	22.90%	5-20%, 5% HI
SRTIE PLAN FCTR 20%?	10		N-	Y+	N-	Y(10)/N(0)
SORTIE PLAN FCTR>=8%	10		27.00%	19.00%	26.00%	5-20%, 9% HI
WEATHER ---		140	4.4	7.9	6.5	GROUP SUBTOTAL
AMT MDA/AA ARSPCE	130		31116.0--	53868.0++	45092.0	0-MAX, MAX HI
AVG DIST TO AIRSCE	40		42.6+	31.5-	39.5	0-MAX, MAX HI
%ATC DLAYS > 15 MIN	20		0.00%	0.00%	0.00%	%0-MAX, MIN HI
CNERC HUB W/IN 100MI	10		NO	NO	NO	Y(0)/N(10)
# OF BISECT AIRWAYS	20		12.0-	6.0+	2.0+	0-MAX, MIN HI
AIRSPC/FLT TRNG AREA ---		220	5.2	6.7	6.4	GROUP SUBTOTAL
#OTLYG/AUX FLDS	40		1.0-	1.0-	1.0-	0-MAX, MAX HI
MEDIAN DIST <= MAX?	10		Y	Y	Y	Y(10)/N(0)
MED DIST TO AUX/OUT	20		17.0+	21.5	43.0--	MIN-N, MIN HI
RUNWAY 5000 FT?	10		Y	Y	Y	Y(10)/N(0)
LGEST MAIN FLD RUNWY	20		10500	8858	12000	5-8K RW, 8K HI
#PRIMARY RUNWAYS	70		C+	C+	C+	PRIMARY RUNWAYS
CONDIT OF RUNWAYS	20		85.00%	85.00%	100.00%	%0-100, 100 HI
%TAXI/APRNS ADQ COND	15		29.00%-	42.00%-	100.00%+	%0-100, 100 HI
CONDIT OF UTILITIES	17		92.00%	59.00%-	100.00%	%0-100, 100 HI
%OTHR FAC ADQ COND	17		87.00%	60.00%-	76.00%	%0-100, 100 HI
AIRFIELDS ---		239	7.5	7.1	7.5	GROUP SUBTOTAL
AMT ADQ TRNG FAC	30		59469.0	68320.0	84459.0+	0-MAX, MAX HI
CONDITION % ADQ CLAS	10		100.00%	91.00%	100.00%	%0-100, 100 HI
AMT ADQ TRAINERS	30		60863.0+	70689.0++	63354.0+	0-MAX, MAX HI
CONDITION % ADQ TRNR	10		100.00%	100.00%	100.00%	%0-100, 100 HI
AMT OTHR TRNG FAC	15		51572.0	19365.0-	17029.0-	0-MAX, MAX HI
CONDITION OTHR FAC	5		99.00%	54.00%	36.00%-	%0-100, 100 HI
GRNF TRNG FAC ---		100	6.6	6.4	6.3	GROUP SUBTOTAL
LVL MAINT OPS	30		D	I-	D	LVL MAINT
AMT ADQ HANGARS	15		147685.0	151346.0	151102.0	0-MAX, MAX HI
COND OF HANGARS	5		54.00%	48.00%	57.00%	%0-100, 100 HI
AIRCRFT MAINT FAC ---		50	5.4	4.7	5.4	GROUP SUBTOTAL
1 OTHR PRI NFO FLD	5		Y	Y	Y	Y(10)/N(0)
2+ OTR PRI NFO FLD	5		N-	N-	Y	Y(10)/N(0)
1 FLD <30MILES	5		Y	Y	Y	Y(10)/N(0)
2+ FLDS < 30MILES	5		N-	N-	N-	Y(10)/N(0)
PROX OTHR SPT FAC ---		20	5.0	5.0	7.5	GROUP SUBTOTAL
IN ATTAIN/MAINT AREA	30		Y	Y	Y	Y(10)/N(0)
MOD NONATTAIN/BETTER	10		Y	Y	Y	Y(10)/N(0)
DELAYS DUE AIR QUAL	10		Y	Y	Y	Y(10)/N(0)
AIR QUALITY ---		50	10.0	10.0	10.0	GROUP SUBTOTAL
AICUZ CPLTD ENCODED	10		Y+	Y+	Y+	Y(10)/N(0)
%INCOMPAT CLR ZONE	15		0.00%	0.00%	0.00%	%0-MAX, MIN HI
%INCOMPAT APZI	10		0.00%+	0.00%+	1.00%+	%0-MAX, MIN HI
%INCOMPAT APZII	5		4.00%	0.00%	0.00%	%0-MAX, MIN HI
REAL ESTATE DISCLOS	5		N-	Y+	N-	Y(10)/N(0)
CLR ZONE ACQ CMPLTD	5		Y	Y	Y	Y(10)/N(0)
ENCROACHMENT ---		50	8.9	10.0	8.9	GROUP SUBTOTAL
AMT BOQ RMS ADQ	20		152.0-	222.0-	264.0	0-MAX, MAX HI
CONDITION BOQ % ADQ	10		100.00%	100.00%	100.00%	%0-100, 100 HI
AMT BEQ RMS ADQ	6		462.0	400.0	690.0	0-MAX, MAX HI
CONDITION BEQ % ADQ	4		100.00%	100.00%	100.00%	%0-100, 100 HI
%MWR/SPT FAC AVAIL	20		93.00%	87.00%	87.00%	%0-100, 100 HI
AMT MIL HSE ADQ	6		400.0	654.0	812.0	0-MAX, MAX HI
CONDITION HSE % ADQ	4		100.00%	100.00%	100.00%	%0-100, 100 HI
# CHLDCAR WAIT LIST	5		37.0	6.0	4.0	0-MAX, MIN HI
AVG WAIT CHILDREN	5		216.0	150.0	14.0+	0-MAX, MIN HI
SERVICES ---		80	6.0	6.6	7.2	GROUP SUBTOTAL

SCORE		999	6.2	7.1	6.9	
RANK			10	1	4	

SPT WSOSTRK

	WEIGHT		RUCKER	WHITING	CORPUS	P-COLA	MERIDIAN	KING	RANDOLPH	COL
MOA SPEC AIRSPC	20		Y+	Y+	N--	Y+	Y+	Y+	Y+	Y+
WA/R SPEC AIRSPC	20		Y+	N--	Y+	Y+	Y+	Y+	N--	N--
MTR SPEC AIRSPC	10		N-	Y+	N-	Y+	Y+	Y+	Y+	Y+
AA SPEC AIRSPACE	10		Y+	Y+	Y+	N-	N-	Y+	N-	N-
MANAGED TRNG AREAS ---		60	8.3	6.7	5.0	8.3	8.3	10.0	5.0	5.0
3000/5 > 807	5		N	N	N	N	N	N	N	N
%TIME WTHER > 3000/5	15		78.80%	71.40%	74.00%	68.00%	68.00%	72.60%	73.40%	79.80%
% TIME CROSWND >25KT	10		0.00%	0.10%	1.00%-	0.00%	0.00%	0.10%	0.10%	0.10%
% SORTIES CXL/RESCHD	10		Y	Y	Y	Y	Y	Y	Y	Y
% SORTIES CXL/RESCHD	10		7.25%+	19.40%-	9.00%+	9.00%+	18.10%-	10.00%+	15.00%	22.90%-
SRTIE PLAN FCTR<=20%	10		Y	Y	Y	Y	Y	Y	Y	N-
SRTIE PLAN FCTR>=65%	10		16.70%	10.50%+	9.00%+	10.50%+	17.80%	11.80%+	20.00%-	25.00%-
WEATHER ---		70	5.8	5.1	5.0	6.2	4.7	6.0	4.6	2.7
ANT MOA/AA ARSPCE	100		5231.0--	138006.0++	137659.0++	137656.0++	42588.0--	143213.0++	86447.0-	45092.0--
AVG DIST TO AIRSCE	30		5.1++	43.2-	22.5+	55.0-	39.0	38.9	65.2--	39.5
# MTR's AVAIL	40		0.0--	7.0-	9.0	19.0++	5.0--	9.0	17.0++	11.0+
%ATC DLAYS > 15 MIN	20		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
CNERC HUB W/IN 100MI	10		NO	NO	NO	NO	NO	NO	NO	NO
# OF BISECT AIRWAYS	20		0.0++	0.0++	2.0-	0.0++	3.0--	3.0--	3.0--	2.0-
AIRSPC/FLT TRNG AREA ---		220	3.8	7.8	7.9	8.7	3.8	7.4	5.7	4.7
RUNWAY 5000 FT?	10		Y	Y	Y	Y	Y	Y	Y	Y
LGEST MAIN FLD RUNWY	40		5000--	6000--	8000+	8200+	8000+	8000+	8351+	12000+
#PRIMARY RUNWAYS	70		A--	K++	M+	E	E	K++	B--	C++
CONDIT OF RUNWAYS	30		100.00%+	56.00%--	100.00%+	100.00%+	100.00%+	100.00%+	66.00%-	100.00%+
%TAXI/APRNS ADQ COND	30		100.00%+	95.00%+	36.00%--	53.00%-	100.00%+	95.00%+	27.00%--	100.00%+
CONDIT OF UTILITIES	20		100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	61.00%-	100.00%
%OTHR FAC ADQ COND	20		100.00%+	98.00%+	82.00%	87.00%	93.00%+	74.00%	40.00%-	76.00%
AIRFIELDS ---		220	5.9	7.7	8.3	8.3	9.0	9.3	6.2	9.3
ANT ADQ TRNG FAC	50		323435.0++	34137.0--	48549.0--	184423.0++	20385.0--	41826.0--	135526.0+	84459.0-
CONDITION % ADQ CLAS	20		100.00%	100.00%	92.00%	99.00%	100.00%	100.00%	83.00%-	100.00%
ANT ADQ TRAINERS	50		100037.0++	46413.0-	22239.0--	40091.0-	50224.0	47000.0-	66423.0+	63354.0+
CONDITION % ADQ TRNR	20		100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
ANT OTHR TRNG FAC	20		238036.0++	93438.0+	2000.0-	113783.0+	28380.0-	6162.0-	36060.0-	17029.0-
CONDITION OTHR FAC	10		79.00%	100.00%	100.00%	100.00%	100.00%	64.00%	78.00%	36.00%-
GRNF TRNG FAC ---		170	9.9	5.1	4.0	6.3	4.7	4.5	6.0	5.3
LVL MAINT OPS	30		I	D	D	I	I	I	I	D
ANT ADQ HANGARS	15		245483.0	194391.0	1054292.0++	289040.0	218457.0	301674.0	238496.0	151102.0-
COND OF HANGARS	5		100.00%	86.00%	94.00%	100.00%	100.00%	87.00%	52.00%	57.00%
AIRCRFT MAINT FAC ---		50	5.4	5.8	8.6	5.5	5.4	5.4	4.9	5.4
1 OTHR PRI NFO FLD	5		Y	Y	Y	Y	Y	Y	Y	Y
2+ OTR PRI NFO FLD	5		Y	Y	Y	Y	Y	Y	Y	Y
1 FLD <30MILES	5		Y	Y	Y	Y	Y	Y	Y	Y
2+ FLDS < 30MILES	5		N-	Y	Y	Y	Y	Y	N-	N-
PROX OTHR SPT FAC ---		20	7.5	10.0	10.0	10.0	10.0	10.0	7.5	7.5
IN ATTAIN/MAINT AREA	30		Y	Y	Y	Y	Y	Y	Y	Y
MOD NONATTAIN/BETTER	10		Y	Y	Y	Y	Y	Y	Y	Y
DELAYS DUE AIR QUAL	10		Y	Y	Y	Y	Y	Y	Y	Y
AIR QUALITY ---		50	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
AICUZ CPLTD ENCODED	15		N--	Y+	Y+	N--	Y+	Y+	N--	Y+
%INCOMPAT CLR ZONE	20		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
%INCOMPAT APZI	10		9.70%	3.00%+	25.00%-	28.00%-	0.00%+	0.00%+	22.00%-	1.00%+
%INCOMPAT APZII	5		0.00%	2.00%	19.00%	50.00%-	0.00%	0.00%	18.00%	0.00%
REAL ESTATE DISCLOS	5		N-	Y+	Y+	N-	Y+	Y+	N-	N-
CLR ZONE ACQ CMPLTD	5		N-	N-	N-	Y+	Y+	N-	Y+	Y+
ENCROACHMENT ---		60	5.3	9.0	7.4	4.2	10.0	9.2	5.1	9.1
ANT BOQ RMS ADQ	20		732.0++	205.0-	162.0-	604.0+	99.0-	130.0-	558.0+	264.0
CONDITION BOQ % ADQ	10		87.40%	100.00%	100.00%	96.00%	86.00%	100.00%	100.00%	100.00%
ANT BEQ RMS ADQ	6		40.0-	338.0	408.0	604.0	732.0+	209.0	521.0	690.0
CONDITION BEQ % ADQ	4		57.80%	100.00%	100.00%	100.00%	94.00%	100.00%	100.00%	100.00%
%W&R/SPT FAC AVAIL	20		100.00%+	80.00%	90.00%	100.00%+	80.00%	80.00%	87.00%	87.00%
ANT WIL HSE ADQ	6		1516.0+	330.0	439.0	687.0	520.0	245.0	948.0	812.0
CONDITION HSE % ADQ	4		98.00%	80.00%	100.00%	78.00%	100.00%	100.00%	93.00%	100.00%
# CHLDCAR WAIT LIST	5		0.0	25.0	197.0-	69.0	6.0	53.0	79.0	4.0
AVG WAIT CHILDREN	5		0.0	145.0	265.0-	113.0	10.0	180.0	186.0	14.0
SERVICES ---		80	8.9	6.2	5.7	8.4	6.5	5.7	7.9	7.6
SCORE	1000		6.7	7.0	6.9	7.6	6.5	7.4	6.1	6.6
RANK			5	3	4	1	7	2	8	6

OPT WSOSTRK

	WEIGHT		RATING SCALE
MOA SPEC AIRSPC	20		Y(10)/N(0)
WA/R SPEC AIRSPC	20		Y(10)/N(0)
MTR SPEC AIRSPC	10		Y(10)/N(0)
AA SPEC AIRSPACE	10		Y(10)/N(0)
MANAGED TRNG AREAS ---		60	GROUP SUBTOTAL
3000/5 > 80?	5		Y(10)/N(0)
%TIME WTHER > 3000/5	15		80-95%, 80 LO
% TIME CROSWND >25KT	10		%MIN-M, MIN HI
% SORTIES CXL/RESCHD	10		Y(10)/N(0)
% SORTIES CXL/RESCHD	10		5-20%, 5% HI
SRTIE PLAN FCTR<=20%	10		Y(10)/N(0)
SRTIE PLAN FCTR>=5%	10		5-20%, 5% HI
WEATHER ---		70	GROUP SUBTOTAL
ANT MOA/AA ARSPCE	100		0-MAX, MAX HI
AVG DIST TO AIRSCE	30		MIN-M, MIN HI
# MTR's AVAIL	40		0-MAX, MAX HI
%ATC DLAYS > 15 MIN	20		%0-MAX, MIN HI
CMERC HUB W/IN 100MI	10		Y(0)/N(10)
# OF BISECT AIRWAYS	20		0-MAX, MIN HI
AIRSPC/FLT TRNG AREA ---		220	GROUP SUBTOTAL
RUNWAY 5000 FT?	10		Y(10)/N(0)
LGEST MAIN FLD RUNWY	40		5-8K RW, 8K HI
#PRIMARY RUNWAYS	70		PRIMARY RUNWAYS
CONDIT OF RUNWAYS	30		%0-100, 100 HI
%TAXI/APRNS ADQ COND	30		%0-100, 100 HI
CONDIT OF UTILITIES	20		%0-100, 100 HI
%OTHR FAC ADQ COND	20		%0-100, 100 HI
AIRFIELDS ---		220	GROUP SUBTOTAL
ANT ADQ TRNG FAC	50		0-MAX, MAX HI
CONDITION % ADQ CLAS	20		%0-100, 100 HI
ANT ADQ TRAINERS	50		0-MAX, MAX HI
CONDITION % ADQ TRNR	20		%0-100, 100 HI
ANT OTHR TRNG FAC	20		0-MAX, MAX HI
CONDITION OTHR FAC	10		%0-100, 100 HI
GRNF TRNG FAC ---		170	GROUP SUBTOTAL
LVL MAINT OPS	30		LVL MAINT
ANT ADQ HANGARS	15		0-MAX, MAX HI
COND OF HANGARS	5		%0-100, 100 HI
AIRCRFT MAINT FAC ---		50	GROUP SUBTOTAL
1 OTHR PRI NFD FLD	5		Y(10)/N(0)
2+ OTR PRI NFD FLD	5		Y(10)/N(0)
1 FLD <30MILES	5		Y(10)/N(0)
2+ FLDS < 30MILES	5		Y(10)/N(0)
PROX OTHR SPT FAC ---		20	GROUP SUBTOTAL
IN ATTAIN/MAINT AREA	30		Y(10)/N(0)
MOD NONATTAIN/BETTER	10		Y(10)/N(0)
DELAYS DUE AIR QUAL	10		Y(10)/N(0)
AIR QUALITY ---		50	GROUP SUBTOTAL
AICUZ CPLTD ENCODED	15		Y(10)/N(0)
%INCOMPAT CLR ZONE	20		%0-MAX, MIN HI
%INCOMPAT APZI	10		%0-MAX, MIN HI
%INCOMPAT APZII	5		%0-MAX, MIN HI
REAL ESTATE DISCLOS	5		Y(10)/N(0)
CLR ZONE ACQ CMPLTD	5		Y(10)/N(0)
ENCROACHMENT ---		60	GROUP SUBTOTAL
ANT BOQ RMS ADQ	20		0-MAX, MAX HI
CONDITION BOQ % ADQ	10		%0-100, 100 HI
ANT BEQ RMS ADQ	6		0-MAX, MAX HI
CONDITION BEQ % ADQ	4		%0-100, 100 HI
%PWR/SPT FAC AVAIL	20		%0-100, 100 HI
ANT MIL HSE ADQ	6		0-MAX, MAX HI
CONDITION HSE % ADQ	4		%0-100, 100 HI
# CHLDCAR WAIT LIST	5		0-MAX, MIN HI
AVG WAIT CHILDREN	5		0-MAX, MIN HI
SERVICES ---		80	GROUP SUBTOTAL
SCORE	1000		
RANK			

MEASURES OF MERIT FOR FUNCTIONAL AREAS

MEASURES OF MERIT	Flight Screening	Primary Pilot	Bomber/ Fighter	Strike/ Adv E-2/C-2	Airlift/ Tanker	Maritime/ Int E-2/C-2	CORRESPONDING QUESTIONS
Managed Training Areas	5	5	6	6	6	6	pg 7/#1, 2
Weather	15	14	10	7	9	9	pg 10/#1-3
Airspace and Flight Training Areas	27	22	27	27	24	24	pgs 11-17/#1-23
Airfields	23	24	17	17	22	22	pgs 18-21/#1-4
Ground Training Facilities	10	10	10	10	10	10	pg 22/#1, 2
Aircraft Maintenance Facilities	5	5	5	5	5	5	pg 23/#1 pg 21/#3
Special Military Facilities	0	0	4	4	0	0	pgs 24-25/#1-7
Proximity to Training Areas	0	0	0	3	0	0	pg 27/#1, 2, 3, 4
Proximity to Other Support Facilities	0	2	2	2	5	5	pg 28/#1, 2, 3
Unique Features	0	0	0	0	0	0	pg 29/#1, 2
Air Quality	5	5	5	5	5	5	pg 30/#1-5
Encroachment	5	5	6	6	6	6	pgs 31-38/#1-11
Services	5	8	8	8	8	8	pgs 39-47/#1-6
Total Points	**100**	**100**	**100**	**100**	**100**	**100**	

Functional Value Calculation

Step by Step Method for Data Collection.

Answering Questions for Assessing Functional Quality Measures of Merit.

Steps:

1: Recorders asks questions for each functional area, i.e., "The number of outlining/auxiliary fields that are controlled/owned by the installation and support Helicopter training:

2: Each member of the Joint Cross-Service Group Team looks up the answers to each question from the certified data calls.

3: The recorder records data for each base on consolidated data input sheets.

After all data recorded on all data sheets, a copy of the completed data sheets will be sent to the Army TRI-DEPT BRAC TEAM for input to D-PAD decision analysis software to calculate the functional value of each site/function combination.

UPT UPTHELD

	WEIGHT		BUCKER	WHITING	P-COLA	RATING SCALE
# OF OUTLYING FLDS	60		16.00++	13.00++	2.00--	0-MAX, MAX HI
RDA SPEC AIRSPC	20		Y	Y	Y	YES-NO
MANAGED TRNG AREAS	---	80	10.0	8.6	3.5	GROUP SUBTOTAL
1000/3 >=80?	10		Y	Y	Y	Y(10)N(0)
%TIME WTHER > 1000/3	30		88.90%	87.10%-	88.00%	80-95%, 80 LO
500/1 >=80?	10		Y	Y	Y	Y(10)N(0)
%TIME WTHER > 500/1	20		94.90%	95.70%	96.00%	80-95%, 80 LO
<5% SRTIES CXL/RSCHD	10		7.30%	11.60%	9.00%	5-20%, 5% HI
SORTIE PLAN FCTR<=5%	10		16.10%-	10.00%	10.50%	5-20%, 5% HI
WEATHER	---	90	7.6	7.4	7.9	GROUP SUBTOTAL
ANT RDA/AA ARSPCE	20		9275.00+	10807.00+	2384.00--	0-MAX, MAX HI
AVG DIST TO AIRSCE	10		5.1+	15.7	29.9-	0-MAX, MIN HI
%ATC DLAYS > 15 MIN	30		0.00%	0.00%	0.00%	%0-MAX, MIN HI
CNERC HUB W/IN 100MI	20		NO	NO	NO	N(10)Y(0)
CHGS W/NEG UPT EFFCT	20		NO	NO	NO	N(10)Y(0)
STRUC W/IN 50MI	20		NO	NO	NO	N(10)Y(0)
AVAIL TERRAIN	30		Y	Y	Y	Y(10)N(0)
OVERWATER	10		Y	Y	Y	Y(10)N(0)
AIRSPC/FLT TRNG AREA	---	160	9.8	9.7	8.4	GROUP SUBTOTAL
#OTLYG/AUX FLDS NELD	50		16.00++	8.00-	2.00--	0-MAX, MAX HI
#OUT/AUX W/N/NVG CAP	40		16.00++	2.00--	1.00--	0-MAX, MAX HI
MEDIAN DIST <= MAX?	10		Y	Y	Y	Y(10)N(0)
MED DIST TO AUX/OUT	20		11.50+	16.00--	11.50+	MIN to MAX MUN
#UHPT SIMUL OPS	40		231.00++	148.00-	148.00-	0-MAX, MAX HI
%RUNWAY ADQTE CONDIT	20		100.00%+	56.00%-	100.00%+	ZERO - 100
%TAXI/APRNS ADQ COND	20		100.00%+	95.00%+	53.00%-	ZERO - 100
%FAC IN ADQ COND	20		100.00%	100.00%	100.00%	ZERO - 100
%OTHR FAC ADQ COND	20		100.00%	98.00%	87.00%	ZERO - 100
AIRFIELDS	---	240	10.0	5.7	5.5	GROUP SUBTOTAL
ANT ADQ TRNG FAC	30		323435.00++	34137.00--	184423.00	0-MAX, MAX HI
CONDITION % ADQ CLAS	10		100.00%	100.00%	99.00%	ZERO - 100
ANT ADQ TRAINERS	30		100037.00++	46413.00-	40091.00-	0-MAX, MAX HI
CONDITION % ADQ TRNR	10		100.00%	100.00%	100.00%	ZERO - 100
ANT OTHR TRNG FAC	15		238036.00+	93438.00-	113783.00-	0-MAX, MAX HI
CONDITION OTHR FAC	5		79.00%	100.00%	100.00%	ZERO - 100
GRNF TRNG FAC	---	100	9.9	4.8	6.1	GROUP SUBTOTAL
LVL MAINT OPS	30		I-	DA++	I-	LVL MAINT
ANT ADQ HANGARS	15		245483.00	194391.00-	257321.00	0-MAX, MAX HI
COND OF HANGARS	5		100.00%	86.00%	100.00%	ZERO - 100
AIRCRFT MAINT FAC	---	50	5.8	9.1	6.0	GROUP SUBTOTAL
# othr spt airflds	10		2 OR MORE	2 OR MORE	2 OR MORE	# OTHER AIRFIEL
DIST TO OTHR AIRFLDS	10		2 OR MORE	2 OR MORE	1 FIELD-	# OTHER AIRFIEL
PROX OTR SPT FAC	---	20	10.0	10.0	7.5	GROUP SUBTOTAL
UNIQ UHPT SPT FEATUR	80		1.0	1.0	1.0	0-2, 2 HI
UNIQUE FEATURES	---	80	5.0	5.0	5.0	GROUP SUBTOTAL
IN ATTAIN/MAINT AREA	30		Y	Y	Y	YES-NO
MOD NONATTAIN/BETTER	10		Y	Y	Y	YES-NO
DELAYS DUE AIR QUAL	10		Y	Y	Y	YES-NO
AIR QUALITY	---	50	10.0	10.0	10.0	GROUP SUBTOTAL
AICUZ STUDY CPLTD?	5		Y	Y	Y	YES-NO
AICUZ CPLTD ENCODED	5		N	Y+	N	YES-NO
%INCOMPAT CLR ZONE	15		0.00%	0.00%	0.00%	%0-MAX, MIN HI
%INCOMPAT APZI	10		10.00%	3.00%+	28.00%-	%0-MAX, MIN HI
%INCOMPAT APZII	5		0.00%	2.00%	50.00%-	%0-MAX, MIN HI
REAL ESTATE DISCLOS	5		N	Y+	N	Y(10)N(0)
CLR ZONE ACQ CMPLTD	5		N	N	Y+	Y(10)N(0)
ENCROACHMENT	---	50	6.3	8.7	5.0	GROUP SUBTOTAL
ANT BOQ RMS ADQ	20		732.00+	205.00--	604.00+	0-MAX, MAX HI
CONDITION BOQ % ADQ	10		97.00%	100.00%	96.00%	ZERO - 100
ANT BEQ RMS ADQ	6		40.00-	338.00	604.00+	0-MAX, MAX HI
CONDITION BEQ % ADQ	4		100.00%	100.00%	100.00%	ZERO - 100
%MWR/SPT FAC AVAIL	20		100.00%	80.00%-	100.00%	ZERO - 100
ANT NIL HSE ADQ	6		1516.00+	330.00-	687.00	0-MAX, MAX HI
CONDITION HSE % ADQ	4		98.00%	80.00%	78.00%	ZERO - 100
# CHLDCAR WAIT LIST	5		0.0+	25.0	69.0-	0-MAX, MIN HI
AVG WAIT CHILDREN	5		0.0+	145.2-	113.0	0-MAX, MIN HI
SERVICES	---	80	9.3	5.8	7.9	GROUP SUBTOTAL

SCORE		1000	8.9	7.2	6.5	
RANK			1	2	3	

MEASURES OF MERIT	Prim & Int NFO/NAV	WSO Strike	Panel NAV	Helo	CORRESPONDING QUESTIONS
Managed Training Areas	5	6	5	8	pg 7/#1, 2
Weather	14	7	7	9	pg 10/#1-3
Airspace and Flight Training Areas	22	22	22	16	pgs 11-17/#1-23
Airfields	24	22	23	24	pgs 18-21/#1-4
Ground Training Facilities	10	17	20	10	pg 22/#1, 2
Aircraft Maintenance Facilities	5	5	5	5	pg 23/#1 pg 21/#3
Special Military Facilities	0	0	0	0	pgs 24-25/#1-7
Proximity to Training Areas	0	0	0	0	pg 27/#1, 2, 3, 4
Proximity to Other Support Facilities	2	2	0	2	pg 28/#1, 2, 3
Unique Features	0	0	0	8	pg 29/#1, 2
Air Quality	5	5	5	5	pg 30/#1-5
Encroachment	5	6	5	5	pgs 31-38/#1-11
Services	8	8	8	8	pgs 39-47/#1-6
Total Points	**100**	**100**	**100**	**100**	

MEASURES OF MERIT FOR:
FLIGHT SCREENING

MEASURES OF MERIT	WEIGHT	RATIONALE
Managed Training Areas	5	The questions addressed in this area are focused toward ownership of special use airspace, and outlying fields. In this analysis, *accessibility* to these facilities was considered more important than ownership.
Weather	15	This weight was used because students in flight screening need better weather than students in the primary/advanced tracks.
Airspace and Flight Training Areas	27	This area was weighted heavily due to the direct impact it has on flight screening. It is important that special use airspace is in close proximity to the flight screening base due to the limited range and speed of flight screening aircraft.
Airfields	23	This area is weighted heavily due to the emphasis flight screening places on pattern activities.
Ground Training Facilities	10	This weight is commensurate with the role classrooms, simulators, and other facilities play in flight screening.
Aircraft Maintenance Facilities	5	Flight Screening aircraft are not difficult to maintain and do not require an extensive training infrastructure.
Special Military Facilities	0	N/A
Proximity to Training Areas	0	N/A
Proximity to Other Support Facilities	0	N/A
Unique Features	0	N/A
Air Quality	5	This has been baselined due to like aircraft.
Encroachment	5	Encroachment plays a role in determining installation compatibility with the training mission; however, flight screening aircraft do not have a large impact on encroachment issues.
Services	5	Quality of life plays a less significant role in determining installation compatibility with the flight screening mission due to the transient nature of the student population, and the significant number of civilian employees (flight instructors).

Questions for Assessing the Functional Quality of *Flight Screening* Training

[redacted]anaged Training Areas (5 points)

1. The # of outlying/auxiliary fields that are controlled/owned by the installation and support Flight Screening . (1 pt or 20%)
   Scoring: Linear scale between 0 and 6 (0 pt for 0 fields, 1 pt for 6 fields)
   Rationale: Owning airfields and airspace have equal impact on training.
2. The number and type of special use airspace that is controlled/owned by the installation and supports primary training. (4 pts or 80%)
   Scoring: 2 pts for MOA, 2 pts for AA
   Rationale: Owning airfields and airspace have equal impact on training.

Weather (15 points)

1. Percent of time weather is better than 3000/5. (5 pt or 33%)
   Scoring: Linear scale between 80% and 100% (1 pt for 80% and 5 pt for 95%)
   Rationale: This weather is the best indicator of the viability to do the flight screening mission. Higher % is better.
2. Percent of time weather is better than 1500/3. (3 pt or 20%)
   Scoring: Linear scale between 80% and 100% (1 pt for 80% and 3 pt for 95%)
   Rationale: USAF weather requirements to conduct training. Higher % is better.
3. Percent of time crosswinds are less than 15 knots. (4 pt or 27%)
   Scoring: Linear scale between min% and max% (0 pt for min% and 4 pt for max%)
   Rationale: Max crosswinds for majority of student training. Higher % is better.
4. Percent of sorties canceled/rescheduled. (1 pt or 7%)
   Scoring: Linear scale between 5% and 20% (1 pt for 5% and 0 pt for 20%)
   Rationale: This area captures weather attrition not covered by questions 1-3.
5. Official Planning factor for lost sorties due to weather. (2 pts or 13%)
   Scoring: Linear scale between 5% and 20% (2 pts for 5% and 1 pt for 20%)
   Rationale: This area captures weather attrition not covered by questions 1-3.

Airspace and Flight Training Areas (27 points)

1. Amount of airspace (MOA and AA) in nm^3 (9 pt or 34%).
   Scoring: Linear scale of weighted airspace from 0 to max airspace (MOA and .8 AA) (0 pt for 0 nm^3 and 9 pts for max nm^3). Weighted airspace for each site = amount of MOA airspace + .8(amount of AA airspace)
   Rationale: More airspace is better, MOA is slightly better than AA.
2. Average distance to airspace (12 pts or 45%)
   Scoring: Linear scale from 0 to max weighted average airspace size times distance (0 pt for min and 12 pts for max). Weighted average airspace size times distance for each site = Sum (airspace size in nm^3 times distance to airspace in nm) for all MOA or AA divided by the Sum of all airspace size.
   Rationale:
3. Percent of flight ops experiencing ATC delays of 15 minutes or greater. (2 pts or 7%)
   Scoring: Linear scale between 0 and some max (2 pts for 0 % delays and 0 pts for max % delay)
   Rationale: Fewer ATC delays is better.
4. Planned commercial hub within 100 miles. (2 pts or 7%)
   Scoring: 2 pts for no and 0 pt for yes.
   Rationale: Commercial hub will impact training. No hub is better.
5. Number of bisecting airways. (2 pts or 7%)
   Scoring: Linear scale from 0 to max (2 pts for 0 and 0 pts for max).
   Rationale: Bisecting airways reduce training effectiveness in areas.

[redacted]elds (23 points)

1. [redacted]ne # of outlying/auxiliary fields usable for primary pilot training (3 pts or 13%)
   Definition of usable field will be based on runway length (preliminary cutoff – 2500 ft)
   Scoring: Linear scale between 0 and some max (0 pt for 0 fields, 3 pts for max # fields)
   Rationale: More outlying fields improve capacity and quality of training.
2. Median distance to outlying/auxiliary fields (2 pts or 8%)
   Scoring: Linear scale between some min and max (0 pt for min distance, 2 pts for max)
   Rationale: Closer airfields are better.
3. Number of primary runways that can support concurrent ops and crosswind runways at main field. (7 pt or 30%)
   Scoring: With 0 crosswind runways: 2 pts for first runway, 4 pts for 2 parallel runways, 6 pts for 3 parallel runways without crosswind runways.
   With 1 crosswind runway: 3 pts for first primary runway, 5 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   With 2 non-parallel crosswind runways: 3.5 pts for first primary runway, 5.5 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   With 2 parallel crosswind runways: 4 pts for first primary runway, 6 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   Rationale: More runways improve quality of training for safety reasons and flexibility
4. Condition of runways – % of runway sq ft in adequate condition (3 pts or 13%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 3 pts for 100%)
   Rationale: This indicates the quality of the runway. Higher quality is better.
5. Condition of taxiways/aprons – % of taxiways/aprons sq ft in adequate condition (2.5 pt or 11%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 2.5 pt for 100%)
   Rationale: This indicates the quality of the taxiways. Higher quality is better.
6. Condition of utilities – ave % of facilities in adequate condition (2.75 pt or 12%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 2.75 pt for 100%)
   Rationale: This indicates the quality of the utilities. Higher quality is better.
7. Condition of other facilities (e.g., term, admin) – ave % of facilities in adeq cond (2.75 pt or 12%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 2.75 pt for 100%)
   Rationale: This indicates the quality of the facilities. Higher quality is better.

Ground Training Facilities (10 points)

1. Amount of training facilities (classrooms) rated "adequate" in sq ft. (3 pt or 30%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 3 pt for max%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
2. Condition of training facilities (classrooms) - % of "adequate" sq ft. (1 pt or 10%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
3. Amount of training facilities (trainers) rated "adequate" in sq ft. (3 pt or 30%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 3 pt for max%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
4. Condition of training facilities (trainers) - % of "adequate" sq ft. (1 pt or 10%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
5. Amount of training facilities (other) rated "adequate" in sq ft. (1.5 pt or 15%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 1.5 pt for max%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
6. Condition of training facilities (other) - % of "adequate" sq ft. (.5 pt or 5%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .5 pt for 100%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.

Aircraft Maintenance Facilities (5 points)

1. Level of maintenance operations at site (3 pt or 60%)
   Scoring: 1 pt for O-level, 2 pt for I-level, 2.5 pt for Depot level, 3 pt for Depot level for aircraft type (TMS)
   Rationale: Higher level of maintenance is better.

2. Amount of hangars rated "adequate" in sq ft (1.5 pt or 30%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 1.5 pt for max%)
   Rationale: More "adequate" hangar space is better.
   ndition of hangars - % of hangars in "adequate" condition (.5 pt or 10%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .5 pt for 100%)
   Rationale: This is another measure of installation quality. Higher % is better.

Air Quality (5 points)

1. Is the air station in an attainment or maintenance area for CO, ozone, and PM-10? (3 pt or 60%)
   Scoring: 3 pt for yes, 0 pt for no
   Rationale: Attainment and maintenance areas are best.
2. Is the air station in a moderate non-attainment area or better area for CO, ozone, and PM-10? (1 pt or 20%)
   Scoring: 1 pt for yes, 0 pt for no
   Rationale: Moderate and marginal non-attainment (as well as attainment and maintenance) are better than Serious, Severe, and Extreme non-attainment.
3. There have been no restrictions or delays due to air quality considerations (1 pt or 20%)
   Scoring: 1 pt for yes, 0 pt for no
   Rationale: Fewer restrictions are better.

Encroachment (5 points)

1. Is the existing AICUZ study encoded in local zoning ordinances? (1 pts or 20%)
   Scoring: 1 pts for yes, 0 pt for no
   Rationale: Having an existing AICUZ study in the zoning ordinance is best.
2. What is the percent incompatible land use for clear zones? (1.5 pts or 30%)
   Scoring: Linear scale from 0 to max (1.5 pts for 0 and 0 pts for max).
   Rationale: The lower amount of incompatible land use is better.
3. What is the percent incompatible land use for APZ I? (1 pt or 20%)
   Scoring: Linear scale from 0 to max (1 pt for 0 and 0 pts for max).
   Rationale: The lower amount of incompatible land use is better.
   hat is the percent incompatible land use for APZ II? (0.5 pt or 10%)
   Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pts for max).
   Rationale: The lower amount of incompatible land use is better.
   Are real estate disclosures required by local communities? (0.5 pt or 10%)
   Scoring: 0.5 pt for yes, 0 pt for no
   Rationale: Real estate disclosures are best.
6. Has all clear zone acquisition been completed? (0.5 pt or 10%)
   Scoring: 0.5 pt for yes, 0 pt for no
   Rationale: It is best if all clear zones have been acquired.

Services (5 points)

1. Amount of BOQ rooms rated "adequate" (1 pt or 20%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 1 pt for max%)
   Rationale: More "adequate" billeting space is better.
2. Condition of BOQ rooms - % of "adequate" (1 pt or 20%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: More "adequate" billeting space is better.
3. What percent of the listed MWR and support facilities/programs are available? (1 pt or 20%)
   Scoring: Linear scale from 0 to 100 (0 pt for 0 and 1 pt for 100).
   Rationale: More MWR facilities are better to enhance quality of life.
4. Amount of military housing rated "adequate" (.6 pt or 12%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, .6 pt for max%)
   Rationale: More "adequate" housing is better.
5. Condition of military housing - % of "adequate" (.4 pt or 8%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .4 pt for 100%)
   Rationale: More "adequate" housing is better.
6. Number of children on the waiting list. (0.5 pt or 10%)
   Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pt for max).
   Rationale: Fewer children on waiting list is better.
   verage wait for children on the waiting list. (0.5 pt or 10%)
   Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pt for max).
   Rationale: Less waiting time for child care is better.

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MEASURES OF MERIT FOR:
PRIMARY

MEASURES OF MERIT	WEIGHT	RATIONALE
Managed Training Areas	5	The questions addressed in this area are focused toward ownership of special use airspace, air-to ground ranges, and outlying fields. In this analysis, *accessibility* to these facilities was considered more important than ownership.
Weather	14	This weight was used because students in primary flight training need better weather than students in the advanced tracks.
Airspace and Flight Training Areas	22	This area was weighted heavily due to the direct impact it has on primary flight training. Much of the training takes place in special use airspace; therefore, this area plays a large role in determining the training effectiveness of an installation.
Airfields	24	This area is weighted the heaviest due to the emphasis primary training places on pattern activities. This area plays a big role in evaluating the effectiveness of a training installation.
Ground Training Facilities	10	This weight is commensurate with the role classrooms, simulators, and other facilities play in flight training.
Aircraft Maintenance Facilities	5	Training aircraft are not difficult to maintain and do not require an extensive training infrastructure.
Special Military Facilities	0	N/A
Proximity to Training Areas	0	N/A
Proximity to Other Support Facilities	2	This area looks at the local area to determine what other facilities are available The overall training infrastructure is already established and in use at each base so the impact to this area should be minimal.
Unique Features	0	N/A
Air Quality	5	This has been baselined due to like aircraft.
Encroachment	5	Encroachment plays a role in determining installation compatibility with the training mission; however, training aircraft do not have a large impact on encroachment issues.
Services	8	Quality of life plays a significant role in determining installation compatibility with the training mission and this weight will be applied to the other training functions.

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Questions for Assessing the Functional Quality of *Primary* Pilot Training

Managed Training Areas (5 points)

1. The # of outlying/auxiliary fields that are controlled/owned by the installation and support primary training. (2.5 pt or 50%)
   Scoring: Linear scale between 0 and 6 (0 pt for 0 fields, 2.5 pts for 6 fields)
   Rationale: Owning airfields and airspace have equal impact on training.
2. The number and type of special use airspace that is controlled/owned by the installation and supports primary training. (2.5 pt or 50%)
   Scoring: 1.5 pt for MOA, 0.5 pt for MTR, 0.5 for AA
   Rationale: Owning airfields and airspace have equal impact on training.

Weather (14 points)

1. Percent of time weather is better than 1500/3. (4 pt or 29%)
   Scoring: Linear scale between 80% and 100% (1 pt for 80% and 4 pt for 95%)
   Rationale: USAF weather requirements to conduct training. Higher % is better.
2. Percent of time weather is better than 1000/3. (3 pt or 21%)
   Scoring: Linear scale between 80% and 100% (1 pt for 80% and 3 pt for 95%)
   Rationale: USN weather requirements to conduct training. Higher % is better.
3. Percent of time crosswinds are less than 15 knots. (3 pt or 21%)
   Scoring: Linear scale between min% and max% (0 pt for min% and 3 pt for max%)
   Rationale: Max crosswinds for majority of student training. Higher % is better.
4. Percent of time crosswinds are greater than 25 knots. (1 pt or 7%)
   Scoring: Linear scale between min% and max% (1 pt for min% and 0 pt for max%)
   Rationale: Max aircraft crosswind limits. Lower % is better.
5. Percent of sorties canceled/rescheduled. (1 pt or 7%)
   Scoring: Linear scale between 5% and 20% (1 pt for 5% and 0 pt for 20%)
   Rationale: This area captures weather attrition not covered by questions 1-4.
6. Official Planning factor for lost sorties due to weather. (2 pt or 14%)
   Scoring: Linear scale between 5% and 20% (2 pt for 5% and 1 pt for 20%)
   Rationale: This area captures weather attrition not covered by questions 1-4.

Airspace and Flight Training Areas (22 points)

1. Amount of airspace (MOA and AA) in nm^3 (12 pt or 64%).
   Scoring: Linear scale of weighted airspace from 0 to max airspace (MOA and .8 AA) (0 pt for 0 nm^3 and 12 pt for max nm^3). Weighted airspace for each site = amount of MOA airspace + .8(amount of AA airspace)
   Rationale: More airspace is better, MOA is slightly better than AA.
2. Average distance to airspace (2 pt or 9%)
   Scoring: Linear scale from 0 to max weighted average airspace size times distance (0 pt for min and 2 pt for max). Weighted average airspace size times distance for each site = Sum (airspace size in nm^3 times distance to airspace in nm) for all MOA or AA divided by the Sum of all airspace size.
   Rationale: Closer airspace is better.
3. Number of MTR's available (3 pt or 14%).
   Scoring: Linear scale from 0 to max (0 pt for 0 MTR's and 3 pt for max MTR's)
   Rationale: MTRs are required for training...more is better.
4. Percent of flight ops experiencing ATC delays of 15 minutes or greater. (2 pt or 9%)
   Scoring: Linear scale between 0 and some max (2 pt for 0 % delays and 0 pts for max % delay)
   Rationale: Fewer ATC delays is better.
   nned commercial hub within 100 miles. (1 pt or 4%)
   Scoring: 1 pt for no and 0 pt for yes.
   Rationale: Commercial hub will impact training. No hub is better.
6. Number of bisecting airways. (2 pt or 9%)
   Scoring: Linear scale from 0 to max (2 pts for 0 and 0 pts for max).
   Rationale: Bisecting airways reduce training effectiveness in areas.

Airfields (24 points)

1. The # of outlying/auxiliary fields usable for primary pilot training (4 pt or 17%) Definition of usable field will be based on runway length (preliminary cutoff -- 5000 ft)
   Scoring: Linear scale between 0 and some max (0 pt for 0 fields, 4 pt for max # fields)
   Rationale: More outlying fields improve capacity and quality of training.
2. The # of usable outlying/auxiliary fields with IFR or night? capability. (2 pt or 8%)
   Scoring: Linear scale between 0 and some max (0 pt for 0 fields, 2 pt for max # fields)
   Rationale: This capability will help reduce congestion at the home field.
3. Median distance to outlying/auxiliary fields. (2 pt or 8%)
   Scoring: Linear scale between some min and max (2 pt for min distance, 1 pt for max)
   Rationale: Closer airfields are better.
4. Runway length of longest runway at main airfield. (2 pt or 8%)
   Scoring: Linear scale between 5000 and 8000 ft (1 pt for 5000 ft runway , 2 points for 8000 ft runway)
   Rationale: Longer runway is better for safety reasons
5. Number of primary runways that can support concurrent ops and crosswind runways at main field. (7 pt or 29%)
   Scoring:
   With 0 crosswind runways: 2 pts for first runway, 4 pts for 2 parallel runways, 6 pts for 3 parallel runways without crosswind runways.
   With 1 crosswind runway: 3 pts for first primary runway, 5 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   With 2 non-parallel crosswind runways: 3.5 pts for first primary runway, 5.5 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   With 2 parallel crosswind runways: 4 pts for first primary runway, 6 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   Rationale: More runways improve quality of training for safety reasons and flexibility
6. Condition of runways -- % of runway sq ft in adequate condition (2 pt or 8%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 2 pt for 100%)
   Rationale: This indicates the quality of the runway. Higher quality is better.
7. Condition of taxiways/aprons -- % of taxiways/aprons sq ft in adequate condition (1.5 pt or 6%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1.5 pt for 100%)
   Rationale: This indicates the quality of the taxiways. Higher quality is better.
8. Condition of utilities -- ave % of facilities in adequate condition (1.75 pt or 7%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1.75 pt for 100%)
   Rationale: This indicates the quality of the utilities. Higher quality is better.
9. Condition of other facilities (e.g., term, admin) -- ave % of facilities in adeq cond (1.75 pt or 7%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1.75 pt for 100%)
   Rationale: This indicates the quality of the facilities. Higher quality is better.

Ground Training Facilities (10 points)

1. Amount of training facilities (classrooms) rated "adequate" in sq ft. (3 pt or 30%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 3 pt for max%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
2. Condition of training facilities (classrooms) - % of "adequate" sq ft. (1 pt or 10%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
3. Amount of training facilities (trainers) rated "adequate" in sq ft. (3 pt or 30%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 3 pt for max%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
4. Condition of training facilities (trainers) - % of "adequate" sq ft. (1 pt or 10%)

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Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
Rationale: This measures the amount and quality of the training facilities. More quality is better.

nount of training facilities (other) rated "adequate" in sq ft. (1.5 pt or 15%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, 1.5 pt for max%)
Rationale: This measures the amount and quality of the training facilities. More quality is better.

6. Condition of training facilities (other) - % of "adequate" sq ft. (.5 pt or 5%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .5 pt for 100%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.

Aircraft Maintenance Facilities (5 points)

1. Level of maintenance operations at site (3 pt or 60%)
   Scoring: 1 pt for O-level, 2 pt for I-level, 2.5 pt for Depot level, 3 pt for Depot level for aircraft type (TMS)
   Rationale: Higher level of maintenance is better.
2. Amount of hangars rated "adequate" in sq ft (1.5 pt or 30%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 1.5 pt for max%)
   Rationale: More "adequate" hangar space is better.
3. Condition of hangars - % of hangars in "adequate" condition (.5 pt or 10%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .5 pt for 100%)
   Rationale: This is another measure of installation quality. Higher % is better.

Proximity to Other Support Facilities (2 points)

1. Number of other airfields in the area that could support primary pilot training (1 pt or 50%)
   Scoring: .5 pt for 1 field, 1 pt for 2 or more fields)
   Rationale: More available airfields are better.

stance to other airfields. (1 pt or 50%)
Scoring: .5 pt for 1 field less than 30 miles, 1 pt for 2 or more fields less than 30 miles
Rationale: Closer airfields are better.

Air Quality (5 points)

1. Is the air station in an attainment or maintenance area for CO, ozone, and PM-10? (3 pt or 60%)
   Scoring: 3 pt for yes, 0 pt for no
   Rationale: Attainment and maintenance areas are best.
2. Is the air station in a moderate non-attainment area or better area for CO, ozone, and PM-10? (1 pt or 20%)
   Scoring: 1 pt for yes, 0 pt for no
   Rationale: Moderate and marginal non-attainment (as well as attainment and maintenance) are better than Serious, Severe, and Extreme non-attainment.
3. There have been no restrictions or delays due to air quality considerations (1 pt or 20%)
   Scoring: 1 pt for yes, 0 pt for no
   Rationale: Fewer restrictions are better..

Encroachment (5 points)

1. Is the existing AICUZ study encoded in local zoning ordinances? (1 pts or 20%)
   Scoring: 1 pts for yes, 0 pt for no
   Rationale: Having an existing AICUZ study in the zoning ordinance is best.
2. What is the percent incompatible land use for clear zones? (1.5 pts or 30%)
   Scoring: Linear scale from 0 to max (1.5 pts for 0 and 0 pts for max).
   Rationale: The lower amount of incompatible land use is better.
3. What is the percent incompatible land use for APZ I? (1 pt or 20%)
   Scoring: Linear scale from 0 to max (1 pt for 0 and 0 pts for max).
   Rationale: The lower amount of incompatible land use is better.

at is the percent incompatible land use for APZ II? (0.5 pt or 10%)
Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pts for max).
Rationale: The lower amount of incompatible land use is better.

re real estate disclosures required by local communities? (0.5 pt or 10%)
Scoring: 0.5 pt for yes, 0 pt for no
Rationale: Real estate disclosures are best.

6. Has all clear zone acquisition been completed? (0.5 pt or 10%)
   Scoring: 0.5 pt for yes, 0 pt for no
   Rationale: It is best if all clear zones have been acquired.

Services (8 points)

1. Amount of BOQ rooms rated "adequate" (2 pt or 25%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 2 pt for max%)
   Rationale: More "adequate" billeting space is better.
2. Condition of BOQ rooms - % of "adequate" (1 pt or 12%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: More "adequate" billeting space is better.
3. Amount of BEQ rooms rated "adequate" (.6 pt or 8%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, .6 pt for max%)
   Rationale: More "adequate" billeting space is better.
4. Condition of BEQ rooms - % of "adequate" (.4 pt or 5%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .4 pt for 100%)
   Rationale: More "adequate" billeting space is better.
5. What percent of the listed MWR and support facilities/programs are available? (2 pt or 25%)
   Scoring: Linear scale from 0 to 100 (0 pt for 0 and 2 pt for 100).
   Rationale: More MWR facilities are better to enhance quality of life.
6. Amount of military housing rated "adequate" (.6 pt or 8%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, .6 pt for max%)
   Rationale: More "adequate" housing is better.
7. Condition of military housing - % of "adequate" (.4 pt or 5%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .4 pt for 100%)
   Rationale: More "adequate" housing is better.
8. Number of children on the waiting list. (0.5 pt or 6%)
   Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pt for max).
   Rationale: Fewer children on waiting list is better.
9. Average wait for children on the waiting list. (0.5 pt or 6%)
   Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pt for max).
   Rationale: Less waiting time for child care is better.

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MEASURES OF MERIT FOR
BOMBER/FIGHTER

MEASURES OF MERIT	WEIGHT	RATIONALE
Managed Training Areas	6	This area was weighted about the same as Primary (5%) because *accessibility* to these facilities was considered more important than ownership.
Weather	10	This area was weighted less than Primary (14%) due to the increased proficiency of the students, and a more weather-capable aircraft.
Airspace and Flight Training Areas	27	This area was weighted higher than Primary (22%) because there is greater emphasis on area work in advanced training than there is in Primary training.
Airfields	17	This area was weighted lower than Primary (24%) because there is less emphasis on pattern work in advanced training than there is in Primary training.
Ground Training Facilities	10	This was weighted the same as Primary because the role classrooms, simulators, and other facilities play in advanced training is the same.
Aircraft Maintenance Facilities	5	This was weighted the same as Primary because training aircraft are not difficult to maintain and do not require an extensive training infrastructure.
Special Military Facilities	4	Special credit was given to this area because it addresses the ability to handle munitions.
Proximity to Training Areas	0	N/A
Proximity to Other Support Facilities	2	This area was weighted the same as Primary because the training infrastructure is already established and in use at each base.
Unique Features	0	N/A
Air Quality	5	This has been baselined due to like aircraft.
Encroachment	6	This area is slightly higher than Primary (5%) due to the generally larger AICUZ footprint of the advanced training aircraft (jet aircraft).
Services	8	This area was weighted the same as Primary because quality of life plays a significant role in determining installation compatibility with the training mission.

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Questions for Assessing the Functional Quality of *Bomber/Fighter* Pilot Training

Managed Training Areas (6 points)

1. The # of outlying/auxiliary fields that are controlled/owned by the installation and support Bomber/Fighter training. (2 pt or 33%)
   Scoring: Linear scale between 0 and 2 (0 pt for 0 fields, 2 pts for 2 fields)
   Rational: Owning airfields and airspace have equal impact on training
2. The number and type of special use airspace that is controlled/owned by the installation and supports Bomber/Fighter training. (4 pt or 67%)
   Scoring: 1 pt for MOA, 1 pt for WA/Restricted Area, 1 pt for MTR, 1 pt for Air-to-Surface range
   Rational: Owning airfields and airspace have equal impact on training

Weather (10 points)

1. Percent of time weather is better than 3000/5. (3 pts or 30%)
   Scoring: Linear scale between 80% and 100% (1 pt for 80% and 3 pt for 95%)
   Rationale: Weather requirements to best conduct training. Higher % is better.
2. Percent of time weather is better than 1500/3. (2 pts or 20%)
   Scoring: Linear scale between 80% and 100% (1 pt for 80% and 2 pt for 95%)
   Rationale: USAF weather requirements to conduct training. Higher % is better.
3. Percent of time crosswinds are less than 15 knots. (2.5 pts or 25%)
   Scoring: Linear scale between min% and max% (0 pt for min% and 2.5 pt for max%)
   Rationale: Max crosswinds for majority of student training. Higher % is
   ɪ.
   rcent of time crosswinds are greater than 25 knots. (1 pt or 10%)
   Scoring: Linear scale between min% and max% (1 pt for min% and 0 pt for max%)
   Rationale: Max aircraft crosswind limits. Lower % is better.
5. Percent of sorties canceled/rescheduled. (.5 pt or 5%)
   Scoring: Linear scale between 5% and 20% (.5 pt for 5% and 0 pt for 20%)
   Rationale: This area captures weather attrition not covered by questions 1-4.
6. Official Planning factor for lost sorties due to weather. (1 pt or 10%)
   Scoring: Linear scale between 5% and 20% (1 pt for 5% and .5 pt for 20%)
   Rationale: This area captures weather attrition not covered by questions 1-4.

Airspace and Flight Training Areas (27 points)

1. Amount of airspace (MOA/WA and Restricted area) in nm^3 (12 pt or 44%).
   Scoring: Linear scale of weighted airspace from 0 to max airspace (0 pt for 0 nm^3 and 12 pt for max nm^3).
   Rationale: More airspace is better. Bomber/Fighter require more airspace than Primary pilot training.
2. Average distance to airspace (2 pt or 7%)
   Scoring: Linear scale from 0 to max weighted average airspace size times distance (0 pt for min and 2 pt for max). Weighted average airspace size times distance for each site = Sum (airspace size in nm^3 times distance to airspace in nm) for all MOA/WA or AA divided by the Sum of all airspace size.
   Rationale: Closer airspace is better.
3. Number of Air-to-Surface ranges within 75 nm (3 pt or 11%).
   Scoring: 2 pts for 1 range, 3 pts for 2 or more ranges.
   Rationale: More airspace is better.
4. Distance to nearest Air-to-Surface range (2 pt or 7%)
   Scoring: 2 pt if range is within 50 nm.
   Rationale: Closer distance is better.
   umber of MTR's available (3 pt or 11%).
   Scoring: Linear scale from 0 to max (0 pt for 0 MTR's and 3 pt for max MTR's)
   Rationale: MTRs are required for training...more is better.
6. Percent of flight ops experiencing ATC delays of 15 minutes or greater. (2 pt or 7%)
   Scoring: Linear scale between 0 and some max (2 pts for 0 % delays and 0 pts for max % delay)
   Rationale: Fewer ATC delays is better.
7. Planned commercial hub within 100 miles. (1 pt or 4%)
   Scoring: 1 pt for no and 0 pt for yes.
   Rationale: Commercial hub will impact training. No hub is better.
8. Number of bisecting airways. (2 pts or 7%)
   Scoring: Linear scale from 0 to max (2 pts for 0 and 0 pts for max).
   Rationale: Bisecting airways reduce training effectiveness in areas.

Airfields (17 points)

1. The # of outlying/auxiliary fields usable for Bomber/Fighter pilot training (2 pt or 12%)

Definition of usable field will be based on runway length (preliminary cutoff – 8K ft)

   Scoring: Linear scale between 0 and some max (0 pt for 0 fields, 2 pt for max # fields)
   Rationale: More outlying fields improve capacity and quality of training.
2. The # of usable outlying/auxiliary fields with IFR or night? capability. (1 pt or 6%)
   Scoring: Linear scale between 0 and some max (0 pt for 0 fields, 1 pt for max # fields)
   Rationale: This capability will help reduce congestion at the home field.
3. Median distance to outlying/auxiliary fields. (1 pt or 6%)
   Scoring: Linear scale between some min and max(1 pt for min distance, 0 pt for max)
   Rationale: Closer airfields are better.
4. Runway length of longest runway at main airfield. (2 pt or 12%)
   Scoring: Linear scale between 8K and 12K ft (1 pt for 8K ft runway , 2 points for 12K ft runway)
   Rationale: Longer runway is better for safety reasons
5. Number of primary runways that can support concurrent ops and crosswind runways at main field. (7 pt or 41%)
   Scoring:
   With 1 crosswind runway: 3 pts for first primary runway, 5 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   With 2 non-parallel crosswind runways: 3.5 pts for first primary runway, 5.5 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   With 2 parallel crosswind runways: 4 pts for first primary runway, 6 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   Rationale: More runways improve quality of training for safety reasons and flexibility
6. Condition of runways – % of runway sq ft in adequate condition (1 pt or 6%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: This indicates the quality of the runway. Higher quality is better.
7. Condition of taxiways/aprons – % of taxiways/aprons sq ft in adequate condition (1 pt or 6%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: This indicates the quality of the taxiways. Higher quality is better.
8. Condition of utilities – ave % of facilities in adequate condition (1 pt or 6%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: This indicates the quality of the utilities. Higher quality is better.
9. Condition of other facilities (e.g., term, admin) – ave % of facilities in adeq cond (1 pt or 6%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: This indicates the quality of the facilities. Higher quality is better.

Ground Training Facilities (10 points)

1. Amount of training facilities (classrooms) rated "adequate" in sq ft. (3 pt or 30%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 3 pt for max%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
2. Condition of training facilities (classrooms) - % of "adequate" sq ft. (1 pt or 10%)

[redacted]

[redacted]

Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
Rationale: This measures the amount and quality of the training facilities. More quality is better.

Amount of training facilities (trainers) rated "adequate" in sq ft. (3 pt or 30%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, 3 pt for max%)
Rationale: This measures the amount and quality of the training facilities. More quality is better.

4. Condition of training facilities (trainers) - % of "adequate" sq ft. (1 pt or 10%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
5. Amount of training facilities (other) rated "adequate" in sq ft. (1.5 pt or 15%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 1.5 pt for max%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
6. Condition of training facilities (other) - % of "adequate" sq ft. (.5 pt or 5%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .5 pt for 100%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.

Aircraft Maintenance Facilities (5 points)

1. Level of maintenance operations at site (3 pt or 60%)
   Scoring: 1 pt for O-level, 2 pt for I-level, 2.5 pt for Depot level, 3 pt for Depot level for aircraft type (TMS)
   Rationale: Higher level of maintenance is better.
2. Amount of hangars rated "adequate" in sq ft (1.5 pt or 30%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 1.5 pt for max%)
   Rationale: More "adequate" hangar space is better.
3. Condition of hangars - % of hangars in "adequate" condition (.5 pt or 10%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .5 pt for 100%)
   Rationale: This is another measure of installation quality. Higher % is [illegible].

[illegible]cial Military Facilities (4 points)

1. Does installation have munitions loading pad? (2 pt or 50%)
   Scoring: 2 pt for yes, 0 pt for no
   Rationale: Munitions loading pad to handle hot cargo.
2. Does installation have weapons storage and handling facilities? (2 pt or 50%)
   Scoring: 2 pt for yes, 0 pt for no
   Rationale: Weapons storage is necessary to handle munitions for the IFF program.

Proximity to Other Support Facilities (2 points)

1. Number of other airfields in the area with instrument capability that could support Bomber/Fighter pilot training (1 pt or 50%)
   Scoring: .5 pts for 1 field, 1 pt for 2 or more fields)
   Rationale: More available airfields are better.
2. Distance to other airfields. (1 pt or 50%)
   Scoring: .5 pts for 1 field less than 30 miles, 1 pt for 2 or more fields less than 30 miles
   Rationale: Closer airfields are better.

Air Quality (5 points)

1. Is the air station in an attainment or maintenance area for CO, ozone, and PM-10? (3 pt or 60%)
   Scoring: 3 pt for yes, 0 pt for no
   Rationale: Attainment and maintenance areas are best.
2. Is the air station in a moderate non-attainment area or better area for CO, ozone, and PM-10? (1 pt or 20%)
   Scoring: 1 pt for yes, 0 pt for no
   Rationale: Moderate and marginal non-attainment (as well as attainment and maintenance) are better than Serious, Severe, and Extreme non-attainment.
3. [illegible]here have been no restrictions or delays due to air quality considerations (1 pt or 20%)
   Scoring: 1 pt for yes, 0 pt for no
   Rationale: Fewer restrictions are better.

Encroachment (6 points)

1. Is the existing AICUZ study encoded in local zoning ordinances? (1.5 pts or 25%)
   Scoring: 1.5 pts for yes, 0 pt for no
   Rationale: Having an existing AICUZ study in the zoning ordinance is best.
2. What is the percent incompatible land use for clear zones? (2 pts or 33%)
   Scoring: Linear scale from 0 to max (2 pts for 0 and 0 pts for max).
   Rationale: The lower amount of incompatible land use is better.
3. What is the percent incompatible land use for APZ I? (1 pt or 17%)
   Scoring: Linear scale from 0 to max (1 pt for 0 and 0 pts for max).
   Rationale: The lower amount of incompatible land use is better.
4. What is the percent incompatible land use for APZ II? (0.5 pt or 8%)
   Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pts for max).
   Rationale: The lower amount of incompatible land use is better.
5. Are real estate disclosures required by local communities? (0.5 pt or 8%)
   Scoring: 0.5 pt for yes, 0 pt for no
   Rationale: Real estate disclosures are best.
6. Has all clear zone acquisition been completed? (0.5 pt or 8%)
   Scoring: 0.5 pt for yes, 0 pt for no
   Rationale: It is best if all clear zones have been acquired.

Services (8 points)

1. Amount of BOQ rooms rated "adequate" (2 pt or 25%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 2 pt for max%)
   Rationale: More "adequate" billeting space is better.
2. Condition of BOQ rooms - % of "adequate" (1 pt or 12%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: More "adequate" billeting space is better.
3. Amount of BEQ rooms rated "adequate" (.6 pt or 8%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, .6 pt for max%)
   Rationale: More "adequate" billeting space is better.
4. Condition of BEQ rooms - % of "adequate" (.4 pt or 5%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .4 pt for 100%)
   Rationale: More "adequate" billeting space is better.
5. What percent of the listed MWR and support facilities/programs are available? (2 pt or 25%)
   Scoring: Linear scale from 0 to 100 (0 pt for 0 and 2 pt for 100).
   Rationale: More MWR facilities are better to enhance quality of life.
6. Amount of military housing rated "adequate" (.6 pt or 8%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, .6 pt for max%)
   Rationale: More "adequate" housing is better.
7. Condition of military housing - % of "adequate" (.4 pt or 5%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .4 pt for 100%)
   Rationale: More "adequate" housing is better.
8. Number of children on the waiting list. (0.5 pt or 6%)
   Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pt for max).
   Rationale: Fewer children on waiting list is better.
9. Average wait for children on the waiting list. (0.5 pt or 6%)
   Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pt for max).
   Rationale: Less waiting time for child care is better.

[redacted]

[redacted]

MEASURES OF MERIT FOR
STRIKE & ADV. E-2/C-2

MEASURES OF MERIT	WEIGHT	RATIONALE
Managed Training Areas	6	This area was weighted about the same as Primary (5%) because *accessibility* to these facilities was considered more important than ownership.
Weather	7	This area was weighted less than Primary (14%) due to the increased proficiency of the students, and a more weather-capable aircraft.
Airspace and Flight Training Areas	27	This area was weighted higher than Primary (22%) because there is greater emphasis on area work in advanced training than there is in Primary training.
Airfields	17	This area was weighted lower than Primary (24%) because there is less emphasis on pattern work in advanced training than there is in Primary training.
Ground Training Facilities	10	This was weighted the same as Primary because the role classrooms, simulators, and other facilities play in advanced training is the same.
Aircraft Maintenance Facilities	5	This was weighted the same as Primary because training aircraft are not difficult to maintain and do not require an extensive training infrastructure.
Special Military Facilities	4	Special credit was given to this area for this function because it addresses the ability to handle munitions.
Proximity to Training Areas	3	This credit was allotted to this area because of the capability to conduct carrier operations close to the Training Air Station.
Proximity to Other Support Facilities	2	This area was weighted the same as Primary because the training infrastructure is already established and in use at each base.
Unique Features	0	N/A
Air Quality	5	This has been baselined due to like aircraft.
Encroachment	6	This area is slightly higher than Primary (5%) due to the generally larger AICUZ footprint of the advanced training aircraft (jet aircraft).
Services	8	This area was weighted the same as Primary because quality of life plays a significant role in determining installation compatibility with the training mission.

[redacted]

Questions for Assessing the Functional Quality of *Strike/Adv E2/C2* Pilot Training

Managed Training Areas (6 points)

1. The # of outlying/auxiliary fields that are controlled/owned by the installation and support Strike/Adv E2/C2 training. (2 pt or 33%)
   Scoring: Linear scale between 0 and 2 (0 pt for 0 fields, 2 pts for 2 fields)
   Rational: Owning airfields and airspace have equal impact on training
2. The number and type of special use airspace that is controlled/owned by the installation and supports Strike/Adv E2/C2 training. (4 pt or 67%)
   Scoring: 1 pt for MOA, 1 pt for WA/Restricted Area, 1 pt for MTR, 1 pt for Air-to-Surface range
   Rational: Owning airfields and airspace have equal impact on training

Weather (7 points)

1. Percent of time weather is better than 3000/5. (3 pts or 43%)
   Scoring: Linear scale between 80% and 100% (1 pt for 80% and 3 pt for 95%)
   Rationale: Weather requirements to best conduct training. Higher % is better.
2. Percent of time weather is better than 1000/3. (1 pt or 14%)
   Scoring: Linear scale between 80% and 100% (0.5 pt for 80% and 1 pt for 95%)
   Rationale: USN weather requirements to conduct training. Higher % is better.
3. Percent of time crosswinds are less than 15 knots. (1 pt or 14%)
   Scoring: Linear scale between min% and max% (0 pt for min% and 1 pt for max%)
   Rationale: Max crosswinds for majority of student training. Higher % is
   r.
   rcent of time crosswinds are greater than 25 knots. (0.5 pt or 7%)
   Scoring: Linear scale between min% and max% (0.5 pt for min% and 0 pt for max%)
   Rationale: Max aircraft crosswind limits. Lower % is better.
5. Percent of sorties canceled/rescheduled. (0.5 pt or 7%)
   Scoring: Linear scale between 5% and 20% (0.5 pt for 5% and 0 pt for 20%)
   Rationale: This area captures weather attrition not covered by questions 1-4.
6. Official Planning factor for lost sorties due to weather. (1 pt or 14%)
   Scoring: Linear scale between 5% and 20% (1 pt for 5% and 0.5 pt for 20%)
   Rationale: This area captures weather attrition not covered by questions 1-4.

Airspace and Flight Training Areas (27 points)

1. Amount of airspace (MOA/WA and Restricted area) in nm^3 (12 pt or 44%).
   Scoring: Linear scale of airspace from 0 to max airspace (0 pt for 0 nm^3 and 12 pt for max nm^3).
   Rationale: More airspace is better. Strike/Adv E2/C2 require more airspace than Primary pilot training.
2. Average distance to airspace (2 pt or 7%)
   Scoring: Linear scale from 0 to max weighted average airspace size times distance (0 pt for min and 2 pt for max). Weighted average airspace size times distance for each site = Sum (airspace size in nm^3 times distance to airspace in nm) for all MOA/WA or AA divided by the Sum of all airspace size.
   Rationale: Closer airspace is better.
3. Number of Air-to-Surface ranges within 75 nm (4 pt or 15%).
   Scoring: 3 pts for 1 range, 4 pts for 2 or more ranges.
   Rationale: More airspace is better.
4. Distance to nearest Air-to-Surface range (1 pt or 4%)
   Scoring: 1 pt if range is within 50 nm.
   Rationale: Closer air-to-surface ranges are better.
   umber of MTR's available (3 pt or 11%).
   Scoring: Linear scale from 0 to max (0 pt for 0 MTR's and 3 pt for max MTR's)
   Rationale: MTRs are required for training...more is better.
6. Percent of flight ops experiencing ATC delays of 15 minutes or greater. (2 pt or 7%)
   Scoring: Linear scale between 0 and some max (2 pts for 0 % delays and 0 pts for max % delay)
   Rationale: Fewer ATC delays is better.
7. Planned commercial hub within 100 miles. (1 pt or 4%)
   Scoring: 1 pt for no and 0 pt for yes.
   Rationale: Commercial hub will impact training. No hub is better.
8. Number of bisecting airways. (2 pts or 7%)
   Scoring: Linear scale from 0 to max (2 pts for 0 and 0 pts for max).
   Rationale: Bisecting airways reduce training effectiveness in areas.

Airfields (17 points)

1. The # of outlying/auxiliary fields usable for Strike/Adv E2/C2 pilot training (2 pt or 12%)
   Definition of usable field will be based on runway length (preliminary cutoff – 8000 ft)
   Scoring: Linear scale between 0 and some max (0 pt for 0 fields, 2 pt for max # fields)
   Rationale: More outlying fields improve capacity and quality of training.
2. The # of usable outlying/auxiliary fields with IFR or night? capability. (1 pt or 6%)
   Scoring: Linear scale between 0 and some max (0 pt for 0 fields, 1 pt for max # fields)
   Rationale: This capability will help reduce congestion at the home field.
3. Median distance to outlying/auxiliary fields. (1 pt or 6%)
   Scoring: Linear scale between some min and max(1 pt for min distance, 0 pt for max)
   Rationale: Closer airfields are better.
4. Runway length of longest runway at main airfield. (2 pt or 12%)
   Scoring: Linear scale between 8K and 12K ft (1 pt for 8K ft runway , 2 points for 12K ft runway)
   Rationale: Longer runway is better for safety reasons
5. Number of primary runways that can support concurrent ops and crosswind runways at main field. (7 pt or 41%)
   Scoring:
   With 0 crosswind runways: 2 pts for first runway, 4 pts for 2 parallel runways, 6 pts for 3 parallel runways without crosswind runways.
   With 1 crosswind runway: 3 pts for first primary runway, 5 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   With 2 non-parallel crosswind runways: 3.5 pts for first primary runway, 5.5 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   With 2 parallel crosswind runways: 4 pts for first primary runway, 6 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   Rationale: More runways improve quality of training for safety reasons and flexibility
6. Condition of runways -- % of runway sq ft in adequate condition (1 pt or 6%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: This indicates the quality of the runway. Higher quality is better.
7. Condition of taxiways/aprons -- % of taxiways/aprons sq ft in adequate condition (1 pt or 6%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: This indicates the quality of the taxiways. Higher quality is better.
8. Condition of utilities -- ave % of facilities in adequate condition (1 pt or 6%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: This indicates the quality of the utilities. Higher quality is better.
9. Condition of other facilities (e.g., term, admin) -- ave % of facilities in adeq cond (1 pt or 6%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: This indicates the quality of the facilities. Higher quality is better.

Ground Training Facilities (10 points)

1. Amount of training facilities (classrooms) rated "adequate" in sq ft. (3 pt or 30%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 3 pt for max%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.

[redacted]

Condition of training facilities (classrooms) - % of "adequate" sq ft. (1 pt or 10%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
Rationale: This measures the amount and quality of the training facilities. More quality is better.

3. Amount of training facilities (trainers) rated "adequate" in sq ft. (3 pt or 30%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, 3 pt for max%)
Rationale: This measures the amount and quality of the training facilities. More quality is better.

4. Condition of training facilities (trainers) - % of "adequate" sq ft. (1 pt or 10%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
Rationale: This measures the amount and quality of the training facilities. More quality is better.

5. Amount of training facilities (other) rated "adequate" in sq ft. (1.5 pt or 15%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, 1.5 pt for max%)
Rationale: This measures the amount and quality of the training facilities. More quality is better.

6. Condition of training facilities (other) - % of "adequate" sq ft. (.5 pt or 5%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .5 pt for 100%)
Rationale: This measures the amount and quality of the training facilities. More quality is better.

Aircraft Maintenance Facilities (5 points)

1. Level of maintenance operations at site (3 pt or 60%)
Scoring: 1 pt for O-level, 2 pt for I-level, 2.5 pt for Depot level, 3 pt for Depot level for aircraft type (TMS)
Rationale: Higher level of maintenance is better.

2. Amount of hangars rated "adequate" in sq ft (1.5 pt or 30%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, 1.5 pt for max%)
Rationale: More "adequate" hangar space is better.

3. Condition of hangars - % of hangars in "adequate" condition (.5 pt or 10%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .5 pt for 100%)
Rationale: This is another measure of installation quality. Higher % is better.

Special Military Facilities (4 points)

1. Does installation have munitions loading pad? (2 pt or 50%)
Scoring: 2 pt for yes, 0 pt for no
Rationale: Munitions loading pad to handle hot cargo.

2. Does installation have weapons storage and handling facilities? (2 pt or 50%)
Scoring: 2 pt for yes, 0 pt for no
Rationale: Weapons storage is necessary to handle munitions for the IFF program.

Proximity to Training Areas (3 points)

1. Is there a carrier qual operating area within 100 nm of the site? (3 pts or 100%)
Scoring: Linear scale between 50 nm and 100 nm (3 pts for 50 nm or less, 0 pts for 100 nm or more)
Rationale: Strike training requires accessibility to a carrier.

Proximity to Other Support Facilities (2 points)

1. Number of other airfields in the area with instrument capability that could support Strike/Adv E2/C2 pilot training (1 pt or 50%)
Scoring: 0.5 pts for 1 field, 1 pt for 2 or more fields
Rationale: More available airfields are better.

2. Distance to other airfields. (1 pt or 50%)
Scoring: .5 pts for 1 field less than 30 miles, 1 pt for 2 or more fields less than 30 miles
Rationale: Closer airfields are better.

Quality (5 points)

1. Is the air station in an attainment or maintenance area for CO, ozone, and PM-10? (3 pt or 60%)
Scoring: 3 pt for yes, 0 pt for no
Rationale: Attainment and maintenance areas are best.

2. Is the air station in a moderate non-attainment area or better area for CO, ozone, and PM-10? (1 pt or 20%)
Scoring: 1 pt for yes, 0 pt for no
Rationale: Moderate and marginal non-attainment (as well as attainment and maintenance) are better than Serious, Severe, and Extreme non-attainment.

3. There have been no restrictions or delays due to air quality considerations (1 pt or 20%)
Scoring: 1 pt for yes, 0 pt for no
Rationale: Fewer restrictions are better.

Encroachment (6 points)

1. Is the existing AICUZ study encoded in local zoning ordinances? (1.5 pts or 25%)
Scoring: 1.5 pts for yes, 0 pt for no
Rationale: Having an existing AICUZ study in the zoning ordinance is best.

2. What is the percent incompatible land use for clear zones? (2 pts or 33%)
Scoring: Linear scale from 0 to max (2 pts for 0 and 0 pts for max).
Rationale: The lower amount of incompatible land use is better.

3. What is the percent incompatible land use for APZ I? (1 pt or 17%)
Scoring: Linear scale from 0 to max (1 pt for 0 and 0 pts for max).
Rationale: The lower amount of incompatible land use is better.

4. What is the percent incompatible land use for APZ II? (0.5 pt or 8%)
Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pts for max).
Rationale: The lower amount of incompatible land use is better.

5. Are real estate disclosures required by local communities? (0.5 pt or 8%)
Scoring: 0.5 pt for yes, 0 pt for no
Rationale: Real estate disclosures are best.

6. Has all clear zone acquisition been completed? (0.5 pt or 8%)
Scoring: 0.5 pt for yes, 0 pt for no
Rationale: It is best if all clear zones have been acquired.

Services (8 points)

1. Amount of BOQ rooms rated "adequate" (2 pt or 25%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, 2 pt for max%)
Rationale: More "adequate" billeting space is better.

2. Condition of BOQ rooms - % of "adequate" (1 pt or 12%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
Rationale: More "adequate" billeting space is better.

3. Amount of BEQ rooms rated "adequate" (.6 pt or 8%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, .6 pt for max%)
Rationale: More "adequate" billeting space is better.

4. Condition of BEQ rooms - % of "adequate" (.4 pt or 5%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .4 pt for 100%)
Rationale: More "adequate" billeting space is better.

5. What percent of the listed MWR and support facilities/programs are available? (2 pt or 25%)
Scoring: Linear scale from 0 to 100 (0 pt for 0 and 2 pt for 100).
Rationale: More MWR facilities are better to enhance quality of life.

6. Amount of military housing rated "adequate" (.6 pt or 8%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, .6 pt for max%)
Rationale: More "adequate" housing is better.

7. Condition of military housing - % of "adequate" (.4 pt or 5%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .4 pt for 100%)
Rationale: More "adequate" housing is better.

8. Number of children on the waiting list. (0.5 pt or 6%)
Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pt for max).
Rationale: Fewer children on waiting list is better.

9. Average wait for children on the waiting list. (0.5 pt or 6%)
Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pt for max).
Rationale: Less waiting time for child care is better.

[redacted]

[redacted]

MEASURES OF MERIT FOR
AIRLIFT/TANKER

MEASURES OF MERIT	WEIGHT	RATIONALE
Managed Training Areas	6	This area was weighted about the same as Primary (5%) because *accessibility* to these facilities was considered more important than ownership.
Weather	9	This area was weighted less than Primary (14%) due to the increased proficiency of the students, and a more weather-capable aircraft.
Airspace and Flight Training Areas	24	This area was weighted higher than Primary (22%) because there is greater emphasis on area work and approaches at other airfields in advanced training than there is in Primary training.
Airfields	22	This area was weighted lower than Primary (24%) because there is less emphasis on pattern work in advanced training than there is in Primary training.
Ground Training Facilities	10	This was weighted the same as Primary because the role classrooms, simulators, and other facilities play in advanced training is the same.
Aircraft Maintenance Facilities	5	This was weighted the same as Primary because training aircraft are not difficult to maintain and do not require an extensive training infrastructure.
Special Military Facilities	0	N/A
Proximity to Training Areas	0	N/A
Proximity to Other Support Facilities	5	This area was weighted higher than Primary (2%) because this type of training relies more on the surrounding infrastructure.
Unique Features	0	N/A
Air Quality	5	This has been baselined due to like aircraft.
Encroachment	6	This area is slightly higher than Primary (5%) due to the generally larger AICUZ footprint of the advanced training aircraft.
Services	8	This area was weighted the same as Primary because quality of life plays a significant role in determining installation compatibility with the training mission.

[redacted]

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Questions for Assessing the Functional Quality of *Airlift/Tanker* Pilot Training

Managed Training Areas (6 points)

1. The # of outlying/auxiliary fields that are controlled/owned by the installation and support Airlift/Tanker training. (2.5 pt or 42%)
   Scoring: Linear scale between 0 and 2 (0 pt for 0 fields, 2.5 pts for 2 fields)
   Rational: Owning airfields and airspace have equal impact on training
2. The number and type of special use airspace that is controlled/owned by the installation and supports Airlift/Tanker training. (3.5 pt or 58%)
   Scoring: 1.5 pt for MOA, 1 pt for WA, 0.5 pt for MTR, 0.5 for AA
   Rational: Owning airfields and airspace have equal impact on training

Weather (9 points)

1. Percent of time weather is better than 1500/3. (3 pt or 33%)
   Scoring: Linear scale between 80% and 100% (1 pt for 80% and 3 pt for 95%)
   Rationale: USAF weather requirements to conduct training. Higher % is better.
2. Percent of time weather is better than 1000/3. (2 pt or 22%)
   Scoring: Linear scale between 80% and 100% (1 pt for 80% and 2 pt for 95%)
   Rationale: USN weather requirements to conduct training. Higher % is better.
3. Percent of time crosswinds are less than 15 knots. (2 pt or 22%)
   Scoring: Linear scale between min% and max% (0 pt for min% and 2 pt for max%)
   Rationale: Max crosswinds for majority of student training. Higher % is
   .
   rcent of time crosswinds are greater than 25 knots. (.5 pt or 6%)
   Scoring: Linear scale between min% and max% (.5 pt for min% and 0 pt for max%)
   Rationale: Max aircraft crosswind limits. Lower % is better.
5. Percent of sorties canceled/rescheduled. (.5 pt or 6%)
   Scoring: Linear scale between 5% and 20% (.5 pt for 5% and 0 pt for 20%)
   Rationale: This area captures weather attrition not covered by questions 1-4.
6. Official Planning factor for lost sorties due to weather. (1 pt or 11%)
   Scoring: Linear scale between 5% and 20% (1 pt for 5% and .5 pt for 20%)
   Rationale: This area captures weather attrition not covered by questions 1-4.

Airspace and Flight Training Areas (24 points)

1. Amount of airspace (MOA/WA and AA) in nm^3 (14 pt or 58%).
   Scoring: Linear scale of weighted airspace from 0 to max airspace (MOA and .8 AA) (0 pt for 0 nm^3 and 14 pt for max nm^3). Weighted airspace for each site = amount of MOA airspace + .8(amount of AA airspace)
   Rationale: More airspace is better, MOA is slightly better than AA. Airlift/Tanker require more airspace than Primary pilot training.
2. Average distance to airspace (2 pt or 8%)
   Scoring: Linear scale from 0 to max weighted average airspace size times distance (0 pt for min and 2 pt for max). Weighted average airspace size times distance for each site = Sum (airspace size in nm^3 times distance to airspace in nm) for all MOA/WA or AA divided by the Sum of all airspace size.
   Rationale:
3. Number of MTR's available (3 pt or 12.5%).
   Scoring: Linear scale from 0 to max (0 pt for 0 MTR's and 3 pt for max MTR's)
   Rationale: MTRs are required for training...more is better.
   Percent of flight ops experiencing ATC delays of 15 minutes or greater. (2 pt or
   %)
   Scoring: Linear scale between 0 and some max (2 pt for 0 % delays and 0 pts for max % delay)
   Rationale: Fewer ATC delays is better.
5. Planned commercial hub within 100 miles. (1 pt or 4%)
   Scoring: 1 pt for no and 0 pt for yes.
   Rationale: Commercial hub will impact training. No hub is better.
6. Number of bisecting airways. (2 pt or 8%)
   Scoring: Linear scale from 0 to max (2 pts for 0 and 0 pts for max).
   Rationale: Bisecting airways reduce training effectiveness in areas.

Airfields (22 points)

1. The # of outlying/auxiliary fields usable for Airlift/Tanker pilot training (2 pt or 9%)
   Definition of usable field will be based on runway length (preliminary cutoff – 7000 ft)
   Scoring: Linear scale between 0 and some max (0 pt for 0 fields, 2 pt for max # fields)
   Rationale: More outlying fields improve capacity and quality of training.
2. The # of usable outlying/auxiliary fields with IFR or night? capability. (2 pt or 9%)
   Scoring: Linear scale between 0 and some max (0 pt for 0 fields, 2 pt for max # fields)
   Rationale: This capability will help reduce congestion at the home field.
3. Median distance to outlying/auxiliary fields. (2 pt or 9%)
   Scoring: Linear scale between some min and max (2 pt for min distance, 1 pt for max)
   Rationale: Closer outlying fields are better.
4. Runway length of longest runway at main airfield. (2 pt or 9%)
   Scoring: Linear scale between 6000 and 10000 ft (1 pt for 5000 ft runway , 2 points for 10000 ft runway)
   Rationale: longer runway is better for safety reasons
5. Number of primary runways that can support concurrent ops and crosswind runways at main field. (7 pt or 29%)
   Scoring
   With 0 crosswind runways: 2 pts for first runway, 4 pts for 2 parallel runways, 6 pts for 3 parallel runways without crosswind runways.
   With 1 crosswind runway: 3 pts for first primary runway, 5 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   With 2 non-parallel crosswind runways: 3.5 pts for first primary runway, 5.5 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   With 2 parallel crosswind runways: 4 pts for first primary runway, 6 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   Rationale: More runways improve quality of training for safety reasons and flexibility
6. Condition of runways – % of runway sq ft in adequate condition (2 pt or 9%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 2 pt for 100%)
   Rationale: This indicates the quality of the runway. Higher quality is better.
7. Condition of taxiways/aprons – % of taxiways/aprons sq ft in adequate condition (1.5 pt or 7%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1.5 pt for 100%)
   Rationale: This indicates the quality of the taxiways. Higher quality is better.
8. Condition of utilities – ave % of facilities in adequate condition (1.75 pt or 8%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1.75 pt for 100%)
   Rationale: This indicates the quality of the utilities. Higher quality is better.
9. Condition of other facilities (e.g., term, admin) – ave % of facilities in adeq cond (1.75 pt or 8%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1.75 pt for 100%)
   Rationale: This indicates the quality of the facilities. Higher quality is better.

Ground Training Facilities (10 points)

1. Amount of training facilities (classrooms) rated "adequate" in sq ft. (3 pt or 30%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 3 pt for max%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
2. Condition of training facilities (classrooms) - % of "adequate" sq ft. (1 pt or 10%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.

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Amount of training facilities (trainers) rated "adequate" in sq ft. (3 pt or 30%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, 3 pt for max%)
Rationale: This measures the amount and quality of the training facilities. More quality is better.

4. Condition of training facilities (trainers) - % of "adequate" sq ft. (1 pt or 10%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
Rationale: This measures the amount and quality of the training facilities. More quality is better.

5. Amount of training facilities (other) rated "adequate" in sq ft. (1.5 pt or 15%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, 1.5 pt for max%)
Rationale: This measures the amount and quality of the training facilities. More quality is better.

6. Condition of training facilities (other) - % of "adequate" sq ft. (.5 pt or 5%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .5 pt for 100%)
Rationale: This measures the amount and quality of the training facilities. More quality is better.

Aircraft Maintenance Facilities (5 points)

1. Level of maintenance operations at site (3 pt or 60%)
Scoring: 1 pt for O-level, 2 pt for I-level, 2.5 pt for Depot level, 3 pt for Depot level for aircraft type (TMS)
Rationale: Higher level of maintenance is better.
2. Amount of hangars rated "adequate" in sq ft (1.5 pt or 30%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, 1.5 pt for max%)
Rationale: More "adequate" hangar space is better.
3. Condition of hangars - % of hangars in "adequate" condition (.5 pt or 10%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .5 pt for 100%)
Rationale: This is another measure of installation quality. Higher % is better.

Proximity to Other Support Facilities (5 points)

1. Number of other airfields in the area with instrument capability that could support airlift/tanker pilot training (4 pt or 80%)
Scoring: 2 pts for 1 field, 4 pts for 2 or more fields)
Rationale: More available airfields are better.
2. Distance to other airfields. (1 pt or 20%)
Scoring: .5 pts for 1 field less than 30 miles, 1 pt for 2 or more fields less than 30 miles
Rationale: Closer airfields are better.

Air Quality (5 points)

1. Is the air station in an attainment or maintenance area for CO, ozone, and PM-10? (3 pt or 60%)
Scoring: 3 pt for yes, 0 pt for no
Rationale: Attainment and maintenance areas are best.
2. Is the air station in a moderate non-attainment area or better area for CO, ozone, and PM-10? (1 pt or 20%)
Scoring: 1 pt for yes, 0 pt for no
Rationale: Moderate and marginal non-attainment (as well as attainment and maintenance) are better than Serious, Severe, and Extreme non-attainment.
3. There have been no restrictions or delays due to air quality considerations (1 pt or 20%)
Scoring: 1 pt for yes, 0 pt for no
Rationale: Fewer restrictions are better.

Encroachment (6 points)

1. Is the existing AICUZ study encoded in local zoning ordinances? (1.5 pts or 25%)
Scoring: 1.5 pts for yes, 0 pt for no
Rationale: Having an existing AICUZ study in the zoning ordinance is best.
2. What is the percent incompatible land use for clear zones? (2 pts or 33%)
Scoring: Linear scale from 0 to max (2 pts for 0 and 0 pts for max).
Rationale: The lower amount of incompatible land use is better.
3. What is the percent incompatible land use for APZ I? (1 pt or 17%)
Scoring: Linear scale from 0 to max (1 pt for 0 and 0 pts for max).
Rationale: The lower amount of incompatible land use is better.
4. What is the percent incompatible land use for APZ II? (0.5 pt or 8%)
Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pts for max).
Rationale: The lower amount of incompatible land use is better.
5. Are real estate disclosures required by local communities? (0.5 pt or 8%)
Scoring: 0.5 pt for yes, 0 pt for no
Rationale: Real estate disclosures are best.
6. Has all clear zone acquisition been completed? (0.5 pt or 8%)
Scoring: 0.5 pt for yes, 0 pt for no
Rationale: It is best if all clear zones have been acquired.

Services (8 points)

1. Amount of BOQ rooms rated "adequate" (2 pt or 25%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, 2 pt for max%)
Rationale: More "adequate" billeting space is better.
2. Condition of BOQ rooms - % of "adequate" (1 pt or 12%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
Rationale: More "adequate" billeting space is better.
3. Amount of BEQ rooms rated "adequate" (.6 pt or 8%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, .6 pt for max%)
Rationale: More "adequate" billeting space is better.
4. Condition of BEQ rooms - % of "adequate" (.4 pt or 5%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .4 pt for 100%)
Rationale: More "adequate" billeting space is better.
5. What percent of the listed MWR and support facilities/programs are available? (2 pt or 25%)
Scoring: Linear scale from 0 to 100 (0 pt for 0 and 2 pt for 100).
Rationale: More MWR facilities are better to enhance quality of life.
6. Amount of military housing rated "adequate" (.6 pt or 8%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, .6 pt for max%)
Rationale: More "adequate" housing is better.
7. Condition of military housing - % of "adequate" (.4 pt or 5%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .4 pt for 100%)
Rationale: More "adequate" housing is better.
8. Number of children on the waiting list. (0.5 pt or 6%)
Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pt for max).
Rationale: Fewer children on waiting list is better.
9. Average wait for children on the waiting list. (0.5 pt or 6%)
Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pt for max).
Rationale: Less waiting time for child care is better.

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MEASURES OF MERIT FOR
MARITIME / INT E-2 & C-2

MEASURES OF MERIT	WEIGHT	RATIONALE
Managed Training Areas	6	This area was weighted about the same as Primary (5%) because *accessibility* to these facilities was considered more important than ownership.
Weather	9	This area was weighted less than Primary (14%) due to the increased proficiency of the students, and a more weather-capable aircraft.
Airspace and Flight Training Areas	24	This area was weighted higher than Primary (22%) because there is greater emphasis on area work and approaches at other airfields in advanced training than there is in Primary training.
Airfields	22	This area was weighted lower than Primary (24%) because there is less emphasis on pattern work in advanced training than there is in Primary training.
Ground Training Facilities	10	This was weighted the same as Primary because the role classrooms, simulators, and other facilities play in advanced training is the same.
Aircraft Maintenance Facilities	5	This was weighted the same as Primary because training aircraft are not difficult to maintain and do not require an extensive training infrastructure.
Special Military Facilities	0	N/A
Proximity to Training Areas	0	N/A
Proximity to Other Support Facilities	5	This area was weighted higher than Primary (2%) because this type of training relies more on the surrounding infrastructure.
Unique Features	0	N/A
Air Quality	5	This has been baselined due to like aircraft.
Encroachment	6	This area is slightly higher than Primary (5%) due to the generally larger AICUZ footprint of the advanced training aircraft.
Services	8	This area was weighted the same as Primary because quality of life plays a significant role in determining installation compatibility with the training mission.

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Questions for Assessing the Functional Quality of *Maritime/Int E2/C2* Pilot Training

Managed Training Areas (6 points)

1. The # of outlying/auxiliary fields that are controlled/owned by the installation and support Maritime/Int E2/C2 training. (2.5 pt or 42%)
   Scoring: Linear scale between 0 and 2 (0 pt for 0 fields, 2.5 pts for 2 fields)
   Rationale: Owning airfields and airspace have equal impact on training
2. The number and type of special use airspace that is controlled/owned by the installation and supports Maritime/Int E2/C2 training. (3.5 pt or 58%)
   Scoring: 1.5 pt for MOA, 1 pt for WA, 0.5 pt for MTR, 0.5 for AA
   Rationale: Owning airfields and airspace have equal impact on training

Weather (9 points)

1. Percent of time weather is better than 1500/3. (3 pt or 33%)
   Scoring: Linear scale between 80% and 100% (1 pt for 80% and 3 pt for 95%)
   Rationale: USAF weather requirements to conduct training. Higher % is better.
2. Percent of time weather is better than 1000/3. (2 pt or 22%)
   Scoring: Linear scale between 80% and 100% (1 pt for 80% and 2 pt for 95%)
   Rationale: USN weather requirements to conduct training. Higher % is better.
3. Percent of time crosswinds are less than 15 knots. (2 pt or 22%)
   Scoring: Linear scale between min% and max% (0 pt for min% and 2 pt for max%)
   Rationale: Max crosswinds for majority of student training. Higher % is
   .
   .rcent of time crosswinds are greater than 25 knots. (.5 pt or 6%)
   Scoring: Linear scale between min% and max% (.5 pt for min% and 0 pt for max%)
   Rationale: Max aircraft crosswind limits. Lower % is better.
5. Percent of sorties canceled/rescheduled. (.5 pt or 6%)
   Scoring: Linear scale between 5% and 20% (.5 pt for 5% and 0 pt for 20%)
   Rationale: This area captures weather attrition not covered by questions 1-4.
6. Official Planning factor for lost sorties due to weather. (1 pt or 11%)
   Scoring: Linear scale between 5% and 20% (1 pt for 5% and .5 pt for 20%)
   Rationale: This area captures weather attrition not covered by questions 1-4.

Airspace and Flight Training Areas (24 points)

1. Amount of airspace (MOA/WA and AA) in nm^3 (14 pt or 58%).
   Scoring: Linear scale of weighted airspace from 0 to max airspace (MOA and .8 AA) (0 pt for 0 nm^3 and 14 pt for max nm^3). Weighted airspace for each site = amount of MOA airspace + .8(amount of AA airspace)
   Rationale: More airspace is better, MOA is slightly better than AA. Maritime/Int E2/C2 require more airspace than Primary pilot training.
2. Average distance to airspace (2 pt or 8%)
   Scoring: Linear scale from 0 to max weighted average airspace size times distance (0 pt for min and 2 pt for max). Weighted average airspace size times distance for each site = Sum (airspace size in nm^3 times distance to airspace in nm) for all MOA/WA or AA divided by the Sum of all airspace size.
   Rationale: Closer airspace is better.
3. Number of MTR's available (3 pt or 12.5%).
   Scoring: Linear scale from 0 to max (0 pt for 0 MTR's and 3 pt for max MTR's)
   Rationale: MTRs are required for training...more is better.
   ercent of flight ops experiencing ATC delays of 15 minutes or greater. (2 pt or
   .
   Scoring: Linear scale between 0 and some max (2 pt for 0 % delays and 0 pts for max % delay)
   Rationale: Fewer ATC delays is better.
5. Planned commercial hub within 100 miles. (1 pt or 4%)
   Scoring: 1 pt for no and 0 pt for yes.
   Rationale: Commercial hub will impact training. No hub is better.
6. Number of bisecting airways. (2 pt or 8%)
   Scoring: Linear scale from 0 to max (2 pts for 0 and 0 pts for max).
   Rationale: Bisecting airways reduce training effectiveness in areas.

Airfields (22 points)

1. The # of outlying/auxiliary fields usable for Maritime/Int E2/C2 pilot training (2 pt or 9%)
   Definition of usable field will be based on runway length (preliminary cutoff -- 5000 ft)
   Scoring: Linear scale between 0 and some max (0 pt for 0 fields, 2 pt for max # fields)
   Rationale: More outlying fields improve capacity and quality of training.
2. The # of usable outlying/auxiliary fields with IFR or night? capability. (2 pt or 9%)
   Scoring: Linear scale between 0 and some max (0 pt for 0 fields, 2 pt for max # fields)
   Rationale: This capability will help reduce congestion at the home field.
3. Median distance to outlying/auxiliary fields. (2 pt or 9%)
   Scoring: Linear scale between some min and max (2 pt for min distance, 1 pt for max)
   Rationale: Closer airfields are better.
4. Runway length of longest runway at main airfield. (2 pt or 9%)
   Scoring: Linear scale between 5000 and 8000 ft (1 pt for 5000 ft runway , 2 points for 8000 ft runway)
   Rationale: longer runway is better for safety reasons
5. Number of primary runways that can support concurrent ops and crosswind runways at main field. (7 pt or 29%)
   Scoring:
   With 0 crosswind runways: 2 pts for first runway, 4 pts for 2 parallel runways, 6 pts for 3 parallel runways without crosswind runways.
   With 1 crosswind runway: 3 pts for first primary runway, 5 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   With 2 non-parallel crosswind runways: 3.5 pts for first primary runway, 5.5 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   With 2 parallel crosswind runways: 4 pts for first primary runway, 6 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   Rationale: More runways improve quality of training for safety reasons and flexibility
6. Condition of runways -- % of runway sq ft in adequate condition (2 pt or 9%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 2 pt for 100%)
   Rationale: This indicates the quality of the runway. Higher quality is better.
7. Condition of taxiways/aprons -- % of taxiways/aprons sq ft in adequate condition (1.5 pt or 7%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1.5 pt for 100%)
   Rationale: This indicates the quality of the taxiways. Higher quality is better.
8. Condition of utilities -- ave % of facilities in adequate condition (1.75 pt or 8%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1.75 pt for 100%)
   Rationale: This indicates the quality of the utilities. Higher quality is better.
9. Condition of other facilities (e.g., term, admin) -- ave % of facilities in adeq cond (1.75 pt or 8%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1.75 pt for 100%)
   Rationale: This indicates the quality of the facilities. Higher quality is better.

Ground Training Facilities (10 points)

1. Amount of training facilities (classrooms) rated "adequate" in sq ft. (3 pt or 30%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 3 pt for max%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
2. Condition of training facilities (classrooms) - % of "adequate" sq ft. (1 pt or 10%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.

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mount of training facilities (trainers) rated "adequate" in sq ft. (3 pt or 30%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, 3 pt for max%)
Rationale: This measures the amount and quality of the training facilities. [redacted]re quality is better.
4. Condition of training facilities (trainers) - % of "adequate" sq ft. (1 pt or 10%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
Rationale: This measures the amount and quality of the training facilities. More quality is better.
5. Amount of training facilities (other) rated "adequate" in sq ft. (1.5 pt or 15%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, 1.5 pt for max%)
Rationale: This measures the amount and quality of the training facilities. More quality is better.
6. Condition of training facilities (other) - % of "adequate" sq ft. (.5 pt or 5%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .5 pt for 100%)
Rationale: This measures the amount and quality of the training facilities. More quality is better.

Aircraft Maintenance Facilities (5 points)

1. Level of maintenance operations at site (3 pt or 60%)
Scoring: 1 pt for O-level, 2 pt for I-level, 2.5 pt for Depot level, 3 pt for Depot level for aircraft type (TMS)
Rationale: Higher level of maintenance is better.
2. Amount of hangars rated "adequate" in sq ft (1.5 pt or 30%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, 1.5 pt for max%)
Rationale: More "adequate" hangar space is better.
3. Condition of hangars - % of hangars in "adequate" condition (.5 pt or 10%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .5 pt for 100%)
Rationale: This is another measure of installation quality. Higher % is better.

Proximity to Other Support Facilities (5 points)

umber of other airfields in the area with instrument capability that could upport Maritime/Int E2/C2 pilot training (4 pt or 80%)
Scoring: 2 pts for 1 field, 4 pts for 2 or more fields)
Rationale: More available airfields are better.
2. Distance to other airfields. (1 pt or 20%)
Scoring: .5 pts for 1 field less than 30 miles, 1 pt for 2 or more fields less than 30 miles
Rationale: Closer airfields are better.

Air Quality (5 points)

1. Is the air station in an attainment or maintenance area for CO, ozone, and PM-10? (3 pt or 60%)
Scoring: 3 pt for yes, 0 pt for no
Rationale: Attainment and maintenance areas are best.
2. Is the air station in a moderate non-attainment area or better area for CO, ozone, and PM-10? (1 pt or 20%)
Scoring: 1 pt for yes, 0 pt for no
Rationale: Moderate and marginal non-attainment (as well as attainment and maintenance) are better than Serious, Severe, and Extreme non-attainment.
3. There have been no restrictions or delays due to air quality considerations (1 pt or 20%)
Scoring: 1 pt for yes, 0 pt for no
Rationale: Fewer restrictions are better.

Encroachment (6 points)

1. Is the existing AICUZ study encoded in local zoning ordinances? (1.5 pts or 25%)
Scoring: 1.5 pts for yes, 0 pt for no
Rationale: Having an existing AICUZ study in the zoning ordinance is best.
hat is the percent incompatible land use for clear zones? (2 pts or 33%)
Scoring: Linear scale from 0 to max (2 pts for 0 and 0 pts for max).
Rationale: The lower amount of incompatible land use is better.
[redacted]What is the percent incompatible land use for APZ I? (1 pt or 17%)
Scoring: Linear scale from 0 to max (1 pt for 0 and 0 pts for max).
Rationale: The lower amount of incompatible land use is better.
4. What is the percent incompatible land use for APZ II? (0.5 pt or 8%)
Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pts for max).
Rationale: The lower amount of incompatible land use is better.
5. Are real estate disclosures required by local communities? (0.5 pt or 8%)
Scoring: 0.5 pt for yes, 0 pt for no
Rationale: Real estate disclosures are best.
6. Has all clear zone acquisition been completed? (0.5 pt or 8%)
Scoring: 0.5 pt for yes, 0 pt for no
Rationale: It is best if all clear zones have been acquired.

Services (8 points)

1. Amount of BOQ rooms rated "adequate" (2 pt or 25%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, 2 pt for max%)
Rationale: More "adequate" billeting space is better.
2. Condition of BOQ rooms - % of "adequate" (1 pt or 12%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
Rationale: More "adequate" billeting space is better.
3. Amount of BEQ rooms rated "adequate" (.6 pt or 8%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, .6 pt for max%)
Rationale: More "adequate" billeting space is better.
4. Condition of BEQ rooms - % of "adequate" (.4 pt or 5%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .4 pt for 100%)
Rationale: More "adequate" billeting space is better.
5. What percent of the listed MWR and support facilities/programs are available? (2 pt or 25%)
Scoring: Linear scale from 0 to 100 (0 pt for 0 and 2 pt for 100).
Rationale: More MWR facilities are better to enhance quality of life.
6. Amount of military housing rated "adequate" (.6 pt or 8%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, .6 pt for max%)
Rationale: More "adequate" housing is better.
7. Condition of military housing - % of "adequate" (.4 pt or 5%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .4 pt for 100%)
Rationale: More "adequate" housing is better.
8. Number of children on the waiting list. (0.5 pt or 6%)
Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pt for max).
Rationale: Fewer children on waiting list is better.
9. Average wait for children on the waiting list. (0.5 pt or 6%)
Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pt for max).
Rationale: Less waiting time for child care is better.

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MEASURES OF MERIT FOR
NFO/NAV PRIMARY & INTERMEDIATE

MEASURES OF MERIT	WEIGHT	RATIONALE
Managed Training Areas	5	The questions addressed in this area are focused toward ownership of special use airspace, air-to ground ranges, and outlying fields. In this analysis, *accessibility* to these facilities was considered more important than ownership.
Weather	14	This weight was used because students in primary flight training need better weather than students in the advanced tracks.
Airspace and Flight Training Areas	22	This area was weighted heavily due to the direct impact it has on primary flight training. Much of the training takes place in special use airspace; therefore, this area plays a large role in determining the training effectiveness of an installation.
Airfields	24	This area is weighted the heaviest due to the emphasis primary training places on pattern activities. This area plays a big role in evaluating the effectiveness of a training installation.
Ground Training Facilities	10	This weight is commensurate with the role classrooms, simulators, and other facilities play in flight training.
Aircraft Maintenance Facilities	5	Training aircraft are not difficult to maintain and do not require an extensive training infrastructure.
Special Military Facilities	0	N/A
Proximity to Training Areas	0	N/A
Proximity to Other Support Facilities	2	This area looks at the local area to determine what other facilities are available. The overall training infrastructure is already established and in use at each base so the impact in this area should be minimal.
Unique Features	0	N/A
Air Quality	5	This has been baselined due to like aircraft.
Encroachment	5	Encroachment plays a role in determining installation compatibility with the training mission; however, training aircraft do not have a large impact on encroachment issues.
Services	8	Quality of life plays a significant role in determining installation compatibility with the training mission and this weight will be applied to the other training functions.

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Questions for Assessing the Functional Quality of *Primary NFO/NAV* Training

Managed Training Areas (5 points)

1. The # of outlying/auxiliary fields that are controlled/owned by the installation and support primary NFO/NAV training. (2.5 pt or 50%)
   Scoring: Linear scale between 0 and 2 (0 pt for 0 fields, 2.5 pts for 2 fields)
   Rationale: Owning airfields and airspace have equal impact on training
2. The number and type of special use airspace that is controlled/owned by the installation and supports primary training. (2.5 pt or 50%)
   Scoring: 1.5 pt for MOA, 1 for AA
   Rationale: Owning airfields and airspace have equal impact on training

Weather (14 points)

1. Percent of time weather is better than 1500/3. (4 pt or 29%)
   Scoring: Linear scale between 80% and 100% (1 pt for 80% and 4 pt for 95%)
   Rationale: USAF weather requirements to conduct training. Higher % is better.
2. Percent of time weather is better than 1000/3. (3 pt or 21%)
   Scoring: Linear scale between 80% and 100% (1 pt for 80% and 3 pt for 95%)
   Rationale: USN weather requirements to conduct training. Higher % is better.
3. Percent of time crosswinds are less than 15 knots. (3 pt or 21%)
   Scoring: Linear scale between min% and max% (0 pt for min% and 3 pt for max%)
   Rationale: Max crosswinds for majority of student training. Higher % is better.
   rcent of time crosswinds are greater than 25 knots. (1 pt or 7%)
   Scoring: Linear scale between min% and max% (1 pt for min% and 0 pt for max%)
   Rationale: Max aircraft crosswind limits. Lower % is better.
5. Percent of sorties canceled/rescheduled. (1 pt or 7%)
   Scoring: Linear scale between 5% and 20% (1 pt for 5% and 0 pt for 20%)
   Rationale: This area captures weather attrition not covered by questions 1-4.
6. Official Planning factor for lost sorties due to weather. (2 pt or 14%)
   Scoring: Linear scale between 5% and 20% (2 pt for 5% and 1 pt for 20%)
   Rationale: This area captures weather attrition not covered by questions 1-4.

Airspace and Flight Training Areas (22 points)

1. Amount of airspace (MOA and AA) in nm^3 (13 pt or 59%).
   Scoring: Linear scale of weighted airspace from 0 to max airspace (MOA and .8 AA) (0 pt for 0 nm^3 and 13 pt for max nm^3). Weighted airspace for each site = amount of MOA airspace + .8(amount of AA airspace)
   Rationale: More airspace is better, MOA is slightly better than AA.
2. Average distance to airspace (4 pt or 18%)
   Scoring: Linear scale from 0 to max weighted average airspace size times distance (0 pt for min and 4 pt for max). Weighted average airspace size times distance for each site = Sum (airspace size in nm^3 times distance to airspace in nm) for all MOA or AA divided by the Sum of all airspace size.
   Rationale: Closer airspace is better.
3. Percent of flight ops experiencing ATC delays of 15 minutes or greater. (2 pt or 9%)
   Scoring: Linear scale between 0 and some max (2 pt for 0 % delays and 0 pts for max % delay)
   Rationale: Fewer ATC delays is better.
4. Planned commercial hub within 100 miles. (1 pt or 4%)
   Scoring: 1 pt for no and 0 pt for yes.
   Rationale: Commercial hub will impact training. No hub is better.
   mber of bisecting airways. (2 pt or 9%)
   Scoring: Linear scale from 0 to max (2 pts for 0 and 0 pts for max).
   Rationale: Bisecting airways reduce training effectiveness in areas.

Airfields (24 points)

1. The # of outlying/auxiliary fields usable for primary Nav/NFO training (4 pt or 17%)
   Definition of usable field will be based on runway length (preliminary cutoff – 5000 ft)
   Scoring: Linear scale between 0 and some max (0 pt for 0 fields, 4 pt for max # fields)
   Rationale: More outlying fields improve capacity and quality of training.
2. Median distance to outlying/auxiliary fields. (3 pt or 12%)
   Scoring: Linear scale between some min and max (3 pts for min distance, 1 pt for max)
   Rationale: Closer airfields are better.
3. Runway length of longest runway at main airfield. (3 pt or 12%)
   Scoring: Linear scale between 5000 and 8000 ft (1 pt for 5000 ft runway , 3 points for 8000 ft runway)
   Rationale: longer runway is better for safety reasons
4. Number of primary runways that can support concurrent ops and crosswind runways at main field. (7 pt or 29%)
   Scoring:
   With 0 crosswind runways: 2 pts for first runway, 4 pts for 2 parallel runways, 6 pts for 3 parallel runways without crosswind runways.
   With 1 crosswind runway: 3 pts for first primary runway, 5 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   With 2 non-parallel crosswind runways: 3.5 pts for first primary runway, 5.5 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   With 2 parallel crosswind runways: 4 pts for first primary runway, 6 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   Rationale: More runways improve quality of training for safety reasons and flexibility
5. Condition of runways – % of runway sq ft in adequate condition (2 pt or 8%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 2 pt for 100%)
   Rationale: This indicates the quality of the runway. Higher quality is better.
6. Condition of taxiways/aprons – % of taxiways/aprons sq ft in adequate condition (1.5 pt or 6%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1.5 pt for 100%)
   Rationale: This indicates the quality of the taxiways. Higher quality is better.
7. Condition of utilities – ave % of facilities in adequate condition (1.75 pt or 7%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1.75 pt for 100%)
   Rationale: This indicates the quality of the utilities. Higher quality is better.
8. Condition of other facilities (e.g., term, admin) – ave % of facilities in adeq cond (1.75 pt or 7%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1.75 pt for 100%)
   Rationale: This indicates the quality of the facilities. Higher quality is better.

Ground Training Facilities (10 points)

1. Amount of training facilities (classrooms) rated "adequate" in sq ft. (3 pt or 30%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 3 pt for max%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
2. Condition of training facilities (classrooms) - % of "adequate" sq ft. (1 pt or 10%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
3. Amount of training facilities (trainers) rated "adequate" in sq ft. (3 pt or 30%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 3 pt for max%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
4. Condition of training facilities (trainers) - % of "adequate" sq ft. (1 pt or 10%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
5. Amount of training facilities (other) rated "adequate" in sq ft. (1.5 pt or 15%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 1.5 pt for max%)

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Rationale: This measures the amount and quality of the training facilities. More quality is better.

Condition of training facilities (other) - % of "adequate" sq ft. (.5 pt or 5%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .5 pt for 100%)
Rationale: This measures the amount and quality of the training facilities. More quality is better.

Aircraft Maintenance Facilities (5 points)

1. Level of maintenance operations at site (3 pt or 60%)
   Scoring: 1 pt for O-level, 2 pt for I-level, 2.5 pt for Depot level, 3 pt for Depot level for aircraft type (TMS)
   Rationale: Higher level of maintenance is better.
2. Amount of hangars rated "adequate" in sq ft (1.5 pt or 30%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 1.5 pt for max%)
   Rationale: More "adequate" hangar space is better.
3. Condition of hangars - % of hangars in "adequate" condition (.5 pt or 10%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .5 pt for 100%)
   Rationale: This is another measure of installation quality. Higher % is better.

Proximity to Other Support Facilities (2 points)

1. Number of other airfields in the area that could support primary NFO/NAV training (1 pt or 50%)
   Scoring: .5 pt for 1 field, 1 pt for 2 or more fields)
   Rationale: More available airfields are better.
2. Distance to other airfields. (1 pt or 50%)
   Scoring: .5 pt for 1 field less than 30 miles, 1 pt for 2 or more fields less than 30 miles
   Rationale: Closer airfields are better.

Air Quality (5 points)

the air station in an attainment or maintenance area for CO, ozone, and PM-? (3 pt or 60%)
Scoring: 3 pt for yes, 0 pt for no
Rationale: Attainment and maintenance areas are best.

2. Is the air station in a moderate non-attainment area or better area for CO, ozone, and PM-10? (1 pt or 20%)
   Scoring: 1 pt for yes, 0 pt for no
   Rationale: Moderate and marginal non-attainment (as well as attainment and maintenance) are better than Serious, Severe, and Extreme non-attainment.
3. There have been no restrictions or delays due to air quality considerations (1 pt or 20%)
   Scoring: 1 pt for yes, 0 pt for no
   Rationale: Fewer restrictions are better.

Encroachment (5 points)

1. Is the existing AICUZ study encoded in local zoning ordinances? (1 pts or 20%)
   Scoring: 1 pts for yes, 0 pt for no
   Rationale: Having an existing AICUZ study in the zoning ordinance is best.
2. What is the percent incompatible land use for clear zones? (1.5 pts or 30%)
   Scoring: Linear scale from 0 to max (1.5 pts for 0 and 0 pts for max).
   Rationale: The lower amount of incompatible land use is better.
3. What is the percent incompatible land use for APZ I? (1 pt or 20%)
   Scoring: Linear scale from 0 to max (1 pt for 0 and 0 pts for max).
   Rationale: The lower amount of incompatible land use is better.
4. What is the percent incompatible land use for APZ II? (0.5 pt or 10%)
   Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pts for max).
   Rationale: The lower amount of incompatible land use is better.
5. Are real estate disclosures required by local communities? (0.5 pt or 10%)
   Scoring: 0.5 pt for yes, 0 pt for no
   Rationale: Real estate disclosures are best.
6. Has all clear zone acquisition been completed? (0.5 pt or 10%)
   Scoring: 0.5 pt for yes, 0 pt for no
   Rationale: It is best if all clear zones have been acquired.

[redacted]ervices (8 points)

1. Amount of BOQ rooms rated "adequate" (2 pt or 25%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 2 pt for max%)
   Rationale: More "adequate" billeting space is better.
2. Condition of BOQ rooms - % of "adequate" (1 pt or 12%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: More "adequate" billeting space is better.
3. Amount of BEQ rooms rated "adequate" (.6 pt or 8%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, .6 pt for max%)
   Rationale: More "adequate" billeting space is better.
4. Condition of BEQ rooms - % of "adequate" (.4 pt or 5%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .4 pt for 100%)
   Rationale: More "adequate" billeting space is better.
5. What percent of the listed MWR and support facilities/programs are available? (2 pt or 25%)
   Scoring: Linear scale from 0 to 100 (0 pt for 0 and 2 pt for 100).
   Rationale: More MWR facilities are better to enhance quality of life.
6. Amount of military housing rated "adequate" (.6 pt or 8%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, .6 pt for max%)
   Rationale: More "adequate" housing is better.
7. Condition of military housing - % of "adequate" (.4 pt or 5%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .4 pt for 100%)
   Rationale: More "adequate" housing is better.
8. Number of children on the waiting list. (0.5 pt or 6%)
   Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pt for max).
   Rationale: Fewer children on waiting list is better.
9. Average wait for children on the waiting list. (0.5 pt or 6%)
   Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pt for max).
   Rationale: Less waiting time for child care is better.

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MEASURES OF MERIT FOR
WSO / STRIKE

MEASURES OF MERIT	WEIGHT	RATIONALE
Managed Training Areas	6	This area was weighted about the same as Primary (5%) because *accessibility* to these facilities was considered more important than ownership.
Weather	7	This area was weighted less than Primary (14%) due to the increased proficiency of the students, and a more weather-capable aircraft.
Airspace and Flight Training Areas	22	This area was weighted the same as Primary because of the direct impact it has on advanced flight training.
Airfields	22	This area was weighted lower than Primary (24%) because there is less emphasis on pattern work in advanced training than there is in Primary training.
Ground Training Facilities	17	This was weighted more than Primary because of the greater role classrooms, simulators, and other facilities play in advanced training.
Aircraft Maintenance Facilities	5	This was weighted the same as Primary because training aircraft are not difficult to maintain and do not require an extensive training infrastructure.
Special Military Facilities	0	N/A
Proximity to Training Areas	0	N/A
Proximity to Other Support Facilities	2	This area was weighted the same as Primary because the training infrastructure is already established and in use at each base.
Unique Features	0	N/A
Air Quality	5	This has been baselined due to like aircraft.
Encroachment	6	This area is slightly higher than Primary (5%) due to the generally larger AICUZ footprint of the advanced training aircraft.
Services	8	This area was weighted the same as Primary because quality of life plays a significant role in determining installation compatibility with the training mission.

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Questions for Assessing the Functional Quality of *WSO/Strike* Training

Managed Training Areas (6 points)

1. The number and type of special use airspace that is controlled/owned by the installation and supports WSO./Strike training. (6 pt or 100%)
   Scoring: 2 pts for MOA, 2pts for WA/Restricted Area, 1 pt for MTR, 1 pt for AA
   Rationale: NFO/WSO training require special use airspace.

Weather (7 points)

1. Percent of time weather is better than 3000/5. (2 pt or 29%)
   Scoring: Linear scale between 80% and 100% (0.5 pts for 80% and 2 pt for 95%)
   Rationale: Weather requirements to best conduct training. Higher % is better.
2. Percent of time crosswinds are greater than 25 knots. (1 pt or 14%)
   Scoring: Linear scale between min% and max% (1 pt for min% and 0 pt for max%)
   Rationale: Max aircraft crosswind limits. Lower % is better.
3. Percent of sorties canceled/rescheduled. (2 pts or 29%)
   Scoring: Linear scale between 5% and 20% (2 pts for 5% and 1 pt for 20%)
   Rationale: This area captures weather attrition not covered by questions 1-2.
4. Official Planning factor for lost sorties due to weather. (2 pts or 28%)
   Scoring: Linear scale between 5% and 20% (2 pt for 5% and 1 pt for 20%)
   Rationale: This area captures weather attrition not covered by questions 1-2.

Airspace and Flight Training Areas (22 points)

mount of airspace (MOA/WA and AA) in nm^3 (10 pt or 45%).
   Scoring: Linear scale of weighted airspace from 0 to max airspace (MOA/WA and .8 AA) (0 pt for 0 nm^3 and 10 pt for max nm^3). Weighted airspace for each site = amount of MOA/WA airspace + .8(amount of AA airspace)
   Rationale: More airspace is better, MOA/WA is slightly better than AA.
2. Average distance to airspace (3 pt or 14%)
   Scoring: Linear scale from 0 to max weighted average airspace size times distance (0 pt for min and 3 pt for max). Weighted average airspace size times distance for each site = Sum (airspace size in nm^3 times distance to airspace in nm) for all MOA/WA or AA divided by the Sum of all airspace size.
   Rationale: Closer airspace is better.
3. Number of MTR's available. (4 pt or 18%)
   Scoring: Linear scale from 0 to max (0 pts for 0 and 4 pts for max)
   Rationale: MTRs are required for training...more is better.
4. Percent of flight ops experiencing ATC delays of 15 minutes or greater. (2 pt or 9%)
   Scoring: Linear scale between 0 and some max (2 pt for 0 % delays and 0 pts for max % delay)
   Rationale: Fewer ATC delays is better.
5. Planned commercial hub within 100 miles. (1 pt or 5%)
   Scoring: 1 pt for no and 0 pt for yes.
   Rationale: Commercial hub will impact training. No hub is better.
6. Number of bisecting airways. (2 pt or 9%)
   Scoring: Linear scale from 0 to max (2 pts for 0 and 0 pts for max).
   Rationale: Bisecting airways reduce training effectiveness in areas.

Airfields (22 points)

1. Runway length of longest runway at main airfield. (5 pts or 23%)
   Scoring: Linear scale between 5000 and 8000 ft (1 pt for 5000 ft runway, 5 pts for 8000 ft runway)
   Rationale: Longer runway is better for safety reasons
   umber of primary runways that can support concurrent ops and crosswind runways at main field. (7 pts or 32%)
   Scoring:
   With 0 crosswind runways: 2 pts for first runway, 4 pts for 2 parallel runways, 6 pts for 3 parallel runways without crosswind runways.
   With 1 crosswind runway: 3 pts for first primary runway, 5 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   With 2 non-parallel crosswind runways: 3.5 pts for first primary runway, 5.5 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   With 2 parallel crosswind runways: 4 pts for first primary runway, 6 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   Rationale: More runways improve quality of training for safety reasons and flexibility
3. Condition of runways -- % of runway sq ft in adequate condition (3 pt or 14%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 3 pt for 100%)
   Rationale: This indicates the quality of the runway. Higher quality is better.
4. Condition of taxiways/aprons -- % of taxiways/aprons sq ft in adequate condition (3 pt or 14%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 3 pt for 100%)
   Rationale: This indicates the quality of the taxiways. Higher quality is better.
5. Condition of utilities -- ave % of facilities in adequate condition (2 pt or 9%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 2 pt for 100%)
   Rationale: This indicates the quality of the utilities. Higher quality is better.
6. Condition of other facilities (e.g., term, admin) -- ave % of facilities in adeq cond (2 pt or 9%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 2 pt for 100%)
   Rationale: This indicates the quality of the facilities. Higher quality is better.

Ground Training Facilities (17 points)

1. Amount of training facilities (classrooms) rated "adequate" in sq ft. (5 pt or 29%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 5 pt for max%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
2. Condition of training facilities (classrooms) - % of "adequate" sq ft. (2 pt or 12%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 2 pt for 100%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
3. Amount of training facilities (trainers) rated "adequate" in sq ft. (5 pt or 3029
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 5 pt for max%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
4. Condition of training facilities (trainers) - % of "adequate" sq ft. (2 pt or 12%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 2 pt for 100%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
5. Amount of training facilities (other) rated "adequate" in sq ft. (2 pt or 12%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 2 pt for max%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
6. Condition of training facilities (other) - % of "adequate" sq ft. (1 pt or 6%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.

Aircraft Maintenance Facilities (5 points)

1. Level of maintenance operations at site (3 pt or 60%)
   Scoring: 1 pt for O-level, 2 pt for I-level, 2.5 pt for Depot level, 3 pt for Depot level for aircraft type (TMS)
   Rationale: Higher level of maintenance is better.
2. Amount of hangars rated "adequate" in sq ft (1.5 pt or 30%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 1.5 pt for max%)
   Rationale: More "adequate" hangar space is better.
3. Condition of hangars - % of hangars in "adequate" condition (.5 pt or 10%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .5 pt for 100%)
   Rationale: This is another measure of installation quality. Higher % is better.

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[illegible]imity to Other Support Facilities (2 points)

1. [illegible]umber of other airfields in the area that could support NFO/NAV training (1 pt [illegible]r 50%)
   Scoring: .5 pt for 1 field, 1 pt for 2 or more fields)
   Rationale: More available airfields are better.
2. Distance to other airfields. (1 pt or 50%)
   Scoring: .5 pt for 1 field less than 30 miles, 1 pt for 2 or more fields less than 30 miles
   Rationale: Closer airfields are better.

Air Quality (5 points)

1. Is the air station in an attainment or maintenance area for CO, ozone, and PM-10? (3 pt or 60%)
   Scoring: 3 pt for yes, 0 pt for no
   Rationale: Attainment and maintenance areas are best.
2. Is the air station in a moderate non-attainment area or better area for CO, ozone, and PM-10? (1 pt or 20%)
   Scoring: 1 pt for yes, 0 pt for no
   Rationale: Moderate and marginal non-attainment (as well as attainment and maintenance) are better than Serious, Severe, and Extreme non-attainment.
3. There have been no restrictions or delays due to air quality considerations (1 pt or 20%)
   Scoring: 1 pt for yes, 0 pt for no
   Rationale: Fewer restrictions are better.

Encroachment (6 points)

1. Is the existing AICUZ study encoded in local zoning ordinances? (1.5 pts or 25%)
   Scoring: 1.5 pts for yes, 0 pt for no
   Rationale: Having an existing AICUZ study in the zoning ordinance is best.
   [illegible]hat is the percent incompatible land use for clear zones? (2 pts or 33%)
   Scoring: Linear scale from 0 to max (2 pts for 0 and 0 pts for max).
   Rationale: The lower amount of incompatible land use is better.
   [illegible]What is the percent incompatible land use for APZ I? (1 pt or 17%)
   Scoring: Linear scale from 0 to max (1 pt for 0 and 0 pts for max).
   Rationale: The lower amount of incompatible land use is better.
4. What is the percent incompatible land use for APZ II? (0.5 pt or 8%)
   Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pts for max).
   Rationale: The lower amount of incompatible land use is better.
5. Are real estate disclosures required by local communities? (0.5 pt or 8%)
   Scoring: 0.5 pt for yes, 0 pt for no
   Rationale: Real estate disclosures are best.
6. Has all clear zone acquisition been completed? (0.5 pt or 8%)
   Scoring: 0.5 pt for yes, 0 pt for no
   Rationale: It is best if all clear zones have been acquired.

Services (8 points)

1. Amount of BOQ rooms rated "adequate" (2 pt or 25%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 2 pt for max%)
   Rationale: More "adequate" billeting space is better.
2. Condition of BOQ rooms - % of "adequate" (1 pt or 12%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: More "adequate" billeting space is better.
3. Amount of BEQ rooms rated "adequate" (.6 pt or 8%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, .6 pt for max%)
   Rationale: More "adequate" billeting space is better.
4. Condition of BEQ rooms - % of "adequate" (.4 pt or 5%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .4 pt for 100%)
   Rationale: More "adequate" billeting space is better.
5. What percent of the listed MWR and support facilities/programs are available? [illegible] pt or 25%)
   Scoring: Linear scale from 0 to 100 (0 pt for 0 and 2 pt for 100).
   Rationale: More MWR facilities are better to enhance quality of life.
   [illegible]mount of military housing rated "adequate" (.6 pt or 8%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, .6 pt for max%)
   Rationale: More "adequate" housing is better.
7. Condition of military housing - % of "adequate" (.4 pt or 5%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .4 pt for 100%)
   Rationale: More "adequate" housing is better.
8. Number of children on the waiting list. (0.5 pt or 6%)
   Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pt for max).
   Rationale: Fewer children on waiting list is better.
9. Average wait for children on the waiting list. (0.5 pt or 6%)
   Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pt for max).
   Rationale: Less waiting time for child care is better.

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MEASURES OF MERIT FOR
PANEL NAVIGATOR

MEASURES OF MERIT	WEIGHT	RATIONALE
Managed Training Areas	5	This area was weighted the same as Primary (5%) because *accessibility* to these facilities was considered more important than ownership.
Weather	7	This area was weighted significantly lower than Primary (14%) because the crew and aircraft are fully qualified to fly in instrument conditions.
Airspace and Flight Training Areas	22	This area was weighted the Primary (22%) because of the unique airspace needs of this mission.
Airfields	23	This area was weighted about the same as Primary (24%) because it also plays a big role in evaluating a training installation.
Ground Training Facilities	20	This area was weighted higher than Primary (10%) due to the higher emphasis on classroom and simulator activities.
Aircraft Maintenance Facilities	5	This was weighted the same as Primary because training aircraft are not difficult to maintain and do not require an extensive training infrastructure.
Special Military Facilities	0	N/A
Proximity to Training Areas	0	N/A
Proximity to Other Support Facilities	0	N/A
Unique Features	0	N/A
Air Quality	5	This has been baselined due to like aircraft.
Encroachment	5	Encroachment plays a role in determining installation compatibility with the training mission; however, training aircraft do not have a large impact on encroachment issues.
Services	8	This area was weighted the same as Primary because quality of life plays a significant role in determining installation compatibility with the training mission.

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Questions for Assessing the Functional Quality of *Panel Navigator* Training

Managed Training Areas (5 points)

1. The number and type of special use airspace that is controlled/owned by the installation and supports Panel Nav training. (5 pts or 100%)
   Scoring: 5 pts for MTR
   Rationale: MTRs are the primary special use airspace utilized.

Weather (7 points)

1. Percent of time weather is better than 3000/5. (2.5 pt or 36%)
   Scoring: Linear scale between 80% and 100% (1 pt for 80% and 2.5 pts for 95%)
   Rationale: Weather requirements to best conduct training. Higher % is better.
2. Percent of time crosswinds are greater than 25 knots. (2.5 pts or 36%)
   Scoring: Linear scale between min% and max% (2.5 pts for min% and 0 pt for max%)
   Rationale: Max aircraft crosswind limits. Lower % is better.
3. Percent of sorties canceled/rescheduled. (1 pt or 14%)
   Scoring: Linear scale between 5% and 20% (1 pt for 5% and 0.5 pt for 20%)
   Rationale: This area captures weather attrition not covered by questions 1-2.
4. Official Planning factor for lost sorties due to weather. (1 pt or 14%)
   Scoring: Linear scale between 5% and 20% (1 pt for 5% and 0.5 pt for 20%)
   Rationale: This area captures weather attrition not covered by questions 1-2.

Airspace and Flight Training Areas (22 points)

1. Number of MTR's available. (8 pts or 36%)
   Scoring: Linear scale from 0 to max (0 pts for 0 and 8 pts for max)
   Rationale: MTRs are required for training...more is better.
2. Percent of flight ops experiencing ATC delays of 15 minutes or greater. (6 pt or 27%)
   Scoring: Linear scale between 0 and some max (6 pt for 0 % delays and 0 pts for max % delay)
   Rationale: Fewer ATC delays is better.
3. Planned commercial hub within 100 miles. (4 pts or 18%)
   Scoring: 4 pts for no and 0 pt for yes.
   Rationale: Commercial hub will impact training. No hub is better.
4. Are there any planned changes to the major air traffic structures in the region that will affect installation operations? (2 pts or 9%)
   Scoring: 2 pts for no and 0 pt for yes.
   Rationale: Fewer changes in the current airspace structure is better.
5. Are current operations affected by major air traffic structures within 50 nm of the airfield? (2 pts or 9%)
   Scoring: 2 pts for no and 0 pt for yes.
   Rationale: Less impact on major air structures is better.

Airfields (23 points)

1. Runway length of longest runway at main airfield. (6 pts or 26%)
   Scoring: Linear scale between 7000 and 10000 ft (1 pt for 7000 ft runway, 6 pts for 10000 ft runway)
   Rationale: Longer runway is better for safety reasons
2. Number of primary runways that can support concurrent ops and crosswind runways at main field. (7 pts or 30%)
   Scoring:
   With 0 crosswind runways: 2 pts for first runway, 4 pts for 2 parallel runways, 6 pts for 3 parallel runways without crosswind runways.
   With 1 crosswind runway: 3 pts for first primary runway, 5 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   With 2 non-parallel crosswind runways: 3.5 pts for first primary runway, 5.5 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   With 2 parallel crosswind runways: 4 pts for first primary runway, 6 pts for 2 parallel runways, 7 pts for 3 parallel runways.
   Rationale: More runways improve quality of training for safety reasons and flexibility
3. Condition of runways -- % of runway sq ft in adequate condition (3 pt or 14%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 3 pt for 100%)
   Rationale: This indicates the quality of the runway. Higher quality is better.
4. Condition of taxiways/aprons -- % of taxiways/aprons sq ft in adequate condition (3 pts or 13%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 3 pt for 100%)
   Rationale: This indicates the quality of the taxiways. Higher quality is better.
5. Condition of utilities -- ave % of facilities in adequate condition (2 pt or 9%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 2 pt for 100%)
   Rationale: This indicates the quality of the utilities. Higher quality is better.
6. Condition of other facilities (e.g., term, admin) -- ave % of facilities in adeq cond (2 pts or 9%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 2 pt for 100%)
   Rationale: This indicates the quality of the facilities. Higher quality is better.

Ground Training Facilities (20 points)

1. Amount of training facilities (classrooms) rated "adequate" in sq ft. (5.5 pt or 27%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 5.5 pts for max%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
2. Condition of training facilities (classrooms) - % of "adequate" sq ft. (2.5 pt or 13%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 2.5 pt for 100%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
3. Amount of training facilities (trainers) rated "adequate" in sq ft. (5.5 pt or 27%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 5.5 pt for max%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
4. Condition of training facilities (trainers) - % of "adequate" sq ft. (2.5 pt or 13%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 2.5 pt for 100%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
5. Amount of training facilities (other) rated "adequate" in sq ft. (2.5 pt or 13%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 2.5 pt for max%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
6. Condition of training facilities (other) - % of "adequate" sq ft. (1.5 pt or 7%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1.5 pt for 100%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.

Aircraft Maintenance Facilities (5 points)

1. Level of maintenance operations at site (3 pt or 60%)
   Scoring: 1 pt for O-level, 2 pt for I-level, 2.5 pt for Depot level, 3 pt for Depot level for aircraft type (TMS)
   Rationale: Higher level of maintenance is better.
2. Amount of hangars rated "adequate" in sq ft (1.5 pt or 30%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 1.5 pt for max%)
   Rationale: More "adequate" hangar space is better.
3. Condition of hangars - % of hangars in "adequate" condition (.5 pt or 10%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .5 pt for 100%)
   Rationale: This is another measure of installation quality. Higher % is better.

Air Quality (5 points)

1. Is the air station in an attainment or maintenance area for CO, ozone, and PM-10? (3 pt or 60%)
   Scoring: 3 pt for yes, 0 pt for no
   Rationale: Attainment and maintenance areas are best.
2. Is the air station in a moderate non-attainment area or better area for CO, ozone, and PM-10? (1 pt or 20%)
   Scoring: 1 pt for yes, 0 pt for no

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Rationale: Moderate and marginal non-attainment (as well as attainment and maintenance) are better than Serious, Severe, and Extreme non-attainment.

ere have been no restrictions or delays due to air quality considerations (1 pt or 20%)

Scoring: 1 pt for yes, 0 pt for no

Rationale: Fewer restrictions are better.

Encroachment (5 points)

1. Is the existing AICUZ study encoded in local zoning ordinances? (1.5 pts or 25%)
   Scoring: 1.5 pts for yes, 0 pt for no
   Rationale: Having an existing AICUZ study in the zoning ordinance is best.
2. What is the percent incompatible land use for clear zones? (2 pts or 33%)
   Scoring: Linear scale from 0 to max (2 pts for 0 and 0 pts for max).
   Rationale: The lower amount of incompatible land use is better.
3. What is the percent incompatible land use for APZ I? (1 pt or 17%)
   Scoring: Linear scale from 0 to max (1 pt for 0 and 0 pts for max).
   Rationale: The lower amount of incompatible land use is better.
4. What is the percent incompatible land use for APZ II? (0.5 pt or 8%)
   Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pts for max).
   Rationale: The lower amount of incompatible land use is better.
5. Are real estate disclosures required by local communities? (0.5 pt or 8%)
   Scoring: 0.5 pt for yes, 0 pt for no
   Rationale: Real estate disclosures are best.
6. Has all clear zone acquisition been completed? (0.5 pt or 8%)
   Scoring: 0.5 pt for yes, 0 pt for no
   Rationale: It is best if all clear zones have been acquired.

ces (8 points)

Amount of BOQ rooms rated "adequate" (2 pt or 25%)
Scoring: Linear scale between 0 and max (0 pt for 0 %, 2 pt for max%)
Rationale: More "adequate" billeting space is better.

2. Condition of BOQ rooms - % of "adequate" (1 pt or 12%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: More "adequate" billeting space is better.
3. Amount of BEQ rooms rated "adequate" (.6 pt or 8%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, .6 pt for max%)
   Rationale: More "adequate" billeting space is better.
4. Condition of BEQ rooms - % of "adequate" (.4 pt or 5%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .4 pt for 100%)
   Rationale: More "adequate" billeting space is better.
5. What percent of the listed MWR and support facilities/programs are available? (2 pt or 25%)
   Scoring: Linear scale from 0 to 100 (0 pt for 0 and 2 pt for 100).
   Rationale: More MWR facilities are better to enhance quality of life.
6. Amount of military housing rated "adequate" (.6 pt or 8%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, .6 pt for max%)
   Rationale: More "adequate" housing is better.
7. Condition of military housing - % of "adequate" (.4 pt or 5%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .4 pt for 100%)
   Rationale: More "adequate" housing is better.
8. Number of children on the waiting list. (0.5 pt or 6%)
   Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pt for max).
   Rationale: Fewer children on waiting list is better.
9. Average wait for children on the waiting list. (0.5 pt or 6%)
   Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pt for max).
   Rationale: Less waiting time for child care is better.

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MEASURES OF MERIT FOR
HELICOPTER

MEASURES OF MERIT	WEIGHT	RATIONALE
Managed Training Areas	8	This area was weighted about the same as Primary (5%) because ownership of these facilities was considered more important than accessibility.
Weather	9	This area was weighted significantly lower than Primary (14%) due to the lower weather requirements for helicopter training.
Airspace and Flight Training Areas	16	This area was weighted significantly lower than Primary (22%) because much of the helicopter training is conducted in uncontrolled airspace.
Airfields	24	This was weighted the same as Primary (24%) due to the similar infrastructure needs for helicopter training.
Ground Training Facilities	10	This area was weighted the same as Primary (10%) due to the similar emphasis on classroom and simulator activities.
Aircraft Maintenance Facilities	5	This was weighted the same as Primary because training aircraft are not difficult to maintain and do not require an extensive training infrastructure.
Special Military Facilities	0	N/A
Proximity to Training Areas	0	N/A
Proximity to Other Support Facilities	2	This area was weighted the same as Primary because the training infrastructure is already established and in use at each base.
Unique Features	8	This was weighted higher than Primary (0) due to requirement of unique features to support helo training (ITAS - Instrumented Training Airway System, HLT (Helicopter Landing Trainer - afloat platform))
Air Quality	5	This has been baselined due to like aircraft.
Encroachment	5	Encroachment plays a role in determining installation compatibility with the training mission; however, training aircraft do not have a large impact on encroachment issues.
Services	8	This area was weighted the same as Primary because quality of life plays a significant role in determining installation compatibility with the training mission.

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Questions for Assessing the Functional Quality of *Helicopter* Pilot Training

Managed Training Areas (8 points)

1. The # of outlying/auxiliary fields that are controlled/owned by the installation and support Helicopter training. (6 pt or 75%)
   Scoring: Linear scale between 0 and max (0 pt for 0 fields, 6 pts for max fields)
   Rationale: Owning airfields has more impact on helo training than owning airspace.
2. The number and type of special use airspace that is controlled/owned by the installation and supports Helicopter training. (2 pts or 25%)
   Scoring: 2 pts for MOA and or AA
   Rationale: Owning airfields has more impact on helo training than owning airspace.

Weather (9 points)

1. Percent of time weather is better than 1000/3. (4 pts or 44%)
   Scoring: Linear scale between 80% and 100% (1 pt for 80% and 4 pt for 95%)
   Rationale: USN weather requirements to conduct training. Higher % is better.
2. Percent of time weather is better than 500/1. (3 pt or 33%)
   Scoring: Linear scale between 80% and 100% (1 pt for 80% and 3 pt for 95%)
   Rationale: USA weather requirements to conduct training. Higher % is better.
3. Percent of sorties canceled/rescheduled. (1 pt or 11%)
   Scoring: Linear scale between 5% and 20% (1 pt for 5% and 0 pts for 20%)
   Rationale: This area captures weather attrition not covered by questions 1-2.
   Official Planning factor for lost sorties due to weather. (1 pt or 11%)
   Scoring: Linear scale between 5% and 20% (1 pt for 5% and 0 pts for 20%)
   Rationale: This area captures weather attrition not covered by questions 1-2.

Airspace and Flight Training Areas (16 points)

1. Amount of special use airspace (MOA and AA) in nm^2 (2 pt or 13%).
   Scoring: Linear scale of weighted airspace from 0 to max airspace (MOA and .8 AA) (0 pt for 0 nm^2 and 2 pt for max nm^2). Weighted airspace for each site = amount of MOA airspace + .8(amount of AA airspace)
   Rationale: More airspace is better, MOA is slightly better than AA.
2. Average distance to airspace (1 pt or 6%)
   Scoring: Linear scale from 0 to max weighted average airspace size times distance (0 pt for min and 1 pt for max). Weighted average airspace size times distance for each site = Sum (airspace size in nm^2 times distance to airspace in nm) for all MOA or AA divided by the Sum of all airspace size.
   Rationale: Closer airspace is better.
3. Percent of flight ops experiencing ATC delays of 15 minutes or greater. (3 pts or 19%)
   Scoring: Linear scale between 0 and some max (3 pt for 0 % delays and 0 pts for max % delay)
   Rationale: Fewer ATC delays is better.
4. Planned commercial hub within 100 miles. (2 pts or 13%)
   Scoring: 2 pts for no and 0 pt for yes.
   Rationale: Commercial hub will impact training. No hub is better.
5. Are there any planned changes to the major air traffic structures that supports flight training at your installation that will negatively impact on UPT? (2 pts or 13%)
   Scoring: 2 pts for no and 0 pt for yes.
   Rationale: Fewer changes in the current airspace structure is better.
   Are installation operations currently affected by the major air traffic structures thin 50 nm of the airspace and airfields? (2 pts or 13%)
   Scoring: 2 pts for no and 0 pt for yes.
   Rationale: Less impact on major air structures is better.
7. Availability of required specific terrain features or overwater access to support helo training (4 pts or 25%)
   Scoring: 3 pts for terrain, 1 pt for overwater access
   Rationale: Helo training requires specific terrain feature to train effectively.

Airfields (24 points)

1. The # of outlying/auxiliary fields usable for Helicopter pilot training (5 pt or 21%)
   Definition of usable field - should support emergency procedures for TH 57/67
   Scoring: Linear scale between 0 and some max (0 pt for 0 fields, 5 pts for max # fields)
   Rationale: More runways improve quality of training for safety reasons and flexibility
2. The # of usable outlying/auxiliary fields with night/night vision goggle capability. (4 pts or 17%)
   Scoring: Linear scale between 0 and some max (0 pt for 0 fields, 4 pts for max # fields)
   Rationale: More runways improve quality of training for safety reasons and flexibility
3. Median distance to outlying/auxiliary fields. (3 pts or 13%)
   Scoring: Linear scale between some min and max (3 pt for min distance, 1 pt for max)
   Rationale: Closer airfields are better.
4. Number of lanes that can support UHPT. Must be able to support emergency procedures for TH-57/67. (4 pts or 17%)
   Scoring: Linear scale between 0 and some max (0 pts for no lanes, 4 pts for max lanes)
   Rationale: More lanes are better for safety reasons; less congestion
5. Condition of runways -- % of runway sq ft in adequate condition (2 pts or 8%)
   Scoring: Linear scale between 0 and 100 (0 pts for 0%, 2 pts for 100%)
   Rationale: This indicates the quality of the runway. Higher quality is better.
6. Condition of taxiways/aprons -- % of taxiways/aprons sq ft in adequate condition (2 pts or 8%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 2 pts for 100%)
   Rationale: This indicates the quality of the taxiways. Higher quality is better.
7. Condition of utilities -- ave % of facilities in adequate condition (2 pts or 8%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 2 pts for 100%)
   Rationale: This indicates the quality of the utilities. Higher quality is better.
8. Condition of other facilities (e.g., term, admin) -- ave % of facilities in adeq cond (2 pts or 8%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 2 pts for 100%)
   Rationale: This indicates the quality of the facilities. Higher quality is better.

Ground Training Facilities (10 points)

1. Amount of training facilities (classrooms) rated "adequate" in sq ft. (3 pt or 30%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 3 pt for max%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
2. Condition of training facilities (classrooms) - % of "adequate" sq ft. (1 pt or 10%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
3. Amount of training facilities (trainers) rated "adequate" in sq ft. (3 pt or 30%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 3 pt for max%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
4. Condition of training facilities (trainers) - % of "adequate" sq ft. (1 pt or 10%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.
5. Amount of training facilities (other) rated "adequate" in sq ft. (1.5 pt or 15%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 1.5 pt for max%)
   Rationale: This measures the amount and quality of the training facilities. More quality is better.

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Condition of training facilities (other) - % of "adequate" sq ft. (.5 pt or 5%)
Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .5 pt for 100%)
Rationale: This measures the amount and quality of the training facilities. More quality is better.

Aircraft Maintenance Facilities (5 points)

1. Level of maintenance operations at site (3 pt or 60%)
   Scoring: 1 pt for O-level, 2 pt for I-level, 2.5 pt for Depot level, 3 pt for Depot level for aircraft type (TMS)
   Rationale: Higher level of maintenance is better.
2. Amount of hangars rated "adequate" in sq ft (1.5 pt or 30%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 1.5 pt for max%)
   Rationale: More "adequate" hangar space is better.
3. Condition of hangars - % of hangars in "adequate" condition (.5 pt or 10%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .5 pt for 100%)
   Rationale: This is another measure of installation quality. Higher % is better.

Proximity to Other Support Facilities (2 points)

1. Number of other airfields in the area that could support Helicopter pilot training (1 pt or 50%)
   Scoring: .5 pt for 1 field, 1 pt for 2 or more fields)
   Rationale: More available airfields are better.
2. Distance to other airfields. (1 pt or 50%)
   Scoring: .5 pt for 1 field less than 30 miles, 1 pt for 2 or more fields less than 30 miles
   Rationale: Closer airfields are better.

Unique Features (8 points)

1. Identify unique features (functions, equipment, etc.) possessed by the installation that support UHPT (8 pts or 100%)
   Scoring: Linear scale between 0 and some max (0 pts for 0 features, and 8 pts for max features)
   Rationale: If there is a unique feature already at a base to support training in a given function it should be recognized.

Air Quality (5 points)

1. Is the air station in an attainment or maintenance area for CO, ozone, and PM-10? (3 pt or 60%)
   Scoring: 3 pt for yes, 0 pt for no
   Rationale: Attainment and maintenance areas are best.
2. Is the air station in a moderate non-attainment area or better area for CO, ozone, and PM-10? (1 pt or 20%)
   Scoring: 1 pt for yes, 0 pt for no
   Rationale: Moderate and marginal non-attainment (as well as attainment and maintenance) are better than Serious, Severe, and Extreme non-attainment.
3. There have been no restrictions or delays due to air quality considerations (1 pt or 20%)
   Scoring: 1 pt for yes, 0 pt for no
   Rationale: Fewer restrictions are better.

Encroachment (5 points)

1. Has the existing AICUZ study been completed and encoded in local zoning ordinances? (1 pts or 20%)
   Scoring: .5 pt for having completed the study and 1 pt for being encoded.
   Rationale: Having an existing AICUZ study in the zoning ordinance is best.
2. What is the percent incompatible land use for clear zones? (1.5 pts or 30%)
   Scoring: Linear scale from 0 to max (1.5 pts for 0 and 0 pts for max).
   Rationale: The lower amount of incompatible land use is better.
3. What is the percent incompatible land use for APZ I? (1 pt or 20%)
   Scoring: Linear scale from 0 to max (1 pt for 0 and 0 pts for max).
   Rationale: The lower amount of incompatible land use is better.
   What is the percent incompatible land use for APZ II? (0.5 pt or 10%)
   Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pts for max).
   Rationale: The lower amount of incompatible land use is better.
5. Are real estate disclosures required by local communities? (0.5 pt or 10%)
   Scoring: 0.5 pt for yes, 0 pt for no
   Rationale: Real estate disclosures are best.
6. Has all clear zone acquisition been completed? (0.5 pt or 10%)
   Scoring: 0.5 pt for yes, 0 pt for no
   Rationale: It is best if all clear zones have been acquired.

Services (8 points)

1. Amount of BOQ rooms rated "adequate" (2 pt or 25%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, 2 pt for max%)
   Rationale: More "adequate" billeting space is better.
2. Condition of BOQ rooms - % of "adequate" (1 pt or 12%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, 1 pt for 100%)
   Rationale: More "adequate" billeting space is better.
3. Amount of BEQ rooms rated "adequate" (.6 pt or 8%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, .6 pt for max%)
   Rationale: More "adequate" billeting space is better.
4. Condition of BEQ rooms - % of "adequate" (.4 pt or 5%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .4 pt for 100%)
   Rationale: More "adequate" billeting space is better.
5. What percent of the listed MWR and support facilities/programs are available? (2 pt or 25%)
   Scoring: Linear scale from 0 to 100 (0 pt for 0 and 2 pt for 100).
   Rationale: More MWR facilities are better to enhance quality of life.
6. Amount of military housing rated "adequate" (.6 pt or 8%)
   Scoring: Linear scale between 0 and max (0 pt for 0 %, .6 pt for max%)
   Rationale: More "adequate" housing is better.
7. Condition of military housing - % of "adequate" (.4 pt or 5%)
   Scoring: Linear scale between 0 and 100 (0 pt for 0 %, .4 pt for 100%)
   Rationale: More "adequate" housing is better.
8. Number of children on the waiting list. (0.5 pt or 6%)
   Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pt for max).
   Rationale: Fewer children on waiting list is better.
9. Average wait for children on the waiting list. (0.5 pt or 6%)
   Scoring: Linear scale from 0 to max (0.5 pt for 0 and 0 pt for max).
   Rationale: Less waiting time for child care is better.

Approved 8/11/94

PROPOSED MODIFICATIONS FOR ASSESSING FUNCTIONAL VALUE

1. Helo: Airspace and flight training areas (Q1 MoM) - Recommend including warning areas and restricted areas. Rationale: Certified data indicated usage by training air stations of those areas.

2. Helo: Airspace and flight training areas (Q10 - MV) - Recommend only using flight training areas within 30NM vice 100NM. Rationale: Time and distance limitations [30NM at 90kts = 20 min. enroute to area] to maximize training value.

3. Helo: Airfields (Q4 MoM) - Recommend change question to read "Number of simultaneous helicopter operations that can be safely supported at outlying fields that can support UHPT." Rationale: To capture the amount of helicopter ops at outlying fields that support helicopter ops in common terms.

(Note - Army emergency and night vision goggle procedures training and qualification require hard/lighted pads [lanes]. These procedures cannot be performed at Navy outlying fields as currently configured for UHPT. This dissimilarity will be addressed by the COBRA model runs).

4. All Training Air Stations: Capacity Data Call, housing and messing - Provide total number of BOQ/BEQ rooms and the percentage that are adequate/permanent. Rationale: Amplifying data required to complete the intended analysis.

5. Airfields: (Q2 MoM for all functions less helicopter) - Recommend change question to read "Number of outlying/auxiliary fields with IFR capability." Rationale: To delineate the higher order of magnitude.

6. Strike Training; Special Military Facilities: (Q3 MV) - Recommend change question to read "Can the installation load training munitions, to include forward firing training munitions, on training aircraft?" Rationale: Clarification required to make the data received meaningful.

7. Primary and Primary NFO/NAV Training; Airfields: (Q1 MoM) - Recommend change question to limit "# of outlying/auxiliary fields" to those within 50NM. Rationale: Time and distance limitations.

8. For all calculations of Special Use Airspace in cubic nautical miles for airspace it was agreed to an airspace altitude cap of 45,000 ft. Rationale: 1) No rational utilization of the higher airspace by UPT aircraft, 2) similar special use airspace capped at 45,000 ft., and 3) all other airspace altitude ceilings limited to lower levels by external factors.

SECTION THREE (D)

CAPACITY - RESOURCE ANALYSIS

CAPACITY ANALYSIS

FACTORS	HISTORICAL	REQUIREMENTS: PROG'MED TRAINING (SYLLABI) (A)	REQUIREMENTS: PROG'MED GRADS (B)	REQUIRED CAPACITY (AxB)	MAX AVAILABLE CAPACITY (C)	EXCESS CAPACITY (C-(AxB))
TRAINING SORTIES	SORTIES/ GRAD SYLLABUS +OVERHEAD PG 6 # 5 PG 14 #2	SORTIES/ GRAD +MAJCOM PG 6 # 3	GRADS/YEAR +POL +PTR PG 4 #1 & 3	SORTIES/ YEAR	SORTIES/ YEAR PG 15 # 16	SORTIES/ YEAR
AIRFIELD OPS	OPS/SORTIE +TRAFFIC CNT PG 17 # 10 +TOT # SORTIES PG 14 # 2	OPS/GRAD +MAJCOM PG 6 # 2 X =	GRADS/YEAR +POL +PTR	OPS/YEAR	OPS/YEAR PG 17 # 9	OPS/YEAR
AIRSPACE	BLOCKS AVAILABLE BLOCK HOURS AVAILABLE SYLLABUS +OVERHEAD +MX PG 22 # 1	AIRSPACE BLOCKS/HRS GRAD +MAJCOM PG 6 # 1	GRADS/YEAR +POL +PTR	AIRSPACE BLOCKS/HRS YEAR	GRADS OF AVAILABLE X AVAILABLE = YEAR AIRSPACE BLOCKS/HRS YEAR PG 22 # 1	AIRSPACE BLOCKS/HRS YEAR
GROUND TRAINING	FACILITIES AVAILABLE FACILITY HOURS AVAIL/YEAR +SYLL + ATTRIT +CLASSROOMS +SIMULATORS +LIFE SPT TNG	FACILITY HRS GRAD +MAJCOM PG 10 # 1	GRADS/YEAR +POL +PTR	FACILITY HRS YEAR	FACILITY HRS YEAR PG 26 # 1 PG 27 # 8	FACILITY HRS YEAR

CAPACITY ANALYSIS (CONT)

FACILITY FACTORS	HISTORICAL	REQUIREMENTS: PROG'MED TRAINING (SYLLABI) (A)	REQUIREMENTS: PROG'MED GRADS (B)	REQUIRED CAPACITY (AxB)	MAX AVAILABLE CAPACITY (C)	EXCESS CAPACITY (C-(AxB))
RAMPS/ APRONS/ TAXIWAYS	TOT FP USED # OF AIRCRAFT SUPPORTED FP / AIRCRAFT REQ PG 28 # 1	AIRCRAFT (GRAD/YEAR) PG 28 # 1 PG 4 # 1	GRADS/YEAR +POL +PTR PG 4 #1 & 3	AIRCRAFT	TOT FP AVAIL / FP / AIRCRAFT = AIRCRAFT PG 28 # 2	AIRCRAFT
HANGARS	HANGARS USED MX DOCKS/HANGAR AIRCRAFT/MX DOCK	AIRCRAFT (GRAD/YEAR)	GRADS/YEAR +POL +PTR	AIRCRAFT	AC / MX DOCK X BLOCKS / HANGAR X HANGAR = AIRCRAFT PG 29 # 4	AIRCRAFT
MAINTENANCE	FACILITIES USED # OF AIRCRAFT SUPPORTED AIRCRAFT / FACILITY REQ	AIRCRAFT (GRAD/YEAR)	GRADS/YEAR +POL +PTR	AIRCRAFT	AC / HOURS X HOURS AVAILABLE = AIRCRAFT PG 29 # 6	AIRCRAFT
SUPPLY/ STORAGE	TOT FP USED # OF AIRCRAFT SUPPORTED FP / AIRCRAFT REQ	AIRCRAFT (GRAD/YEAR)	GRADS/YEAR +POL +PTR	AIRCRAFT	TOT FP AVAIL / FP / AIRCRAFT = AIRCRAFT PG 30 # 8	AIRCRAFT
HOUSING	CAPACITY USED STUDENTS/DAY PG 31 # 1	STUDENTS/DAY PG 4 # 1		STUDENTS/DAY	STUDENTS/DAY PG 32 # 6	STUDENTS/DAY
MESSING	CAPACITY USED STUDENTS/DAY PG 32 # 3	STUDENTS/DAY PG 4 # 1		STUDENTS/DAY	STUDENTS/DAY PG 32 # 5	STUDENTS/DAY

10/20/94

CAPACITY ANALYSIS FORMULATIONS

PROVIDED BELOW ARE THE FORMULAS USED IN THE COMPUTATION OF CAPACITY ANALYSIS DATA. THESE FORMULAS STANDARDIZE TO THE BEST EXTENT POSSIBLE THE DATA OF ALL SERVICES.

1. TRAINING SORTIES = AIRFIELD OPERATIONS AT THE MAIN BASE DIVIDED BY TWO (TWO IS THE BASE LINE NUMBER DERIVED FROM ONE TAKE-OFF AND ONE LANDING PER SORTIE AT HOME BASE).

2. DAYLIGHT AIRFIELD OPERATIONS = (FAA AIRFIELD OPERATIONS MODEL)(WEATHER FACTOR)(242)(12) FAA MODEL IS BASED ON RUNWAY CONFIGURATION. WEATHER FACTOR IS BASED ON HISTORICAL DATA FROM EACH INSTALLATION. 242 IS THE NUMBER OF TRAINING DAYS. 12 IS THE NUMBER OF TRAINING HOURS IN ONE DAY. AIRFIELD OPERATIONS INCLUDES ALL OUTLYING FIELDS. NAVAL NUMBERS ARE BASED ON A WEATHER FACTOR INCORPORATED IN THE FAA MODEL. FOR WHITING FIELD THE RUNWAY OPERATIONS ARE BASED ON JPATS. THE HEAVIER WEIGHT OF NAVY AIRCRAFT CONSTRAINS OPERATIONS AT NAVAL AIR STATIONS RESULTING IN A LOWER AIRFIELD OPERATIONS CAPACITY.

3. AIRSPACE

FUNCTIONAL VALUE AIRSPACE = (AVAILABLE AIRSPACE WITHIN 100 NAUTICAL MILES OF THE MAIN FIELD TO INCLUDE ATCAA, BUT NOT WARNING AREAS FOR PRIMARY, PRINFO AND FLT SCREENING. ALL OTHER FUNCTIONS INCLUDE WARNING AREAS)(SQUARE NAUTICAL MILES) (ALTITUDE/6080). 6080 IS THE CONVERSION FACTOR OF FEET TO NAUTICAL MILES.

CAPACITY ANALYSIS AIRSPACE

BLOCK HOURS AVAILABLE = (BLOCKS OF CURRENTLY USED AIRSPACE) (12 HOURS PER DAY) (242 DAYS PER YEAR). BLOCKS OF AIRSPACE WERE DETERMINED BY SUMMING THE SQ NM OF CURRENTLY USED AIRSPACE AND DIVIDING IT INTO ADVANCED (200 SQ NM X 12000') AND PRIMARY (100 SQ NM X 5000') BLOCKS. (EXCEPTION: CORPUS CHRISTI WAS GIVEN CREDIT FOR W-228 BECAUSE THEY CONTROL/SCHEDULE THIS AIRSPACE) PRIMARY AND ADVANCED BLOCKS WERE DOUBLE STACKED WHERE POSSIBLE. THE CAPACITY NUMBERS REFLECT THE ADVANCED AIRSPACE BLOCKS CAPACITY. (EXCEPTIONS: NAS WHITING, HONDO, AND USAFA HAVE NO ADVANCED AIRSPACE BLOCKS; THEREFORE, PRIMARY AIRSPACE CAPACITY WAS USED)

4. GROUND TRAINING CLASS ROOM HOURS PER YEAR = DESIGN CAPACITY (IN TERMS OF STUDENTS) (8 HOURS PER DAY)(242 TRAINING DAYS) 8 HOURS IS A STANDARD TRAINING DAY. 242 IS THE STANDARDIZED TRAINING YEAR.

5. GROUND TRAINING SIMULATORS = (DESIGN STUDENT CAPACITY)(16 HRS PER DAY)(242 DAYS PER YEAR) 16 HOURS BASED ON AN AVERAGE AVAILABILITY OF SIMULATORS

6. RAMPS = (TOTAL NUMBER OF USABLE SQUARE YARDS OF PARKING SPACE)(.80) 80% IS BASED ON ACCESS REQUIREMENTS TO GET TO MAIN

TAXIWAY. (REFERENCE PENSACOLA CAPACITY ANALYSIS DATA CALL 19, FACILITIES, PARA D, QUESTION 3)

Rationale for Elimination of Capacity Measures 10/13/94

Training Sorties

Training sorties do not capture maximum airfield capacity. A sortie is a training event which contains as a subset additional manuevers which include touch and go's, full stop and missed approach landings. Maximum airfield operations require a full accounting of the total number of operations. Sorties do not capture that. A better measure of an airfields' maximum generated capacity is the total number of operations (take-offs, landings, touch and go's, etc.) that can be accomplished over a set period of time.

Hangars

Hangars are not required for the parking of aircraft or for most of the required maintenance in UPT. Accordingly, hangars are not a meaningful capacity constraint.

Maintenance/Supply/Storage

All maintenance on training aircraft is accomplished by contractors. Therefore, the capacity is more a function of the contract and the contractors capabilities than the base maintenance/supply/storage facilities.

Housing and Messing

Base housing is not a capacity constraint because it ignores the availability of off-base housing and current demographics for aviators under training. Messing facilities for military officers no longer exist.

1/10/94 → 11/10/[illegible] 11/27 Updat[illegible]

	Columbus	Corpus Christi	Ft Rucker	Kingsville	Laughlin	Meridian	Pensacola	Randolph	Reese	Sheppard	Vance	Whiting Field	Hondo	USAFA	
Site Military Value															
Functions for UPT	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	FV	DoD Requirem[illegible]
Flight Screening	6.6	6.4	6.9	6.7	6.8	6.5	6.1	5.7	6.2	6.2	6.6	6.6	5.4	3.9	2,073
Primary Pilot	6.8	6.7	X2	7.0	7.0	6.8	6.4	6.7	6.0	6.3	6.8	6.6	0.0	0.0	2,493
Airlift/Tanker	6.3	6.5	X1	7.7	5.8	6.6	7.8	6.5	5.9	6.5	6.7	X1	0.0	0.0	752
Inter E2/C2, Adv Maritime	6.7	7.5	X2	7.6	6.5	6.6	7.5	6.4	5.9	6.5	6.8	7.4	0.0	0.0	273
Adv E2/C2, Strike	6.0	6.2	X1	7.3	5.4	6.3	7.6	6.0	5.7	6.2	5.3	X1	0.0	0.0	372
Adv Bomber/Fighter	6.4	X1	X1	7.3	5.5	6.8	7.8	6.8	5.6	6.3	5.5	X1	0.0	0.0	619
Helicopter	X2	X2	8.9	X2	X2	X2	6.5	X2	X2	X2	X2	7.2	0.0	0.0	1,481
Primary NFO, Inter NFO	6.9	6.7	X2	7.0	7.1	6.8	6.4	7.1	6.2	6.2	6.8	6.4	0.0	0.0	718
Adv NFO Strike	6.6	6.9	6.7	7.4	X3	6.5	7.6	6.1	X3	X3	X3	7.0	0.0	0.0	312
Adv NFO Panel	7.6	5.9	X1	7.2	6.8	7.0	7.6	6.9	7.2	7.7	7.5	X1	0.0	0.0	222

X1 - Runway length constraints; X2 - Lack of outlying fields; X3 - Too far from water

Resources	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap	Cap
Airfield Ops	784,371	752,136	7,441,016	389,136	787,572	389,136	270,072	619,768	686,547	646,988	685,390	865,392	554,664	651,630
Airspace	116,973	315,810	0	253,418	218,889	128,879	181,790	49,494	106,925	166,922	114,708	147,888	43,560	49,368
Ground Training Classroom	542,080	464,640	5,523,408	859,584	193,600	406,560	3,915,544	696,960	696,960	348,480	373,648	554,400	116,160	77,440
Ground Training Simulators	77,440	46,464	212,960	61,952	61,952	54,208	135,520	92,928	61,952	92,928	61,952	104,544	0	0
Aprons	209,840	540,367	392,726	240,614	217,378	241,166	299,395	501,946	282,496	394,125	223,645	386,667	251,200	46,122
* Normalized Airfield Ops	—	—	—	537,008	—	537,008	326,517	—	—	—	—	—	—	—

Resources per student	Flight Screening	Primary Pilot	Airlift/Tanker	Inter E2/C2, Adv Maritime	Adv E2/C2, Strike	Adv Bomber/Fighter	Helicopter	Primary NFO, Inter NFO	Adv NFO Strike	Adv NFO Panel
Training Sorties	24	94	88	44	166	132	137	33	70	13
Airfield Ops	526	1,156	405	496	1,393	926	1,288	248	280	39
Airspace	6	32	61	21	97	75	N/A	37	53	0
Ground Training Classroom	14	213	186	202	196	156	955	371	144	304
Ground Training Simulators	0	27	42	30	98	29	32	44	53	80
Aprons	18.81	181.92	357.60	190.01	303.45	357.35	190.62	60.31	239.59	201.00
* Normalized Airfield Ops	—	—	—	—	1922	—	—	—	386	54

Maximum requirements where duplicate training

#Aircraft/student	0.0555	0.2274	0.2384	0.2088	0.3817	0.5105	0.2681	0.1058	0.1346	0.0402
SQ YDS/Aircraft	339	800	1,500	910	795	700	711	570	1,780	5,000
# Aircraft Required	113	567	179	57	142	316	397	76	42	9

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* Normalized Light/Heavy aircraft → Air field Ops

STUDENT RESOURCE CALCULATION

Reference: (a) CNO ltr 1542, ser N889JG/4U61666 dated 20 July 1994

Flight Screening (T-3)

a. Training Sorties - Taken from the Hondo Capacity Analysis, Mission Requirements, paragraph B.2.

b. Airfield Ops - Taken from the Hondo Capacity Analysis, Mission Requirements, paragraph B.2 and Facilities paragraphs A.2 and A.10. Operations were calculated as follows:

$$\text{Operations/student} = \frac{\text{Historic Traffic Count (Fac A.10) X Sorties/Student (M. R. B.2)}}{\text{Total Sorties (Fac A.2)}}$$

c. Airspace - Taken from the Hondo Capacity Analysis, Mission Requirements paragraph B.1. This number was divided by two to account for the fact that the requirement for primary airspace is half that for advanced airspace.

d. Ground Training Classrooms/Simulators - Taken from the Hondo Capacity Analysis Mission Requirements, paragraph C.1.

e. Ramp Space - Taken from the Hondo and USAFA Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up) and A.1, and Facilities paragraph D.2.

Ramps/student =

$$\frac{\text{Aircraft in DoD inventory (MR E.1 Hondo \& USAFA) X SY/Aircraft (Facilities D.2)}}{\text{DoD Pilot Training Requirement}}$$

Primary Pilot (T-34 and T-37)

a. Training Sorties - The JPATS syllabus requirement of 65 sorties was accepted as the standard number of syllabus sorties. USAF overhead on primary training is 60% while USN overhead is 30%. The JCS working group agreed to use an average overhead value of 45% which leads to a total sortie requirement of 94 (65 sorties + .45 x 65).

b. Airfield Ops - Taken from the Whiting Field Capacity Analysis, Mission Requirements, paragraph B.2 and Facilities paragraphs A.2 and A.10 using the T-34 data (see spreadsheet). Operations were calculated as follows:

$$\text{Operations/student} = \frac{\text{Historic Traffic Count (Fac A.10) X Sorties/Student (M. R. B.2)}}{\text{Total Sorties (Fac A.2)}}$$

= 12.3 ops/sortie

Total ops = 94 sorties X 12.3 ops/sorties = 1156 operations

c. Airspace - The average block hours required were taken from the USAF Capacity Analysis data calls, Mission Requirements paragraph B.1. USAF block hour requirements were used because the current USAF syllabus more closely resembles the JPATS syllabus. This number was divided by two to account for the fact that the requirement for primary airspace is half that for advanced airspace.

d. Ground Training Classrooms/Simulators - The average Ground Training Classroom/Simulator hours required were taken from the amendments to USAF Capacity Analysis data calls, Mission Requirements paragraph C.1. USAF requirements were used because the current USAF syllabus more closely resembles the JPATS syllabus.

e. Ramp Space - Taken from the Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up) and A.1, and Facilities paragraph D.2. For USAF, SY/aircraft data for all aircraft, was taken from Randolf AFB

Ramps/student =

$$\frac{\text{Aircraft in DoD inventory (MR E.1) X SY/Aircraft (Facilities D.2)}}{\text{DoD Pilot Training Requirement}}$$

Airlift/Tanker (T-1)

a. Training Sorties - Taken from the Reese Capacity Analysis, Mission Requirements, paragraph B.2. Reese AFB was used because they are the only ones fuly functional in Airlift/Tanker training.

b. Airfield Ops - Taken from the Reese Capacity Analysis, Mission Requirements, paragraph B.2 and Facilities paragraphs A.2 and A.10 (see spreadsheet). Operations were calculated as follows:

$$\text{Operations/student} = \frac{\text{Historic Traffic Count (Fac A.10) X Sorties/Student (M. R. B.2)}}{\text{Total Sorties (Fac A.2)}}$$

c. Airspace - Taken from the Reese Capacity Analysis, Mission Requirements paragraph B.1.

d. Ground Training Classrooms/Simulators - The Ground Training Classroom/Simulator hours required were taken from the amendments to the Reese Capacity Analysis, Mission Requirements paragraph C.1.

e. Ramp Space - Taken from the Reese Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up) and A.1, and Facilities paragraph D.2. SY/aircraft data was taken from Randolf AFB which provides this data for all USAF training aircraft.

Ramps/student =

Aircraft in DoD inventory (MR E.1) X SY/Aircraft (Facilities D.2)
DoD Pilot Training Requirement

Intermediate E2/C2 and Advance Maritime (T-44)

a. Training Sorties - Taken from the Corpus Christi Capacity Analysis, Mission Requirements, paragraph B.2.

b. Airfield Ops - Taken from Corpus Christi Navy Capacity Analysis (Data Call 2), Mission Requirements, paragraph b.3. Advanced Maritime requirement was used because it was higher.

c. Airspace - Taken from the Corpus Christi Capacity Analysis, Mission Requirements paragraph B.1.

d. Ground Training Classrooms/Simulators - The Ground Training Classroom/Simulator hours required were taken from the Corpus Christi Capacity Analysis, Mission Requirements paragraph C.1.

e. Ramp Space - Taken from the Corpus Christi Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up). SY/aircraft data was taken from NAVFAC P-80 which provides this data for all USN training aircraft. Advanced Maritime PTR requirements were taken from reference (a) and intermediate E2/C2 were taken from the Corpus Christi Navy Capacity Analysis (Data Call 2), Mission Requirements, paragraph A.3.

Ramps/student =

Aircraft in DoD inventory (MR E.1) X SY/Aircraft (Facilities D.2)
DoD Pilot Training Requirements.

Advance E2/C2 and Strike (T-45)

a. Training Sorties - Taken from the Kingsville Capacity Analysis, Mission Requirements, paragraph B.2. NAS Kingsville was used because they are the only ones fully functional in T-45 training.

b. Airfield Ops - Taken from Kingsville Navy Capacity Analysis (Data Call 2), Mission Requirements, paragraph b.3.

c. Airspace - Taken from the Kingsville Capacity Analysis, Mission Requirements paragraph B.1.

d. Ground Training Classrooms/Simulators - The Ground Training Classroom/Simulator hours required were taken from the Kingsville Capacity Analysis, Mission Requirements paragraph C.1.

e. Ramp Space - Taken from the Kingsville Capacity Analysis, Mission Requirements paragraph E.1 (See also supplemental data call paragraph E.2 follow-up) and Facilities paragraph D.3. Navy PTR requirements were taken from reference (a).

Ramps/student =

$$\frac{\text{Aircraft in DoD inventory (MR E.1) X SY/Aircraft (Facilities D.2)}}{\text{DoD Pilot Training Requirement}}$$

Advance Fighter/Bomber (T-38)

a. Training Sorties - Used an average value taken from Columbus, Laughlin, Sheppard, and Vance Capacity Analysis, Mission Requirements, paragraph B.2.

b. Airfield Ops - Used an average value taken from Columbus, Laughlin, Sheppard, and Vance Capacity Analysis, Mission Requirements, paragraph B.2 and Facilities paragraphs A.2 and A.10 (see spreadsheet). Operations were calculated as follows:

$$\text{Operations/student} = \frac{\text{Historic Traffic Count (Fac A.10) X Sorties/Student (M. R. B.2)}}{\text{Total Sorties (Fac A.2)}}$$

c. Airspace - Used an average value taken from Columbus, Laughlin, Sheppard, and Vance Capacity Analysis, Mission Requirements paragraph B.1.

d. Ground Training Classrooms/Simulators - For the Ground Training Classroom/Simulator hours required, used an average value taken from the amended Columbus, Laughlin, Sheppard, and Vance data calls, Capacity Analysis, Mission Requirements paragraph C.1.

e. Ramp Space - Taken from Columbus, Laughlin, Sheppard, and Vance Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up) and A.1, and Facilities paragraph D.2. SY/aircraft data was taken from Randolf AFB which provides this data for all USAF training aircraft.

Ramps/student =

$$\frac{\text{Aircraft in DoD inventory (MR E.1) X SY/Aircraft (Facilities D.2)}}{\text{DoD Pilot Training Requirement}}$$

Helicopter

a. Training Sorties - Used an average value taken from Fort Rucker and Whiting Field Capacity Analysis, Mission Requirements, paragraph B.2.

b. Airfield Ops - Used an average value taken from Whiting Field (USN Capacity Analysis, Data Call 2, Mission Requirements, paragraph b.3) and Fort Ruckers Capacity Analysis Facilities paragraphs A.13 and A.16. Fort Rucker ops were calculated as follows:

$$\text{Operations/student} = \frac{\text{Historic Operations (Fac A.13)}}{\text{Total Sorties (Fac A.16)}}$$

c. Airspace - Not Required for Helo training.

d. Ground Training Classrooms/Simulators - For the Ground Training Classroom/Simulator hours required, used an average value taken from the Fort Rucker Capacity Analysis, Mission Requirements paragraph C.1. Fort Rucker had more extensive ground training requirements than did Whiting field.

e. Ramp Space - Taken from Whiting Field and Fort Rucker Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up) and A.1, and Facilities paragraph D.2. For USN, SY/aircraft data was taken from NAVFAC P-80 which provides this data for all USN training aircraft. Navy PTR requirements were taken from reference (a).

Ramps/student =

$$\frac{\text{Aircraft in DoD inventory (MR E.1)} \times \text{SY/Aircraft (Facilities D.2)}}{\text{DoD Pilot Training Requirement}}$$

Primary and Intermediate NFO (T-34)

a. Training Sorties - Taken from the Pensacola Capacity Analysis, Mission Requirements, paragraph B.2.

b. Airfield Ops - Taken from Pensacola Navy Capacity Analysis (Data Call 2), Mission Requirements, paragraph b.3.

c. Airspace - Taken from the Pensacola Capacity Analysis, Mission Requirements paragraph B.1. This number was divided by two to account for the fact that the requirement for primary airspace is half that for advanced airspace.

d. Ground Training Classrooms/Simulators - The Ground Training Classroom/Simulator hours required were taken from the Pensacola Capacity Analysis, Mission Requirements paragraph C.1.

e. Ramp Space - Taken from the Pensacola Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up). SY/aircraft data was taken from NAVFAC P-80 which provides this data for all USN training aircraft. Primary and Intermediate NFO PTR requirements were taken from the Pensacola Capacity Analysis (USN Data Call 2), Mission Requirements, paragraph A.3.

Ramps/student =

Aircraft in DoD inventory (MR E.1) X SY/Aircraft (Facilities D.2)
DoD Pilot Training Requirements.

Advance NFO Strike (T-39/T-2)

a. Training Sorties - Taken from the Pensacola Capacity Analysis, Mission Requirements, paragraph B.2. Used the Radar Intercept Officer (RIO) track because it is the longest.

b. Airfield Ops - Multiplied the number of required training sorties by 4 ops/sorties. Used military judgement to arrive at 4 ops/sortie - pilots are already trained and therefore don't need to practice take-offs and landings. One additional touch and go was included with each sortie.

c. Airspace - Taken from the Pensacola Capacity Analysis, Mission Requirements paragraph B.1. Summed the RIO in special use airspace.

d. Ground Training Classrooms/Simulators - The Ground Training Classroom/Simulator hours required were taken from the Pensacola Capacity Analysis, Mission Requirements paragraph C.1. Used the RIO track.

e. Ramp Space - Taken from the Pensacola Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up). SY/aircraft data was taken from NAVFAC P-80 which provides this data for all USN training aircraft. Navy PTR requirements were taken from reference (a).

Ramps/student =

Aircraft in DoD inventory (MR E.1) X SY/Aircraft (Facilities D.2)
DoD Pilot Training Requirements.

Advance NFO Panel (T-43)

a. Training Sorties - Taken from the Randolf Capacity Analysis, Mission Requirements, paragraph B.2.

b. Airfield Ops - Multiplied the number of sorties by 3 ops/sortie. Used military judgement to arrive at 3 ops/sortie - pilots are already trained and therefore don't need to practice take-offs and landings. One additional touch and go was included for every other sortie.

c. Airspace - All work is done in Airways and MTR's

d. Ground Training Classrooms/Simulators - The Ground Training Classroom/Simulator

hours required were taken from the amendments to the Randolf Capacity Analysis, Mission Requirements paragraph C.1.

e. Ramp Space - Taken from the Randolf Capacity Analysis, Mission Requirements paragraphs E.1 (See also supplemental data call paragraph E.2 follow-up) and A.1, and Facilities paragraph D.2. SY/aircraft data was taken from Randolf AFB which provides this data for all USAF training aircraft.

Ramps/student =

$$\frac{\text{Aircraft in DoD inventory (MR E.1)} \times \text{SY/Aircraft (Facilities D.2)}}{\text{DoD Pilot Training Requirement}}$$

SECTION FOUR

ANALYTICAL TOOL OUTPUT/RUNS

(REFER TO SECTION SIX MINUTES: 10/21 - 11/21 1994)

SECTION FIVE

ALTERNATIVES

OFFICE OF THE UNDER SECRETARY OF DEFENSE
4000 DEFENSE PENTAGON
WASHINGTON, D.C. 20301-4000

PERSONNEL AND READINESS

23 NOV 1994

MEMORANDUM FOR THE DIRECTOR ARMY BASING STUDY
EXECUTIVE DIRECTOR, BASE STRUCTURE ANALYSIS TEAM
SPECIAL ASSISTANT TO THE CSAF FOR REALIGNMENT AND TRANSITION (USAF/RT)

SUBJECT: BRAC Alternatives Developed by the Undergraduate Pilot Training (UPT) Joint Cross-Service Group

This memorandum forwards the results of the UPT Joint Cross-Service Group's efforts. It provides three UPT BRAC alternatives for consideration and assessment by the military departments, along with an illustrative scenario for each alternative. Every alternative reduces excess capacity while maintaining high average military value. In developing these alternatives, the Joint Group focused on limiting moves of functions to new sites and on consolidation of functions. Further, the Joint Group's analysis incorporated the principles of the Deputy Secretary's memorandum on "Consolidation of Fixed-Wing Flight Training," dated October 24, 1994.

In responding to these alternatives, you are requested to provide your assessments and comments in accordance with the guidelines and schedule provided by the OSD BRAC Office. We are especially interested in identifying any analytical considerations that may have been overlooked or were beyond the purview of the Joint Group (e.g., capacity requirements for graduate level courses or collateral functions at UPT sites, disruption of operations resulting from functional moves, introduction of new training systems (JPATS), etc.).

Members of the Joint Group's Study Team are available to answer your questions and provide data used in this analysis. The staff point of contact is Mr. Dan Gardner, Pentagon Rm 1C757, COMM (703) 614-9481, DSN 225-2618.

Louis C. Finch
Deputy Under Secretary of Defense
Chairman

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Deputy Assistant Secretary of the Army
Training and Education

Glenn A. Profitt II
Major General, USAF
Director, Plans and Operations
HQ Air Education and Training Command

Brian V Buzzell
CAPT Brian V. Buzzell
Department of the Navy
Principal Representative

Attachments: As Stated

a. OPTION NUMBER:	b. CANDIDATE INSTALLATION:	c. DATE:
1	UNDERGRADUATE PILOT TRAINING	23 NOV 1994

d. INSTALLATION CATEGORY:

e. SCENARIO DESCRIPTION / SUMMARY:

THREE SITE CLOSURE. THIS ALTERNATIVE CLOSES NAS MERIDIAN, REESE AIR FORCE BASE, AND NAS WHITING FIELD. ALL SERVICE UHPT IS CONDUCTED AT FORT RUCKER. THE DISTRIBUTION OF FUNCTIONS AT REMAINING SITES ARE LEFT TO THE SERVICES. THE ALTERNATIVE ADHERED TO RESTRICTIONS OUTLINED IN THE COVER MEMORANDUM.

THE ALTERNATIVE WAS DEVELOPED USING THE OPTIMIZATION MODEL. IT MAXIMIZED AVERAGE MILITARY VALUE, FACTORED IN FUNCTIONAL VALUE, AND REDUCED EXCESS CAPACITY OF EXISTING AIRFIELD COMPLEXES. IN THE ILLUSTRATIVE SCENARIO, MINIMUM MOVEMENT OF FUNCTIONS TO NEW SITES AND CONSOLIDATION/COLLOCATION OF FUNCTIONS AT SINGLE SITES WERE ALSO EMPHASIZED.

f. INSTALLATIONS IN SCENARIO:

INSTALLATION NAME	STRATEGY (CLOSE/GAIN/LOSE/DEACTIVATE)	COMPLETION YEAR
MERIDIAN NAS	CLOSE. STRIKE TRAINING TO MOVE AT DISCRETION OF NAVY.	NLT FY 2001
REESE AFB	CLOSE. SUPT TRAINING TO MOVE AT DISCRETION OF AIR FORCE.	"
WHITING NAS	CLOSE. MOVE HELICOPTER TRAINING TO FORT RUCKER. MOVE PRIMARY TRAINING AT DISCRETION OF DON.	"
FORT RUCKER	GAIN DON HELICOPTER TRAINING.	"

g. MAJOR ACTIVITIES AND/OR ORGANIZATIONS AFFECTED (OR POTENTIALLY AFFECTED):

UIC/SRC	DESCRIPTION:	PERSONNEL STRENGTH: OFF/WOF/ENL/CIV/NAF/OTHER	STRATEGY: DESTINATION/YEAR
	NOT ADDRESSED BY THIS GROUP.		

h. REMARKS

AN ILLUSTRATIVE SCENARIO IS ATTACHED THAT CONSOLIDATES/COLLOCATES FUNCTIONS AND ALSO REDUCES THE NUMBER OF FUNCTIONAL MOVES TO NEW SITES.

ALTERNATIVE 1 SCENARIO
THREE-SITE CLOSURE (GRADUATES PER YEAR)

While consistent with modeled results with respect to sites open and closed, this scenario was developed by the Joint Group to demonstrate a reasonable allocation of functions to the sites remaining open.

		AIRLIFT-		BOMBER-		PRIMARY	NFO	PANEL	AFLD OPS	AFLD OPS
FIXED-WING UFT	PRIMARY	TANKER	MARITIME	FIGHTER	STRIKE	NFO	STRIKE	NAV	AVAILABLE	REQUIRED
COLUMBUS	370			369					784371	769414
CORPUS	262		273						537240	438280
KINGSVILLE					372				751904	714984
LAUGHLIN	681								787572	787236
MERIDIAN										
PENSACOLA	301					718	312		647815	646452
RANDOLPH	520							222	619768	613108
REESE										
SHEPPARD	359			250					646988	646504
VANCE		752							685390	304560
WHITING										
TOTAL UPT	2493	752	273	619	372	718	312	222	5461048	4920538
ROTARY WING	UHPT									
FT RUCKER	1481								7441016	1907528
FLT SCREENING	FLT SCR									
HONDO	1037								554664	545462
USAFA	1036								651630	544936
TOTAL	2073								1206294	1090398

9.9% Excess

ASSUMPTIONS:

1. NAS Kingsville utilizes excess capacity from existing outlying airfield.
2. NAS Pensacola utilizes excess capacity from existing outlying airfield.

Note: It is possible to accomplish this alternative without using the excess capacity of outlying fields from sites identified for closure. However, in the scenario above, some of this excess capacity is used to allow more flexibility in the functional spread.

a. OPTION NUMBER:	b. CANDIDATE INSTALLATION:	c. DATE:
2	UNDERGRADUATE PILOT TRAINING	23 NOV 1994

d. INSTALLATION CATEGORY:

e. SCENARIO DESCRIPTION / SUMMARY:

FOUR SITE CLOSURE. THIS ALTERNATIVE CLOSES NAS MERIDIAN, REESE AFB, VANCE AFB, AND NAS WHITING. ALL SERVICE UHPT IS CONDUCTED AT FORT RUCKER. THIS ALTERNATIVE CAPTURED CAPACITY FROM OUTLYING FIELDS CLOSED FROM ALTERNATIVE ONE AND RESULTED IN THE CLOSURE OF AN ADDITIONAL BASE. GIVEN THE FOUR CLOSURES, THE GROUP DEVELOPED A POSSIBLE SCENARIO MINIMIZING MOVES AND CONSOLIDATING FUNCTIONS (SEE ALTERNATIVE TWO SCENARIO ATTACHED).

THE ALTERNATIVE WAS DEVELOPED USING THE OPTIMIZATION MODEL CONSTRAINED BY ALTERNATIVE ONE AND ASSUMING REDISTRIBUTION OF EXCESS AIRFIELD OPERATIONS CAPACITY AS DESCRIBED ABOVE, SHARED AIRSPACE BETWEEN RANDOLPH AFB AND NAS CORPUS CHRISTI, AND ADDING MINOR MILCON FOR RAMP SPACE AT COLUMBUS AFB. IT MAXIMIZED AVERAGE MILITARY VALUE, FACTORED IN FUNCTIONAL VALUE, AND REDUCED EXCESS CAPACITY OF EXISTING AIRFIELD COMPLEXES. IN THE ILLUSTRATIVE SCENARIO, MINIMUM MOVEMENT OF FUNCTIONS TO NEW SITES AND CONSOLIDATION OF FUNCTIONS AT SINGLE SITES WERE ALSO EMPHASIZED.

f. INSTALLATIONS IN SCENARIO:

INSTALLATION NAME	STRATEGY (CLOSE/GAIN/LOSE/DEACTIVATE)	COMPLETION YEAR
MERIDIAN NAS	CLOSE. STRIKE TRAINING MOVE AT DISCRETION OF DON.	NLT FY 2001
REESE AFB	CLOSE. SUPT TRAINING TO MOVE AT DISCRETION OF USAF.	"
VANCE AFB	CLOSE. SUPT TRAINING TO MOVE AT DISCRETION OF USAF.	"
WHITING NAS	CLOSE. MOVE HELICOPTER TRAINING TO FORT RUCKER. PRIMARY TRAINING TO MOVE AT DISCRETION OF DON.	"
FORT RUCKER	GAIN. DON HELICOPTER TRAINING.	"

g. MAJOR ACTIVITIES AND/OR ORGANIZATIONS AFFECTED (OR POTENTIALLY AFFECTED):

UIC/SRC	DESCRIPTION:	PERSONNEL STRENGTH: OFF/WOF/ENL/CIV/NAF/OTHER	STRATEGY: DESTINATION/YEAR
	NOT ADDRESSSED BY THIS GROUP		

UIC/SRC	DESCRIPTION:	PERSONNEL STRENGTH: OFF/WOF/ENL/CIV/NAF/OTHER	STRATEGY: DESTINATION/YEAR

h. REMARKS
AN ILLUSTRATIVE SCENARIO IS ATTACHED THAT CONSOLIDATES/COLLOCATES FUNCTIONS AND ALSO REDUCES THE NUMBER OF FUNCTIONAL MOVES TO NEW SITES.

ALTERNATIVE 2 SCENARIO
FOUR-SITE CLOSURE (GRADUATES PER YEAR)

While consistent with modeled results with respect to sites open and closed, this scenario was developed by the Joint Group to demonstrate a reasonable allocation of functions to the sites remaining open.

	PRIMARY	AIRLIFT-TANKER	MARITIME	BOMBER-FIGHTER	STRIKE	PRIMARY NFO	NFO STRIKE	PANEL NAV	AFLD OPS AVAILABLE	AFLD OPS REQUIRED
COLUMBUS	566			369					996770	995990
CORPUS	347		273						537240	536540
KINGSVILLE					372				751904	714984
LAUGHLIN	681								787572	787236
MERIDIAN										
PENSACOLA	301					718	312		647815	646452
RANDOLPH	239	752						222	619768	592832
REESE										
SHEPPARD	359			250					646988	646504
VANCE										
WHITING										
TOTAL	2493	752	273	619	372	718	312	222	4988057	4920538
ROTARY WING	UHPT									
FT RUCKER	1481								7441016	1907528
FLT SCREENING	FLT SCR									
HONDO	1037								554664	545462
USAFA	1036								651630	544936
TOTAL	2073								1206294	1090398

1.3% Error

ASSUMPTIONS:

1. NAS Kingsville utilizes excess capacity from existing outlying airfield.
2. Columbus AFB utilizes excess capacity from existing outlying airfield.
3. NAS Pensacola utilizes excess capacity from existing outlying airfield.
4. Randolph AFB uses some NAS Corpus Christi airspace.
5. Requires MILCON for approximately 25,000 square yards of ramp space at Columbus AFB.

a. OPTION NUMBER:	b. CANDIDATE INSTALLATION:	c. DATE:
3	UNDERGRADUATE PILOT TRAINING	23 NOV 1994

d. INSTALLATION CATEGORY:

e. SCENARIO DESCRIPTION / SUMMARY:

FIVE SITE CLOSURE. THIS ALTERNATIVE CLOSES NAS CORPUS CHRISTI, NAS MERIDIAN, REESE AFB, VANCE AFB, AND NAS WHITING FIELD. ALL SERVICE UHPT IS CONDUCTED AT FORT RUCKER. THIS ALTERNATIVE BUILT ON ALTERNATIVE TWO CAPTURING THE OUTLYING FIELD AND AIR SPACE CAPACITY FROM CORPUS CHRISTI CLOSURE. IN ADDITION MINOR MILCON WAS REQUIRED TO ADD CAPACITY (TWO USABLE OUTLYING FIELDS) AT PENSACOLA. THE GROUP DEVELOPED A SCENARIO MINIMIZING MOVES AND CONSOLIDATING FUNCTIONS (SEE ALTERNATIVE THREE SCENARIO ATTACHED).

THE ALTERNATIVE WAS DEVELOPED MANUALLY BY EXTENDING THE LOGIC FROM OPTION TWO. IT MAXIMIZED AVERAGE MILITARY VALUE, FACTORED IN FUNCTIONAL VALUE, AND REDUCED EXCESS CAPACITY OF EXISTING AIRFIELD COMPLEXES. IN THE ILLUSTRATIVE SCENARIO, MINIMUM MOVEMENT OF FUNCTIONS TO NEW SITES AND CONSOLIDATION OF FUNCTIONS AT SINGLE SITES WAS ALSO EMPHASIZED.

f. INSTALLATIONS IN SCENARIO:

INSTALLATION NAME	STRATEGY (CLOSE/GAIN/LOSE/DEACTIVATE)	COMPLETION YEAR
CORPUS CHRISTI NAS	CLOSE. PRIMARY, MARITIME TRAINING MOVE AT DISCRETION OF DON.	NLT FY 2001
MERIDIAN NAS	CLOSE. STRIKE TRAINING MOVE AT DISCRETION OF DON	"
REESE AFB	CLOSE. SUPT TRAINING TO MOVE AT DISCRETION OF USAF.	"
VANCE AFB	CLOSE. SUPT TRAINING TO MOVE AT DISCRETION OF USAF.	"
WHITING AFB	CLOSE. MOVE HELICOPTER TRAINING TO FORT RUCKER. MOVE PRIMARY AT DISCRETION AT DON.	"
FORT RUCKER	GAIN DON HELICOPTER TRAINING	"

g. MAJOR ACTIVITIES AND/OR ORGANIZATIONS AFFECTED (OR POTENTIALLY AFFECTED):

UIC/SRC	DESCRIPTION:	PERSONNEL STRENGTH: OFF/WOF/ENL/CIV/NAF/OTHER	STRATEGY: DESTINATION/YEAR
	NOT ADDRESSED BY THIS GROUP		

UIC/SRC	DESCRIPTION:	PERSONNEL STRENGTH: OFF/WOF/ENL/CIV/NAF/OTHER	STRATEGY: DESTINATION/YEAR

h. REMARKS

AN ILLUSTRATIVE SCENARIO IS ATTACHED THAT CONSOLIDATES/COLLOCATES FUNCTIONS AND ALSO REDUCES THE NUMBER OF FUNCTIONAL MOVES TO NEW SITES.

ALTERNATIVE 3 SCENARIO
FIVE-SITE CLOSURE (GRADUATES PER YEAR)

While consistent with modeled results with respect to sites open and closed, this scenario was developed by the Joint Group to demonstrate a reasonable allocation of functions to the sites remaining open.

	PRIMARY	AIRLIFT-TANKER	MARITIME	BOMBER-FIGHTER	STRIKE	PRIMARY NFO	NFO STRIKE	PANEL NAV	AFLD OPS AVAILABLE	AFLD OPS REQUIRED
COLUMBUS	684			223					996770	997202
CORPUS										
KINGSVILLE				146	372				966800	850180
LAUGHLIN	681								787572	787236
MERIDIAN										
PENSACOLA	507		273			718	312		1019840	1019996
RANDOLPH	262	752						222	619768	619420
REESE										
SHEPPARD	359			250					646988	646504
VANCE										
WHITING										
TOTAL	2493	752	273	619	372	718	312	222	5037738	4920538
ROTARY WING	UHPT									
FT RUCKER	1481								7441016	1907528
FLT SCREENING	FLT SCR									
HONDO	1037								554664	545462
USAFA	1036								651630	544936
TOTAL	2073								1206294	1090398

2.3% Excess

ASSUMPTIONS:

1. NAS Kingsville utilizes excess capacity from existing outlying airfield.
2. Columbus AFB utilizes excess capacity from existing outlying airfield.
3. NAS Pensacola utilizes excess capacity from existing outlying airfield: two of these airfields require runway extensions to 5,000 feet to be useable.
4. Randolph AFB uses some of NAS Corpus Christi airspace.

Section 4

Analytical Tool

Outputs / Runs

(Refer to Section 6
Minutes 10/21 – 11/21 1994)

Document Separator

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE

11 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: HQ USAF/RT

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the UPT supplemental data calls dated 27 Sep, 30 Sep and 7 Oct 1994 (Atch 1). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan. There are no other supplemental data calls pending. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAY D. BLUME, Jr., Maj Gen, USAF
Special Assistant to the CSAF for
Realignment and Transition

Attachments:
1. Supplemental Data Calls 27 Sep 94, 30 Sep 94, 7 Oct 94
2. AETC Response to Data Calls

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

09 OCT 19

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: 28 Sep 94 Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 28 Sep 94 Joint Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

PETER H. FOX
Colonel, USAF
Deputy Director, Plans & Operations

Attachment:
Installation Worksheets

Clarification to Joint Military Value and Capacity Analysis Data Calls

27 ~~Aug~~ SEP 94

Please clarify the following question:

(AETC/CNATRA) Capacity Analysis, Mission Requirements, Para E, Question 2. Please fill out the following chart with regard to training airframes:

AIRCRAFT	UTILIZATION RATE (SORTIES/MONTH)	PAA FOR THE COMMAND	TOTAL AIRCRAFT IN THE COMMAND INVENTORY
T-34 (FY 94)			
T-34 (FY 01)			
T-37 (FY 94)			
T-37 (FY 01)			
JPATS (TOTAL BUY)(AF)			
T-1 (FY 94)			
T-1 (FY 01)			
T-38 (FY 94)			
T-38 (FY 01)			
AT-38 (FY 94)			
AT-38 (FY 01)			
T-3 (FY 94)			
T-3 (FY 01)			
T-2 (FY 94)			
T-2 (FY 01)			
TA-4 (FY 94)			
TA-4 (FY 01)			
T-44 (FY 94)			
T-44 (FY 01)			
T-45 (FY 94)			
T-45 (FY 01) (TOTAL BUY)			
T-43 (FY 94)			
T-43 (FY 01)			

CAPACITY ANALYSIS
MAJCOM WORKSHEET
AIR EDUCATION AND TRAINING COMMAND

PURPOSE: To document the answer to Mission Requirements question number (E.2-dc)

SOURCE: Air Force XOOT Program Guidance Letter, 8 Aug 94; FTRAP Model; Maj Doby, HQ AETC/XORA, 487-4073; Mr. Hamilton, HQ AETC/LGMMD, 487-3088; Maj Groebe, HQ AETC/XOTI, 487-6341;

METHOD: Extract data from above sources.
Professional knowledge/judgment

CONCLUSION:

AIRCRAFT	UTILIZATION RATE (SORTIES/MONTH)	PAA FOR THE COMMAND	*TOTAL AIRCRAFT IN THE COMMAND INVENTORY
T-37 (FY 94)	36	242	286
T-37 (FY 01)	36	310	344
JPATS (FY 94)	41	0	0
JPATS (FY 01)	41	30	30
T-1 (FY 94)	25	38	82
T-1 (FY 01)	25	151	180
T-38 (FY 94)	26	312	395
T-38 (FY 01)	26	264	316
AT-38 (FY 94)	26	38	45
AT-38 (FY 01)	26	45	56
T-3 (FY 94)	36	17	17
T-3 (FY 01)	36	98	113
T-43 (FY 94)	9.9	9	10
T-43 (FY 01)	12.1	9	10

* Total aircraft reflects total aircraft authorized (PAA, BAI, and attrition reserve). Total aircraft in inventory may exceed this number.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 7 Oct 94
Signature
Kevin S. C. Darnell, Maj, HQ AETC/XOTR, 487-6236
Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

22 SEP 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: SAF/MII

SUBJECT: Air Force Data Input to the Joint Cross-Service Group on UPT

Attached is validated Air Force data submitted to answer your supplemental data call of 25 Aug 94 for all UPT bases. The data has been certified in accordance with the Air Force Internal Control Plan. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

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

Attachments:
1. Selected Question List, 25 AUG 94
2. Air Force Joint UPT Supplemental Data

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

PURPOSE: To document the answer to Mission Requirements question number (C.1-dc)

SOURCE: Major Timothy D. Ayres, HQ AETC/XOPU, 487-3390.

METHOD: Professional judgment/knowledge.

CONCLUSION: Columbus AFB does not conduct SUPT or SUNT; therefore, this question does not apply.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Timothy D. Ayres Date 30 Aug 94
Signature

Timothy D. Ayres, Major, HQ AETC/XOPU, 487-3390

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

PURPOSE: To document the answer to Facilities question number (B.1)-D.C.

SOURCE: *AETC Reg 60-5, Attachment 7, dated 1 July 1993.*
BRAC Binder #7.

METHOD: *Extract data from above sources.*

CONCLUSION: *Training Area Size Criteria:*

Minimum Area SizeRequirements (Square Nautical Miles x Altitude) (Note 1)
T-37: Contact Area - Below 15,000 feet - 100 square miles x 5,000 feet
Above 15,000 feet - 100 square miles x 6,000 feet
Instrument Area (Note 2) - 200 square miles x 1,500 feet
Formation (Note 3) - 200 square miles x 3,000 feet
T-38: Contact Area - 200 square miles x 12,000 feet
Instrument Area (Note 2) - Below FL240 - 400 square miles x 4,000 feet
Above FL240 - 800 square miles x 4,000 feet
Formation Area (Note 3) - Below FL240 - 400 square miles x 4,000 feet
Above FL240 - 800 square miles x 4,000 feet
T-1: All Areas - Below FL240 - 400 Square Miles x 4,000 feet
Above FL240 - 800 square miles x 4,000 feet

NOTES:
1. A vertical buffer of 1,000 feet (or assigned by the controlling agency) must be established between high areas located over low areas.
2. Unusual attitudes, steep turns, and confidence maneuvers amy be performed in a contact area.
3. Trail and formation wing work may be performed in a contact area.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 29 AUG 1994
WILLIAM T. POOLE, CAPT, 14 OSS/DO, 742-7596

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 30 AUG 94
Signature
CARL L. CLAUS, CAPT AETC/XOSA, 487-6162
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB, MS

PURPOSE: To document the answer to Manpower Implications question number 1b.A and 1c.A.

SOURCE: DD Form 2085, 30 Sep 93, and ATC Form 515, 30 Sep 93.

METHOD: Determine the number of adequate, substandard, and inadequate quarters for both permanent party and PCS students. Determine the number of officer and enlisted gross (available), diverted, and net (accountable) spaces from lines 11, 12, and 13 from DD Form 2085; and lines 3, 5, 6, 8 and 10, A, J, K, and L from ATC Form 515. Enter the "net" spaces in the appropriate column. The number of quarters designated for students are included in the "total" column. Enter the number of gross and diverted spaces in the appropriate spaces. If no substandard or inadequate quarters, then leave blank. Briefly explain usage of the diverted spaces.

CONCLUSION:

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters designated for students
BOQ's	246	84	162			162	120
BEQ's	616	122	494			494	0

Explanation of diverted spaces:

BOQs: 180 BOQs + 66 houses = 246 - 60 BOQs (renovation) - 20 houses still occupied by families - 4 for misc maint/contract cleaning.

BEQs: 600 BEQ spaces + 16 houses = 616 - 72 for UNCOQ (E4 Career & above) - 24 for ALS (perm hold) - 26 for misc maint/downtime.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Robert W Spell Date 30 Aug 94
Signature
ROBERT W. SPELL, GS-11, 14 CES/CEH, DSN 742-7280
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

W B Hogan Date 31 Aug 94
W/B Hogan, GS-12, HQ AETC/CEPH, DSN 487-3113

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

09 OCT 19[illegible]

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: 28 Sep 94 Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 28 Sep 94 Joint Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

PETER H. FOX
Colonel, USAF
Deputy Director, Plans & Operations

Attachment:
Installation Worksheets

CAPACITY ANALYSIS
MAJCOM WORKSHEET
AIR EDUCATION AND TRAINING COMMAND

PURPOSE: To document the answer to Mission Requirements question number (E.2-dc)

SOURCE: Air Force XOOT Program Guidance Letter, 8 Aug 94; FTRAP Model; Maj Doby, HQ AETC/XORA, 487-4073; Mr. Hamilton, HQ AETC/LGMMD, 487-3088; Maj Groebe, HQ AETC/XOTI, 487-6341;

METHOD: Extract data from above sources.
Professional knowledge/judgment

CONCLUSION:

AIRCRAFT	UTILIZATION RATE (SORTIES/MONTH)	PAA FOR THE COMMAND	*TOTAL AIRCRAFT IN THE COMMAND INVENTORY
T-37 (FY 94)	36	242	286
T-37 (FY 01)	36	310	344
JPATS (FY 94)	41	0	0
JPATS (FY 01)	41	30	30
T-1 (FY 94)	25	38	82
T-1 (FY 01)	25	151	180
T-38 (FY 94)	26	312	395
T-38 (FY 01)	26	264	316
AT-38 (FY 94)	26	38	45
AT-38 (FY 01)	26	45	56
T-3 (FY 94)	36	17	17
T-3 (FY 01)	36	98	113
T-43 (FY 94)	9.9	9	10
T-43 (FY 01)	12.1	9	10

* Total aircraft reflects total aircraft authorized (PAA, BAI, and attrition reserve). Total aircraft in inventory may exceed this number.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 7 Oct 94

Signature

Kevin S. C. Darnell, Maj, HQ AETC/XOTR, 487-6236

Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

AUG 0 2 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

SUBJECT: Air Force Data Input to the Joint Cross-Service Group on UPT

Attached is the validated Air Force submission to the JCSG for UPT. The data has been collected and certified in accordance with the Air Force Internal Control Plan. Questions can be referred to Lt Col Mark E. Bruggemeyer, HQ USAF/RTR, 54578.

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

6 Atchs
Columbus AFB Joint Data Call
Laughlin AFB Joint Data Call
Randolph AFB Joint Data Call
Reese AFB Joint Data Call
Sheppard AFB Joint Data Call
Vance AFB Joint Data Call

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

09 AUG 1994

MEMORANDUM FOR HQ AETC/XOPU

FROM: HQ USAF/RTR

SUBJECT: Joint Cross Service Group Questions

1. The Joint Cross Service Working Group for Undergraduate Pilot Training unconvered several issues that require MAJCOM clarification. A set of the questions pertaining to USAF YPT bases was provided to HQ AETC by Lt Col Jerry Free 5 Aug 94 (atch 1). The answers to these questions must be documented IAW the Air Force Internal Control Plan, i.e., worksheets must accompany the answers to HQ USAF/RTR (formerly AF/XOOR).

2. Please put your best effort against this request. This information is due to HQ USAF/RTR NLT 11 Aug 94. Faxed response is appropriate for the timely delivery of this information, however, a hard copy should be sent to follow up the data transfer. POC is Lt Col Bruggemeyer, AF/RTR, DSN 225-4578. Fax DSN 223-9707.

for John F. Plum

WAYNE MAYFIELD, Col, USAF
Chief, Base Realignment Division

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

PURPOSE: To document the answer to Mission Requirements question number (C.1).

SOURCE: *FLIP AP/1B, dated 28 Apr 94. FLIP AP/1A, dated 11 Nov 93.*
AP/1, dated 28 Apr 94. Binder # 4, Tabs 10 & 11.
VFR Supplement, dated 9 Dec 93, Binder #3, Tab 2.

METHOD: *Extract data from above sources.*

CONCLUSION:

Managed Training Assets	Management Role
R-4404 Complex	*Scheduled by arrangement with Meridian NAS (owner)*
Columbus 1 MOA	*Controlled and scheduled by 37th FTS (Columbus AFB)*
Columbus 2 MOA	*Controlled and scheduled by 50th FTS (Columbus AFB)*
Columbus 3 MOA	*Controlled and scheduled by 50th FTS (Columbus AFB)*
Columbus 4 MOA	*Controlled and scheduled by 50th FTS (Columbus AFB)*
Meridian 1 East MOA	*Scheduled by 37th FTS (LOA with Meridian NAS - owner)*
IR-66	*Awaiting final transfer from Birmingham ANG (owner)*
IR-67	*Awaiting final transfer from Birmingham ANG (owner)*
IR-68	*Controlled and scheduled by 50th FTS (Columbus AFB)*
IR-70	*Controlled and scheduled by 50th FTS (Columbus AFB)*
IR-91	*Controlled and scheduled by 50th FTS (Columbus AFB)*
SR-137	*Controlled and scheduled by 37th FTS (Columbus AFB)*
VR-1014	*Controlled and scheduled by 37th FTS (Columbus AFB)*
VR-1031	*Scheduled by arrangement with Meridian NAS (owner)*
VR-1050	*Awaiting final transfer from Birmingham ANG (owner)*
VR-1051	*Awaiting final transfer from Birmingham ANG (owner)*
VR-1072	*Controlled and scheduled by 14 OSS/DOOR (Columbus AFB - Wing Airspace office)*

Columbus AFB Auxiliary Airfield	*Owned and operated by 14 FTW, Columbus AFB. Used daily by T-37 aircraft for VFR operations.*

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

W. T. Poole Date 10 AUG 1994
WILLIAM T. POOLE, CAPT, 14 OSS/DO, 742-7596

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Carl L. Claus Date 11 AUG 94
Signature
CARL L. CLAUS, CAPT, AETC/XOSA, 487-6162
Typed Name, Rank, Office Symbol, DSN Number

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

PURPOSE: To document the answer to Features and Capabilities question number (A.1-dc)

SOURCE: See base worksheet

METHOD: See base worksheet

CONCLUSION: The total number of rooms that are adequate/permanent - 414.

Difference between May 94 input and current is Bldg 546 is no longer considered as an adequate asset as dormitory. It has no utilities and is currently being used as storage space.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Albert H. Ennis Date 11 Aug 94
Signature
Albert H. Ennis, GS-12, AETC/CEPH, 487-2559
Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE

11 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: HQ USAF/RT

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the UPT supplemental data calls dated 27 Sep, 30 Sep and 7 Oct 1994 (Atch 1). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan. There are no other supplemental data calls pending. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAY D. BLUME, Jr., Maj Gen, USAF
Special Assistant to the CSAF for
Realignment and Transition

Attachments:
1. Supplemental Data Calls 27 Sep 94, 30 Sep 94, 7 Oct 94
2. AETC Response to Data Calls

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

PURPOSE: To document the answer to Facilities question number (D.2-dc)

SOURCE: Real Property Records dated 28 Feb 94
AFR 86-2 dated Mar 73; Local Base Comprehensive Plan dated July 1971
Mr. Brannon, HQ AETC/LGXP, 487-3428

METHOD: Extract data from above sources.
Professional knowledge/judgment

CONCLUSION:

Aircraft Type	Total Parking Area	Square Yards Required/Aircraft	Total Number of Aircraft
T-37	262,300 SY	800	327
T-38	262,300 SY	700	374
T-1	262,300 SY	1,500	174

NOTES: 262,300 X .80 = 209,840 SY/RAMPS APRONS

1. The total apron space is 262,300 SY. Total usable parking area under current operations is 219,800 SY.

a. Total unusable parking area under current operations is 42,500 SY due to aircraft taxiways, vehicle roadways adjacent to ramp, on-ramp hangars, flight shacks, support equipment parking, hangar enter/exit ramp area and aircraft wash racks.

b. Total usable parking area under current operations = 262,300 - 42,500 = 219,800 SY

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Thad L. Brannon Jr. Date 6 Oct 94
Signature
Thad L. Brannon, Jr., GM-14, HQ AETC/LGXP, 487-3428
Typed Name, Rank, Office Symbol, DSN Number

ATCH 1

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB, MS

PURPOSE: To document the answer to Facilities question number (A.10-DC).

SOURCE: Atlanta Sectional Chart, 28 Apr 94, Memphis Sectional Chart, 28 Apr 94, T-37 In-Flight Guide, 18 Jan 94, T-38 In-Flight Guide, 18 Jan 94.

METHOD: Extract data from listed sources.

CONCLUSION: The base answers were not given in worksheet form. This worksheet puts them in the proper table.

NAME	TYPE	AREA (sq NM)	ALTITUDE BLOCK (ft)	DISTANCE TO AREA (NM)
Columbus 1	MOA & ATCAA	2643	8,000 - FL230	Overhead
Columbus 2	MOA & ATCAA	647	8,000 - FL230	45
Columbus 3	MOA & ATCAA	2668	8,000 - FL230	42
Columbus 4	MOA & ATCAA	1379	10,000 - FL230	74
Meridian 1 East	MOA & ATCAA	719	8,000 - FL230	15
Meridian 1 West	MOA & ATCAA	3783	8,000 - FL230	15
Birmingham 1	MOA & ATCAA	2390	10,000 - FL230	63
Birmingham 2	MOA	2390	500 AGL - 10,000	63
Caledonia 1	ATCAA	877	FL250 - FL290	12
Caledonia 2	ATCAA	804	FL250 - FL290	12
Greenwood	ATCAA	831	FL250 - FL290	45
Memphis	ATCAA	857	FL250 - FL290	75
Oxford	ATCAA	809	FL250 - FL290	45
A-440	AA	177	SFC - 6,500	Overhead

NOTE: Since ATCAA is not charted, bases can only report ATCAA they actually use or that impact their operations. ATCAA is established by Letter of Agreement between the originating base and the controlling ARTCC.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date: 7 Oct 94

Carl L. Claus, Capt, AETC/XOSA, 487-6162

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

22 SEP 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: SAF/MII

SUBJECT: Air Force Data Input to the Joint Cross-Service Group on UPT

Attached is validated Air Force data submitted to answer your supplemental data call of 25 Aug 94 for all UPT bases. The data has been certified in accordance with the Air Force Internal Control Plan. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

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

Attachments:
1. Selected Question List, 25 AUG 94
2. Air Force Joint UPT Supplemental Data

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

PURPOSE: To document the answer to Mission Requirements question number (C.1-dc)

SOURCE: Major Timothy D. Ayres, HQ AETC/XOPU, 487-3390.

METHOD: Professional judgment/knowledge.

CONCLUSION: Columbus AFB does not conduct SUPT or SUNT; therefore, this question does not apply.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Timothy D. Ayres Date 30 Aug 94
Signature

Timothy D. Ayres, Major, HQ AETC/XOPU, 487-3390

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

PURPOSE: To document the answer to Facilities question number (B.1)-D.C.

SOURCE: *AETC Reg 60-5, Attachment 7, dated 1 July 1993.*
BRAC Binder #7.

METHOD: *Extract data from above sources.*

CONCLUSION: *Training Area Size Criteria:*

Minimum Area SizeRequirements (Square Nautical Miles x Altitude) (Note 1)
T-37: Contact Area - Below 15,000 feet - 100 square miles x 5,000 feet
Above 15,000 feet - 100 square miles x 6,000 feet
Instrument Area (Note 2) - 200 square miles x 1,500 feet
Formation (Note 3) - 200 square miles x 3,000 feet
T-38: Contact Area - 200 square miles x 12,000 feet
Instrument Area (Note 2) - Below FL240 - 400 square miles x 4,000 feet
Above FL240 - 800 square miles x 4,000 feet
Formation Area (Note 3) - Below FL240 - 400 square miles x 4,000 feet
Above FL240 - 800 square miles x 4,000 feet
T-1: All Areas - Below FL240 - 400 Square Miles x 4,000 feet
Above FL240 - 800 square miles x 4,000 feet

NOTES:
1. A vertical buffer of 1,000 feet (or assigned by the controlling agency) must be established between high areas located over low areas.
2. Unusual attitudes, steep turns, and confidence maneuvers amy be performed in a contact area.
3. Trail and formation wing work may be performed in a contact area.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 29 AUG 1994
WILLIAM T. POOLE, CAPT, 14 OSS/DO, 742-7596

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 30 AUG 94
Signature
CARL L. CLAUS, CAPT AETC/XOSA, 487-6162
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB, MS

PURPOSE: To document the answer to Manpower Implications question number 1b.A and 1c.A.

SOURCE: DD Form 2085, 30 Sep 93, and ATC Form 515, 30 Sep 93.

METHOD: Determine the number of adequate, substandard, and inadequate quarters for both permanent party and PCS students. Determine the number of officer and enlisted gross (available), diverted, and net (accountable) spaces from lines 11, 12, and 13 from DD Form 2085; and lines 3, 5, 6, 8 and 10, A, J, K, and L from ATC Form 515. Enter the "net" spaces in the appropriate column. The number of quarters designated for students are included in the "total" column. Enter the number of gross and diverted spaces in the appropriate spaces. If no substandard or inadequate quarters, then leave blank. Briefly explain usage of the diverted spaces.

CONCLUSION:

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters designated for students
BOQ's	246	84	162			162	120
BEQ's	616	-122	494			494	0

Explanation of diverted spaces:

BOQs: 180 BOQs + 66 houses = 246 - 60 BOQs (renovation) - 20 houses still occupied by families - 4 for misc maint/contract cleaning.

BEQs: 600 BEQ spaces + 16 houses = 616 - 72 for UNCOQ (E4 Career & above) - 24 for ALS (perm hold) - 26 for misc maint/downtime.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Robert W Spell Date 30 Aug 94
Signature
ROBERT W. SPELL, GS-11, 14 CES/CEH, DSN 742-7280
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

W.B. Hogan Date 31 Aug 94
W/B Hogan, GS-12, HQ AETC/CEPH, DSN 487-3113

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

29 August 1994

MEMORANDUM FOR XOOR

FROM: AF/XOOT

SUBJECT: Validation/Certification of Joint Cross Service Questionnaire Data

The attached table provides the information requested in question 4 of the "Clarification to Joint Military Value and Capacity Analysis Data Calls" FAX we received from the Joint UPT Cross-service Study Team.

This memorandum is to certify the attached data is accurate and complete to the best of our knowledge and belief. The AF/XOOT POC, Lt Col Jeff Schantz, is available at 5-0651 to answer questions concerning this particular review.

Stephen R. Martin

STEPHEN R. MARTIN, Colonel, USAF
Chief, Training Division
Directorate of Operations, DCS P&O
X7-1773

Attachments:
1. FY 01 Undergraduate Pilot/Navigator Production Requirements

FY 01 Undergraduate Pilot/Navigator Production Requirements

The information below responds to the following question contained in the Joint UPT Cross-service Study Team memo, Clarification to Joint Military Value and Capacity Analysis Data Calls, 25 Aug 94:

4. (HQ USAF/XOOT) Capacity Analysis, Mission Requirements, Para A, Question 1. Please provide the USAF FY 01 undergraduate pilot/navigator production requirements. Use the following table as a guide:

Type of Training	Total Projected Requirement (Active Duty USAF Requirement)	
Primary Pilot	1144	(952)
Advanced Airlift/Tanker Pilot	752	(656)
Advanced Bomber/Fighter Pilot	336	(246)
ALP	15	international only
ATP	33	international only
ENJJPT Primary	250	(98)
ENJJPT Advanced	250	(98)
Core Navigator	361	(300)
Panel Navigator	222	(170)
Interservice UNT	144	non-USAF only

Primary = 1144 + 250 + 15 = 1409

Air Lift Tanker : 752

Bomber/Ftr : 336 + 15 + 250 = 619

USAF Pr NAV : 361

USAF WSO : 361 - 222 = 139

USAF Panel : 222

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

31 AUG 1994

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: Supplemental Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 25 Aug 94 Supplemental Joint Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

PETER H. FOX
Colonel, USAF
Acting Director, Plans and Operations

Attachment:
Installation Worksheets

CLOSE HOLD

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

CAPACITY ANALYSIS:
DATA CALL WORK SHEETS

COLUMBUS AFB MS
~~6 June 1994~~
25 July 1994

The information contained herein is sensitive. Deputy SECDEF guidance restricts the release of data or analysis pertaining to evaluation of military bases for closure or realignment until the SECDEF forwards recommendations to the Base Closure Commission. All individuals handling this information should take steps to protect the material herein from disclosure.

**********If any responses are classified, attach separate classified annex.**********

CLOSE HOLD

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Undergraduate Flight Training (UFT) Throughput/Graduates

1. Using the Base Force Structure as outlined in the JCS memo dated 7 February 1994, re: 1995 Base Realignments and Closures Force Structure Plan, and projected retention rates, give the projected yearly Pilot Training Rate (PTR)/Program Guidance Letter (PGL) requirements by installation for each of the next seven years.

Airfield: Columbus AFB See changes in front 29 Aug

Type of Pilot Training by Syllabus		Output Requirements, Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output) (Output/Attrition Factor(%)/ADSL) By Fiscal Year							
		1994	1995	1996	1997	1998	1999	2000	2001
UPT	USAF	94/20%/48	89/20%/108	109/20%/133	79/20%/95				
	ANG	32/20%/16	25/20%/28	29/20%/32	20/20%/23				
	AFRES	22/20%/10	12/20%/14	11/20%/14	5/20%/7				
	FMS	13/20%/7	15/20%/17	10/20%/12	5/20%/7				
UPT T-38 ATP	FMS	33/0%/33	27/0%/17	25/0%/16	25/0%/16	25/0%/16	25/0%/16	25/0%/16	25/0%/16
ALP T-37	FMS	4/0%/4	4/0%/3	4/0%/3	4/0%/3	4/0%/3	4/0%/3	4/0%/3	4/0%/3
F	USAF	136	136	147	51	33	33	36	36
	AFRES	2	2	2	1	1	1	1	1
	ANG	41	41	26	10	6	6	7	7
	NATO	0	0	0	0	0	0	0	0
	FMS	0	0	0	0	0	0	0	0
SUPT	USAF	N/A	N/A	N/A	59/20%/69	144/20%/197	176/20%/240	201/20%/275	213/20%/293
	ANG	N/A	N/A	N/A	7/20%/8	29/20%/34	29/20%/34	29/20%/34	29/20%/34
	AFRES	N/A	N/A	N/A	5/20%/6	11/20%/12	10/20%/11	11/20%/12	10/20%/11
	FMS	N/A	N/A	N/A	5/20%/6	10/20%/11	10/20%/11	10/20%/11	10/20%/11
	NAVY	N/A	N/A	N/A	N/A	25/20%/28	25/20%/28	25/20%/28	25/20%/28
BANK REQ T-38	USAF	0	0	0	0	0	0	0	0
BANK REQ T-1	USAF	0	0	0	0	0	0	0	0

287 Grads

396

2. Using the Base Force Structure as outlined in the JCS memo dated 7 February 1994, re: 1995 Base Realignments and Closures Force Structure Plan and projected retention rates, give the projected yearly NFO Training Rate (NFOTR)/Program Guidance Letter (PGL) Navigator Training requirements by installation for each of the next seven years. Provide any additional sources of NFO/Nav trainees.

Primary

Airfield: Columbus AFB

Type of Navigator Training By Syllabus		Output Requirements , Attrition Factors, and Average Daily Student Load (ADSL) (include attrition factors used to establish entries to achieve output)(Output/Attrition Factor/ADSL) By Fiscal Year							
		1994	1995	1996	1997	1998	1999	2000	2001
Not Applicable		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

3. Provide the historical attrition data for undergraduate pilot training by syllabus for FY 91-93:

Type of Pilot Training by Syllabus * (EXAMPLES)		Historical Attrition By Fiscal Year		
		1991	1992	1993
UPT	USAF	23.6%	12.0%	11.8%
	ANG	11.4%	2.8%	11.1%
	AFRES	10.0%	9.1%	16.7%
	FMS	0	0	28.6%
UPT ADVANCED TNG PGM	FMS	0	0	0
AVIATION LEADER-SHIP PGM T-37	FMS	0	16.7%	0

. Provide the historical attrition data for undergraduate Navigator training by syllabus for FY 91-93:

Type of Navigator Training By Syllabus		Historical Attrition By Fiscal Year		
		1991	1992	1993
Not Applicable		N/A	N/A	N/A

5. Indicate in the table below the types of undergraduate pilot and NFO training currently conducted at your installation. Also give the number of pilots and NFOs trained in FY 1991, FY 1992, and FY 1993 at your installation.

Syllabus of Training	Level of Training	Graduates		
		FY 91	FY 92	FY 93
UPT	Primary T37	327	228	211
	Advanced T38	299	225	197
ALP	Primary T37	1	5	1
ATP	Advanced T38	0	0	10

List all other officer training (i.e., non-undergraduate pilot/NFO/Navigator training) by activity conducted at your installation. For each type training, give the actual figure for FY 1993 throughput in terms of the number of students that year, and give the projected figures for FY 94-01. Also give the average daily student load (ADSL) for each activity.

Other Officer Training (Graduates)										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
IFF	0	173	192	205	220	222	222	222	222	0
T-38 Banked Requal	12	0	0	0	0	0	0	0	0	2.1

Use the following formula to calculate ADSL:

$$\frac{\text{Activity Throughput X Average Number of days each student was aboard}}{\text{Number of Training Days}}$$

7 List all enlisted training conducted at your installation. For each type training, give the actual figure for FY 93 throughput in terms of the number of students that year, and the projected figures for FY 94-01. Also give the average daily student load (ADSL) for each activity.

Enlisted Training (Graduates)										
Activity	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	ADSL for FY 1993
None										

Use the following formula to calculate ADSL:

$$\frac{\text{Activity Throughput X Average Number of days each student was aboard}}{\text{Number of Training Days}}$$

B. Flight Training

1. For each syllabus of undergraduate pilot and/or NFO/Navigator flight training and aircraft type required for that training, give the number of required sorties per graduate, flight time in the airspace/sortie, the dimensions, and the total number of flight hours required for each type of airspace listed that is used for training in that particular syllabus[Total flight hours = # Sorties x (Flight time per sortie)]. Also include additional types of airspace that could accommodate this training.

Note: For helicopter training, airspace dimensions are given as available airspace.

Syllabus of Training: P-V4A-B (UPT) Type Aircraft: T-37

	# Sorties per Graduate	Flight Time in Airspace / Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
MOA	47	0.4	5	N/A	179	18.8
PAT	62	0.4	4	N/A	36	24.8
AW	60	0.4	14	N/A	N/A	24.0
RR	N/A	N/A	N/A	N/A	N/A	N/A
MTR	2	0.5	1	N/A	N/A	1.0

Syllabus of Training: P-V4A-B (UPT) Type Aircraft: T-38

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace / Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg Size (nm^2)	Total Flight Hours per Graduate
MOA	57	0.4	14	N/A	276	22.8
PAT	86	0.4	4	N/A	91	34.4
AW	84	0.4	14	N/A	N/A	33.6
RR	N/A	N/A	N/A	N/A	N/A	N/A
MTR	5	0.5	1	N/A	N/A	2.5

Syllabus of Training: P-V4A-P (UPT ADVANCED TNG PGM) Type Aircraft: T-38

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace / Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg. Size (nm^2)	Total Flight Hours per Graduate
MOA	64	0.4	14	N/A	276	25.6
PAT	86	0.4	4	N/A	91	34.4
AW	84	0.4	14	N/A	N/A	33.6
RR	N/A	N/A	N/A	N/A	N/A	N/A
MTR	5	0.5	1	N/A	N/A	2.5

USAF SORTIES PER GRADUATE DATA

T-37 SORTIES

BASE	1991	1992	1993
COL	27559	24603	19872
LAU	28448	24191	19872
RAN		13962	10276
REE	21600	24330	26195
SHP	36265	33336	30581
VAN	28004	24482	20304
TOTAL:	141876	144904	127100
GRAND TOTAL:	413880		

T-38 SORTIES

1991	1992	1993
26210	27548	27720
37941	27844	27926
	16480	11162
34275	25935	19410
39671	39505	35205
36332	27247	28998
174429	164559	150421
GRAND TOTAL:	489409	

PRIMARY GRADS

BASE	1991	1992	1993
COL	328	233	212
LAU	372	224	211
RAN			
REE	333	208	240
SHP	282	272	249
VAN	332	213	199
TOTAL:	1647	1150	1111
GRAND TOTAL:	3908		

ADV GRADS

1991	1992	1993
299	225	207
351	211	186
291	211	222
269	259	244
306	204	215
1516	1110	1074
GRAND TOTAL:	3700	

PRIMARY SORTIES PER GRAD:

105.9

ADV SORTIES PER GRAD:

132.3

llabus of Training: P-V4A-E (AVIATION LEADERSHIP PGM) Type Aircraft: T-37

Type of Airspace	# Sorties per Graduate	Flight Time in Airspace / Sortie	Vertical Altitude (1000 ft)	Other Types of Usable Airspace	Avg. Size (nm^2)	Total Flight Hours per Graduate
MOA	96	0.4	14	N/A	179	38.4
PAT	128	0.4	4	N/A	36	51.2
AW	124	0.4	14	N/A	N/A	49.6
RR	N/A	N/A	N/A	N/A	N/A	N/A
MTR	9	0.5	1	N/A	N/A	4.5

Key to types of airspace:
MOAs -- Military Operating Areas
WA -- Warning Areas
AA -- Alert Areas
RA -- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
OWAW -- Overwater Airways
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
OWA -- Overwater Airspace
CLG -- Uncontrolled Airspace

2. Give the total number of day and night sorties required for each undergraduate/graduate pilot and/or NFO/Navigator training syllabus and trainer aircraft (and level of training) for student training, overhead, and total requirement.

Syllabus of Training *	Level (Track) of Pilot Training *	Trainer Aircraft *	Sorties required per graduate					
			Student (syllabus)		Overhead[1]		Total	
			Day	Night	Day	Night	Day	Night
UPT	Primary	T-37	60	2	22	2	82	4
	Advanced	T-38	82	4	25	2	107	6
ATP	Advanced	T-38	83	3	22	1	105	4
ALP	Primary	T-37	123	5	36	5	159	10
BANK REQ	Graduate	T-38	N/A	N/A	N/A	N/A	N/A	N/A
IFF	Graduate	AT-38	17	0	11	0	28	0

Primary 86 sorties
B/FC 113 sorties

3. Indicate your training weather minimums (ceiling/visibility & crosswinds) by aircraft type and syllabus.

ANSWER:

Aircraft	Takeoff/Land	Crosswind Limit
T-37	300/1	17.5 knots
T-38	300/1	25 knots
AT-38	300/1	25 knots

[1] Overhead includes extra flights due to unsatisfactory performance, maintenance flights, incomplete flights, instructor training, hts, warm-up flights, and instrument check flights.

Flight Training Ground School

1. Provide the ground school training requirements for undergraduate/graduate Pilot and NFO/Navigator training facilities (classrooms, simulators, labs, life support facilities, etc.) by Facility Category Code Number (CCN). Include all applicable 171-xx, 179-xx CCN's and any other CCN where Undergraduate Pilot or NFO/Navigator training occurs. Ensure that the requirements for all types of simulators (cockpit (UTD), instrument (IFT), and motion-based/visual (OFT), etc.) are indicated.

Facility Category Code (CCN): 141-743

Syllabus of Training	Level of Training *	Facility Type(s)	Requirement (Hrs/Grad)
UPT	Primary	Life Support Work Center	3
	Advanced	Life Support Work Center	3
ATP	Graduate	Life Support Work Center	N/A
ALP	Primary	Life Support Work Center	3
IFF	Graduate	Life Support Work Center	3

ility Category Code (CCN): 171-132

Syllabus of Training	Level of Training *	Facility Type(s)	Requirement (Hrs/Grad)
UPT	Primary	Lecture Hall	N/A
	Advanced	Lecture Hall	N/A
ATP	Graduate	Lecture Hall	N/A
ALP	Primary	Lecture Hall	3
IFF	Graduate	Lecture Hall	N/A

Facility Category Code (CCN): 171-211

Syllabus of Training	Level of Training *	Facility Type(s)	Requirement (Hrs/Grad)
UPT	Primary	Classroom/Tng Section	131.5
	Advanced	Classroom/Tng Section	74.5
ATP	Graduate	Classroom/Tng Section	127.0

ALP	Primary	Classroom/Tng Section	167.5
IFF	Graduate	Classroom/Tng Section	45.6

Facility Category Code (CCN): 171-212

Syllabus of Training	Level of Training *	Facility Type(s)	Requirement (Hrs/Grad)
UPT	Primary	Simulator	27.3
	Advanced	Simulator	28.6
ATP	Graduate	Simulator	31.2
ALP	Primary	Simulator	19.5
IFF	Graduate	Simulator	1.3

Facility Category Code (CCN): 171-214

Syllabus of Training	Level of Training *	Facility Type(s)	Requirement (Hrs/Grad)
UPT	Primary	Phys Tng Fac	39
	Advanced	Phys Tng Fac	7.5
ATP	Graduate	Phys Tng Fac	45.5
ALP	Primary	Phys Tng Fac	40.5
IFF	Graduate	Phys Tng Fac	0

Facility Category Code (CCN): 740-674

Syllabus of Training	Level of Training *	Facility Type(s)	Requirement (Hrs/Grad)
UPT	Primary	Gym/Fitness Fac	88
	Advanced	Gym/Fitness Fac	88
ADV TNG PGM	Graduate	Gym/Fitness Fac	60
AVIATION LEADER-SHIP PGM	Primary	Gym/Fitness Fac	88
IFF	Graduate	Gym/Fitness Fac	0

2. List any additional constraints or limitations to the flight training ground school facilities that impact the training mission.

ANSWER: Primary constraint to ground school training is student/trainee 12 hour duty day.

D. Other Ground Training

1. By facility Category Code Number (CCN), for facilities in which student pilot or NFO/Navigator training is conducted, provide the usage requirements for other than student pilot or NFO/Navigator training. Include all applicable 171-xx, 179-xx CCN's. Other use made of the facilities must be derived either from course requirements and student throughput (for formal schools/courses of instruction) or that required to maintain readiness (for permanent/support personnel, reserves, etc.).

CCN: 171-211

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
Academic Classroom	49 FTS	IFF	45.6	8527.2	See Note 1	See Note 1
Academic Classroom	50 FTS	Bank Requal (T-38)	None	None	See Note 1	See Note 1
Academic Classroom	37 FTS	T-37 Pre-PIT	None	None	See Note 1	See Note 1
Academic Classroom	50 FTS	T-38 Pre-PIT	None	None	See Note 1	See Note 1
Academic Classroom	37/50 FTS	RSU CT	4.0	160	See Note 1	See Note 1
Academic Classroom	37/50 FTS	BIP MTG	4.0	48	See Note 1	See Note 1
Academic Classroom	37/50 FTS	Safety Mtgs	12.0	1,800	See Note 1	See Note 1
Academic Classroom	All Fly Sqs	IRC	9.0	1,800	See Note 1	See Note 1

CCN: 171-212

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
T-51 Sim	49 FTS	IFF	1.3	243.1	See Note 1	See Note 1

T-51 Sim	50 FTS	Bank Requal (T-38)	None		See Note 1	See Note 1
T-50 Sim	T-37	T-37 Pre-PIT	None		See Note 1	See Note 1
T-51 Sim	T-38	T-38 Pre-PIT	None		See Note 1	See Note 1

CCN: 141-383

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
C.A.I.	49 FTS	IFF	None		See Note 1	See Note 1
C.A.I.	50 FTS	Bank Requal (T-38)	None		See Note 1	See Note 1
C.A.I.	37 FTS	T-37 Pre-PIT	None		See Note 1	See Note 1
C.A.I.	50 FTS	T-38 Pre-PIT	None		See Note 1	See Note 1

IFF: 192 students per year
RSU CT Meeting: 40 people attend once per quarter (160 hrs/yr)
BIP Meeting: 12 people attend once per quarter (48 hrs/yr)
Safety Meeting: 150 people attend monthly (1,800 hrs/yr)
IRC: 150 people attend monthly (1,800 hrs/yr)
Note 1: Data not available

2. By facility Category Code Number (CCN), provide the usage requirements for facilities in which student pilot or NFO/Navigator training is not conducted. Include all applicable 171-xx, 179-xx CCN's. This usage must be derived either from course requirements and student throughput (for formal schools/courses of instruction) or that required to maintain readiness (for permanent/support personnel, reserves, etc.).

CCN: _____

Type of Training Facility	User	Type of Training	FY 1993 Requirements		FY 2001 Requirements	
			Hrs/Student	Hrs/Yr	Hrs/Student	Hrs/Yr
None						

E. Training Airframes

1. Provide the number of aircraft (by type) that will be based at each base for use in undergraduate/graduate pilot and NFO/Navigator training programs in the Fiscal Year indicated; and the number of other aircraft not used for training. Project requirements if necessary.

See change in front (Wed)

Base: Columbus AFB

AIRCRAFT USED FOR TRAINING

Aircraft*	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
T-37	76	76	76	76	76	76	76	76
T-38	76	76	76	76	76	76	76	76
AT-38	25	25	25	25	25	25	25	25
T-1	0	0	24	41	41	41	41	41
JPATS	0	0	0	0	0	0	0	0

AIRCRAFT NOT USED FOR TRAINING

None	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

2. Provide the following information for each training airframe used for pilot and NFO/Navigator training:

AIRCRAFT TYPE: T-37

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	36 sorties/month
Average Sortie Duration (ASD) (hrs)	1.28
Planned Turn Time (hrs) (Time from landing to takeoff)	Not Specified
Min Runway Length (ft)	5,000'
Preferred Runway Length (ft)	Not Specified
Min Runway Length for Touch and Go (T/G) (ft)	Not Specified
Runway Width (ft)	Not Specified
Required Taxi way Width (ft)	Not Specified
Weight Bearing Requirement (kips)	7.2 kips (See Note)
Apron Space Required (ft^2/Aircraft)	7,200 SQ FT
Hangar Space Required (ft^2/Aircraft)	1,000 SQ FT
Navigation Equipment On-Board (GPS?--when?)	ILS / VOR / DME

Note: - Weight bearing requirement determined by dividing aircraft maximum gross weight by 1,000 (7,200 lbs / 1000).

AIRCRAFT TYPE: T-38

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	35 sorties/month
Average Sortie Duration (ASD) (hrs)	1.2
Planned Turn Time (hrs) (Time from landing to takeoff)	1.5
Min Runway Length (ft)	8,000'

Preferred Runway Length (ft)	Not Specified
Min Runway Length for Touch and Go (T/G) (ft)	Not Specified
Runway Width (ft)	Not Specified
Required Taxiway Width (ft)	Not Specified
Weight Bearing Requirement (kips)	13.0 kips (see note)
Apron Space Required (ft^2/Aircraft)	6,300 SQ FT
Hangar Space Required (ft^2/Aircraft)	1,090 SQ FT
Navigation Equipment On-Board (GPS?--when?)	ILS / TACAN

Note: - Weight bearing requirement determined by dividing aircraft maximum gross weight by 1,000 (12,500 lbs / 1000).

AIRCRAFT TYPE: AT-38

FACTOR	VALUE
Utilization Rate (UTE Rate--sorties or hours per month)	26 sorties/month
Average Sortie Duration (ASD) (hrs)	0.95
Planned Turn Time (hrs) (Time from landing to takeoff)	2.0
Min Runway Length (ft)	8,000'
Preferred Runway Length (ft)	Not Specified
Min Runway Length for Touch and Go (T/G) (ft)	Not Specified
Runway Width (ft)	Not Specified
Required Taxiway Width (ft)	Not Specified
Weight Bearing Requirement (kips)	13.0 kips (see note)
Apron Space Required (ft^2/Aircraft)	6,300 SQ FT
Hangar Space Required (ft^2/Aircraft)	1,090 SQ FT
Navigation Equipment On-Board (GPS?--when?)	ILS / TACAN

Note: - Weight bearing requirement determined by dividing aircraft maximum gross weight by 1,000 (12,850 lbs / 1000, which includes SUU-11 pod).

3. List any additional constraints or limitations to the training airframes that impact the training mission.

ANSWER: T-38 cannot tolerate any icing conditions, takeoffs are restricted during conditions of high temperature and pressure altitude, limited to crosswinds of less than 25 kts. T-37 can only tolerate light rime icing, limited to crosswinds of less than 17.5 kts.

Facilities

A. Airfield

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/OLF Name:

ANSWER: Columbus AFB, MS.

Location (Lat/Long and nearest town):

ANSWER: 33° 38' 36" N / 088° 26' 36" W / Columbus, MS

Syllabi and Level of Training Supported:

ANSWER:

Syllabus	Level
T-37 / P-V4A-B	Primary
T-38 / P-V4A-B	Advanced
T-37 ALP / P-V4A-E	Primary
T-38 FMS / P-V4A-P	Graduate
AT-38 / B/F-V5A-K	Graduate

Ownership:

ANSWER: Air Force.

For OLF:

ANSWER: Not applicable.

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-37

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	20,669	19,952	14,885
	Graduate Training Sorties			0
	Training Support Sorties*	6,890	4,651	4,987
	Other Sorties	See Note 2	See Note 2	See Note 2
	TOTAL SORTIES:	27,559	24,603	19,872

(FY93) $\frac{19872}{212} = 93.7$

(FY91) $\frac{27559}{328} = 84$ sorties/grad

(FY92) $\frac{24,603}{233} = 105.6$ sorties/grad

Facilities

Non-Operational Hours	Standdowns	4,676	4,676	4,676
	Maintenance	Not available	Not available	Not available
	Other Events	Not available	Not available	Not available

*Training Support Sorties include maintenance flights, instructor proficiency/check rides, etc.

Note 2: - Operational "Other Sorties" (Statics/Fly-bys, Orientation/FAM, Depot inputs/outputs [Queen Bee], F-15 Interceptor Target Support) are not tracked, as they are listed and tracked as Mission Support sorties as per AETC Headquarters' guidance.

TYPE AIRCRAFT: T-38

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	20,968	22,038	22,310
	Graduate Training Sorties			0
	Training Support Sorties*	5,242	5,510	5410
	Other Sorties	See Note 2	See Note 2	See Note 2
	TOTAL SORTIES:	26,210	27,548	27,720
Non-Operational Hours[2]	Standdowns	4,676	4,676	4,676
	Maintenance	Not available	Not available	Not available
	Other Events	Not available	Not available	Not available

91 $\frac{26210}{299}$ = 87.65 Sorties/day

91 $\frac{27,548}{225}$ = 122.4 Sorties/day

92 $\frac{27720}{297}$ = 93.3 Sorties/day

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

Note 2: - Operational "Other Sorties" (Statics/Fly-bys, Orientation/FAM, Depot inputs/outputs [Queen Bee], F-15 Interceptor Target Support) are not tracked, as they are listed and tracked as Mission Support sorties as per AETC Headquarters' guidance.

TYPE AIRCRAFT: AT-38

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	N/A	N/A	
	Graduate Training Sorties	N/A	N/A	366

Hours when the airfield was closed for flight operations.

Facilities

	Training Support Sorties*	N/A	N/A	34
	Other Sorties	N/A	N/A	See Note 2
	TOTAL SORTIES:	N/A	N/A	400
Non-Operational Hours[3]	Standdowns	N/A	N/A	4,676
	Maintenance	N/A	N/A	Not available
	Other Events	N/A	N/A	Not available

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

Note 2: - Operational "Other Sorties" (Statics/Fly-bys, Orientation/FAM, Depot inputs/outputs [Queen Bee], F-15 Interceptor Target Support) are not tracked, as they are listed and tracked as Mission Support sorties as per AETC Headquarters' guidance.

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

Syllabus of Training	Level of Training	Pilots Trained			
		FY 1991	FY 1992	FY 1993	FY 19__
UPT	Primary	416 (FY84)	327	228	211
	Advanced	396 (FY84)	299	225	197
T-38 Banked Requal	Advanced	12 (FY93)	0	5	12
ALP	Primary	5 (FY92)	1	5	1
ATP	Graduate	10 (FY93)	0	0	10

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

	FY 1991	FY 1992	FY 1993
Average hours (day/night)	12.5 / 0.5	12.0 / 0.5	11.5 / 0.5
Days per year:	240	240	242

Hours when the airfield was closed for flight operations.

Facilities

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial/civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

Aircraft Type: T-37 Undergraduate Training: Yes

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	22.9	19.9	21.1
Maintenance		0.3	0.2	0.2
Operations		1.1	0.9	1.0
Other Military Flights		0.0	0.0	0.0
Civilian/Commercial Flights		0.0	0.0	0.0
Other		0.0	0.0	0.0
	Total	24.3	21.0	22.3

Aircraft Type: T-38 Undergraduate Training: Yes

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	24.3	20.5	21.9
Maintenance		1.3	0.9	0.5
Operations		1.3	1.1	1.3
Other Military Flights		0.0	0.0	0.0
Civilian/Commercial Flights		0.0	0.0	0.0
Other		0.0	0.0	0.0
	Total	26.9	22.5	23.7

Aircraft Type: AT-38 Undergraduate Training: No

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	See Note	See Note	16.5
Maintenance		See Note	See Note	0.2
Operations		See Note	See Note	0.0
Other Military Flights		See Note	See Note	0.0
Civilian/Commercial Flights		See Note	See Note	0.0
Other		See Note	See Note	0.0
	Total	See Note	See Note	16.7

Note: - Historical data for AT-38 operations is not available prior to FY 93, as IFF initial startup operations began in July 1993.

6. List the major factors in the "other" category in the above table.

ANSWER: None.

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

a. Percentage of time WX at or above 200/1?

ANSWER: 99.2%

b. Percentage of time WX at or above 300/1?

ANSWER: 99.0%

c. Percentage of time WX at or above 500/1?

ANSWER: 97.8%

d. Percentage of time WX at or above 1000/3?

ANSWER: 92.0%

Percentage of time WX 3000/5 and above?

ANSWER: 78.8%

f. Percentage of time WX 3000/3 and above?

ANSWER: 82.8%

g. Percentage of time WX 1500/3 and above?

ANSWER: 89.1%

h. Percentage of time crosswind component to the primary runway at or below 15 knots?

ANSWER: 99.2%

i. Percentage of time crosswind component to the primary runway at or above 25 knots?

ANSWER: 0.1%

j. Mean number of days of icing in the local flying area?

ANSWER: 42 days, primarily during the October though March period.

8. For <u>each</u> independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the last year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

AIRFIELD OPERATIONS

BASE	(C x T x E) HOURLY CAP	% OF YR	% MAX CAP	WEIGHT FACTOR	OPS / HR
COL	347.00	75%	100%	1	192.14
	76.00	25%	23%	4	
AUX	111.00	100%	100%	1	111.00
LAU	364.50	75%	100%	1	191.64
	62.00	25%	17%	4	
AUX	110.50	100%	100%	1	110.50
RAN	204.00	75%	100%	1	154.29
	117.00	25%	29%	4	
AUX	101.00	100%	100%	1	101.00
REE	303.00	75%	100%	1	165.29
	62.00	25%	22%	4	
AUX	102.00	100%	100%	1	102.00
SHP	240.00	75%	100%	1	139.43
	64.00	25%	16%	4	
AUX	103.00	100%	100%	1	103.00
VAN	294.00	75%	100%	1	162.00
	63.00	25%	22%	4	
AUX	102.00	100%	100%	1	102.00

HOURLY CAPACITY INFORMATION WAS OBTAINED FROM:
CAPACITY ANALYSIS, FACILITIES, PARA B (AIRFIELDS), QUESTION 9

THE WX FACTOR WAS OBTAINED FROM:
CAPACITY ANALYSIS, FACILITIES, PARA A, QUESTION 7G

OPERATIONS PER YEAR BY BASE

BASE	OPS / HR	X	HRS/DAY	X	TNG DAYS	=	OPS / YR	X	WX FAC	=	TOTAL OPS
COL	192.14	X	12	X	242	=	557983	X	89.10%	=	497163
AUX	111.00	X	12	X	242	=	322344	X	89.10%	=	287209
									TOTAL:		***784371***
LAU	191.64	X	12	X	242	=	556531	X	90.90%	=	505887
AUX	110.50	X	12	X	242	=	320892	X	90.90%	=	291691
									TOTAL:		***797577***
RAN	154.29	X	12	X	242	=	448046	X	83.60%	=	374566
AUX	101.00	X	12	X	242	=	293304	X	83.60%	=	245202
									TOTAL:		***619768***
REE	165.29	X	12	X	242	=	479990	X	91.50%	=	439191
AUX	102.00	X	12	X	242	=	296208	X	91.50%	=	271030
									TOTAL:		***710221***
SHP	139.43	X	12	X	242	=	404901	X	91.90%	=	372104
AUX	103.00	X	12	X	242	=	299112	X	91.90%	=	274884
									TOTAL:		***646988***
VAN	162.00	X	12	X	242	=	470448	X	89.40%	=	420581
AUX	102	X	12	X	242	=	296208	X	89.40%	=	264810
									TOTAL:		***685390***

Runway Complex Name: Columbus AFB

Syllabus of Training *	Level of Training (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
UPT	Primary (T-37)	42	34
	Advanced (T-38)	54	63
Aviation Leadership Program	Primary (T-37)	1	1
Advanced Training Program	Primary	3	3
	Total	100	100

Note: These numbers represent an approximation because AETC does not maintain a database for this 'formation.

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per hour this airfield and each OLF can support for each runway complex over a one year period (use the number of training days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

ANSWER: The answer for Columbus is 214.

The calculations are as follows:

5.78 ops/min ⇒ 1 op/10 sec

VFR ops/hr

IFR ops/hr

Average Daily Capacity = (347 × 12.17 × .75) + (76 × 12.17 × .25) = 3398 3351

Average Yearly Capacity = [246 – (.23 × 246)] × 3398 = ~~643,649~~ 624,425 633183 ops/

Average Hourly Capacity = (643,649 ÷ 246) ÷12.17 = 214 215

The answer for the Aux Field is 85.

The calculations are as follows:

VFR only?

Average Daily Capacity = 111 × 12.17 = 1351

Average Yearly Capacity = [246 – (.23 × 246)] × 1351 = 255,906

251745 ops/yr

884928 ops/yr

872,630

OPERATIONS/SORTIE DATA

T-37 SORTIES

BASE	1991	1992	1993
COL	27559	24603	19872
LAU	28448	24191	19872
RAN		13962	10276
REE	21600	24330	26195
SHP	36265	33336	30581
VAN		24482	20304
TOTAL:	**113872**	**144904**	**127100**

T-37 OPERATIONS/SORTIE

6.1

SORTIE GRAND TOTAL:	385876

T-37 OPERATIONS

BASE	1991	1992	1993
COL	157743	140567	113307
AUX	27628	27441	18313
TOTAL:	***185371***	***168008***	***131620***
LAU	135350	122657	102334
AUX	39521	55956	47440
TOTAL:	***174871***	***178613***	***149774***
N		***62734***	***69081***
E	103684	100269	85705
UX	42172	48078	34507
TOTAL:	***145856***	***148347***	***120212***
VAN		105427	81791
AUX		46126	33708
TOTAL:	***0***	***151553***	***115499***
SHP	145949	133508	114602
AUX	66702	53013	33445
TOTAL:	***212651***	***186521***	***148047***
SUB TOTAL:	**718749**	**895776**	**734233**

OPERATIONS GRAND TOTAL:	2348758

T-38 SORTIES

BASE	1991	1992	1993
COL	26210	27548	27720
LAU	37941	27844	27926
RAN			
REE			
SHP	39671	39505	35205
VAN	36332	27247	28998
TOTAL:	**140154**	**122144**	**119849**

T-38 OPERATIONS/SORTIE

6.6

SORTIE GRAND TOTAL:	382147

T-38 OPERATIONS

BASE	1991	1992	1993
COL	160442	136628	134478
AUX	115227	95776	81777
TOTAL:	***275669***	***232404***	***216255***
LAU	146651	142158	130262
AUX	110866	81893	124808
TOTAL:	***257517***	***224051***	***255070***
RAN			
REE			
AUX			
TOTAL:	***0***	***0***	***0***
VAN	158685	121245	98106
AUX	102372	71237	66670
TOTAL:	***261057***	***192482***	***164776***
SHP	158706	137942	132577
AUX			
TOTAL:	***158706***	***137942***	***132577***
SUB TOTAL:	**952949**	**786879**	**768678**

OPERATIONS GRAND TOTAL:	2508506

OPERATIONS/SORTIE DATA

T-1 SORTIES

BASE	1991	1992	1993
RAN T-38			11162
RAN T-1			374
REE T-38			19410
REE T-1			7107
TOTAL:	0	0	38053

T-1 OPERATIONS/SORTIE
4.6

TOTAL T-1 SORTIES:	7481
TOTAL T-38 SORTIES:	30572

AVERAGE ANNUAL T-38 OPERATIONS

T-38 SORTIES X (AVE T-38 OPS / SORTIE) = 214004

30572 X 7.0

T-1/T-38 OPERATIONS

BASE	1991	1992	1993
COL			
AUX			
TOTAL:	*0*	*0*	*0*
LAU			
AUX			
TOTAL:	*0*	*0*	*0*
RAN		*0*	*79284*
[illegible]			82071
[illegible]			86688
TOTAL:	*0*	*0*	*168759*
VAN			
AUX			
TOTAL:	*0*	*0*	*0*
SHP			
AUX			
TOTAL:	*0*	*0*	*0*
SUB TOTAL:	0	0	248043

AVERAGE ANNUAL T-1 OPERATIONS

TOTAL OPS - T-38 OPS = 34039

248043 214004

OPERATIONS GRAND TOTAL:	248043

Facilities

Average Hourly Capacity = (255,906 ÷ 246) ÷12.17 = 85

VFR operations per hour is 347.
IFR operations per hour is 76.
Traffic split is 75/25 VFR/IFR.
Weather attrition is 23%.
Average operating period 12.17 hours.

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 31L/13R Traffic Count T-37	157,743	140,567	113,307
Runway 31R/13L Traffic Count T-38	160,442	136,628	134,478
Runway 31/13C Traffic Count T-38	115,227	95,776	81,777
Aux Field Traffic Count T-37	27,628	27,441	18,313

T-37 113,307+18,313 / 19872 6.6 ops

T-38 134478+81777 / 27720 =5.5 ops

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

Columbus	FY 1991	FY 1992	FY 1993
VFR	65% (see note 1)	65% (see note 1)	65% (see note 2)
IFR	35% (see note 1)	35% (see note 1)	35% (see note 2)
Total	100%	100%	100% (see note 2)

Note 1: RSU Traffic Count Logs (all VFR) are only available back to Jan 92, therefore these percentages are very close estimates.

Note 2: The total traffic count for all three runways is 254,000 (65%) plus 142,683 (35%) equals 397,383 (100%)

Aux Field	FY 1991	FY 1992	FY 1993
VFR	100%	100%	100%
IFR	0%	0%	0%

Facilities

Total	100%	100%	100%

. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

ANSWER: Daylight Window: - outside of a few syllabus sorties which are specifically designated night training missions, most flying must be accomplished between 15 minutes prior to sunrise, to 15 minutes after official sunset.

ANSWER: Student crew duty day (12 Hours): - student trainees are limited to 12 hour duty days maximum, regardless of the amount of crew rest available (in excess of 12 hours) to the next duty day.

ANSWER: Current Aircraft Maintenance CAP: - current aircraft CAP for all aircraft types is well below historical averages. A reduced maintenance CAP reduces the number of sorties which can be flown on any given day.

ANSWER: Current Student Loading: - current student class sizes are well below historical averages. Where student class size once ranged between 26 to 30 students per section, current class sizes average approximately 12 students. Reduced student loading reduces the number of available student flying hours per day.

ANSWER: Instructor Pilot Manning: - current IP manning is well below historical averages. Where the number of instructors per flight once ranged between 12 to 15, current manning averages between 7 to 9 instructors per flight. Reduced IP manning reduces the number of training sorties which can be flown on any given day.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[4].

ANSWER: Given the following sortie generation rates (as outlined in questions A.16. and A.9.) and sorties flown in FY 93 (question A.2.), the following additional capacity could be gained with present operational equipment:

ANSWER: Additional capacity which could be gained by the main and auxiliary airfields:

T-37: 6.1 sorties per hour (increase from 6.4 to 12.5 or 94%)

T-38: 5.8 sorties per hour (increase from 10.4 to 16.2 or 55%)

NOTE: Command modeling factors do not allow us to provide data in traffic count per hour. The model also does not break out the data by runway complex.

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations.[5]

ANSWER: Additional capacity which could be gained by the main and auxiliary airfields:

T-37: 8.7 sorties per hour (increase from 6.4 to 15.1 or 135%)

T-38: 6.0 sorties per hour (increase from 10.4 to 16.4 or 57%)

NOTE: Command modeling factors do not allow us to provide data in traffic count per hour. The model also does not break out the data by runway complex.

15. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

ANSWER: None - the primary limitation is Military Operating Area (MOA) Special Use Airspace (SUA). Outside of taking direct control of the Meridian 1 West MOA, Birmingham 1 MOA, and Birmingham 2 MOA, little airspace exists to expand MOA operations. The addition of additional MOA airspace beyond existing airspace would not be operationally, time, or fuel effective. Low altitude navigation areas and use of outlying instrument training facilities present no known restriction and/or limitations to expansion of student instrument/navigation training.

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

ANSWER: Maximum sortie generating capacity per year:

T-37: 38,988 P

T-38: 33,067 P/F

NOTE: Command modeling factors do not allow us to provide data by syllabus or level of training.

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

ANSWER: Yes. Increase our number of T-37 and T-38 aircraft. Increase the workloads in the maintenance contract and fuels contract. Increase the IP manpower in the flying squadrons. Current use of the auxiliary airfield is well below 50% of its capacity. If airfield lighting is added to auxiliary field, it can be utilized for night operations. Therefore, our total utilization of the auxiliary field would increase significantly.

---

[5] Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)*	Lighting					Arresting gear type and location	IFR or VFR (I or V) Capable? Night (N) Capable?	Approach Aids (IFR/ VFR)
				F	P	C	N	G			
Columbus AFB, Rwy 13R/31L	6,300'	175'	Exceeds all AGI#2 Loading		X				None	I, V, N	Yes (V)
Columbus AFB, Rwy 13C/31C	12,000'	300'	66,000	X					MA-1A, departure end	I, V, N	Yes (I/V)
Columbus AFB, Rwy 13L/31R	8,000'	150'	56,000		X				MA-1A, departure end	V, N	Yes (V)
Columbus AFB, Aux Airfield 13/31	6,300'	150'	20,000				X		None	VFR only	No (V)

* 1986 Pavement Evaluation, summary of allowable gross weights for AGI#2 aircraft. Values are in pound/q in. AGI represents Aircraft Group Index which is the criteria by which the Air Force establishes pavement bearing capacities.

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

Runway Designation	NAVAID	Published Approaches
Columbus AFB, Rwy 13C	Caledonia VORTAC (CBM)	HI-VOR/DME Rwy 13C, HI-TACAN Rwy 13C
Columbus AFB, Rwy 31C	Caledonia VORTAC (CBM)	HI-VOR/DME Rwy 31C, HI-TACAN Rwy 31C
Columbus AFB, Rwy 13C	Caledonia VORTAC (CBM)	VOR/DME Rwy 13C, TACAN Rwy 13C
Columbus AFB, Rwy 31C	Caledonia VORTAC (CBM)	VOR/DME Rwy 31C, TACAN Rwy 31C
Columbus AFB, Rwy 13C	Caledonia ILS (ICBM)	HI-ILS/LOC Rwy 13C
Columbus AFB, Rwy 13C/31C	Caledonia ILS (ICBM)	HI-ILS/LOC Rwy 31C
Columbus AFB, Rwy 13C/31C	Caledonia ILS (ICBM)	ILS/LOC Rwy 13C
Columbus AFB, Rwy 13C/31C	Caledonia ILS (ICBM)	ILS/LOC Rwy 31C
Columbus AFB, Rwy 13C/31C	Surveillance Approach Radar	ASR Rwy 13C
Columbus AFB, Rwy 13C/31C	Surveillance Approach Radar	ASR Rwy 31C

Facilities

20. For the following category codes, provide the unit measure requested and any appropriate comments about useability of the facility for undergraduate flying training.

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
111	Runways Fixed Wing	SY	655,834	
111	Runways Rotor Wing	SY	None	
111	Landing Pads	SY	None	
113	Parking Aprons	SY	324,549	
113	Access Aprons	SY	None	
121	Direct Fueling	OL / GM	24,600 GM	See Note 1
121	Truck Fueling	OL / GM	4250	See Note 2
121	Defueling	OL / GM	None	
124	Fuel Storage	GA	800,047 GA	
136-36 (USN)	Carrier Lighting	EA	Not Applicable	
149	Arresting Gear	EA	4 - MA - 1A	
422	Ammunition Storage	CF	8800	
425	Open Ammunition Storage	SY	None	

Note 1: Base resupply rate for fuel is 918,000 gallons per day.
Note 2: Aircraft ramp refueling rate is based upon (11) R-11 and (6) R-9 refueling trucks, each capable of 250 gallons per minute

21. List any additional constraints or limitations to the airfield that impact the training mission.

ANSWER: None.

A. Airfield (Auxiliary Airfield)

1. Provide the following information for the home field and each OLF that supports undergraduate flight training. (Following 20 Questions.)

Airfield/OLF Name:

ANSWER: Columbus AFB Auxiliary Airfield (1MS8)
(Airfield termed "GUNSHY" for local use training)

Location (Lat/Long and nearest town):

ANSWER: 32° 56' N / 088° 35' W / Shuqualak, MS

llabi and Level of Training Supported:

Facilities

ANSWER: T-37 / P-V4A-B
T-37 ALP / P-V4A-E

Ownership:

ANSWER: Air Force.

For OLF: Distance (nm) from home airfield

ANSWER: 43 NM

2. Complete the table below to describe the airfield's annual operations (sorties flown) by type of aircraft. Give best estimate of the number of sorties if exact data not available. If sortie totals are derived from estimates, list assumptions.

TYPE AIRCRAFT: T-37

		FY 1991	FY 1992	FY 1993
Operational Sorties	Undergraduate Training Sorties	See Note 1	See Note 1	3,052 See Note 1
	Graduate Training Sorties	See Note 1	See Note 1	0
	Training Support Sorties*	See Note 1	See Note 1	See Note 1
	Other Sorties	See Note 2	See Note 2	See Note 2
	TOTAL SORTIES:	See Note 1	See Note 1	3,052 See Note 1
Non-Operational Hours[6]	Standdowns	See Note 3	See Note 3	See Note 3
	Maintenance	See Note 3	See Note 3	See Note 3
	Other Events	See Note 3	See Note 3	See Note 3

*Training Support Sorties include maintenance flights, instructor proficiency/checkrides, etc.

Note 1: - Only T-37 / T-37 ALP training is accomplished at Columbus AFB Auxiliary Airfield. All sorties originate and are supported by Columbus AFB. Historical data were estimated by dividing the annual traffic count by 6 events (takeoffs and landings per sortie).

Note 2: - Operational "Other Sorties" (Statics/Fly-bys, Orientation/FAM, Depot inputs/outputs [Queen Bee], F-15 Interceptor Target Support) are not tracked, as they are listed and tracked as Mission Support sorties as per AETC Headquarters' guidance.

Hours when the airfield was closed for flight operations.

Facilities

Note 3: - Information not available at this level. Non-operational hours are not tracked, as they are marily off-station sorties and may or may not be flown when Columbus AFB is closed for local flight perations.

List below the "other sorties" and "other events" included in the table above:

ANSWER: None - See Note 2 above.

3. Indicate in the table below the number of undergraduate/graduate pilots and NFO/Navigators trained in FY 1991, FY 1992, and FY 1993 at your installation by syllabus, by level of training. In the blank FY column select the FY with the greatest output within the last 10 years and indicate the year and show data.

Syllabus of Training	Level of Training	Pilots Trained			
		FY 1991	FY 1992	FY 1993	FY 19__
UPT	Primary	See Note 1	See Note 1	See Note 1	See Note 1
	Advanced	See Note 2	See Note 2	See Note 2	See Note 2
UPT T-38 ADVANCED TNG PGM	Advanced	See Note 2	See Note 2	See Note 2	See Note 2
AVIATION LEADERSHIP PGM T-37	Primary	See Note 1	See Note 1	See Note 1	See Note 1
IFF	Graduate	See Note 2	See Note 2	See Note 2	See Note 2
BANKED REQ T-38	Graduate	See Note 2	See Note 2	See Note 2	See Note 2

Note 1: - UPT Primary (T-37) information not available at this level. Information on graduating pilots is nly maintained on student which complete UPT. Historical data (last 10 years) for all aircraft types, is not available at this level, as all student records are maintained for one year (only) before being destroyed - information is available at command level. Information provided is based upon last two years of data available at the local level.

Note 2: - Only T-37 / T-37 ALPS training is accomplished at Columbus AFB Auxiliary Airfield. All sorties originate and are supported by Columbus.

4. Under normal operations, give the average number of daylight/night flying hours per day, and the number of days per year the airfield/OLF is scheduled for undergraduate pilot and/or NFO/Navigator training. (Do not include weekends.)

Note: - Data not available at this level. Daylight flying hour information is not tracked and night flying is not accomplished at this auxiliary airfield.

5. Enter the percentage of daylight undergraduate/graduate pilot and/or NFO/Navigator training sorties lost during each of the last three years due to weather, maintenance, operations, other military flights, commercial/civilian flights, or other reasons by aircraft type. Indicate if the sorties lost were from an undergraduate or graduate program.

rcraft Type: T-37 Undergraduate Training: Yes

Facilities

Factor		Percentage Lost		
		FY 91	FY 92	FY 93
Weather	Primary	See Note	See Note	See Note
Maintenance		See Note	See Note	See Note
Operations		See Note	See Note	See Note
Other Military Flights		See Note	See Note	See Note
Civilian/Commercial Flights		See Note	See Note	See Note
Other		See Note	See Note	See Note
	Total	See Note	See Note	See Note

Note: - Data not available at this level. Attrition data is reflected in data reported for Columbus AFB, as all sorties originate at the primary airfield. Sorties which would have been canceled due to poor weather, maintenance, operations, or other reasons would be terminated at the home field.

6. List the major factors in the "other" category in the above table.

ANSWER: Not applicable.

7. Weather (WX): During the period of record (at least ten years), what was the yearly average:

ANSWER: Data are not available at this level. Columbus AFB Auxiliary Airfield does not have an operational weather facility or instrument approach procedure. All operations are VFR only.

a. Percentage of time WX at or above 200/1?

ANSWER: Data are not available at this level. See answer A.7. above.

b. Percentage of time WX at or above 300/1?

ANSWER: Data are not available at this level. See answer A.7. above.

c. Percentage of time WX at or above 500/1?

ANSWER: Data are not available at this level. See answer A.7. above.

d. Percentage of time WX at or above 1000/3?

ANSWER: Data are not available at this level. See answer A.7. above.

e. Percentage of time WX 3000/5 and above?

ANSWER: Data are not available at this level. See answer A.7. above.

f. Percentage of time WX 3000/3 and above?

ANSWER: Data are not available at this level. See answer A.7. above.

g. Percentage of time WX 1500/3 and above?

ANSWER: Data are not available at this level. See answer A.7. above.

Facilities

Percentage of time crosswind component to the primary runway at or below 15 knots?

ANSWER: Data are not available at this level. See answer A.7. above.

i. Percentage of time crosswind component to the primary runway at or above 25 knots?

ANSWER: Data are not available at this level. See answer A.7. above.

j. Mean number of days of icing in the local flying area?

ANSWER: 42 days, primarily during the October though March period. Number is based upon Columbus AFB historical weather data. Weather facilities are not available at the OLF. See answer A.7. above.

8. For each independent runway complex at home field and all OLFs, provide a breakdown of daytime and nighttime airfield usage by type of training (include overhead sorties) for undergraduate flight training over the past year. Use a separate table for each runway complex. (Note: The percentages in each column are of sorties flown and should sum to 100.) (Not applicable for helicopter training.)

Runway Complex Name: Columbus AFB Auxiliary Airfield

Syllabus of Training *	Level of Training (Aircraft Type)	FY 1993 Airfield Use (Percent)	
		Day	Night
UPT	Primary (T-37)	See Note 1	Not Applicable
	Advanced (T-38)	See Note 1	Not Applicable
UPT T-38 AD-ADVANCED TNG PGM	Advanced	See Note 1	Not Applicable
AVIATION LEADERSHIP PGM T-37	Primary	See Note 1	Not Applicable
IFF	Graduate	See Note 1	Not Applicable
BANKED REQ T-38	Graduate	See Note 1	Not Applicable
	Total	100	See Note 2

Note 1: - Only T-37 / T-37 ALP training is accomplished at Columbus AFB Auxiliary Airfield. All sorties originate and are supported by Columbus AFB. Separate data for each syllabus of training are not tracked and not available.

Note 2: - Columbus AFB Auxiliary Airfield is day-VFR only.

Facilities

9. Given the current mix of aircraft assigned to your air station, what is the average number of operations per 'ır this airfield and each OLF can support for each runway complex over a one year period (use the number of .aining days/year used by your service). This number should take in account reductions in operations due to weather and the times the airfield is closed to undergraduate/graduate pilot and/or NFO/Navigator training (i.e., calculations should be based on the methodology in the FAA's Airport Capacity and Delay manual). Show how this number was derived.

Maximum average number of operations per hour for T-37 aircraft is 20, based on 3 minute takeoff intervals from Columbus AFB. Given maximum sortie capability (as outlined in question A.16.) and an average attrition (as listed in question A.5.), the following T-37 sorties can be supported at the OLF:

T-37 - 44,621 (57,600 sorties per year x 77.4667% generation rate using an average annual attrition rate of 22.5333% for FY 91 - 93)

10. Complete the table below to describe the runway activity to each runway at the home field and all OLFs. Use the FAA Airport Operations Count (traffic count) to determine departures and arrivals:

	FY 1991	FY 1992	FY 1993
Runway 13/31 Traffic Count	Not Available	Not Available	18,313

Note: - Traffic count data are tracked only for the airfield, not each runway. Historical data available .ly for FY 93.

11. Give the percent of VFR and IFR flight operations (departures and arrivals) at each airfield and OLF (use the flight operations data for FY91 - FY93):

	FY 1991	FY 1992	FY 1993
VFR	100.0 %	100.0 %	100.0 %
IFR	See Note	See Note	See Note
Total	100%	100%	100%

Note: - Columbus AFB Auxiliary Airfield is equipped for day-VFR operations only.

12. Discuss the factors that constrain the number of available student flying hours per day (e.g., AICUZ agreements).

ANSWER: Daylight Window - outside of a few syllabus sorties which are specifically designated night training 'issions, all flying must be accomplished between 15 minutes prior to sunrise, to 15 minutes after official .nset.

Facilities

ANSWER: Student crew duty day (12 Hours) - student trainees are limited to 12 duty days maximum, regardless of amount of crew rest available to the next duty day.

ANSWER: Current Aircraft Maintenance CAP: - current aircraft CAP for all aircraft types is well below historical averages. A reduced maintenance CAP reduces the number of sorties which can be flown on any given day.

ANSWER: Current Student Loading: - current student class sizes are well below historical averages. Where student class size once ranged between 26 to 30 students per section, current class sizes average approximately 12 students. Reduced student loading reduces the number of available student flying hours per day.

ANSWER: Instructor Pilot Manning: - current IP manning is well below historical averages. Where the number of instructors per flight once ranged between 12 to 15, current manning averages between 7 to 9 instructors per flight. Reduced IP manning reduces the number of training sorties which can be flown on any given day.

13. Assuming that airfield operations are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details and assumptions for all calculations[7].

ANSWER: Additional capacity which could be gained by the main and auxiliary airfields:

T-37: 6.1 sorties per hour (increase from 6.4 to 12.5, or 94%)

T-38: 5.8 sorties per hour (increase from 10.4 to 16.2 or 55%)

Note: Command modeling factors do not allow us to provide data in traffic count per hour. The model does not break out the data by runway complex.

14. Assuming that airfield operations are not constrained by construction/equipment funds, what additional capacity (in flight operations (traffic count) per hour) could be gained? Provide details, estimated costs, and assumptions for all calculations[8]

ANSWER: Additional capacity which could be gained by the main and auxiliary airfields:

T-37: 8.7 sorties per hour (increase from 6.4 to 15.1, or 135%)

T-38: 6.0 sorties per hour (increase from 10.4 to 16.4 or 57%)

---

[7] Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities

Note: Command modeling factors do not allow us to provide data in traffic count per hour. The model does not break out the data by runway complex.

Primary restriction is due to lack of ramp space. Operational RSUs and fire detachment are already available. Additional constraints include no maintenance or fuel storage facilities necessary to support flying operations.

15. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

ANSWER: None - the primary limitation is Military Operating Area (MOA) Special Use Airspace (SUA). Outside of taking direct control of the Meridian 1 West MOA, Birmingham 1 MOA, and Birmingham 2 MOA, little airspace exists to expand MOA operations. The addition of additional MOA airspace beyond existing airspace would not be operationally, time, or fuel effective. Low altitude navigation areas and use of outlying instrument training facilities present no known restriction and/or limitations to expansion of student instrument/navigation training.

16. Give the maximum sortie generating capacity per year of your installation given the current aircraft mix and type at your installation, and consistent with the training mission.

Syllabus of Training	Level (Track) of Pilot Training	Trainer Aircraft	Maximum Sorties
UPT	Primary	T-37	38,988
	Advanced	T-38	33,067
IFF	Graduate	AT-38	Not Applicable

Note: Command modeling factors do not all us to provide data by syllabus or level of training.

17. Are there any recommendations on how to increase sortie generating capacity and reduce the number of training installations? If so please explain.

ANSWER: Yes. Increase our number of T-37 and T-38 aircraft. Increase the workload in the maintenance contract and fuels contract. Increase IP manpower in the flying squadrons. Current use of the auxiliary airfield is well below 50% of its capacity. If airfield lighting is added to the auxiliary field, it can be utilized for night operations. Therefore, our total utilization of the auxiliary field could increase significantly.

18. Give the designation, length, width, load bearing capacity, lighting configurations, and landing constraints for each runway at the home field and all OLFs.

Runway/Lane/Pad (Airfield Name & Runway Designation)	Length (ft)	Width (ft)	Load Bearing Capacity (lbs/ft²)	Lighting					Arresting gear type and location	IFR or VFR Capable? Night (N) Capable?	Approach Aids (IFR/VFR)
				F	P	C	N	G			
Columbus AFB, Aux Field 13/31	6,300'	150'	See Note				X		None	VFR only	No (V)

Note: - Load bearing capacity not available in lbs/ft² format. Load bearing capacity based upon .eaviest aircraft type stressed for" as follows:

Runway:	Heaviest aircraft stressed for:	Weight
Runway 13/31	T-33	26,000 lbs

F -- Full Lighting (approach, runway edge, center, and threshold)
P -- Partial Lighting (less than full)
C -- Carrier Deck Lighting Simulated (embedded)
N -- No Lighting
G -- NVG Lighting

19. In the table below list the available NAVAIDS with published approaches that support the main airfield and/or OLFs. Note any additions/upgrades to be added between now and FY 1997.

Runway Designation	NAVAID	Published Approaches
Columbus AFB Auxiliary Airfield 13/31	Not supported	No published approaches

. For the following category codes, provide the unit measure requested and any appropriate comments about .ne usability of the facility for undergraduate flying training.

CAT CODE	Facility Type	Unit Measure	Quantity	Comments
111	Runways Fixed Wing	SY	105,000	
111	Runways Rotor Wing	SY	None	
111	Landing Pads	SY	None	
113	Parking Aprons	SY	2,667	
113	Access Aprons	SY	None	
121	Direct Fueling	OL / GM	None	
121	Truck Fueling	OL / GM	None	
121	Defueling	OL / GM	None	
124	Fuel Storage	GA	None	
136-36 (USN)	Carrier Lighting	EA	None	

AIRSPACE REQUIREMENTS

COLUMBUS CURRENT AREAS	NAME	SQ NM	ALT		ADD'L AREAS	TOTAL AREAS FOR:	BLOCK HOURS/YEAR	
PRIMARY (100 SQ NM X 5000 FT)	COL 1	2643	15K	PRIMARY:	67	PRIMARY 151	x 12 x 242=	467892
	MER 1 EAST	719	15K	ADVANCED:	17			
	TOTAL:	3362						
ADVANCED (200 SQ NM X 12000 FT)	COL 2	647	15K	PRIMARY:	94	ADVANCED 40	x 12 x 242=	116973
	COL 3	2668	15K	ADVANCED:	23			
	COL 4	1379	13K					
	TOTAL:	4694						

LAUGHLIN CURRENT AREAS	NAME	SQ NM	ALT		ADD'L AREAS	TOTAL AREAS FOR:		
PRIMARY (100 SQ NM X 5000 FT)	LAU 3	2000	15K	PRIMARY:	40	PRIMARY 116	x 12 x 242=	391459
	TOTAL:	2000		ADVANCED:	10			
ADVANCED (200 SQ NM X 12000 FT)	LAU 1	4290	13K	PRIMARY:	95	ADVANCED 75	x 12 x 242=	218889
	LAU 2	450	13K	ADVANCED:	65			
	PECOS	8335	19K					
	TOTAL:	13075						

RANDOLPH CURRENT AREAS	NAME	SQ NM	ALT		ADD'L AREAS	TOTAL AREAS FOR:		
PRIMARY (100 SQ NM X 5000 FT)	RND 1B	540	15K	PRIMARY:	15	PRIMARY 73	x 12 x 242=	211150
	RND 1C	123	5K	ADVANCED:	3			
	RND 2B	330	8K					
	TOTAL:	993						
ADVANCED (200 SQ NM X 12000 FT)	RND 1A	1407	13K	PRIMARY:	57	ADVANCED 17	x 12 x 242=	49499
	RND2A	1462	20K	ADVANCED:	14			
	TOTAL:	2869						

REESE CURRENT AREAS	NAME	SQ NM	ALT		ADD'L AREAS	TOTAL AREAS FOR:		
PRIMARY (100 SQ NM X 5000 FT)	REE 2	1050	13K	PRIMARY:	39	PRIMARY 147	x 12 x 242=	427701
	REE 4	900	13K	ADVANCED:	10			
	TOTAL:	1950						
ADVANCED (200 SQ NM X 12000 FT)	REE 1	1224	14K	PRIMARY:	108	ADVANCED 37	x 12 x 242=	106925
	REE 3	2690	14K	ADVANCED:	27			
	REE 5	1500	14K					
	TOTAL:	5414						

SHEPPARD CURRENT AREAS	NAME	SQ NM	ALT		ADD'L AREAS	TOTAL AREAS FOR:		
PRIMARY (100 SQ NM X 5000 FT)	SHEP 1	1110	14K	PRIMARY:	48	PRIMARY 145	x 12 x 242=	420383
	SHEP 2	1290	12K	ADVANCED:	12			
	TOTAL:	2400						
ADVANCED (200 SQ NM X 12000 FT)	WASHITA	768	11K	PRIMARY:	97	ADVANCED 57	x 12 x 242=	166922
	WESTOVER 1	2090	14K	ADVANCED:	45			
	WESTOVER 2	1980	13K					
	DICKIE A	700	13K					
	DICKIE B	700	13K					
	LOCK NW	950	18K					
	LOCK NX	1100	14K					
	LOVELAND	808	13K					
	TOTAL:	9096						

VANCE CURRENT AREAS	NAME	SQ NM	ALT		ADD'L AREAS	TOTAL AREAS FOR:		
PRIMARY (100 SQ NM X 5000 FT)	VAN 1B	1600	15K	PRIMARY:	32	PRIMARY 158	x 12 x 242=	458832
	TOTAL:	1600		ADVANCED:	8			
ADVANCED (200 SQ NM X 12000 FT)	VAN 1A	6300	14K	PRIMARY:	126	ADVANCED 40	x 12 x 242=	114708
	TOTAL:	6300		ADVANCED:	32			

Facilities

149	Arresting Gear	EA	None	
21 422(AF)	Ammunition Storage	CF	None	
425	Open Ammunition Storage	SY	None	

21. List any additional constraints or limitations to the airfield that impact the training mission.

ANSWER: None.

B. Airspace

1. Give the number of workable blocks of airspace and type of airspace used by your installation, the average dimensions (n.mi. x n.mi. x ft), and availability in daylight hours/year of these blocks for each syllabus and level of pilot and/or NFO/Navigator training and trainer aircraft. Note that a workable block of airspace must be large enough to support the required training maneuvers/evolutions without encroaching on another block and have an ingress/egress route that does not go through other airspace blocks. (This question is not applicable to helicopter training.)

Syllabus of Training	Level of Training	Trainer Aircraft	# Workable Blocks of Airspace	Type of Airspace	Average Block Dimensions	Availability (Hrs/Yr)/ Block
UPT	Primary	T-37	16 9	MOA ATCAA MTR	13.4 nm X 13.4 nm X 6,000' MSL 8.7 nm X 236 nm X 2,055' MSL	3,132 (See Note 3)
	Advanced	T-38	14 8	MOA ATCAA MTR	16.6 nm X 16.6 nm X14,000' MSL 8 nm X 247 nm X 2187' MSL	3,132 (See Note 3)
UPT T-38 ADVANCED TNG PGM	Advanced	T-38	See Note 1	MOA	16.6 nm X 16.6 nm X15,000' MSL	3,132 (See Note 3)
AVIATION LEADER-SHIP PGM T-37	Primary	T-37	See Note 2	MOA	13.4 nm X 13.4 nm X 15,000' MSL	3,132 (See Note 3)

Facilities

IFF	Graduate	AT-38	See Note 1	MOA & Bombing Range	16.6 nm X 16.6 nm X15,000' MSL	3,132 (See Note 3)
		Total	30	MOA & Bombing Range		

Note 1: - The T-38 FMS Advanced Training Program and AT-38 IFF Program utilize and share the same special use airspace as UPT T-38 operations.

Note 2: - The T-37 Aviation Leadership Program (ALP) utilizes and shares the same special use airspace as UPT T-37 operations.

Note 3: - Military Operating Area availability is published as sunrise to sunset, Monday through Friday - other times by NOTAM. Availability (hours per year) was determined using the 1993 SUA Annual Report data.

Key to types of airspace:

MOAs -- Military Operating Areas
WA -- Warning Areas
A -- Alert Areas
-- Restricted Areas
ATCAA -- Air Traffic Control Assigned Airspace
OWAW -- Overwater Airways
RR -- Restricted Areas with Ranges
MTR -- Military Training Routes
AW-- Airways (e.g. corridors to and from training areas)
PAT -- Pattern (e.g. airspace above runways)
OWA -- Overwater Airspace
CLG -- Uncontrolled Airspace

2. If the transit corridors between training areas and air station limits the number of aircraft that can train concurrently (i.e., can't safely use all blocks) give this limitation and explain what this number is based on. Break this information out by type and level of training if appropriate.

ANSWER: Not applicable.

3. List all the Special Use Airspace (SUA) (e.g., alert areas, restricted areas, warning areas, and MOAs) and airspace-for-special-use (e.g., ranges and low level training routes) within 100 n.mi. of the installation that are used for flight training. For <u>each</u> airspace provide the following information (<u>seven questions</u>):

a. Provide the type, name, location, size (nmi. x nmi. x ft), available times, airspace controlling activity, scheduling activity, method of scoring/recording, and proximity to airport traffic areas.

ANSWER:

Airspace	Type	Location
Range R-4404 A	Restricted Area	North Central Mississippi
Range Area R-4404 B	Restricted Area	North Central Mississippi

Facilities

Range Area R-4404 C	Restricted Area	North Central Mississippi
Columbus 1 MOA	MOA	Northeast Mississippi
Columbus 2 MOA	MOA	Northwest Alabama
Columbus 3 MOA	MOA	North Central Mississippi
Columbus 4 MOA	MOA	Southwest Tennessee
Meridian 1 East MOA	MOA	Central Alabama
Meridian 1 West MOA	MOA	Central Mississippi
Birmingham 1 MOA	MOA	West Central Alabama
Birmingham 2 MOA	MOA	West Central Alabama
IR-66	Low Level Route	Northeast Alabama
IR-67	Low Level Route	Northeast Alabama
IR-68	Low Level Route	Northwest Mississippi
IR-70	Low Level Route	Southeast Arkansas
IR-91	Low Level Route	Northwest Mississippi
SR-137	Low Level Route	North Central Mississippi
VR-1014	Low Level Route	Northwest Alabama
VR-1031	Low Level Route	West Central Alabama
VR-1050	Low Level Route	Northeast Alabama
VR-1051	Low Level Route	Northeast Alabama
VR-1072	Low Level Route	Central Mississippi

Airspace	Dimensions	Distance	Time
Range R-4404 A	1.5 NM x 3 NM x 11,500'	38 NM	7 min
Range Area R-4404 B	5 NM radius x 10,300'	37 NM	7 min
Range Area R-4404 C	5 NM radius x 3,000'	37 NM	7 min
Columbus 1 MOA	80 NM x 40 NM x 14,000'	10 NM	2 min
Columbus 2 MOA	25 NM x 25 NM x 14,000'	57 NM	11 min
Columbus 3 MOA	42 NM x 60 NM x 14,000'	59 NM	12 min
Columbus 4 MOA	48 NM x 30 NM x 12,000'	90 NM	18 min
Meridian 1 East MOA	27 NM x 30 NM x 14,000'	29 NM	6 min
Meridian 1 West MOA	64 NM x 78 NM x 14,000'	55 NM	11 min
Birmingham 1 MOA	35 NM x 35 NM x 21,500'	78 NM	16 min
Birmingham 2 MOA	35 NM x 35 NM x 21,500'	78 NM	16 min
IR-66	10 NM x 285 NM x 2,500'	30 NM	6 min
IR-67	10 NM x 322 NM x 2,500'	30 NM	6 min
IR-68	10 NM x 150 NM x 2,500'	85 NM	17 min
IR-70	10 NM x 255 NM x 3,500'	100 NM	20 min
IR-91	6 NM x 158 NM x 3,500'	26 NM	5 min
SR-137	6 NM x 150 NM x 1,000'	30 NM	6 min
VR-1014	6 NM x 180 NM x 1,000'	19 NM	4 min
VR-1031	6 NM x 152 NM x 1,000'	95 NM	19 min
VR-1050	10 NM x 352 NM x 1,000'	45 NM	9 min
VR-1051	10 NM x 270 NM x 1,000'	45 NM	9 min
VR-1072	10 NM x 330 NM x 1,000'	115 NM	23 min

Facilities

Airspace	Times
Range R-4404 A	Intermittent 1300 - 2400 Z++ daily, OT by NOTAM.
Range Area R-4404 B	Intermittent 1300 - 2400 Z++ daily, OT by NOTAM.
Range Area R-4404 C	Intermittent 1300 - 2400 Z++ daily, OT by NOTAM.
Columbus 1 MOA	Sunrise through sunset, Mon - Fri, OT by NOTAM.
Columbus 2 MOA	Sunrise through sunset, Mon - Fri, OT by NOTAM.
Columbus 3 MOA	Sunrise through sunset, Mon - Fri, OT by NOTAM.
Columbus 4 MOA	Sunrise through sunset, Mon - Fri, OT by NOTAM.
Meridian 1 East MOA	Sunrise through sunset, Mon - Fri, OT by NOTAM.
Meridian 1 West MOA	Intmt sunrise through 0500 Z++, OT by NOTAM.
Birmingham 1 MOA	1300 - 0400 Z++, OT by NOTAM.
Birmingham 2 MOA	1300 - 0400 Z++, (approx. 5 hours per day).
IR-66	1400 - 0500 Z++, 7 days per week.
IR-67	1400 - 0500 Z++, 7 days per week.
IR-68	1400 - 0500 Z++, 7 days per week.
IR-70	Normally 0800 - 2100 daily, available other times.
IR-91	Sunrise through sunset, Monday - Friday.
SR-137	Sunrise through sunset, Monday - Friday.
VR-1014	Sunrise through sunset, Monday - Friday.
VR-1031	1100 - 0600 Z++, daily.
VR-1050	1300 - 0500 Z++, daily.
VR-1051	1300 - 0500 Z++, daily.
VR-1072	Normally 0800 - 2100 daily, available other times.

Airspace	Controlling Agency	Scheduling Agency
Range R-4404 A	MEI App & Memphis Center	Comtrawing 1, NMM
Range Area R-4404 B	MEI App & Memphis Center	Comtrawing 1, NMM
Range Area R-4404 C	MEI App & Memphis Center	Comtrawing 1, NMM
Columbus 1 MOA	Columbus Approach Control	14 FTW, CBM
Columbus 2 MOA	Memphis Center	14 FTW, CBM
Columbus 3 MOA	Memphis Center	14 FTW, CBM
Columbus 4 MOA	Memphis Center	14 FTW, CBM
Meridian 1 East MOA	Columbus Approach Control	14 FTW, CBM
Meridian 1 West MOA	Memphis Center	Comtrawing 1, NMM
Birmingham 1 MOA	Atlanta Center	117 TRW, BHM
Birmingham 2 MOA	Atlanta Center	117 TRW, BHM
IR-66	Memphis Center	117 TRW, BHM
IR-67	Memphis Center	117 TRW, BHM
IR-68	Columbus Approach Control	14 FTW, CBM
IR-70	Columbus Approach Control	14 FTW, CBM
IR-91	Memphis Center	14 FTW, CBM
SR-137	Columbus Approach Control	14 FTW, CBM
VR-1014	Birmingham Approach	14 FTW, CBM
VR-1031	Atlanta Center	Comtrawing 1, NMM
VR-1050	Memphis Center	117 TRW, BHM

Facilities

VR-1051	Memphis Center	117 TRW, BHM
VR-1072	Columbus Approach Control	14 FTW, CBM

b. Is the airspace under radar and/or communications coverage/control? If so, who provides the services?

ANSWER: Yes - radar and communications coverage are provided by the controlling agency as listed above.

c. Does the Navy/Air Force/Army own the land below the training airspace under your cognizance? If not, do you control any real property interest? If so, describe the agreements and when these agreements are up for renewal?

ANSWER: Columbus AFB does not own any land below any Special Use Airspace which managed/scheduled by organization/tenant units stationed at either Columbus or Columbus AFB Auxiliary Airfield. While Columbus AFB does not own any real property interests, easements have been established with surrounding landowners for instrument approach procedures to both center runways.

d. What is the distance en route?

ANSWER:

Airspace	Type	Location
Range R-4404 A	Restricted Area	North Central Mississippi
Range Area R-4404 B	Restricted Area	North Central Mississippi
Range Area R-4404 C	Restricted Area	North Central Mississippi
Columbus 1 MOA	MOA	Northeast Mississippi
Columbus 2 MOA	MOA	Northwest Alabama
Columbus 3 MOA	MOA	North Central Mississippi
Columbus 4 MOA	MOA	Southwest Tennessee
Meridian 1 East MOA	MOA	Central Alabama
Meridian 1 West MOA	MOA	Central Mississippi
Birmingham 1 MOA	MOA	West Central Alabama
Birmingham 2 MOA	MOA	West Central Alabama
IR-66	Low Level Route	Northeast Alabama
IR-67	Low Level Route	Northeast Alabama
IR-68	Low Level Route	Northwest Mississippi
IR-70	Low Level Route	Southeast Arkansas
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SR-137	Low Level Route	North Central Mississippi
VR-1014	Low Level Route	Northwest Alabama
VR-1031	Low Level Route	West Central Alabama
VR-1050	Low Level Route	Northeast Alabama
VR-1051	Low Level Route	Northeast Alabama
VR-1072	Low Level Route	Central Mississippi

Facilities

Airspace	Dimensions	Distance	Time
Range R-4404 A	1.5 NM x 3 NM x 11,500'	38 NM	7 min
Range Area R-4404 B	5 NM radius x 10,300'	37 NM	7 min
Range Area R-4404 C	5 NM radius x 3,000'	37 NM	7 min
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Columbus 3 MOA	42 NM x 60 NM x 14,000'	59 NM	12 min
Columbus 4 MOA	48 NM x 30 NM x 12,000'	90 NM	18 min

Airspace	Dimensions	Distance	Time
Meridian 1 East MOA	27 NM x 30 NM x 14,000'	29 NM	6 min
Meridian 1 West MOA	64 NM x 78 NM x 14,000'	55 NM	11 min
Birmingham 1 MOA	35 NM x 35 NM x 21,500'	78 NM	16 min
Birmingham 2 MOA	35 NM x 35 NM x 21,500'	78 NM	16 min
IR-66	10 NM x 285 NM x 2,500'	30 NM	6 min
IR-67	10 NM x 322 NM x 2,500'	30 NM	6 min
IR-68	10 NM x 150 NM x 2,500'	85 NM	17 min
IR-70	10 NM x 255 NM x 3,500'	100 NM	20 min
IR-91	6 NM x 158 NM x 3,500'	26 NM	5 min
SR-137	6 NM x 150 NM x 1,000'	30 NM	6 min
VR-1014	6 NM x 180 NM x 1,000'	19 NM	4 min
VR-1031	6 NM x 152 NM x 1,000'	95 NM	19 min
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VR-1072	10 NM x 330 NM x 1,000'	115 NM	23 min

Airspace	Times
Range R-4404 A	Intermittent 1300 - 2400 Z++ daily, OT by NOTAM.
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Range Area R-4404 C	Intermittent 1300 - 2400 Z++ daily, OT by NOTAM.
Columbus 1 MOA	Sunrise through sunset, Mon - Fri, OT by NOTAM.
Columbus 2 MOA	Sunrise through sunset, Mon - Fri, OT by NOTAM.
Columbus 3 MOA	Sunrise through sunset, Mon - Fri, OT by NOTAM.
Columbus 4 MOA	Sunrise through sunset, Mon - Fri, OT by NOTAM.
Meridian 1 East MOA	Sunrise through sunset, Mon - Fri, OT by NOTAM.
Meridian 1 West MOA	Intmt sunrise through 0500 Z++, OT by NOTAM.
Birmingham 1 MOA	1300 - 0400 Z++, OT by NOTAM.
Birmingham 2 MOA	1300 - 0400 Z++, (approx. 5 hours per day).
IR-66	1400 - 0500 Z++, 7 days per week.
IR-67	1400 - 0500 Z++, 7 days per week.
IR-68	1400 - 0500 Z++, 7 days per week.
IR-70	Normally 0800 - 2100 daily, available other times.
IR-91	Sunrise through sunset, Monday - Friday.
SR-137	Sunrise through sunset, Monday - Friday.

Facilities

VR-1014	Sunrise through sunset, Monday - Friday.
VR-1031	1100 - 0600 Z++, daily.
VR-1050	1300 - 0500 Z++, daily.
VR-1051	1300 - 0500 Z++, daily.
VR-1072	Normally 0800 - 2100 daily, available other times.

Airspace	Controlling Agency	Scheduling Agency
Range R-4404 A	MEI App & Memphis Center	Comtrawing 1, NMM
Range Area R-4404 B	MEI App & Memphis Center	Comtrawing 1, NMM
Range Area R-4404 C	MEI App & Memphis Center	Comtrawing 1, NMM

Airspace	Controlling Agency	Scheduling Agency
Columbus 1 MOA	Columbus Approach Control	14 FTW, CBM
Columbus 2 MOA	Memphis Center	14 FTW, CBM
Columbus 3 MOA	Memphis Center	14 FTW, CBM
Columbus 4 MOA	Memphis Center	14 FTW, CBM
Meridian 1 East MOA	Columbus Approach Control	14 FTW, CBM
Meridian 1 West MOA	Memphis Center	Comtrawing 1, NMM
Birmingham 1 MOA	Atlanta Center	117 TRW, BHM
Birmingham 2 MOA	Atlanta Center	117 TRW, BHM
IR-66	Memphis Center	117 TRW, BHM
IR-67	Memphis Center	117 TRW, BHM
IR-68	Columbus Approach Control	14 FTW, CBM
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VR-1050	Memphis Center	117 TRW, BHM
VR-1051	Memphis Center	117 TRW, BHM
VR-1072	Columbus Approach Control	14 FTW, CBM

e. Are there any environmental limitations in or surrounding any of the training areas (air, land or sea) that impede the mission? If so, provide details.

ANSWER: No.

f. Is land, sea, or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

ANSWER: No.

g. In the event that it became necessary to increase base loading at your installation, does the airspace overlying and adjacent to your installation have the capacity to assume an additional workload? Estimate the rcentage of the possible increase in usable airspace. Provide the basis/calculations for these estimates.

Facilities

ANSWER: Yes, airspace utilization could be increased approx. 20% by adding 2.5 hours to the duty day. Our airspace is not being utilized during all hours of the day.

4. Is the available SUA/airspace-for-special-use within 100 n.mi. of your installation sufficient to satisfy all training requirements?

ANSWER: Yes.

5. If deployments/detachments to other domestic locations are required to satisfy training requirements, provide the following information for each location:

ANSWER: Deployments are not required.

a. Where do these units/squadrons deploy?

ANSWER: Not applicable.

b. How far from your installation?

ANSWER: Not applicable.

c. Frequency?

ANSWER: Not applicable.

d. Reasons for deployment (e.g., adverse weather, airspace saturation, training, versatility, etc.)

ANSWER: Not applicable.

e. Annual costs incurred for deployments due to adverse weather?

ANSWER: Not applicable.

f. Annual costs incurred for deployments due to airspace non-availability?

ANSWER: Not applicable.

g. Annual costs incurred for deployments due to insufficient training versatility (e.g., lack of low level training routes etc.)?

ANSWER: Not applicable.

Facilities

6. List all airspace control measures used for flight training that do not qualify as SUA/airspace-for-special-use and describe the limitations and capabilities of those control measures.

ANSWER: None.

7. For each syllabus of undergraduate/graduate pilot and/or NFO/Navigator flight training, state whether you require any specific terrain feature or overwater access for training.

Syllabus of Training	Terrain Feature or Overwater Requirement
UPT	None Required
UPT T-38 ADV TNG PGM	None Required
AVIATION LEADERSHIP PGM T-37	None Required
IFF	None Required

8. List any additional constraints or limitations to the airspace that impact the training mission.

ANSWER: None.

Ground Training

By Facility Category Code , complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training is conducted. Include all 171-xx, 179-xx category codes, and any other applicable category codes.

For example: in the category 171-10, a type of training facility is academic instruction classroom. If you have 10 classrooms with a capacity of 25 students per room, the design capacity would be 250. If these classrooms are available 8 hours a day for 300 days a year, the capacity in student hours per year would be 600,000.

Cat Code: 171-211

Type Training Facility	Total Number	Design Capacity (PN)[9]	Capacity (Student HRS/YR)
Classroom	6	180	518,400

[9] Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design capacity (PN) must reflect current use of the facilities.

Facilities

Cat Code: 141-383

Type Training Facility	Total Number	Design Capacity (PN)[10]	Capacity (Student HRS/YR)
Computer Aided Instruction, Video	1	44	126,720

Cat Code: 171-212

Type Training Facility	Total Number	Design Capacity (PN)[11]	Capacity (Student HRS/YR)
Instrument Flight Simulator, T-50	8	8	30,720
Instrument Flight Simulator, T-51	8	8	30,720
Cockpit Familiarization Trainer, T-37	4	8	30,720
Cockpit Familiarization Trainer, T-38	4	4	15,360

61,440

= 61,952

For the Student HRS/YR value in the preceding table, describe how that entry was derived.

ANSWER: 14th OSS Academics building currently contains 6 academic classrooms which seat approximately 30 students/trainees, and 1 Computer Aided Instruction (CAI) room which seats 44 students/trainees. By contractual agreement, simulators and CFT's are available 16 hours per day, classroom instruction and CAI 12 hours per day. Training facilities are available 240 days a year.

3. Assuming that the ground school training facility is not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in student hours) could be gained? Provide details and assumptions for all calculations.

ANSWER: 759,360 student-hours/year. This answer was derived with the following calculations: (Design Capacities from C.1) x (20 hours a day) x (300 days a year (365 minus Sundays and holidays)) = New Capacity. (New Capacity) - (Total Capacity from C.1) = Increase in Student-Hours/Year.

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[10] Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

[11] Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

GROUND TRAINING FACILITIES

BASE	DESIGN CAP		HOURS/DAY		TNG DAYS/YR		TNG HRS/YR
COLUMBUS							
CLASSROOM	224	X	8	X	242	=	**433664**
SIMULATOR	16	X	16	X	242	=	**61952**
LAUGHLIN							
CLASSROOM	100	X	8	X	242	=	**193600**
SIMULATOR	16	X	16	X	242	=	**61952**
RANDOLPH							
CLASSROOM	360	X	8	X	242	=	**696960**
SIMULATOR	24	X	16	X	242	=	**92928**
REESE							
CLASSROOM	360	X	8	X	242	=	**696960**
SIMULATOR	16	X	16	X	242	=	**61952**
SHEPPARD							
CLASSROOM	180	X	8	X	242	=	**348480**
SIMULATOR	24	X	16	X	242	=	**92928**
VANCE							
CLASSROOM	193	X	8	X	242	=	**373648**
SIMULATOR	16	X	16	X	242	=	**61952**
CORPUS							
CLASSROOM	240	X	8	X	242	=	**464640**
SIMULATOR	12	X	16	X	242	=	**46464**
KINGSVILLE							
CLASSROOM	444	X	8	X	242	=	**859584**
SIMULATOR	16	X	16	X	242	=	**61952**
MERIDIAN							
CLASSROOM	300	X	8	X	242	=	**580800**
SIMULATOR	14	X	16	X	242	=	**54208**
PENSACOLA							
CLASSROOM	2535	X	8	X	242	=	4907760
				(OTHER TRAINING)		-	992216
				TOTAL CLASSROOM:			**3915544**
SIMULATOR	74	X	16	X	242	=	**286528**
WHITING							
CLASSROOM	275	X	8	X	242	=	**532400**
SIMULATOR (T-34)	18	X	16	X	242	=	**69696**
SIMULATOR (TH-57)	9	X	16	X	242	=	**34848**
RUCKER							
CLASSROOM	2853	X	8	X	242	=	**5523408**
SIMULATOR	55	X	16	X	242	=	**212960**

Facilities

4. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations[12]

ANSWER: Additional capacity could be gained by adding 8 new academic classrooms (CAT Code 171-211) to the existing building or adjacent to building 230. Also, two classrooms (room 7 & 5) and a large classroom (Wing Computer classroom) could serve as two more classrooms. This is a total of 12 classrooms x 30 seats x 20 hrs/day x 300 days = 2,160,000 hrs/yr. Therefore, with new construction and renovations, an additional 2,160,000 student hours of academic classroom time could be added each year.
Calculations: To build eight (8) classrooms it would require 13,860 square feet to be added to building 230. Cost is estimated at $80.00 per square foot. Therefore, 13,860 x $80 = $1,180,800.00

5. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome.

ANSWER: Answer C.4 is limited by the amount of land available on the base for development.

6. By Category Code, complete the following table for all training facilities at the installation in which undergraduate pilot and/or NFO/Navigator training **is not** conducted. Include all 171-xx, 179-xx category codes, and any other applicable category codes.

ANSWER: This Air Force installation's primary mission is to provide undergraduate pilot training. Therefore, this question is not applicable.

For example: in the category 171-10, a type of training facility is academic instruction classroom. If you have 10 classrooms with a capacity of 25 students per room, the design capacity would be 250. If these classrooms are available 8 hours a day for 300 days a year, the capacity in student hours per year would be 600,000.

Cat Code: _____

Type Training Facility	Total Number	Design Capacity (PN)	Capacity (Student HRS/YR)
N/A			

7. For the Student HRS/YR value in the preceding table, describe how that entry was derived.

ANSWER: Not applicable.

Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities

8. Assuming that the ground school training facility is not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc., what additional capacity (in student hours) could be gained? Provide details and assumptions for all calculations.

ANSWER: Not applicable.

9. Assuming that ground school training facility is not constrained by additional construction/equipment funds, what additional capacity (in student hours) could be gained? Provide details, estimated costs, and assumptions for all calculations[13]

ANSWER: Not Applicable.

10. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc., cannot overcome.

ANSWER: Not Applicable.

D. Aircraft Parking, Maintenance, and Supply

1. Provide the number of other aircraft (both active and reserve operational squadrons) that are based at your installation. If a squadron has more than one type of aircraft, fill out a separate line for each type.

Squadron	Number of Aircraft (Fiscal Year)								Mission
	1994	1995	1996	1997	1998	1999	2000	2001	
NONE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

2. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be based and parked on your current parking aprons. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

See change in front (11 Oct)

Aircraft Type	# of Aircraft	Comments
T-37	76	See answer to question 3 for calculations
T-38	~~76~~ 87	See answer to question 3 for calculations
AT-38	28	See answer to question 3 for calculations

[13] Answer for each independent runway complex at the home field and all OLFs and by aircraft type.

Facilities

Provide the details of your calculations, including your assumptions on the minimum separation between aircraft, folding of aircraft wings, and any obstruction that may limit the placement of aircraft on the parking apron spaces.

Calculations are as follows:

	Wingspan		Length		Product		Factor (AFR 86-2)		Reqd Sq Ft	Reqd Sq Yd
T-37	33.8'	x	29.3	=	990	x	4.4	=	4,357	484.11
T-38	25.3'	x	46.3	=	1,171	x	4.4	=	5,154	572.67
AT-38	25.3'	x	46.3	=	1,171	x	4.4	=	5,154	575.67

Mission Support Aircraft Parking Area
816.33 yds. x 173.66 yds. = 141,770 sq. yds.

Current Mix of Aircraft at Columbus

T-37	76	43%
T-38	76	43%
AT-38	25	14%
TOTAL		100%

See change in front (11 OCT 94 DATA CALL)

Final Calculations:

	Parking Area Sq Yrds		Mix		Reqd Sq Yrds		Per Aircraft IAW LGXP		
37	141,770	x	43%	=	60,961	÷	800	=	76
T-38	141,770	x	43%	=	60,961	÷	700	=	~~76~~ 87
AT-38	141,770	x	14%	=	19,848	÷	700	=	28
TOTALS			100%						180

4. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be housed in your hangars. Use your service specific regulations regarding standard measures, (NAVFAC P-80, etc.).

Aircraft Type	# of Aircraft	Comments
T-37	11	25 T-37's would fill all available hanger space
T-38	14	33 T-38's would fill all available hanger space
AT-38	5	33 AT-38's would fill all available hanger space

5. Provide the details of your calculations, including your assumptions on the minimum separation between aircraft, folding of aircraft wings and any obstructions that may limit the placement of aircraft in the hangars.

ANSWER: Calculations
Based on the square footage and configurations of hangars at Columbus AFB and the aircraft spacing requirements listed in AFM 86-2, paragraph 8-9.d., our aircraft personnel have determined the maximum numbers of aircraft our hangars will house. Data provided is empirically generated.

Facilities

rrent Aircraft Mix

	Total at Columbus	Mix
T-37	76	43%
T-38	76	43%
AT-38	25	14%
TOTAL		100%

Hangar Space

Bldg	T-37 Capacity	T-38 Capacity	Sq ft
440	8	10	47,483
450	5	7	18,910
452	5	7	20,775
454	2	2	11,943
456	5	7	20,775
TOTAL	25	33	119,886

25 T-37's will fill all available hangar spaces
33 T-38's will fill all available hangar spaces
33 AT-38's will fill all available hangar spaces

Final Calculations

·37:	25 x .43 = 11
38:	33 x .43 = 14
AT-38:	33 x .14 = 5

6. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be maintained at your installation based on availability of maintenance facilities (i.e., maintenance docks, wash racks, NDI facilities, etc.).

Aircraft Type	# of Aircraft	Comments
T-37	93	See comments and calculations (Answer to question 7)
T-38/AT-38	117	See comments and calculations (Answer to question 7)

7. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

ANSWER:

Comments and Calculations

The maximum number of aircraft which maintenance has maintained at Columbus AFB was 77 T-37's in FY88. The maximum number of aircraft which maintenance has maintained at Columbus AFB was 97 T-38's in FY88. However, in 1987, Columbus added a new hangar (Bldg 440) which gave an increased maintenance hangar ›ace of 4 T-37's and 5 T-38's. Based on the hangar space guidance in AFR 86-2, figure 8-1, requirements for

covered aircraft spaces, and using the factor of 4 times the hangar space, Bldg 440 gives Columbus an additional maintenance capability rate of 16 T-37's and 20 T-38's.

Final Calculations

T-37:	77 + 16 = 93
T-38/AT-38	97 + 20 = 117

8. Describe any maintenance backlogs that your installation currently experiences on a routine basis. List the average backlog times and the reasons for the backlogs (e.g., supply shortfall, insufficient local labor, over tasking of work stations, space limitations).

ANSWER: None.

9. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be supported at your installation based on availability of supply/storage facilities.

Aircraft Type	# of Aircraft	Comments
T-37	121.6	Base supply capacity far exceeds parking ramp space.
T-38	121.6	Base supply capacity far exceeds parking ramp space.
AT-38	40	Base supply capacity far exceeds parking ramp space.

10. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

ANSWER: Total warehouse square footage including FAST areas is 91,511 square feet.

MS&D	bin	6,304
	rack	11,166
	bulk	4,950
		22,420 sq ft
FAST	whse 10	1,900
	whse 11	4,788
	whse 12	1,304
		7,992 sq ft

Total utilization is: 30,412 sq ft

Using space saver bins and mechanized material handling equipment, significant increases could be seen:

MS&D	bin	6,304	Space saver bins, 80% increase	11,347 sq ft
	rack	11,166	MMHE, 50% increase	16,749 sq ft
	bulk	4,950	MMHE, 50% increase	7,425 sq ft
		22,420 sq ft		35,521 sq ft

Facilities

FAST	whse 10	1,900		
	whse 11	4,788		
	whse 12	1,304		
		7,992 sq ft	Space saver bins, 80% increase	14,385 sq ft

Total utilization (does not include aisle space needed for equipment and personnel): 49,906 sq ft

Therefore, capacity is 49,906 sq ft/30,412 sq ft - 1.6 times current utilization.

	A/C currently assigned				
T-37	76	x	1.6	=	121.6
T-38	76	x	1.6	=	121.6
AT-38	25	x	1.6	=	40
TOTAL					283

11. List any additional constraints or limitations to the parking, maintenance, and supply facilities that impact the training mission.

ANSWER: No current constraints.

Housing and Messing

1. Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

Historical 150

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total people housed
BOQ, Bldgs 958, 964 Cat Code 724415	120		107
BOQ(H)	44		43
BEQ, Bldgs 542, 544, 546, 548 Cat Code 721312	528	300	195*
BEQ(H)	26	26	19

* Note: BEQ, Bldg 546 is closed

2. Provide data on the BOQs and BEQs projected to be assigned to your plant account in FY 1997. The desired unit of measure for this capacity is people housed. Differentiate between officer/enlisted/civilian, and include if billeting is for students or permanent party.

227 MAX CAP

Facility Type, Bldg. # & Cat Code	Total No. of Beds	Total No. of Rooms	Total People Housed
BOQ, Bldgs 958,964, & 966 724-415	180	180	164
BOQ (H)	47	47	47
BEQ, Bldgs, 542, 544,&548 721-312	528	300	195*
BEQ(H)	26	26	19

* Note: BEQ, Bldg 546 Closed

3. Provide data on the messing facilities assigned to your current plant account.

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats (2)	Avg # Noon Meals Served (3)
(1) Dining Facility, AMN 722351, Bldg 560	15,204	218	148

4. Provide data on the messing facilities projected to be assigned to your plant account in FY 1997.

Facility Type, Cat Code and Bldg. #	Total Sq. Ft.	Seats (2)	Avg # Noon Meals Served (3)
(1) Dining Facility, AMN 722351, Bldg 560	15,204	218	148

5. Based upon your installation's on and off-base housing and messing facilities, what average daily student load (ADSL) could you support from FY95 - FY01? Express the daily student load in terms of enlisted, officer, and civilian.

Type Facility	Average Daily Student Load (ADSL)						
	1995	1996	1997	1998	1999	2000	2001
BOQ	171	171	171	171	171	171	171
BEQ	N/A						
On-Base Housing	84	84	84	84	84	84	84
Off-Base Housing	0	0	0	0	0	0	0
Messing	654	654	654	654	654	654	654

6. Provide the basis (including source data) of your calculations in enough detail so they can be reproduced.

ANSWER: See attachment.

7. List any additional constraints or limitations to the housing and messing facilities that impact the training mission.

ANSWER: None.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

09 AUG 1994

MEMORANDUM FOR HQ AETC/XOPU

FROM: HQ USAF/RTR

SUBJECT: Joint Cross Service Group Questions

1. The Joint Cross Service Working Group for Undergraduate Pilot Training unconvered several issues that require MAJCOM clarification. A set of the questions pertaining to USAF YPT bases was provided to HQ AETC by Lt Col Jerry Free 5 Aug 94 (atch 1). The answers to these questions must be documented IAW the Air Force Internal Control Plan, i.e., worksheets must accompany the answers to HQ USAF/RTR (formerly AF/XOOR).

2. Please put your best effort against this request. This information is due to HQ USAF/RTR NLT 11 Aug 94. Faxed response is appropriate for the timely delivery of this information, however, a hard copy should be sent to follow up the data transfer. POC is Lt Col Bruggemeyer, AF/RTR, DSN 225-4578. Fax DSN 223-9707.

for John F. Plu

WAYNE MAYFIELD, Col, USAF
Chief, Base Realignment Division

AIR EDUCATION AND TRAINING COMMAND

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: Response to Joint Cross-Service Group Data Call

1. The attached worksheets constitute AETC's response to the 9 Aug 94 Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached worksheets to be true and accurate to the best of our ability.

VR

PETER H. FOX
Colonel, USAF
Acting Director, Plans and Operations

Attachment:
1. Installation Worksheets

Subject: Request for clarification

Source of Tasking: HQ USAF/RTR in conjunction with the Joint Working Group for Undergraduate Pilot Training

1. FOR ALL BASES: (Capacity Questionnaire, Features and Capabilities: Housing and Messing)

Provide the number of BOQ/BEQ rooms that are adequate/permanent.

2. COLUMBUS AFB: (Military Value Questionnaire, Mission Requirements, Managed Training Areas; C.1)

Report its outlying airfield.

3. RANDOLPH AFB: (Military Value Questionnaire, Facilities, Air Space and Flight Training Areas; A.11)

The Joint Working Group has refined the distance criteria to 75nm for evaluation purposes. Randolph AFB reported their air-to-surface range at 76nm. Request Randolph AFB remeasure the distance to the range.

4. SHEPPARD AFB: (Military Value Questionnaire, Facilities, Airfield; B.1)

Sheppard AFB needs to report 3rd parallel runway which is funded, contracted and construction in progress.

Does Sheppard AFB have a physiology Trainer?

5. LAUGHLIN: (Military Value Questionnaire, Facilities, Airfield; B.2)

Verify condition of runways.

6. RANDOLPH AFB: (Military Value Questionnaire, Future Requirements, Encroachment; B.4)

Is the existing AICUZ study encoded in local zoning ordinances? Yes or No

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

PURPOSE: To document the answer to Features and Capabilities question number (A.1-dc)

SOURCE: See base worksheet

METHOD: See base worksheet

CONCLUSION: The total number of rooms that are adequate/permanent - 414.

Difference between May 94 input and current is Bldg 546 is no longer considered as an adequate asset as dormitory. St. Thus no utilities and is currently being used as storage space.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Albert H. Ennis Date 11 Aug 94
Signature
Albert H. Ennis, GS-12, AETC/CEPH, 487-2559
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

PURPOSE: To document the answer to Mission Requirements question number (C.1).

SOURCE: *FLIP AP/1B, dated 28 Apr 94. FLIP AP/1A, dated 11 Nov 93.*
AP/1, dated 28 Apr 94. Binder # 4, Tabs 10 & 11.
VFR Supplement, dated 9 Dec 93, Binder #3, Tab 2.

METHOD: *Extract data from above sources.*

CONCLUSION:

Managed Training Assets	Management Role
R-4404 Complex	*Scheduled by arrangement with Meridian NAS (owner)*
Columbus 1 MOA	*Controlled and scheduled by 37th FTS (Columbus AFB)*
Columbus 2 MOA	*Controlled and scheduled by 50th FTS (Columbus AFB)*
Columbus 3 MOA	*Controlled and scheduled by 50th FTS (Columbus AFB)*
Columbus 4 MOA	*Controlled and scheduled by 50th FTS (Columbus AFB)*
Meridian 1 East MOA	*Scheduled by 37th FTS (LOA with Meridian NAS - owner)*
IR-66	*Awaiting final transfer from Birmingham ANG (owner)*
IR-67	*Awaiting final transfer from Birmingham ANG (owner)*
IR-68	*Controlled and scheduled by 50th FTS (Columbus AFB)*
IR-70	*Controlled and scheduled by 50th FTS (Columbus AFB)*
IR-91	*Controlled and scheduled by 50th FTS (Columbus AFB)*
SR-137	*Controlled and scheduled by 37th FTS (Columbus AFB)*
VR-1014	*Controlled and scheduled by 37th FTS (Columbus AFB)*
VR-1031	*Scheduled by arrangement with Meridian NAS (owner)*
VR-1050	*Awaiting final transfer from Birmingham ANG (owner)*
VR-1051	*Awaiting final transfer from Birmingham ANG (owner)*
VR-1072	*Controlled and scheduled by 14 OSS/DOOR (Columbus AFB - Wing Airspace office)*

Columbus AFB Auxiliary Airfield	*Owned and operated by 14 FTW, Columbus AFB. Used daily by T-37 aircraft for VFR operations.*

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

W. T. Poole Date 10 AUG 1994
WILLIAM T. POOLE, CAPT, 14 OSS/DO, 742-7596

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

C L. Claus Date 11 AUG 94
Signature
CARL L. CLAUS, CAPT, AETC/XOSA, 487-6162
Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE

11 OCT 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: HQ USAF/RT

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the UPT supplemental data calls dated 27 Sep, 30 Sep and 7 Oct 1994 (Atch 1). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan. There are no other supplemental data calls pending. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

JAY D. BLUME, Jr., Maj Gen, USAF
Special Assistant to the CSAF for
Realignment and Transition

Attachments:
1. Supplemental Data Calls 27 Sep 94, 30 Sep 94, 7 Oct 94
2. AETC Response to Data Calls

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

PURPOSE: To document the answer to Facilities question number (D.2-dc)

SOURCE: Real Property Records dated 28 Feb 94
AFR 86-2 dated Mar 73; Local Base Comprehensive Plan dated July 1971
Mr. Brannon, HQ AETC/LGXP, 487-3428

METHOD: Extract data from above sources.
Professional knowledge/judgment

CONCLUSION:

Aircraft Type	Total Parking Area	Square Yards Required/Aircraft	Total Number of Aircraft
T-37	262,300 SY	800	327
T-38	262,300 SY	700	374
T-1	262,300 SY	1,500	174

NOTES: (262,300 x .80) = 209,840 / Ramps

1. The total apron space is 262,300 SY. Total usable parking area under current operations is 219,800 SY.

a. Total unusable parking area under current operations is 42,500 SY due to aircraft taxiways, vehicle roadways adjacent to ramp, on-ramp hangars, flight shacks, support equipment parking, hangar enter/exit ramp area and aircraft wash racks.

APPLIED factor of .8 to compensate for unusable ramp space

b. Total usable parking area under current operations = 262,300 - 42,500 = 219,800 SY

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Thad L. Brannon Jr. Date 6 Oct 94
Signature
Thad L. Brannon, Jr., GM-14,HQ AETC/LGXP, 487-3428
Typed Name, Rank, Office Symbol, DSN Number

ATCH 1

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB, MS

PURPOSE: To document the answer to Facilities question number (A.10-DC).

SOURCE: Atlanta Sectional Chart, 28 Apr 94, Memphis Sectional Chart, 28 Apr 94, T-37 In-Flight Guide, 18 Jan 94, T-38 In-Flight Guide, 18 Jan 94.

METHOD: Extract data from listed sources.

CONCLUSION: The base answers were not given in worksheet form. This worksheet puts them in the proper table.

NAME	TYPE	AREA (sq NM)	ALTITUDE BLOCK (ft)	DISTANCE TO AREA (NM)
Columbus 1	MOA & ATCAA	2643	8,000 - FL230	Overhead
Columbus 2	MOA & ATCAA	647	8,000 - FL230	45
Columbus 3	MOA & ATCAA	2668	8,000 - FL230	42
Columbus 4	MOA & ATCAA	1379	10,000 - FL230	74
Meridian 1 East	MOA & ATCAA	719	8,000 - FL230	15
Meridian 1 West	MOA & ATCAA	3783	8,000 - FL230	15
Birmingham 1	MOA & ATCAA	2390	10,000 - FL230	63
Birmingham 2	MOA	2390	500 AGL - 10,000	63
Caledonia 1	ATCAA	877	FL250 - FL290	12
Caledonia 2	ATCAA	804	FL250 - FL290	12
Greenwood	ATCAA	831	FL250 - FL290	45
Memphis	ATCAA	857	FL250 - FL290	75
Oxford	ATCAA	809	FL250 - FL290	45
A-440	AA	177	SFC - 6,500	Overhead

NOTE: Since ATCAA is not charted, bases can only report ATCAA they actually use or that impact their operations. ATCAA is established by Letter of Agreement between the originating base and the controlling ARTCC.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date: 7 Oct 94

Carl L. Claus, Capt, AETC/XOSA, 487-6162

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

AUG 0 2 1994

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

SUBJECT: Air Force Data Input to the Joint Cross-Service Group on UPT

Attached is the validated Air Force submission to the JCSG for UPT. The data has been collected and certified in accordance with the Air Force Internal Control Plan. Questions can be referred to Lt Col Mark E. Bruggemeyer, HQ USAF/RTR, 54578.

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

6 Atchs
Columbus AFB Joint Data Call
Laughlin AFB Joint Data Call
Randolph AFB Joint Data Call
Reese AFB Joint Data Call
Sheppard AFB Joint Data Call
Vance AFB Joint Data Call

DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

4 OCT 1994

OFFICE OF THE ASSISTANT SECRETARY

MEMORANDUM FOR THE CHAIRMAN, JOINT CROSS-SERVICE GROUP FOR UNDERGRADUATE PILOT TRAINING

FROM: SAF/MII

SUBJECT: Air Force Data Input to the Joint Cross-Service Group (JCSG) for UPT

Attached is validated Air Force data submitted to answer the 23 Sep 94 supplemental data call (Atch 2). This information will enable the JCSG for UPT to determine the functional value of Air Force flight training activities. All the data has been certified in accordance with the Air Force Internal Control Plan.

The complete Military Value and Capacity Analysis Data Calls for Hondo Field and Falcon Field will be sent to HQ USAF/RT shortly. Following receipt and certification of the data calls at the Air Staff level, I will forward them to you. Questions can be referred to Lt Col Mark Bruggemeyer, HQ USAF/RTR, 54578.

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

Attachments:
1. Selected Question List, 23 Sep 94
2. AETC Response to 23 Sep 94 Questions

MILITARY VALUE ANALYSIS
MAJCOM WORKSHEET
COLUMBUS AFB, MS

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2).

SOURCE See installation worksheet.

METHOD: For category codes in this section, most bases will need to conduct an in-house survey to accurately capture the condition because real property records lump all pavements and utility distribution systems under one facility number. Ensure data reflects the condition of the system after completion of all funded O&M and MILCON projects (FY-95 and earlier MILCON, and all funded or authorized O&M projects).

This worksheet corrects the method, and simplifies the base's installation worksheet, removing misleading or unnecessary notes in order to avoid confusion. The conclusion is the same as latest information supplied by the base, which is dated 5 Oct 94. This worksheet replaces data in the installation worksheet dated 27 Sep 94.

CONCLUSION: COLUMBUS AFB (MAIN BASE)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard /Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways(Do not include shoulders or overruns)	SY	655,834	100	0	0
112	Airfield Pavements-Taxiways (Do not include Shoulders	SY	351,577	100	0	0
113	Airfield Pavements-Aprons (Do not include Shoulders	SY	262,300	100	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0

MILITARY VALUE ANALYSIS
MAJCOM WORKSHEET
COLUMBUS AFB, MS
(CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2). (Continuation Sheet)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard Semi-Permanent	Inadequate/ Temporary
812	Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines) (Do not include 812-921, 812-926 and 812-928	LF	465,843	100	0	0
822	Heat-Trans & Distr Lines (Do not include 822-248and822-268)	LF	0	0	0	0
832	Sewage and Indust Waste-Collection (Mains) (D0 not include 832-267	LF	256,255	70	30	0
842	Water - Distr Sys-Potable (Do not include842-246, and 842-249)	LF	243,956	100	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851	Roads (Do not include 851-142 and 851-143	SY	725,720	99	1	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	240,305	87.15	12.85	0

MILITARY VALUE ANALYSIS
MAJCOM WORKSHEET
COLUMBUS AFB, MS
(CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2). (Continuation Sheet)

OAF ALPHA (COLUMBUS AFB AUX FIELD)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard /Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways(Do not include shoulders or overruns)	SY	105,000	100	0	0
112	Airfield Pavements-Taxiways (Do not include Shoulders	SY	65,661	100	0	0
113	Airfield Pavements-Aprons (Do not include Shoulders	SY	2,889	100	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines) (Do not include 812-921, 812-926 and 812-928	LF	6,950	100	0	0

MILITARY VALUE ANALYSIS
MAJCOM WORKSHEET
COLUMBUS AFB, MS
(CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2). (Continuation Sheet)

OAF ALPHA (COLUMBUS AFB AUX FIELD)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248and822-268)	LF	0	0	0	0
832	Sewage and Indust Waste-Collection (Mains) (D0 not include 832-267	LF	0	0	0	0
842	Water - Distr Sys-Potable (Do not include842-246, and 842-249)	LF	0	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851	Roads (Do not include 851-142 and 851-143	SY	14,309	0	100	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	705	100	0	0

MILITARY VALUE ANALYSIS
MAJCOM WORKSHEET
COLUMBUS AFB, MS
(CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2). (Continuation Sheet)

To ensure facility conditions are applied consistently across the command, the following guidance is offered:

a. Adequate/Permanent means the facility is structurally and functionally adequate to serve its current purpose without major investment. For construction projects, major investment is defined as greater than $300,000 (i.e., if it takes a MILCON project to make a facility fully usable, it is not Adequate/Permanent). For repair projects, major investment is defined as greater than $1,000,000. However, judgment may be exercised in applying this second definition. For large facilities, (e.g., depots), where a $1,000,000 repair cost would not represent a significant investment, the facility could still be categorized as Adequate/Permanent.

b. Substandard/Semi-permanent means the facility is a permanent facility which is structurally sound, but requires major investment to adequately serve its current purpose.

c. Inadequate/Temporary means the facility has substandard construction and is used because no other adequate space exists to support the function it houses. In general, this is the type of facility would be razed in favor of new, permanent construction. To be more objective, use the "Seventy-Percent Rule". If the investment required to bring a facility up to Adequate/Permanent status is more than seventy-percent of the cost to build a new, adequate facility, the facility should be considered Inadequate/Temporary.

d. Any exception to the above criteria must be well documented.

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Robert J. Frank Date 5 OCT 94
Signature
ROBERT FRANK, GM-13, HQ AETC/CEDE, 487-2594
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
Columbus AFB

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 2. This clarification references Facilities question number (B.3).

SOURCE: Real Property Records dated 28 Feb 94. MILCON and O&M Project listings

METHOD: Extract data from Real Property records. Manually adjust data based on projected condition of facilities after completion of all funded MILCON and O&M projects. File details of manual adjustments, including documentation of project data, with the worksheet.

CONCLUSION:

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard /Semi-Permanent	Inadequate/ Temporary
131	Communications Buildings	SF	10,165	1,973	0
133	N/A to AETC bases	SF	0	0	0
141 (less 141-753)	Operations Buildings	SF	16,201	17,375	635
211	Maintenance - Aircraft	SF	151,016	94,071	17,118
217	Maint - Electronics and Communications Equip	SF	86	3,717	0
218	Maint Shops	SF	17,552	0	2,749
219	Maint - Installation Repair and Operations	SF	41,235	0	0
610	Administrative Buildings	SF	123,383	25,099	31,195

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
Columbus AFB MS

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 2. This clarification references Facilities question number (B.3). (Continuation Sheet)

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 27 Sep 94

Signature

VICKY W. WILSON, GS-09, 14 CES/CER, DSN 742-7968

Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 28 Sep 94

Signature

SUSAN L. HUGGINS GS-12 AETC/CEPE DSN 487-2994

Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
Columbus AFB

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 3. This clarification references Facilities question number (C.1).

SOURCE: Real Property Records dated 28 Feb 94. MILCON and O&M Project listings

METHOD: Extract data from Real Property records. Manually adjust data based on projected condition of facilities after completion of all funded MILCON and O&M projects. File details of manual adjustments, including documentation of project data, with the worksheet.

CONCLUSION:

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
141-753	Squadron Operation Fac	SF	0	0	0
171-152	Lecture Hall	SF	0	0	0
171-211	Flying Training Buildings	SF	84,459	0	0
171-212	Flight Simulator Building	SF	69,154	0	0
171-213	Flying Training Bildings (UPT/UNT)	SF	828	0	0
171-214	Physiological Training Bldg	SF	0	11,931	0
740-873	Theater	SF	0	9,881	0

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
Columbus AFB MS
(CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 3. This clarification references Facilities question number (C.1).

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Vicky W. Wilson Date 27 Sep 94
Signature
VICKY W. WILSON, GS-09, 14 CES/CER, DSN 742-7968
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Susan L. Huggins 28 Sep 94 Date
Signature
SUSAN L. HUGGINS, GS-12, AETC/CEPE, DSN 487-2994
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB, MS

PURPOSE: To document the answer to Manpower Implications, Par A, Question 1b. Data Call 23 Sep 94.

SOURCE: DD Form 2085, 30 Sep 93, and AETC Form 515, 30 Sep 93. Definition of adequate quarters for existing inventory use DoD Manual 4165.63, DoD Housing Management, September 1993

METHOD: Determine the number of adequate, substandard, and total number of quarters for enlisted and officer personnel. Determine the number of officer and enlisted spaces from lines 11, 12, and 13 from DD Form 2085; and lines 5, 10, 25, and 32 in Column A from AETC Form 515.

CONCLUSION:

	Number of Adequate Quarters	Number of Substandard Quarters	Total Number of Quarters
BOQs	246	0	246
VOQs	18	0	18
BEQs	616	0	616
VAQs	74	0	74

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Robert W. Spell Date 28 Sep 94
Robert W. Spell, GS-11, 14 CES/CEH, DSN 742-7280

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date: 28 Sep 94 Date 28 Sep 94
T. Shook, GM-13, AETC/SVXM, 487-5110 A. Ennis, GS-12, AETC/CEPH, 487-3133

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

PURPOSE: To document the answer to Facilities question number (E.7dc).

SOURCE: Lt Col Daniel L. Falvey, Deputy Commander, 14th Support Group, DSN 742-7092

METHOD: *Professional judgment/knowledge.*

CONCLUSION: YES.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 26 Sep 94

DANIEL L. FALVEY, LT COL, USAF, 14
SUG/CD, DSN 742-7092

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 28 SEP '94

Signature

THAD L. BRANNON, JR., GM-14 487-3428
Typed Name, Rank, Office Symbol, DSN Number
HQ AETC/LGXP, DSN 487-3428

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

PURPOSE: To document the answer to Facilities question number (II.7dc).

SOURCE: Lt Col Daniel L. Falvey, Deputy Commander, 14th Support Group, DSN 742-7092

METHOD: *Professional judgment/knowledge.*

CONCLUSION: YES.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 26 Sep 94

DANIEL L. FALVEY, LT COL, USAF, 14
SUG/CD, DSN 742-7092

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 28 SEP 94

Signature

THAD L. BRANNON, JR., GM-14 487-3428
Typed Name, Rank, Office Symbol, DSN Number
HQ AETC/LGXP, DSN 487-3428

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB, MS

PURPOSE: To document the answer to Manpower Implications, Par A, Question 1b. Data Call 23 Sep 94.

SOURCE: DD Form 2085, 30 Sep 93, and AETC Form 515, 30 Sep 93. Definition of adequate quarters for existing inventory use DoD Manual 4165.63, DoD Housing Management, September 1993

METHOD: Determine the number of adequate, substandard, and total number of quarters for enlisted and officer personnel. Determine the number of officer and enlisted spaces from lines 11, 12, and 13 from DD Form 2085; and lines 5, 10, 25, and 32 in Column A from AETC Form 515.

CONCLUSION:

	Number of Adequate Quarters	Number of Substandard Quarters	Total Number of Quarters
BOQs	246	0	246
VOQs	18	0	18
BEQs	616	0	616
VAQs	74	0	74

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Robert W. Spell Date 28 Sep 94
Robert W. Spell, GS-11, 14 CES/CEH, DSN 742-7280

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Tom M. Shook Date: 28 Sep 94 A. Ennis Date 28 Sep 94
T. Shook, GM-13, AETC/SVXM, 487-5110 A. Ennis, GS-12, AETC/CEPH, 487-3133

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

PURPOSE: To document the answer to "Clarification to Joint Militrary Value and Capacity Analysis Data Calls, 23 Sep 94", Question 1. This clarification references Facilities question number (B.2).

SOURCE: Real Property Records (for Current Quantity) A, D, and E Records, dated 21 Apr 94
In-house survey, Engineering Criteria, Base Comprehensive Plan, dated 14 Jan 94

METHOD: For category codes in this section, most bases will need to conduct an in-house survey to accurately capture the condition because real property records lump all pavements and utility distribution systems under one facility number. For aprons, use the procedures in Para 3-19 of AFM 86-2 to calculate the required parking apron. Use projected primary assigned aircraft numbers plus 10 percent to account for back-up aircraft inventory. Transient, TDY, and mobility aircraft not officially assigned to the base are not to be used for calculating apron requirements. Provide work sheets for documentation of construction projects for new or replacement (hand added) systems.

CONCLUSION: *Columbus Air Force Base (Main Base)*

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard /Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways(Do not include shoulders or overruns)	SY	*655,834*	*100*	*0*	*0*
112	Airfield Pavements-Taxiways (Do not include Shoulders	SY	*351,577*	*100*	*0*	*0*
113	Airfield Pavements-Aprons (Do not include Shoulders	SY	*262,300*	*100*	*0*	*0*
116-662	Dangerous Cargo Pad	SY	*0*	*0*	*0*	*0*

812	Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines) (Do not include 812-921, 812-926 and 812-928	LF	*465,843*	*100*	*0*	*0*

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248and822-268)	LF	0	0	0	0
832*	Sewage and Indust Waste-Collection (Mains) (D0 not include 832-267	LF	256,255	100	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	243,956	100	0	0
843	Water-Fire Protection(Mains) (Do not include 843-315, 843-316 and 843-319	LF	0	0	0	0
851**	Roads (Do not include 851-142 and 851-143	SY	723,720	100	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	240,035	87.15	12.85	0

*Columbus AFB: *Engineering Flight Chief has estimated that cat code 832 is not 100% condition code 1, but 70% condition code 1 and 30% condition code 2. This estimate is based on infiltration amounts into the sanitary sewage system. An AETC Sanitary Survey is underway at Columbus AFB and when this survey is completed a better estimate can be determine.*
***Engineering Flight Chief has determined that cat code 851 is not 100% condition code 1, but 99% condition code 1 and 1% condition 2.*

Columbus Air Force Base Auxiliary Field

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard /Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways(Do not include shoulders or overruns)	SY	*105,000*	*100*	*0*	*0*
112	Airfield Pavements-Taxiways (Do not include Shoulders	SY	*65,661*	*100*	*0*	*0*
113	Airfield Pavements-Aprons (Do not include Shoulders	SY	*2,889*	*100*	*0*	*0*
116-662	Dangerous Cargo Pad	SY	*0*	*0*	*0*	*0*
812***	Elec Power-Trans & Dist Lines (Overhead & U/G, Pre & Sec Lines) (Do not include 812-921, 812-926 and 812-928	LF	*215*	*100*	*0*	*0*

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard Semi-Permanent	Inadequate/ Temporary
822	Heat-Trans & Distr Lines (Do not include 822-248and822-268)	LF	0	0	0	0
832	Sewage and Indust Waste-Collection (Mains) (D0 not include 832-267	LF	0	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	0	0	0	0
843	Water-Fire Protection(Mains) (Do not include 843-315, 843-316 and 843-319	LF	0	0	0	0
851***	Roads (Do not include 851-142 and 851-143	SY	14,309	0	100	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	705	100	0	0

****Engineering Flight Chief has determined that cat code 812 current quantity is not 215 LF, but 6,950 LF.*

All back up data for the above table is located in the Real Proerty Office and the Engineering Flight Office in the Civil Engineering building 385.

To ensure faility conditions are applied consistently across the command, the following guidance is offered:

a. Adequate/Permanent means the facility is structurally and functionally adequate to serve its current purpose without major investment. For construction projects, major investment is defined as grater tha $300,000 (ie., if it takes a MILCON project to make a facility fully usable, it is not Adequate/Permanent). For repair projects, major investment is defined as greater than $1,000,000. However, judgment may be exercised in applying this second definition. For large facilities, (e.g., depots), where a $1,000,000 repair cost would not represent a significant investment, the facility could still be categorized as Adequate/Permanent.

b. Substandard/Semi-permanent means the facility is a permanent facility which is structurally sound, but requires major investment to adequately serve its current purpose.

c. Inadequate/Temporary means the facility has substandard construction and is used because no other adequate space exists to support the function it houses. In general, this is the type of facility would be razed in favor of new, permanent construction. To be more objective, use the "Seventy-Percent Rule". If the investment required to bring a facility up to Adequate/Permanent status is more than seventy-percent of the cost to build a new, adequate facility, the facility should be considered Inadequate/Temporary.

d. Any exception to the above criteria must be well documented.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 27 Sep 94

Signature

Donald E. Young, GS-13, 14 CES/CEC, 742-7946

Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Robert J. Frank Date 27 Sept 94

Signature

ROBERT FRANK, GM-13, HQ AFCESA/CEOE, DSN 487-2594

Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
Columbus AFB

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 2. This clarification references Facilities question number (B.3).

SOURCE: Real Property Records dated 28 Feb 94. MILCON and O&M Project listings

METHOD: Extract data from Real Property records. Manually adjust data based on projected condition of facilities after completion of all funded MILCON and O&M projects. File details of manual adjustments, including documentation of project data, with the worksheet.

CONCLUSION:

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard /Semi-Permanent	Inadequate/ Temporary
131	Communications Buildings	SF	10,165	1,973	0
133	N/A to AETC bases	SF	0	0	0
141 (less 141-753)	Operations Buildings	SF	16,201	17,375	635
211	Maintenance - Aircraft	SF	151,016	94,071	17,118
217	Maint - Electronics and Communications Equip	SF	86	3,717	0
218	Maint Shops	SF	17,552	0	2,749
219	Maint - Installation Repair and Operations	SF	41,235	0	0
610	Administrative Buildings	SF	123,383	25,099	31,195

9/26/94 DC9-23.DOC

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
Columbus AFB MS

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 2. This clarification references Facilities question number (B.3). (Continuation Sheet)

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 27 Sep 94

VICKY W. WILSON, GS-09, 14 CES/CER, DSN 742-7968
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Signature Date 28 Sep 94

SUSAN L. HUGGINS GS-12 AETC/CEPE DSN 487-2994
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
Callumbur AFB

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 3. This clarification references Facilities question number (C.1).

SOURCE: Real Property Records dated 28 Feb 94. MILCON and O&M Project listings

METHOD: Extract data from Real Property records. Manually adjust data based on projected condition of facilities after completion of all funded MILCON and O&M projects. File details of manual adjustments, including documentation of project data, with the worksheet.

CONCLUSION:

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
141-753	Squadron Operation Fac	SF	0	0	0
171-152	Lecture Hall	SF	0	0	0
171-211	Flying Training Buildings	SF	84,459	0	0
171-212	Flight Simulator Building	SF	69,154	0	0
171-213	Flying Training Bildings (UPT/UNT)	SF	828	0	0
171-214	Physiological Training Bldg	SF	0	11,931	0
740-873	Theater	SF	0	9,881	0

MILITARY VALUE ANALYSIS
MAJCOM/INSTALLATION WORKSHEET
Columbus AFB MS
(CONTINUATION SHEET)

PURPOSE: To document the answer to "Clarification to Joint Military Value and Capacity Analysis Data Calls, 23 Sep 94", Question 3. This clarification references Facilities question number (C.1).

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Vicky W. Wilson Date 27 Sep 94
Signature
VICKY W. WILSON, GS-09, 14 CES/CER, DSN 742-7968
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Susan L. Huggins 28 Sep 94
Signature Date
SUSAN L. HUGGINS GS-12 AETC/CEPE DSN 487-2994
Typed Name, Rank, Office Symbol, DSN Number

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

29 August 1994

MEMORANDUM FOR XOOR

FROM: AF/XOOT

SUBJECT: Validation/Certification of Joint Cross Service Questionnaire Data

The attached table provides the information requested in question 4 of the "Clarification to Joint Military Value and Capacity Analysis Data Calls" FAX we received from the Joint UPT Cross-service Study Team.

This memorandum is to certify the attached data is accurate and complete to the best of our knowledge and belief. The AF/XOOT POC, Lt Col Jeff Schantz, is available at 5-0651 to answer questions concerning this particular review.

Stephen R. Martin

STEPHEN R. MARTIN, Colonel, USAF
Chief, Training Division
Directorate of Operations, DCS P&O
X7-1773

Attachments:
1. FY 01 Undergraduate Pilot/Navigator Production Requirements

FY 01 Undergraduate Pilot/Navigator Production Requirements

The information below responds to the following question contained in the Joint UPT Cross-service Study Team memo, Clarification to Joint Military Value and Capacity Analysis Data Calls, 25 Aug 94:

4. (HQ USAF/XOOT) Capacity Analysis, Mission Requirements, Para A, Question 1. Please provide the USAF FY 01 undergraduate pilot/navigator production requirements. Use the following table as a guide:

Type of Training	Total Projected Requirement (Active Duty USAF Requirement)	
Primary Pilot	1144	(952)
Advanced Airlift/Tanker Pilot	752	(656)
Advanced Bomber/Fighter Pilot	336	(246)
ALP	15	international only
ATP	33	international only
ENJJPT Primary	250	(98)
ENJJPT Advanced	250	(98)
Core Navigator	361	(300)
Panel Navigator	222	(170)
Interservice UNT	144	non-USAF only

DEPARTMENT OF THE AIR FORCE
AIR EDUCATION AND TRAINING COMMAND

31 AUG 1994

MEMORANDUM FOR HQ USAF/RTR

FROM: HQ AETC/XO
1 F STREET SUITE 02
RANDOLPH AFB TX 78150-4325

SUBJECT: Supplemental Joint Data Call for Joint Undergraduate Pilot Training

1. The attached Installation Worksheets constitute AETC's response to the 25 Aug 94 Supplemental Joint Data Call from the Joint Cross-Service Group for UPT.

2. We certify the attached Installation Worksheets to be true and accurate to the best of our ability.

PETER H. FOX
Colonel, USAF
Acting Director, Plans and Operations

Attachment:
Installation Worksheets

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

PURPOSE: To document the answer to Mission Requirements question number (C.1-dc)

SOURCE: Major Timothy D. Ayres, HQ AETC/XOPU, 487-3390.

METHOD: Professional judgment/knowledge.

CONCLUSION: Columbus AFB does not conduct SUPT or SUNT; therefore, this question does not apply.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

_____ Date _____
Signature

_____
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Timothy D Ayres Date 30 Aug 94
Signature

Timothy D. Ayres, Major, HQ AETC/XOPU, 487-3390

CAPACITY ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB MS

PURPOSE: To document the answer to Facilities question number (B.1)-D.C.

SOURCE: *AETC Reg 60-5, Attachment 7, dated 1 July 1993.*
BRAC Binder #7.

METHOD: *Extract data from above sources.*

CONCLUSION: *Training Area Size Criteria:*

Minimum Area SizeRequirements (Square Nautical Miles x Altitude) (Note 1)
T-37: Contact Area - Below 15,000 feet - 100 square miles x 5,000 feet
Above 15,000 feet - 100 square miles x 6,000 feet
Instrument Area (Note 2) - 200 square miles x 1,500 feet
Formation (Note 3) - 200 square miles x 3,000 feet
T-38: Contact Area - 200 square miles x 12,000 feet
Instrument Area (Note 2) - Below FL240 - 400 square miles x 4,000 feet
Above FL240 - 800 square miles x 4,000 feet
Formation Area (Note 3) - Below FL240 - 400 square miles x 4,000 feet
Above FL240 - 800 square miles x 4,000 feet
T-1: All Areas - Below FL240 - 400 Square Miles x 4,000 feet
Above FL240 - 800 square miles x 4,000 feet

NOTES:
1. A vertical buffer of 1,000 feet (or assigned by the controlling agency) must be established between high areas located over low areas.
2. Unusual attitudes, steep turns, and confidence maneuvers amy be performed in a contact area.
3. Trail and formation wing work may be performed in a contact area.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 29 AUG 1994
WILLIAM T. POOLE, CAPT, 14 OSS/DO, 742-7596

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Date 30 AUG 94
Signature
CARL L. CLAUS, CAPT AETC/XOSA, 487-6162
Typed Name, Rank, Office Symbol, DSN Number

MILITARY VALUE ANALYSIS
INSTALLATION WORKSHEET
Columbus AFB, MS

PURPOSE: To document the answer to Manpower Implications question number 1b.A and 1c.A.

SOURCE: DD Form 2085, 30 Sep 93, and ATC Form 515, 30 Sep 93.

METHOD: Determine the number of adequate, substandard, and inadequate quarters for both permanent party and PCS students. Determine the number of officer and enlisted gross (available), diverted, and net (accountable) spaces from lines 11, 12, and 13 from DD Form 2085; and lines 3, 5, 6, 8 and 10, A, J, K, and L from ATC Form 515. Enter the "net" spaces in the appropriate column. The number of quarters designated for students are included in the "total" column. Enter the number of gross and diverted spaces in the appropriate spaces. If no substandard or inadequate quarters, then leave blank. Briefly explain usage of the diverted spaces.

CONCLUSION:

	Number of gross spaces 862	Number of diverted spaces	Net Number of Adequate Quarters 656	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters 656	Number of Quarters designated for students
BOQ's	246	84	162			162	120
BEQ's	~~616~~ 570	122	~~494~~ 494	= 100%		494	0

Explanation of diverted spaces:
BOQs: 180 BOQs + 66 houses = 246 ~~- 60 BOQs~~ (renovation) - 20 houses still occupied by families ~~- 4~~ for misc maint/contract cleaning. = 246 - 20 = 226

BEQs: 600 BEQ spaces + 16 houses = 616 - 72 for UNCOQ (E4 Career & above) - 24 for ALS (perm hold) ~~- 26~~ for misc maint/downtime.

Preparer: I certify the above information is accurate and complete to the best of my knowledge and belief.

Robert W Spell Date 30 Aug 94
Signature
ROBERT W. SPELL, GS-11, 14 CES/CEH, DSN 742-7280
Typed Name, Rank, Office Symbol, DSN Number

MAJCOM Reviewer: I certify the above information is accurate and complete to the best of my knowledge and belief.

W B Hogan Date 31 Aug 94
W/B Hogan, GS-12, HQ AETC/CEPH, DSN 487-3113

100%

Columbus

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters Designated Students
VOQs	72	0	72	0	0	72	0

Laughlin

+226 298 = 100% 162 234

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters Designated Students
VOQs	24	0	24	0	0	21	0

Randolph

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters Designated Students
VOQs	358	1	357	0	0	357	120

Reese

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters Designated Students
VOQs	38	0	38	0	0	38	0

Sheppard

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters Designated Students
VOQs	389	5	384	0	0	384	384

Vance

	Number of gross spaces	Number of diverted spaces	Net Number of Adequate Quarters	Net Number of Substandard Quarters	Net Number of Inadequate Quarters	Net Total Number of Quarters	Number of Quarters Designated Students
VOQs	36	20*	56	0	0	56	0

* 20 spaces are being converted from BOQ to VOQ

CLOSE HOLD

JOINT CROSS-SERVICE

CATEGORY:

UNDERGRADUATE PILOT TRAINING

MILITARY VALUE ANALYSIS:
DATA CALL WORK SHEETS

COLUMBUS AFB MS
~~6 June 1994~~
25 JULY 1994

The information contained herein is sensitive. Deputy SECDEF guidance restricts the release of data or analysis pertaining to evaluation of military bases for closure or realignment until the SECDEF forwards recommendations to the Base Closure Commission. All individuals handling this information should take steps to protect the material herein from disclosure.

**********If any responses are classified, attach separate classified annex.**********

CLOSE HOLD

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PILOT/NFO/NAVIGATOR TRAINING INSTALLATION LISTING:

Title	Location
COLUMBUS	COLUMBUS MS
CORPUS CHRISTI	CORPUS CHRISTI TX
FT RUCKER	FT RUCKER AL
KINGSVILLE	KINGSVILLE TX
LAUGHLIN	DEL RIO TX
MERIDIAN	MERIDIAN MS
PENSACOLA	PENSACOLA FL
RANDOLPH *	UNIVERSAL CITY TX
REESE	LUBBOCK TX
SHEPPARD	WITCHITA FALLS TX
VANCE	ENID OK
WHITING FIELD	MILTON FL

* Includes Enhanced Flight Screening sites at Hondo TX and Air Force Academy CO

A. Training Other Than Undergraduate Pilot and NFO/Navigator Training

. List all ground combat units that train at this installation.

Ground Unit/MTOE	Training Function
None	

2. List all other units not previously mentioned (active, reserve, guard, etc.) that train at this installation.

Operational Unit/TDA	Training Function
None	

3. List all requirements the installation or its tenants have to support training of other service components (e.g., ground force training, battle group exercise, etc.)

Forces	Location / Distance	Type of Support	Frequency
None			

B. Operational Squadron Support

1. List the operational (active or reserve) or special squadrons based at your installation. Include any programmed additions or deletions through FY 1997. (HQ Air Force will provide for Air Force)

Squadron Name	Aircraft Type(s)	Mission
		HQ USAF will Answer

2. List all other DoD, non-DoD, and other aircraft which are or are programmed (through FY 1997) to be parked or stationed at your installation. (HQ Air Force will provide for Air Force)

Service / Agency / Custodian	Aircraft Type(s)	Mission
		HQ USAF will Answer

Provide the average daily number of flight operations conducted by non-training military aircraft assigned to this station and the total number of days during which these operations were conducted. If data is not normally recorded, include estimates (and identify as such). A flight operation is defined as a takeoff, landing, or approach without a landing.

FY	Main Airfield		Auxiliary Field		Auxiliary Field		Auxiliary Field	
	No. Ops	No.[1] Days	No. Ops	No. Days	No. Ops	No. Days	No. Ops	No. Days
1991	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1992	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1993	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
1994	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

[1]Include only days when the installation operates at normal training levels (Do not include weekends and holidays if the training rate is at minimal levels).

NOTE: All aircraft assigned to Columbus AFB, are military training aircraft.

List deployable aviation support units (e.g., Command & Control, Expeditionary Base Support, and Air Defense) stationed at this installation. For each type unit, give the number assigned, its mission and primary equipment items (e.g., radars, trucks, etc.).

Type of Unit	Number of Units	Mission	Equipment Items
N/A	N/A	N/A	N/A

C. Managed Training Areas

1. List the air-to-ground training ranges, outlying airfields, auxiliary airfields, special use airspace and areas for special use that are actively managed (scheduled or controlled) by the installation.

Managed Training Assets	Management Role
R-4404 Complex	Scheduled by arrangement with Meridian NAS (owner)
Columbus 1 MOA	Controlled and scheduled by 37th FTS (Columbus AFB)
Columbus 2 MOA	Controlled and scheduled by 50th FTS (Columbus AFB)
Columbus 3 MOA	Controlled and scheduled by 50th FTS (Columbus AFB)
Columbus 4 MOA	Controlled and scheduled by 50th FTS (Columbus AFB)
Meridian 1 East MOA	Scheduled by 37th FTS (LOA with Meridian NAS - owner)
IR-66	Awaiting final transfer from Birmingham ANG (owner)
IR-67	Awaiting final transfer from Birmingham ANG (owner)
IR-68	Controlled and scheduled by 50th FTS (Columbus AFB)
IR-70	Controlled and scheduled by 50th FTS (Columbus AFB)
IR-91	Controlled and scheduled by 50th FTS (Columbus AFB)
SR-137	Controlled and scheduled by 37th FTS (Columbus AFB)
VR-1014	Controlled and scheduled by 37th FTS (Columbus AFB)
VR-1031	Scheduled by arrangement with Meridian NAS (owner)
VR-1050	Awaiting final transfer from Birmingham ANG (owner)

VR-1051	Awaiting final transfer from Birmingham ANG (owner)
VR-1072	Controlled and scheduled by 14 OSS/DOOR (Columbus AFB - Wing Airspace office)

2. List other candidate installations (DoD and non-DoD) that could be considered for performing these management duties.

Asset	Installation	Reason for Consideration
All Columbus Airspace	NAS Meridian	Proximity to Columbus AFB

D. General Military Support

1. Does this installation currently support any joint services (i.e., counter-narcotics) air operations? If so, explain.

ANSWER: No.

a. If applicable, give the type and number of aircraft based at your installation that conduct these ɔerations and the total number of sorties flown during FY 1993 in support of these operations.

Aircraft Type	Number of Aircraft	# Sorties Flown in FY 1993
N/A		

b. If applicable, list special equipment and facility (e.g., radar surveillance systems) at your installation that directly support these operations.

Equipment/Facility	Function
N/A	

2. Does this installation have a role in national air defense or any other war or peace time defense plans? If so, explain.

NSWER: Yes - CONUS Air Reconnaissance for Damage Assessment (CARDA).

Does this installation directly support a military or civilian area control and surveillance mission (e.g., ACSFAC, FAA support)? If so, provide details.

ANSWER: Yes. Provides air traffic control services to civilian satellite airports and anti-drug surveillance.

4. Describe the role this installation plays in any logistics support and mobilization plan.

ANSWER: CAFB is notionally tasked; therefore, our assets join units from other bases to form a complete mobility team. Our people support various missions from service and supply to runway repair.

5. List any other military support missions currently conducted at/from this installation (e.g., port of embarkation for personnel, other active duty/reserve personnel or logistics transfer missions).

ANSWER: None.

6. Are any new military missions planned for this installation?

ANSWER: No.

E. Other Support

Does the installation have a role in a disaster assistance plan, search and rescue, or local evacuation plan? If so, describe.

ANSWER: Columbus AFB is tasked to respond to off-base emergencies or disasters involving military, DoD or DOE materials. This tasking is supported by mutual aid agreements with the local fire departments, police departments, and hospitals.

IAW AFR 355-1 as supplemented, Columbus AFB is also notionally tasked to provide disaster assistance to civil authorities in the local geographic region when a non-military emergency or disaster occurs and control is beyond civilian capabilities. Air Force resources will not be committed unless authorized by the President, DoD, or the Presidential Federal Coordinating Officer.

Columbus AFB may be tasked to provide available military resources for search and rescue operations in the vicinity of the base. AETC resources will not be committed for other than local wing aircraft in local flying areas without the approval of 19AF/DOF.

2. Does the installation provide any direct meteorological support to local civilian, governmental or military agencies? If so, describe.

ANSWER: Yes - through the 14th OSS/DOW Weather Flight, and 14th OSS/DOBF Radar Approach Control Facility. The weather shop is operationally equipped with a NEXRAD Doppler Radar System. The NEXRAD system provides meteorological support to the Tupelo and Memphis National Weather Service Forecasting Centers, as well as being part of the NEXRAD National Weather System. The NEXRAD antennae is used by the National Weather Service Forecasting Center for the Memphis regional district. The

antennae is also part of the NEXRAD National Weather System, providing advanced severe weather recognition and severe weather watch/warning forecast capabilities. The weather shop has a cooperative agreement with the Tupelo National Weather Service for severe weather identification and notification. The weather shop provides weather warnings to the Tupelo Army Guard Aviation Support Facility and the Jackson Army Guard Aviation Support Facility. Also, 175-1 remote weather briefings are given upon request, along with seasonal weather briefings. The weather shop also provides support to the Columbus superintendent of schools, providing weather forecasting and conditions used by the superintendent to make school closure decisions. The Radar Approach Control (RAPCON) provides local weather information to all military and civilian pilots within its area of jurisdiction. This service includes collecting and disseminating Pilot Reports (PIREPS), weather warnings, weather advisories, and issuing NOTAMS when required. Additionally the AN/GPN-20 Surveillance Radar provides limited weather reporting detection capability for the more severe weather cells/formations.

3. Are any new civilian or other non-DoD missions planned for this installation? If so, describe.

ANSWER: No.

F. Weather

1. What percentage of the time (on average, by month), does the local weather affect training operations and restrict airfield sortie rates. Use the following chart and add any further descriptions on how weather generally impacts airfield and training operations (recurring wind or fog conditions, etc.).

Airfield:

Month	% of Hours[2] VMC	% of Hours IMC	% of Hours Below 500 ft Ceilings and 1.0 Mile Visibility	% of All Sorties Rescheduled/Canceled Due to Weather
Jan.	78	22	4.5	31.9
Feb.	87	13	3.3	24.9
Mar.	90	10	1.8	25.3
Apr.	95	5	1.0	19.0
May	93	7	0.7	23.7
June	96	4	0.7	24.0
July	96	4	1.2	23.3
Aug.	92	8	1.5	19.5
Sept.	89	11	1.5	19.5
Oct.	89	11	2.7	14.3
Nov.	84	16	2.4	17.7
Dec.	87	13	4.1	31.8

22.9%

[2]Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

Give the official planning factor for percent of sorties lost due to weather (based on historic data).

ANSWER:

Aircraft	Loss due to Wx
T-37	26.0%
T-38	~~25.0%~~
AT-38	Not enough data

~~25.5%~~ AVE 25.5%

3. Do the normal weather conditions at the most frequently used training areas pose a chronic problem for scheduling training sorties? If so, are alternate training areas used? Does the use of alternate training facilities involve relocating aircraft and support personnel to other installations during certain times of the year?

ANSWER: No. Weather conditions do not pose a problem.
ANSWER: No. Alternate areas are not used.
ANSWER: No. Relocation is never required due to weather.

A. Air Space and Flight Training Areas

1. Is mission/training impacted by training area airspace encroachment or other conflict? For example, noise abatement/traffic procedures that limit operations. Explain.

ANSWER: No.

2. Do the MOAs/bombing ranges/other training areas have any scheduling restrictions/limitations?

ANSWER: Yes.

a. If scheduling problems are encountered, list all reasons.

ANSWER: Addition of the AT-38 mission in preparation for SUPT has resulted in one of five MOAs (Columbus 3 MOA) being specifically scheduled three periods per day to allow MARSA operations. This MOA had been extensively used by T-38 operations due to its proximity to Columbus AFB. While there is sufficient airspace available to still accomplish both T-38 and AT-38 operations, T-38s currently have to utilize the more distant MOAs during AT-38 MARSA operations. Transition to SUPT and the T-1A in FY 96 will result in a reduction in T-38 operations, which in turn will alleviate the current requirement to utilize the more distant Columbus 2 and 4 MOAs during AT-38 MARSA operations.

The AT-38s (49th FTS) currently utilize Restricted Area R-4404, which is owned by Meridian NAS-McCain Field. While the 49th FTS does have to request range times from Meridian NAS, it has not had any problems in securing range times to date.

ANSWER: N/A.

3. Do you expect more restrictions/limitations to be imposed on the MOAs/bombing ranges/other training areas used by your unit? (Yes or No)

ANSWER: No.

a. If yes, state all reasons.

ANSWER: N/A.

4. Are there any significant changes/restrictions/limitations being worked that will affect the scheduling of low level routes used by your unit? (Yes or No)

ANSWER: Yes.

a. If yes, list all changes.

ANSWER: The addition of 4 low level routes recently acquired from the Birmingham ANG. Effective 01 April 1994, Columbus was supposed to have acquired 2 VR Routes (VR-1050 and 1051) and 2 IR Routes (IR- and 67). While we have received the low level route files, 813's and ELAP's, the routes were not officially

listed in the 28 Apr 94 FLIP AP/1B as belonging to Columbus. The addition of the four low level routes will significantly increase the low altitude training airspace managed by Columbus. This will not only provide the additional routes required for T-1A operations (beginning in FY 96), but will also allow for an increase in navigation out-and-back training sorties. The two of the four routes have alternate entry/exit points near Campbell AAF, which will allow for low level training during out-and-back missions.

5. Excluding airport traffic area, what airspace does the installation schedule/manage? Include any military operating areas, restricted areas, warning areas, low altitude tactical navigation areas, air refueling tracks/anchors, military training routes, and alert areas. List and identify each unit of airspace. Provide MOA and restricted area utilization reports as necessary.

ANSWER: Columbus AFB owns and manages the following:

Columbus 1 MOA
Columbus 2 MOA
Columbus 3 MOA
Columbus 4 MOA
IR-68
IR-70
IR-91
SR-137
VR-1014
VR-1072

ANSWER: Columbus AFB does not own, but does schedule and manage Meridian 1 east MOA

ANSWER: 14 OSS/DOBF Radar Approach Control Facility currently manages the following, by providing direct radar control of all Class "C" airspace within 10 NM of Columbus AFB (to 23,000' MSL), Alert Area 440, Columbus Military Operating Areas 1 through 4 and Meridian 1 East, as well as low altitude navigation training areas IR-91, SR-137, and VR-1014.

6. If installation does not schedule/manage any airspace, then identify airspace used for local training.

ANSWER: Not applicable.

7. For each piece of airspace, that your installation controls or manages, answer the following questions:

a. Has an environmental analysis (EA, EIS, etc.) been conducted on each airspace? (Yes or No)

ANSWER: No, an EA/EIS has not been conducted on all airspace.

- What is the status of each environmental analysis and supplement?

ANSWER: EA for IR-70 was submitted on 30 Mar 94.

- Were there any problems associated with the analysis?

ANSWER: No problems were encountered.

- Does the current "Description of Proposed Actions/Alternatives" (DOPAA) define your operations, and if it does, was it used for the latest environmental analysis and supersonic waiver if required? Explain any lack of reports.

ANSWER: The DOPAA defines operations, it was used in the latest environmental analysis, and no reports are lacking.

b. Are there known noise sensitive areas (NSAs) associated with each piece of airspace? (Yes/No)

ANSWER: Yes, there are noise sensitive areas (NSAS) associated with our airspace.

- List those documented in Flight Information Publication (FLIP) and those you have concerns about.

ANSWER:

Airspace		NSA's
Columbus 1 MOA		None known.
Columbus 2 MOA		None known.
Columbus 3 MOA		None known.
Columbus 4 MOA		None known.
Meridian 1 East MOA		None known.
IR-66	Mantachie, MS.	(34° 19' 30" N / 088° 29' 30" W).
IR-67		None known.
IR-68		None known.
IR-70		None known.
IR-91	Holcomb, MS.	(33° 46' 00" N / 089° 58' 00" W).
SR-137	Durant, MS.	(33° 04' 30" N / 089° 51' 15" W).
"	Winona, MS.	(33° 29' 00" N / 089° 44' 00" W).
"	Eupora, MS.	(33° 32' 20" N / 089° 16' 20" W).
"	Camp Lake Forest	(33° 07' 35" N / 088° 47' 00" W).
VR-1014		None known.
VR-1050	Mantachie, MS.	(34° 19' 30" N / 088° 29' 30" W).
VR-1051		None known.
VR-1072		None known.

- Do any of these NSAs affect or threaten the quality of training or mission?

ANSWER: No, these NSA's do not effect or threaten our training.

c. Are there any known civilian/commercial encroachments with each piece of airspace? (Yes/No)

ANSWER: No, there are no known encroachments.

Facilities

- List those for ground or airspace encroachment. (i.e., Public-use airports, parachute operations, gliders, etc.)

ANSWER: None, for ground or airspace encroachment.

d. Are there any planned expansions to your special use airspace? Yes/No (Include new airspace proposals)

ANSWER: Yes - Realignment of T-38 airspace sectors within the Columbus 1 MOA to allow implementation of a new HI-ILS approach. Work has begun on two AR tracks for the upcoming T-1A training mission.

- Explain proposal and give status (to include community reactions)

ANSWER: Currently, only one High Altitude penetration is available (to the northeast), and there are no current AR tracks.

- What was the primary rationale supporting expansion?

ANSWER: To provide a High Altitude penetration from the northwest, reducing required recovery time and fuel for aircraft recovering from the Columbus 3 MOA. When we receive the T-1A we will need AR tracks to complete our mission.

e. What type of restrictions exist with each airspace? (i.e., hours of operation, subsonic, altitude restrictions, exercise only, ATC delays, etc.)

ANSWER: All MOAs are subsonic.

f. What is the published availability of each airspace?

ANSWER: Columbus 1, 2, 3, & 4 MOAs sunrise to sunset weekdays, other times by NOTAM.

- How many hours (average per year for 1990 through 1993) was the airspace scheduled?

ANSWER:

Airspace	Scheduled
Columbus 1	3,132.0
Columbus 2	3,132.0
Columbus 3	3,132.0
Columbus 4	3,132.0
MEI 1 EAST	3,132.0
IR-91	299.6
VR-1014	48.9
SR-137	220.6
IR-68 &70	0.0

Note: IR-66 & 67 and VR-1050 & 1051 gained 01 Apr 94. No Data available.

- How many hours were actually used (average per year for 1990 through 1993, total of all users)?

ANSWER:

Airspace	Used
Columbus 1	2,832.0
Columbus 2	701.0
Columbus 3	1,692.0
Columbus 4	317.0
MEI 1 EAST	2,740.9
IR-91	289.3
VR-1014	48.9
SR-137	220.6
IR-68 &70	0.0

See note in previous answer.

- State reasons for difference between scheduled and actually used.

ANSWER: Non-use was always for weather or Wing self-imposed due to aircraft flying hours availability.

g. Is it possible to increase utilization of the airspace? (Yes or No)

ANSWER: Yes.

h. Can it be expanded in volume and/or hours of use? (Yes or No)

ANSWER: Yes, utilization could be increased by increasing hours of use.

i. Describe the volume or area of the airspace.

ANSWER:

MOA	Total Square Mileage
Columbus 1	2,642.6
Columbus 2	647.3
Columbus 3	2,667.6
Columbus 4	1,378.9

j. What percentage of the airspace is usable?

ANSWER: 100 %.

8. Potential For Growth in Training Airspace (Area)

a. Is expansion possible? (Yes or No)

ANSWER: Yes. The number of MTRs could be expanded; however, expansion of MOAs are not possible.

- If yes, give an estimate of the percentage of increase and rationale for your estimate

ANSWER: MTRs could be expanded by approximately 100%.

b. Will current access remain the same (status quo)? (Yes or No)

ANSWER: Yes.

c. Are reductions expected? (Yes or No)

ANSWER: No.

- If yes, give an estimate of the percentage of decrease and rationale for your estimate

ANSWER: Not applicable.

d. Do current special use airspace and training areas meet all training requirements? (Yes or No)

ANSWER: Yes, MOA's and MTR's meet training requirements.

- Can some of your training requirements only be met by deployed, off-station training? (Yes or No)

ANSWER: No, deployment for training is not necessary.

- If not, what degradation is experienced? Explain/identify

ANSWER: Not applicable, because degradation is not experienced.

9. Commercial Aviation Impact

a. Is the installation joint-use (CIVILIAN/MILITARY)? YES/NO.

ANSWER: No.

b. Identify all of the airfields (to include civilian/commercial/general aviation/uncontrolled) within a 50 mile radius of the installation.

ANSWER:

Golden Triangle (GTR)	Lowndes County (UBS)	Monroe County (M40)
Stinson (3A8)	George M. Bryan (STF)	Oktibbeha (M51)
McCharan (M83)	Okolona (5A4)	Houston (M44)

COLUMBUS

NAME	DIMENSIONS	AREA	ALT	CUBIC NM	DISTANCE	CNM X DIST	BASE ALT
A-440		177	6500	189	1	189	
CBM1		2643	15000	6521	1	6521	
CBM2		647	15000	1596	45	71830	
CBM3		2668	15000	6582	42	276454	
CBM4		1379	13000	2949	74	218190	
MEI1 W		3750	15000	9252	15	138775	
MEI1 E		720	15000	1776	15	26645	
BHM1		2390	13000	5110	63	321942	
BHM2		2390	9500	3734	63	235266	
PINEHILL		2185	13000	4672	82	383094	
CALEDONIA1		877	4000	577	12	6924	
CALEDONIA2		804	4000	529	12	6347	
GREENWOOD		831	4000	547	45	24602	
MEMPHIS		857	4000	564	75	42286	
OXFORD		809	4000	532	45	23951	
R4404		78.5	11500	148	37	5494	

ALERT x .8:	151				
ALERT TOT:	189	ALERT:	189	ALERT DIST:	1.0
WA TOTAL:	0	WA:	0	WA DIST:	ERR
MOA TOTAL:	44941	MOA :	1782826	MOA DIST:	39.7
RES TOTAL:	148	RES:	5494	RES DIST:	37.0
TOTAL:	45278	TOTAL:	1788509	ALL DIST:	39.5

	AL/WA/MOA	45130	1783015	MARITIME & AIRLIFT	39.5
	AL/MOA	45130	1783015	PRIMARY DIST	39.5
STRIKE & B/F	WA/MOA/RES:	45089	1788320	STRIKE & B/F DIST	39.7
E2/C2 & AIRLIFT & WSO	AL.8/WA/MOA	45092			
PRIMARY & NFO & SCRN	AL.8/MOA	45092			

Facilities

Macon(M20)	Richard Arthur (M95)	Lamar (M55)
George Downer (AIV)	Reform (3M8)	Marion County (HAB)
Ackerman (9M4)	Brooksville	Louisville (LMS)
Itawamba (11M)	Tupelo (TUP)	Tuscaloosa (TCL)
Akerman Choctaw Co.	Hopper	Manatachie
Tupelo Industrial	Henly	Ball
Lamb	Plantersville	Louisville Winston Co.
Fulton-Itawamba	Tupelo-Lemons	Lake Tuscaloosa
Columbus AFB AUX	North Pickens	Wade
Rainbow	Calhoun	Pontotoc
Rye	Fayette	

c. Do civilian/commercial operators or other airspace users pose any scheduling, operational, or environmental constraints or limits on operations? Yes/No (In answering Yes or No, consider ATC, hours of operations, flight tracks/profiles, conflicting traffic with other airports or airspace users, noise sensitive areas, etc.

- Describe the impact.

ANSWER: No.

10. List all areas for special use within 100 nmi. of your installation. For each piece of airspace, provide the following data: See change in front of capacity analyses (1 Oct)

Airspace Designator:

a. Type of airspace (i.e., warning area, MOA, alert area, restricted area, or MTR)

ANSWER: MOAs - Columbus 1, 2, 3, 4, Meridian 1 West, Meridian 1 East, Birmingham 1 & 2
Restricted Areas - R4404 A, B, C.
MTR's - IR-66, IR-67, IR-68, IR-70, IR-91, VR-1014, VR-1031, VR-1050, VR-1051, VR-1072, SR-137

b. Dimensions (nmi. x nmi. x ft)

ANSWER:

Airspace	Dimensions		
CBM 1	80 x 40 x 14,000	2.3 =	7360 x 10 = 73600
CBM 2	25 x 25 x 14,000	2.3 =	14375 x 57 = 819375
CBM 3	42 x 60 x 14,000	2.3	5796 x 59 = 341964
CBM 4	48 x 30 x 12,000	2.0 (1.97)	2880 x 90 = 259200
MEI 1 West	64 x 78 x 14,000	2.3 =	11481.6 x 55 = 631488
MEI 1 East	27 x 30 x 14,000	2.3	1863 x 29 = 54027
BHM 1	35 x 35 x 21,500	3.5	4287.5 x 78 = 334425
BHM 2	35 x 35 x 21,500	3.5	4287.5 x 78 = 334425
R4404 A	1.5 x 3 x 11,500	1.9	8.5 x 38 = 323

+ 2,110,504

R4404 B	5 nmi. radius x 10,300
R4404 C	5 nmi. radius x 3,000
IR-66	10 x 285 x 2,500
IR-67	10 x 322 x 2,500
IR-68	10 x 150 x 2,500
IR-70	10 x 255 x 3,500
IR-91	6 x 158 x 3,500
VR-1014	6 x 180 x 1,000
VR-1031	110 x 242 x 2,500
VR-1050	10 x 352 x 1,000
VR-1051	10 x 270 x 1,000
VR-1072	10 x 330 x 1,000
SR-137	6 x 150 x 1,000

78.5 x 1.7 133 x 37 = 492.1
39.3 x 37 = 1454.1
52511.4
2850773.2
NM3 x DIS

2850773.2 / 52511.4 = 54.3

c. Distance from main airfield

ANSWER:

Airspace	Distance (nm)
CBM 1	10
CBM 2	57
CBM 3	59
CBM 4	90
MEI 1 West	55
MEI 1 East	29
BHM 1	78
BHM 2	78
R4404 A	38
R4404 B	37
R4404 C	37
IR-66	30
IR-67	30
IR-68	85
IR-70	100
IR-91	26
VR-1014	19
VR-1031	30
VR-1050	45
VR-1051	45
VR-1072	115
SR-137	30

d. Time en route from main airfield

ANSWER:

Airspace	Time (min)
CBM 1	2
CBM 2	11

CBM 3	12
CBM 4	18
MEI 1 West	11
MEI 1 East	6
BHM 1	16
BHM 2	16
R4404 A	8
R4404 B	8
R4404 C	8
IR-66	6
IR-67	6
IR-68	17
IR-70	20
IR-91	5
VR-1014	4
VR-1031	6
VR-1050	9
VR-1051	9
VR-1072	23
SR-137	6

e. Controlling agency

ANSWER:

Airspace	Controlling Agency
CBM 1	CBM Approach Control
CBM 2	Memphis Center
CBM 3	Memphis Center
CBM 4	Memphis Center
MEI 1 West	Memphis Center
MEI 1 East	CBM Approach Control
BHM 1	Atlanta Center
BHM 2	Atlanta Center
R4404 A	MEI App & Memphis Center
R4404 B	MEI App & Memphis Center
R4404 C	MEI App & Memphis Center
IR-66	Memphis Center
IR-67	Memphis Center
IR-68	CBM Approach Control
IR-70	CBM Approach Control
IR-91	Memphis Center
VR-1014	BHM Approach
VR-1031	BHM FSS
VR-1050	BHM FSS
VR-1051	BHM FSS
VR-1072	CBM Approach

SR-137	CBM Approach

f. Scheduling agency

ANSWER:

Airspace	Agency
CBM 1	14 FTW, CBM
CBM 2	14 FTW,CBM
CBM 3	14 FTW, CBM
CBM 4	14 FTW,CBM
MEI 1 West	Comtrawing One, NMM
MEI 1 East	14 FTW, CBM
BHM 1	117 TRW, BHM
BHM 2	117 TRW, BHM
R4404 A	Comtrawing One, NMM
R4404 B	Comtrawing One, NMM
R4404 C	Comtrawing One, NMM
IR-66	117 TRW, BHM
IR-67	117 TRW, BHM
IR-68	14 FTW, CBM
IR-70	14 FTW, CBM
IR-91	14 FTW, CBM
VR-1014	14 FTW, CBM
VR-1031	14 FTW, CBM
VR-1050	117 TRW, BHM
VR-1051	117 TRW, BHM
VR-1072	14 FTW, CBM
SR-137	14 FTW, CBM

g. Are canned/stereo airways needed to access air space?

ANSWER: Yes.

- If so, how many?

ANSWER: Canned/stereo airways are needed to access all airspace.

- If so, what types (i.e., IFR, VFR, or altitude reservation)?

ANSWER: IFR, for all airspace.

h. Is the airspace under radar coverage?

ANSWER: Yes.

- If so who provides the coverage?

ANSWER:

Airspace	Radar Coverage by
CBM 1	Columbus Approach Control
CBM 2	Memphis Center
CBM 3	Memphis Center
CBM 4	Memphis Center
MEI 1 West	Memphis Center
MEI 1 East	Columbus Approach Control
BHM 1	Atlanta Center
BHM 2	Atlanta Center
R4404 A	Meridian Approach Control
R4404 B	Meridian Approach Control
R4404 C	Meridian Approach Control

i. Is the airspace under communications coverage?

ANSWER: Yes.

- If so who provides the coverage?

ANSWER:

Airspace	Communications Coverage by
CBM 1	Columbus Approach Control
CBM 2	Memphis Center
CBM 3	Memphis Center
CBM 4	Memphis Center
MEI 1 West	Memphis Center
MEI 1 East	Columbus Approach Control
BHM 1	Atlanta Center
BHM 2	Atlanta Center
R4404 A	Meridian Approach Control
R4404 B	Meridian Approach Control
R4404 C	Meridian Approach Control
IR-66	Memphis Center
IR-67	Memphis Center
IR-68	Memphis Center
IR-70	Memphis Center
IR-91	Memphis Center
VR-1014	BHM FSS
VR-1031	BHM FSS
VR-1050	BHM FSS
VR-1051	BHM FSS
VR-1072	Jackson FSS
SR-137	Greenwood FSS

j. Number of low level airways (below 18,000 ft) that bisect airspace

ANSWER:

Airspace	LL Airways Bisecting
CBM 1	None
CBM 2	None
CBM 3	V11
CBM 4	None
MEI 1 West	V245
MEI 1 East	None
BHM 1	None
BHM 2	None
R4404 A	None
R4404 B	None
R4404 C	None

k. Number of high altitude airways (above 18,000 ft) that bisect airspace

ANSWER:

Airspace	Hi Alt Airways Bisecting
CBM 1	None
CBM 2	None
CBM 3	None
CBM 4	None
MEI 1 West	None
MEI 1 East	None
BHM 1	None
BHM 2	None
R4404 A	None
R4404 B	None
R4404 C	None

l. Total number of sorties/movements flown in FY 1990 through 1993

ANSWER: Data not available at CAFB.

- By your service

ANSWER: Data not available at CAFB.

- By other services (including reserves and national guard)

ANSWER: Data not available at CAFB.

m. Total number of available hours in FY 1990 through 1993

ANSWER: Data not available at CAFB.

n. Total number of scheduled hours in FY 1990 through 1993

ANSWER: Data not available at CAFB.

- By your service

ANSWER: Data not available at CAFB.

- By other services (including reserves and national guard)

ANSWER: Data not available at CAFB.

o. Total number of hours used

ANSWER: Data not available at CAFB.

- By your service

ANSWER: Data not available at CAFB.

- By other services (including reserves and national guard)

ANSWER: Data not available at CAFB.

p. Types of training permitted

ANSWER:

Airspace	Training Permitted
CBM 1	Any
CBM 2	Any
CBM 3	Any
CBM 4	Any
MEI 1 West	Any
MEI 1 East	Any
BHM 1	Any
BHM 2	Any
R4404 A	Air to Ground practice bombing runs.
R4404 B	Air to Ground practice bombing runs.
R4404 C	Air to Ground practice bombing runs.

11. List all the Ranges (Controlled/managed by installation) (IF NONE, SKIP TO A. 3.)

Range Name:

ANSWER: None.

Facilities

a. List the range(s) that your installation controls/manages?

ANSWER: Not applicable.

b. List the range's (s') associated airspace to include restricted areas, MOAs, etc.

ANSWER: Not applicable.

c. What is the distance from the installation to the range(s) (primary target or centroid)?

ANSWER: Not applicable.

d. What is the size of the range? (in acres)

ANSWER: Not applicable.

- What is the size of the range's(s') impact area(s) (in acres)?

ANSWER: Not applicable.

- What is the size of the restricted area in which the range lies (in square miles)?

ANSWER: Not applicable.

- What is the altitude ceiling of the range's(s') restricted area(s)?

ANSWER: Not applicable.

e. Does the range's(s') shape/location prohibit efficient training or significantly hamper mission accomplishment (i.e., single run-in headings, no pop patterns, etc.)?

ANSWER: Not applicable.

f. What other type of restrictions exist (i.e., limited hours, exercise only, ceiling precludes high altitude dive bomb deliveries, etc.)?

ANSWER: Not applicable.

g. What flying squadron/aviation units are regular users (20 or more range periods per year) of the range(s)? List

ANSWER: Not applicable.

h. What is the published availability of the range(s)?

ANSWER: Not applicable.

- How many hours (average per year for 1990 through 1993) was the range(s) scheduled?

ANSWER: Not applicable.

- How many hours was the range(s) used (average per year for 1990 through 1993, total of all users)?

ANSWER: Not applicable.

- Utilization (average used/average scheduled x 100 = %)

ANSWER: Not applicable.

- Give reasons for non-use.

ANSWER: Not applicable.

i. Does the range(s) have full-scale weapons delivery (FSWD)/area scoring weapon system (ASWS) capability? Describe in detail.

ANSWER: Not applicable.

- What are the associated FSWD/ASWS restrictions?

ANSWER: Not applicable.

j. Does the range(s) have any special weapons capability (shapes, laser-guided, etc.)?

ANSWER: Not applicable.

- What are the associated special weapons restrictions?

ANSWER: Not applicable.

k. Does the range(s) have electronic warfare capability? Describe (unclassified) in detail.

ANSWER: Not applicable.

- What are the associated electronic warfare restrictions?

ANSWER: Not applicable.

l. Are there any noise sensitive area (NSAs) associated with the range(s)? List.

ANSWER: Not applicable.

- Do any of the NSAs affect or threaten the quality of training? (Explain)

ANSWER: Not applicable.

m. Are there commercial/civilian encroachment problems associated with the range(s)? Describe.

ANSWER: Not applicable.

- Do any of these encroachments affect or threaten the quality of training? (Explain)

ANSWER: Not applicable.

n. Describe problems (if any) with hazardous material/waste/ordnance disposal?

ANSWER: Not applicable.

o. What is the status of any MOU/A or Letters of Agreement (LOA) associated with range?

ANSWER: Not applicable.

- Is there a prospect of the range having a diminished training capacity when the MOU/A or LOA is ewed? If yes, explain.

ANSWER: Not applicable.

p. Is it possible to increase utilization of the range(s) (expand hours, volume)?

ANSWER: Not applicable.

q. Are there any planned range real property expansions? Describe.

ANSWER: Not applicable.

- What is community reaction to your proposal?

ANSWER: Not applicable.

12. List all the other air-to-ground training ranges not controlled or managed by your installation within 100 nmi. For each range, provide the following data:

Range Name:

Restricted Area R-4404 Complex.

a. Location (city/county and state and latitude and longitude)

ANSWER: Macon (Noxubee), MS, 33'03"N, R4404 A - 88'43"W to 33'05N, 88'40W - to 33'04N, 88'39"W to 33'02N, 88'41W to beginning, R4404 B & C 5nm rad circle at 33'03"N, 88'41"W.

b. Distance from main airfield

ANSWER: 35 NM.

c. Time en route from main airfield

ANSWER: 7 minutes.

d. Controlling agency

ANSWER: Meridian Approach and Memphis ARTCC.

e. Scheduling agency

ANSWER: Comtrawing 1, NAS Meridian, MS.

f. Are canned/stereo airways needed to access air space?

ANSWER: Yes.

- If so, how many?

ANSWER: One.

- If so, what types (i.e., IFR, VFR, or altitude reservation)?

ANSWER: IFR.

g. Is the airspace under radar coverage?

ANSWER: Yes

- If so who provides the coverage?

ANSWER: Radar coverage is provided by Meridian Approach Control and Memphis ARTCC.

h. Is the airspace under communications coverage?

ANSWER: Yes.

- If so who provides the coverage?

ANSWER: Communication coverage is provided by Meridian Approach Control and Memphis ARTCC.

i. Number of low level airways (below 18,000 ft) that bisect airspace

ANSWER: None.

j. Number of high altitude airways (above 18,000 ft) that bisect airspace

ANSWER: None.

k. Total number of sorties flown in FY 1990 through 1993

ANSWER: Data not available at Columbus AFB.

- By your service

ANSWER: Not available.

- By other services (including reserves and national guard)

ANSWER: Not available.

l. Total number of available hours in FY 1990 through 1993

ANSWER: Not available.

m. Total number of scheduled hours in FY 1990 through 1993

ANSWER: Not available.

- By your service

ANSWER: Not available.

- By other services (including reserves and national guard)

ANSWER: Not available.

n. Total number of hours used

ANSWER: Data not available at Columbus AFB.

- By your service

ANSWER: Not available.

- By other services (including reserves and national guard)

ANSWER: Not available.

o. Types of training permitted

ANSWER: Air to Ground practice bombing runs.

13. Describe the major air traffic structure (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield.

ANSWER: Airways/Jet Routes; V245, V278, V18, V159, V209, J22, J31, J41, J14
Airspace classes; Class "C" and "D".
Airports with Instrument Approaches; Richard Arthur Field (M95), Golden Triangle Regional (GTR), Marion County (HAB), Winston County (LMS), Lowndes County (UBS), Monroe County (M40), Okolona Municipal (5A4), McCharen Field (M83).

14. Are installation operations currently affected by the major air traffic structures (routes, terminal control areas, approaches, etc.) within 50 NM of each air-to-ground range, airspace, and airfield? If so, describe the effect.

ANSWER: No.

15. Are there planned changes to the major air traffic structures (routes, terminal control areas, approaches, etc.) in the region? If so, will these changes affect installation operations. Describe the effect.

ANSWER: Yes, there are planned changes to the major air traffic structures in the region.

ANSWER: No, these changes will not effect installation operations.

16. Does the current system of air traffic control (ATC) routes limit aircraft flights between the installation and all associated training areas? If so, describe these limitations.

ANSWER: No.

17. Does the installation experience any ATC delays on a regular basis? If so, describe the recurring causes for these delays and give the average duration.

ANSWER: Yes. Columbus does experience ATC delays. Data for the past 2 years shows an average of 6.5 aircraft delays per month. The common rationale for the delays are in-flight emergencies coupled with a condensed flying schedule.

18. Are there any air traffic control constraints/procedures listed in the current Air Ops manual/AICUZ study that currently, or may in the future, limit installation operations?

ANSWER: No.

19. Does the current airspace which you schedule/control permit advanced fighter training? If not, explain why.

ANSWER: No. Advanced fighter training requires the use of air-to-ground ranges and Columbus AFB does not control/manage any air-to-ground ranges.

20. Is there airspace within 50 NM which permits advanced fighter training?

ANSWER: Yes.

21. Does the current airspace configuration permit advanced helicopter training? If not, explain why.

ANSWER: No. Advanced helicopter training requires the use of low-altitude-tactical-navigation areas and Columbus AFB does not control/manage any such areas.

22. Does the airspace configuration prohibit other types of undergraduate pilot training? If so, explain why.

ANSWER: No.

23. For each syllabus of undergraduate pilot and/or NFO/Navigator flight training, state whether you require any specific terrain feature or over water access for training.

Syllabus of Training	Terrain Feature or Over Water Requirement
UPT	None
ALP T-37	None
ATP T-38	None

B. Airfields

1. For the main airfield(s) and each auxiliary and outlying field/staging base, provide the following data

Airfield Name:

ANSWER: Columbus AFB, MS.

a. Location (city/county and state and latitude and longitude)

ANSWER: Columbus / Lowndes County, MS. - Latitude 33° 38'.6 N / Longitude 088° 26'.6 W

b. Distance from main field:

ANSWER: Not applicable.

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?

ANSWER: Yes.

d. Does the airfield have parallel or dual offset runways?

ANSWER: Yes.

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?

ANSWER: Yes.

e. Does the airfield have full-length parallel taxiways?

ANSWER: Yes.

f. Does the airfield have high speed taxiways?

ANSWER: No.

g. Does the airfield have a crosswind runway?

ANSWER: No.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?

ANSWER: Not applicable.

i. How much capacity is lost?

ANSWER: Not applicable.

j. What percent of the time do conditions force the crosswind runway to be used?

ANSWER: Not applicable

k. Is the airfield equipped to support IFR flight operations?

ANSWER: Yes.

l. Is the airfield owned by your service or leased?

ANSWER: Owned.

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).

ANSWER: Columbus AFB has three parallel runways. The center runway is used for Instrument Approaches and transient traffic. The outside runway is used for T-38 and AT-38 pattern training. The inside runway is used for T-37 pattern training.

Airfield Name:

ANSWER: Columbus AFB Auxiliary Airfield (Nicknamed: GUNSHY). 6300'

a. Location (city/county and state and latitude and longitude)

ANSWER: Shuqualak / Noxubee County, MS. - Latitude 32° 56' N / Longitude 88° 35' W

b. Distance from main field:

ANSWER: 43 NM.

c. Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations?

ANSWER: No.

d. Does the airfield have parallel or dual offset runways?

ANSWER: No.

- If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations?

ANSWER: Not applicable.

e. Does the airfield have full-length parallel taxiways?

ANSWER: Yes - one full-length parallel taxiway.

COLUMBUS

FACILITIES CCN	ADEQUATE (%)	SUBSTAND (%)	INADEQUATE (%)	TOTAL	ADEQUATE
RUNWAYS					
111	100			655834	655834
TAXI/APRONS	(%)	(%)	(%)		
112	100			351577	351577
113	100			262300	262300
TOTAL:					100%
UTILITIES	(%)	(%)	(%)		
812	100			465843	465843
822					0
832	100			256255	256255
842	100			243956	243956
843					0
TOTAL:					100%
OTHER					
131	10165	1973			
133					
171-51					
218	17552		2749		
219	41235				
610	123383	25099	31195		
723-30					
TOTAL:	192335	27072	33944	253351	76%
CLASSROOMS					
171-10					
171-20					
171-30					
171-152					
171-211	84459				
171-223					
171-815					
TOTAL:	84459	0	0	84459	100%
TRAINERS					
171-12					
171-35					
171-212	69154				
TOTAL:	69154	0	0	69154	100%
OTHER TNG					
141	16201	17375	635		
171-25					
171-74					
171-213	828				
171-214		11931			
171-813					
TOTAL:	17029	29306	635	46970	36%
HANGARS					
211	151016	94071	17118		
217	86	3717			
TOTAL:	151102	97788	17118	266008	57%

f. Does the airfield have high speed taxiways?

ANSWER: No.

g. Does the airfield have a crosswind runway?

ANSWER: No.

h. If conditions force the use of this runway, does the airfield lose flight ops capacity?

ANSWER: Not applicable.

i. How much capacity is lost?

ANSWER: Not applicable.

j. What percent of the time do conditions force the crosswind runway to be used?

ANSWER: Not applicable

k. Is the airfield equipped to support IFR flight operations?

ANSWER: No.

l. Is the airfield owned by your service or leased?

ANSWER: Owned by the Air Force.

m. Discuss any runway design features that are specific to particular types of training aircraft (e.g., are the airfield facilities designed primarily for helo, prop or jet training aircraft).

ANSWER: 6300' runway, 1000' of concrete on both ends. 1000' of DBST overruns. Parallel taxiway with end run-up areas. Fire station with numerous office areas. This runway could be used for virtually any type of small aircraft training.

2. For the category codes listed below, most installations will need to conduct an in-house survey to accurately capture the condition of these facilities. This survey is required because, in most cases, Real Property Records lump all pavements and utility distribution systems under one facility number. The condition of these facilities is determined by the predominant condition of the entire system. This does not accurately indicate the true condition of the entire system and, therefore, necessitates a survey so you can report the percent of the system that is Adequate/Permanent, Substandard/Semi-Permanent and Inadequate/Temporary. When the bases do these surveys, it is vitally important they be auditable. Bases should have hard documentation to show exactly how they arrived at condition codes for each segment of the category codes listed below.

Columbus Air Force Base (Main Base)

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate / Permanent	Substandard / Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	655,834	100	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	351,577	100	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	262,300	100	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	465,843	100	0	0
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832*	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	256,255	100	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	243,956	100	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851**	Roads (Do not include 851-142 and 851-143)	SY	725,720	100	0	0
852	Veh/Equip Parking (Do not include 852-282, 852-287 and 852-289)	SY	240,035	87.15	12.85	0

Engineering Flight Chief has determined that cat code 832 is not 100% condition code 1, but 70% condition

code 1 and 30% condition code 2. This estimate is based on infiltration amounts into the sanitary sewage system. An AETC Sanitary Survey underway at Columbus AFB when this survey is completed a better estimate can be determined.

* Engineering Flight Chief has determined that cat code 851 is not 100% condition code 1, but 99% condition code 1 and 1% condition code 2.

Columbus Air Force Base Auxiliary Field

Facility Type (CCN)	Facility Description	Unit of Measure	Current Quantity	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
111	Airfield Pavement-Runways (Do not include shoulders or overruns)	SY	105,000	100	0	0
112	Airfield Pavements-Taxiways (Do not include shoulders)	SY	65,661	100	0	0
113	Airfield Pavements-Aprons (Do not include shoulders)	SY	2,889	100	0	0
116-662	Dangerous Cargo Pad	SY	0	0	0	0
812***	Elec Power-Trans & Distr Lines (Overhead & U/G, Pri & Sec Lines) (Do not include 812-921, 812-926 and 812-928)	LF	215	100	0	0
822	Heat-Trans & Distr Lines (Do not include 822-248 and 822-268)	LF	0	0	0	0
832	Sewage and Industrial Waste-Collection (Mains) (Do not include 832-267)	LF	0	0	0	0
842	Water-Distr Sys-Potable (Do not include 842-246 and 842-249)	LF	0	0	0	0
843	Water-Fire Protection (Mains) (Do not include 843-315, 843-316 and 843-319)	LF	0	0	0	0
851***	Roads (Do not include 851-282,852-287 and 852-289)	SY	14,309	0	100	0

852	Veh/Equip Parking (Do not include 852-282 and 852-289)	SY	705	100	0	0

*** Engineering Flight Chief has determined that cat code 812 current quantity is not 215 LF, but 6,950 LF.

3. List the major facility assets (using your service specific list by 5 digit category code number (CCN)) under installation control (e.g., runway, parking apron, hangars, terminal, administrative spaces) and assess their material condition by indicating the quantities that are adequate/permanent, substandard/semi-permanent and inadequate/temporary. Specify how the facility is used if it is not obvious from its CCN.

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
131	Communications - Buildings	SF	10,165	1,973	0
141	Operations - Buildings	SF	16,201	17,375	635
211	Maintenance - Aircraft	SF	151,016	94,071	17,118
217	Maintenance - Electronics and Communications Equip	SF	86	3,717	0
219	Maintenance - Installation, Repair and Operations	SF	41,235	0	0
422	Ammunition Storage Installation and Ready Use	SF	9,550	4,984	0
610	Administrative Buildings	SF	123,383	25,099	31,195

Hangars 151016 / 262205 = 57%

191070 / 229743 = 83% "other" Facilities

4. An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

a. Facility Type/Code:
b. What makes it inadequate/temporary?
c. What use is being made of the facility?
d. What is the cost to upgrade the facility to substandard/semi-permanent?
e. What other use could be made of the facility and at what cost?
f. Current improvement plans and programmed funding:
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

ANSWER:
a. 141
b. Facilities 540 is scheduled to be demolished.
c. Operations Group Storage

d. $30,528
e. Dormitory or Administrative Space
f. None.
g. No

a. 211
b. Facility 246 has two MILCON projects scheduled to replace it and it is scheduled to be demolished.
c. Fuel systems maintenance dock and non-destructive inspection
d. $3,900,000
e. Storage at no additional cost.
f. We have two MILCON projects scheduled to replace the facility.
g. No

a. 610
b. Facilities 540 and 914 are scheduled to be demolished.
c. Administrative space
d. $960,000
e. Storage at no additional cost.
f. None
g. No

Ground Training Facilities

1. List ground training facilities at the installation that support pilot and/or NFO/Navigator training (e.g., classrooms, pistol ranges, water survival facilities). Provide the 5 digit category code number (CCN) where possible. Indicate if these facilities are unique or if they include any specialized equipment and assess their material condition by indicating the quantities that are adequate/permanent, substandard/semi-permanent and inadequate/temporary. Specify how the facility is used if it is not obvious from its CCN.

Facility Type (CCN)	Facility Use	Unit of Measure	Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary
179219	PRCHT SWING TNG (610)	EA	1	0	0
171214	PHYSL TNG (636)	SF	10,644	0	0
171214	PHYSL TNG (Ejection Trainer) (450)	SF	0	1,287	0
171212	FLT SIMLTR TNG (268)	SF	63,354	0	0
141383	AUDIO-VISUAL FCLTY(230)	SF	897	0	0

OTHER

10644/11931 = 89%

171211	FLY TNG CLASSROOM (230)	SF	25,354	0	0
171211	FLY TNG CLASSROOM (236)	SF	39,763	0	0

65117 100%

2. An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

a. Facility Type/Code:
b. What makes it inadequate/temporary?
c. What use is being made of the facility?
d. What is the cost to upgrade the facility to substandard/semi-permanent?
e. What other use could be made of the facility and at what cost?
f. Current improvement plans and programmed funding:
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

ANSWER: None

D. Aircraft Maintenance Facilities

1 Complete the following table for each type of aircraft which can be maintained at your installation. Place an in the applicable columns for each type of aircraft.

Aircraft Types	Level of Maintenance			Source	
	Depot	Intermediate	Organizational	DoD	Contract
T-37		X	X		X
T-38	X	X	X		X
AT-38	X	X	X		X
B-52			X		X
KC-135			X		X

Note: - Columbus AFB is depot level maintenance for the J85 and J69 engine.

Note: - T-38 / AT-38 depot level structural repairs currently being accomplished at organization level.

E. Special Military Facilities

Facilities

1. List all facilities and equipment that play a special role in military operations (e.g., radar, communications, command and control, oceanographic facilities) of the aircraft at the installation.

Type of Facility	Operational Mission of Facility
Plastic Media Blasting Facility (PMB)	This facility removes/strips paint from aircraft. This facility has been modified to accommodate T-37, T-38, AT-38, F-16, and Helicopter airframes. Paint removal is required prior to aircraft being repainted. Plastic media blasting replaces chemical paint stripping, and is safer, cheaper, as well as eliminating the requirement to handle and dispose of toxic stripping materials. The facility is routinely used for aircraft from other installations.
NEXRAD Doppler Radar System	The NEXRAD weather radar is a state-of-the-art system that provides advanced severe weather recognition and severe weather watch/warning forecast capabilities. This system provides support to the Tupelo and Memphis National Weather Service Forecasting Centers, as well as being part of the NEXRAD National Weather System.
VORTAC	Terminal non precision approach and navigational equipment
ILS	Terminal precision approach and landing system
Control Tower	Controlling arriving and departing aircraft within the airport traffic area and vehicles operating on the aerodrome
RAPCON	Radar spacing of arrival and departing aircraft
Communications Transmitters and Receivers	Used for communications between aircraft and controlling agencies
RSU	Used for communications during student flying training
AN/GPN-20 Surveillance Radar	The 14OSS Air Traffic Control Flight uses an AN/GPN-20 Surveillance Radar which has been a very reliable radar system for the base and surrounding airports at detecting the more severe weather cells/formations.

2. Contingency and Deployment Requirements:
(Assume full mobilization, sustained 24-hour capability)

a. Can airfield handle wide-body aircraft (e.g. C-5, KC-10, E-3A, 747) transient operations, (e.g., parking, fueling, loading)? (Yes/No)

ANSWER: Yes; however, there are no fleet operations to service the airplanes

3. Does installation have a dedicated munitions loading pad?
   a. If yes, are there any access limitations?
   b. What type aircraft have used your pad over the last five years?

ANSWER: There is no official designation of munitions loading pad, but CAFB does have a dedicated hot cargo pad which has a 30,000 NEW, sited explosive capacity.

ANSWER: No access limitations for hot cargo pad.

ANSWER: Multiple aircraft have used the hot cargo pad over the last five years. (C-130, C-141, and wide body air frames). No valid documentation on type aircraft using the pad over the last five years.

4. Is the installation located within 150NM of:
   a. Ground Force Installation (active)? Yes/No (If yes, give name(s))

   ANSWER: Yes, Fort McClellen, AL; Ft Rucker, AL

   b. Rail Access which allows the loading/unloading of heavy equipment? Yes/No

   ANSWER: Yes

   c. Deep water port facility? Yes/No (If yes, give name(s))

   ANSWER: No

5. Does the installation medical treatment facility routinely receive referral patients? (Yes/No)

ANSWER: No.

6. Do installation medical facilities have any unique missions (aeromedical staging facility, environmental health laboratory, area dental laboratory, physiological training unit, wartime tasking, etc.)? Identify.

ANSWER: Columbus AFB MS supports a Physiological Training Unit and the following wartime mobility taskings based on the 1 APR 94 change to the AETC War and Mobilization Plan Vol. III. New DOC statements are in coordination.

UTC FFGKE: 125 Bed Expansion Package (fragment)
UTC FFGLB: 2nd Echelon Decontamination Unit

7. List any weapons storage and handling facilities located at the installation.

Type of Facility	Location	Mission and Capability of Facility
Earth covered igloo (unbar)	1820	Weapons Storage Facility Max Sited NEW: (1.1) 125,000 lbs Max Sq Foot: 1,603
Earth covered Igloo (unbar)	1821	Weapons Storage Facility Max Sited NEW: (1.1) 125,000 lbs Max Sq Foot: 2,147
Earth covered igloo (unbar)	1822	Weapons Storage Facility Max Sited NEW: (1.1) 125,000 lbs Max Sq Foot: 2,147

Facilities

Earth covered igloo (unbar)	1826	Weapons Storage Facility Max Sited NEW: (1.1) 125,000 lbs Max Sq Foot: 2,080
14 Bay Multicube	1830	Weapons Storage Facility Max Sited NEW: (1.1) 5,950 lbs (total) Max Sq Foot: 3,948
Inspection	1831	Weapons Storage Facility Max Sited NEW: (1.1) 5,950 lbs Max Sq Foot: 3,029
8 Bay Multicube	1832	Weapons Storage Facility Max Sited NEW: (1.1) 3,400 lbs (total) Max Sq Foot: 392
Maintenance	1836	Weapons Storage Facility Max Sited NEW: (1.1) 30,000 lbs Max Sq Foot: 2,304

F. Facility Support Arrangements for Other Services

1. List all arrangements (e.g., inter-service support agreements) that involve supporting other military service activities at the installation.

Activity Name / Military Service	Description of Activity Role and Degree of Support
Defense Printing Service - NAVY	A2 - Command Element, A5 - Environmental Compliance, A6 - Fire Protection, A9 - Police Services, A10 - Safety, A11 - Shuttle Services, B1 - Administrative Services, B6 - Communication Services, B7 - Community Support Services, B9 - Custodial Services, B14 - Facilities and Real Property Support, B15 - Facility Maintenance & Repair, B28 - Purchasing & Contracting Services, B29 - Refuse Collection & Disposal, B33 - Utilities. CAFB provides 100% of support.

2. List all formal support agreements and other arrangements that involve supporting other governmental agencies (federal, state, local or international) or civilian activities at the installation.

Activity / Sponsor / Government Affiliation	Description of Activity Role and Support Level
Defense Commissary Agency "Branch"	A1, A2, A3, A4, A5, A6, A9, A10, B1, B2, B4, B6, B7, B10, B12, B15, B16, B17, B18, B19, B21, B22, B23, B24, B26, B27, B28, B29, B32, B33. CAFB is 65% support.
Defense Finance Accounting "Branch"	A1, A2, A3, A4, A5, A6, A7, A8,A9, A10, A11, B1, B2, B3, B5, B6, B7, B8, B9, B10, B12, B14, B15, B16, B17, B18, B19, B21, B22, B23, B24, B25, B26, B27, B28, B29, B30, B31, B32, B33, B34, B35. CAFB is 93% support.

Defense Re utilization and Marketing Office	A2, A3, A4, A5, A6,A9, A10,B2,B6, B9, B12, B13, B15, B16, B18, B21, B23, B27, B28, B29, B31, B32, B33, B35. CAFB is 52% support.

Support Categories

(Listed in DoDI 4000.19)

Mandatory Reimbursement Support Categories

A1 Chapel and Chaplain Services	A5 Environmental Compliance	A9 Police Services
A2 Command Element (includes Public Affairs, Social Actions, etc.)	A6 Fire Protection	A10 Safety
A3 Common Use Facility Operations, Maintenance, Repair and Construction	A6 Libraries	A11 Shuttle Services
A4 Disaster Preparedness	A8 Morale and Fitness	

Optional Reimbursement Support Categories

B1 Administrative Services	B13 Explosive Ordnance	B25 Mobilization Support
B2 Audio/Visual Services	B14 Facilities and Real Properties Support	B26 Mortuary Services
B3 Automated Data Processing / Automation Services	B15 Facility Maintenance and Repair	B27 Printing and Reproduction
B4 Civilian Personnel Services	B16 Finance and Accounting	B28 Purchasing and Contracting Services
B5 Clubs	B17 Food Services	B29 Refuse Collecting and Disposal
B6 Communication Services	B18 Health Services	B30 Resource Management
B7 Community Support Services	B19 Housing and Lodging Services	B31 Training Services
B8 Confinement and Detention Centers	B20 Information Services	B32 Transportation Services
B9 Custodial Services	B21 Installation Retail Supply and Storage Operations	B33 Utilities
0 Education Services	B22 Laundry and Dry Cleaning	B34 Weather Services
11 Engineering Support	B23 Legal Services	B35 Other Support
B12 Equipment Operation, Maintenance and Repair	B24 Military Personnel Support	

Non-Reimbursement Support Categories

C1 Commissary Services	C3 Dependent Schools	C5 Museums
C2 Community Relations	C4 Exchange Services	C6 Retired Affairs

G. Proximity to Operational Mission Areas

1. Does the location of the installation have any strategic role at the present time or in future plans (include both location and attributes available at that location, e.g., waterfront space). Discuss alternate military/civilian facilities that could fulfill the same strategic role.

ANSWER: Columbus AFB is tasked under the Columbus AFB Giant Net Plan which supports the SAC Operations Order 84-90.

H. Proximity to Training Areas

1. Does the location of the installation permit any specialized training with other operational units (e.g., Joint ces)? If so, provide details.

ANSWER: Columbus is an ideal location for specialized training due to its Mid-south location, open airspace, ATC alert facility and ramp, unimproved areas, and accommodations for a wide variety of aircraft. Numerous specialized training programs have been conducted here in the past with joint forces, including those with Air Force ROTC, reserve forces, and Civil Air Patrol.

2. Describe the plan for conducting carrier qualifications. Will ship deploy to training squadron site or will squadrons deploy?

ANSWER: Since the Air Force does not conduct carrier operations/qualifications, AETC does not have the necessary information to answer this question.

3. How far (nmi.) is the installation from a designated naval operations area where an aircraft carrier would conceivably operate ?

ANSWER: Since the Air Force does not conduct carrier operations/qualifications, AETC does not have the necessary information to answer this question.

4. If the aircraft carrier deploys to an area within operating range of training air squadrons, would CQ training usually be conducted directly from the installation or on a detachment basis?

ANSWER: Since the Air Force does not conduct carrier operations/qualifications, AETC does not have the necessary information to answer this question.

I. Proximity to Other Support Facilities

1. List other airfields (currently not used for undergraduate pilot and/or NFO/Navigator training) in the local flying area that are available for training and emergency uses.

Maritime > 5000 < 100 nm 5 Airfields 51 NM

Airfield Name	Major Use / Capability	Location / Distance
Golden Triangle(GTR)	Emergencies, Diverts. 6697	Columbus, MS / 13nm
Tuscaloosa Muni (TCL)	Emergencies, Diverts, Instrument Approach Trng. 6499	Tuscaloosa, AL / 51nm
Meridian NAS	Emergencies, Diverts, Instrument Approach Trng. 8002	Meridian, MS / 65nm
Key Field	Emergencies, Diverts, Instrument Approach Trng. 8004	Meridian, MS / 81nm
A.C.Thompson	Emergencies, Diverts, Instrument Approach Trng.	Jackson, MS / 114nm
Greenwoood - Leflore	Emergencies, Diverts, Instrument Approach Trng. 5004	Greenwood, MS / 114nm
~~Memphis Int'l~~	~~Emergencies, Diverts, Instrument Approach Trng.~~ 0319	~~Memphis, TN~~ /114nm

	Millington NAS	Emergencies, Diverts, Instrument Approach Trng. 8000	Memphis, TN / 126nm
	C.D. Lemons	Emergencies, Diverts. 6,500	Tupelo, MS / 41nm
	C.T. Jones	Emergencies, Diverts, Instrument Approach Trng.	Huntsville, AL/102nm
1FK	Dannely Field	Emergencies, Diverts, Instrument Approach Trng. 9000	Montgomery, AL / 85nm
1FK	Joe Williams Nolf	Emergencies, Diverts. 8000	Moscow, MS / 54nm
1FK	Birmingham Int'l	Emergencies, Diverts, Instrument Approach Trng. 10000	Birmingham, AL / 85nm

2. What other military facilities located in the vicinity are/could be used to support the installation's and tenants' mission?

ANSWER: None

3. What civilian owned facilities located in the vicinity are/could be used to support the installation's and tenants' mission?

NSWER: Golden Triangle Regional Airport, (Lowndes County, MS) can be used as an auxiliary ld.

J. Unique features

1. Identify any unique (one of a kind) features (function, equipment, ranges, etc.) possessed by this training installation. Please list each feature separately and provide a narrative explanation of the importance of the unique feature. (Do not include Depots, Product Centers or Laboratories)

ANSWER: None.

2. Are there any on-installation facilities unique (one-of-a-kind) to your service that must be replaced if the installation is closed (Yes/No). If so, list the following information:

a. Name or type of facility
b. Total SF
c. Cat code
d. Present use

ANSWER: No.

Future Requirements

A. Air Quality

What is the name of the Air Quality Management District in which the base is located?
Answer:

ANSWER: Northeast Mississippi Intrastate Air Quality Control Region.

a. Is the installation or any of its OLFs or Staging Bases located in different Air Quality Management Districts? Yes/No

ANSWER: No

b. If the answer is yes, provide acres of installation at each location, and answer questions 2-4 for each Air Quality Management District location.

ANSWER: N/A

2. Has EPA designated the air quality control area in which your installation is located as a maintenance or non-attainment area for any of the six criteria air pollutants (ozone, carbon monoxide, particulate matter (PM 10), sulfur dioxide, nitrogen dioxide, lead)? YES/NO

ANSWER: No

a. If the base is in a maintenance area, identify the regulated pollutant(s).

ANSWER: N/A

b. If the base is in a non-attainment area, identify the pollutant(s) and the degree of severity (marginal, moderate, serious, severe, or extreme).

ANSWER: NA

3. Are there any critical air quality regions (i.e., non-attainment areas, national parks, etc.) within 100 kilometers of the base? YES/NO

ANSWER: No

4. Has the local Air Quality Board (or similar organization) restricted or delayed any on- or off-installation activities due to air quality considerations? Examples to consider include restrictions to construction permits, restrictions to operating hours for industrial facilities, implementation of High Occupancy Vehicle (HOV) procedures during rush hour, etc. YES/NO

ANSWER: No

a. If activities have been restricted, describe the nature, extent and duration of the restriction.

ANSWER: NA

b. Has the installation been required to implement emissions reduction through special actions, such as carpooling or emissions credit transfer? YES/NO

ANSWER: No

c. If special actions have been implemented, specify the nature of the actions.

ANSWER: NA

5. Are there any critical air quality regions (i.e. non-attainment areas, national parks, etc.) within 100 kilometers of the installation? YES/NO

ANSWER: No.

B. Encroachment

1. Are there any known plans for a commercial airline to hub at an airport within 100 nmi. of your installation? If so, describe.

ANSWER: No.

2. Have there been any ATC delays (15 minutes or greater) between initial takeoff request and actual takeoff during the past three years as a result of civilian traffic? If so, please complete the following table.

Fiscal Year	Average Delay (minutes)	Number of Delays	% of Total Flight Operations Affected
1991	NA	0	NA
1992	NA	0	NA
1993	NA	0	NA

3. How many times during each of the past three years have any of your low level training routes been modified to accommodate construction and/or noise complaints?

Fiscal Year	Number of changes
1991	0
1992	0

1993	0

4. Is the existing AICUZ study encoded in local zoning ordinances?

ANSWER: Yes.

a. Attach a copy of any applicable sections of the installation AICUZ plan and note any recent modifications.

ANSWER: Copy attached.

b. Provide a description of local zoning ordinances and their impact on future encroachment, restricted flight hours and details of any litigation history.

ANSWER: All ALCUZ restrictions have been incorporated in local zoning ordinances to alleviate future conflicts.

5. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned mission?

ANSWER: No.

Provide a copy of the current and proposed land development plans for the area surrounding the installation (i.e., the local government's comprehensive land-use plan).

ANSWER: Land surrounding Columbus Air Force Base is privately owned. The local government is passing a zoning ordinance to restrict development and comply with AICUZ recommendations on land use. The local county government is the sole governing body for the land surrounding Columbus Air Force Base.

7. Air Space Encroachment.

a. Do you receive noise complaints from off-installation residents? YES/NO.

ANSWER: Yes.

b. How many per month (average)? Include noise complaints from local and transient aircraft within the airfield traffic pattern and departure and arrival corridors.

ANSWER: Less than one per month.

c. Has the installation implemented noise abatement procedures? YES/NO.

ANSWER: Yes.

d. Describe your procedures. Include noise abatement procedures for maintenance, flight operations, arrivals, departures, and command-directed.

ANSWER: Constructed hush house in 1992, restrained the number of night flying hours and designed flight paths to keep noise in check.

8. Air Installation Compatible Use Zone (AICUZ) and Terminal Area Procedures. Answer as well as possible if civilian control or FAR PART 150 Study applies. Answer the following questions regarding current community and other land encroachment near or at the installation by filling in the attached tables following the instructions below.

a. Instructions:

(1) Provide the percent off base current incompatible land use within the Clear Zone (CZ), Accident Potential Zone I (APZ I), Accident Potential Zone II (APZ II), and each noise contour interval (i.e. 60-65 Ldn if available, 65-75 Ldn, 75-80 Ldn if available, and greater than 80 Ldn if available) in the attached tabular format, along with the indicated support information. Incompatibility is governed by DoDI 4165.57 and is detailed in the 1980 report of the Federal Interagency Committee on Urban Noise.

(2) Obtain current land use data by overlaying noise contours and CZ/APZ from the most recent publicly released AICUZ, Environmental Assessment which has Finding of No Significant Impact, Environmental Impact Statement which has a Record of Decision, or other officially released noise contour analysis onto current land use maps obtained from local governments. Include the source and date of data. If no current land use maps are available, bases may use recent aerial photography of the off-base areas to determine incompatibility percentages. Aerial photos may be available from local governments, USDA offices or planning agencies. Another alternative is to obtain a USGS or map of the environs, and determine land uses through a windshield survey. Analysis of tax/parcel or similar maps may also be conducted.

(3) Then determine the percent incompatible land use. This work is now typically done with computer digitizing programs and equipment. However, the work can be done manually, with the help of the drafting section, through the use of a template or other means. Visit local government planning offices for assistance with off-base land use.

(4) For consistency, use generalized land use areas in determining incompatible land uses (i.e. for residential land uses, include residences, lawns, sidewalks, driveways, local streets, etc., NOT JUST THE RESIDENCES). Generalized land use is the traditional nationwide planning convention and is the standard used in the typical land use maps provided by local governments. For each farm house or rural residence in Accident Potential Zone (APZ) I, add 1/2 acre of incompatible land use.

(5) What is the percent current off-base incompatible land use:
- (a) Within the Clear Zone (CZ) at each end of each active runway?
- (b) Within Accident Potential Zone (APZ) I at each end of each active runway?
- (c) Within APZ II at each end of each active runway?
- (d) Between the 60 Ldn and 65 Ldn noise contours (if available)?
- (e) Between the 65 Ldn and 75 Ldn noise contours?

(f) Between the 75 Ldn and 80 Ldn noise contours (if available)?
(g) Within the 80 Ldn noise contour and above (if available)?

9. Current land use status for accident zones: reference questions 8.a.(5)(a) through 8.a.(5)(c). Describe current off-base encroachment/incompatible land use by completing the information in the following table for clear zones and accident potential zones

RUNWAYS 13R, 13C AND 13L

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	13	0	364	0
APZ I	13	11	704	<1
APZ II	13	9	952	0

7.04

RUNWAYS 31R, 31C AND 31L

Zones	Rnwy No.	Est Pop	Acres	% Incomp L-U
CZ	31R,C	0	207	0
APZ I	31R,C	6	344	.2
APZ II	31	27	482	0
CZ	31L	0	138	0
APZ I	31L	10	273	0

=.7

APZ I

704
+344
1048

7.04 / 1048 = .70

Clarification: North clear zone has a railroad line/highway that may be considered incompatible. The actual acreage is undetermined, but only a small portion of the clear zone (1 - 2%)

10. Current land use status for noise zones: reference questions 8.a.(5)(d) through 8.a.(5)(g). Describe current off-base encroachment/incompatible land use by filling in the information in the following table for noise zones/contour intervals.

DNL	Est Pop	Acres	% Incomp L-U
60-65*	814	14,742	0
65-75	165	3,533	0
75-80*	196	1,284	1.5
80+*	54	317	1.5

* If available

Future local/regional community encroachment. Answer the following questions regarding future nmunity and other land encroachment near or at the installation.

a. Provide a rough estimate of how previous BRAC or operational realignments will impact your AICUZ footprint (i.e., what types and quantities of aircraft and operations tempo increases are expected from incoming units, and what is their predicted effect on your footprints)?

ANSWER: Noise footprints should decrease in size when new training aircraft are incorporated.

b. How are local land use plans expected to impact the AICUZ footprints?

ANSWER: Negligible, new aircraft are quieter.

c. If the latest publicly released AICUZ is outdated (does not reflect current flying operations), provide milestones for completion of an updated AICUZ.

ANSWER: Our AICUZ was revalidated in May 93. A new AICUZ will be accomplished by contract in 1994
as a part of the T-1 beddown

d. Describe how local governments (municipalities, counties) have incorporated AICUZ recommendations into land use controls (zoning, etc.) by indicating which local governments, if any, have incorporated any of the lowing into their land use controls. Be sure to specify which types of controls: zoning, building codes, bdivision regulations, etc. Indicate if any new local land use control efforts are to be implemented, when mplemented, what jurisdiction, and what type of controls, as well as how encroachment will be limited.

ANSWER: For all zones except APZ II the city and county have adopted an ordinance which implements the majority of AICUZ recommendations.

(1) AICUZ recommended height restrictions.

ANSWER: Yes.

(2) AICUZ recommended development limits for Accident Potential Zone (APZ) I.

ANSWER: Yes.

(3) AICUZ recommended development limits for APZ II

ANSWER: Yes.

(4) AICUZ recommended development limits between the 60 Ldn and 65 Ldn noise contours (if available).

Future Requirements

ANSWER: Yes.

(5) AICUZ recommended development limits between the 65 Ldn and 75 Ldn noise contours.

ANSWER: Yes.

(6) AICUZ recommended development limits between the 75 Ldn and 80 Ldn noise contours (if available).

ANSWER: Yes.

(7) AICUZ recommended development limits above the 80 Ldn noise contour (if available).

ANSWER: Yes.

(8) Are real estate disclosure statements required by local communities?

ANSWER: No.

e. Indicate if significant development (i.e. a residential subdivision, shopping mall or center, industrial park, etc.) exists or is anticipated or has been announced or started. If so, indicate what type of land use (residential, commercial, industrial, etc.), the type and size of the development (for residential subdivision: number of housing units, number of acres, population; for shopping mall/center: number of stores, total number of acres), when completed or when completion expected. Indicate any long range (20 years) trends for new growth.

ANSWER: None.

f. Has all clear zone acquisition been completed? YES/NO.

ANSWER: Yes, we own all the property within the base perimeter and have easements for clear zones outside the perimeter.

(1) If not, indicate the runway approach and number of acres to be acquired, as well as timetable and expected acquisition costs.

ANSWER: N/A.

g. Are on-base facilities and proposed facility development sited in accordance with AICUZ recommendations? Refer to the Base Comprehensive or Master Plan. For each incompatible facility (existing or proposed), indicate facility type (dormitory, etc.), approximate number of occupants, why the facility is incompatible, the reason this incompatibility is necessary, and the anticipated completion date if projected or under construction.

ANSWER: Yes

C. Ability for Expansion

1. Does the operational infrastructure (e.g., parking apron, fuel and munitions storage, warehouse space, hangar space) provide capabilities for future expansion or change in mission?

ANSWER: Yes. From 1955 - 1969 Columbus AFB was a Strategic Air Command (SAC) base with B-52's. We still have, use, and maintain a 300' X 12,000' B-52 runway, an alert ramp, alert facility, maintenance ramp with refueling pits, and 3 B-52 nose dock hangers. We also have 1 KC-135 nose dock hanger. The SAC munitions area is still used and is still a munitions site.

2. What is the availability of off-installation acreage for possible future installation development?

ANSWER: Columbus AFB is located about 8 miles from the Columbus, MS city limits. It is in a very rural area. The possibility for future development is very good.

3. Provide the following information for installation infrastructure related facilities and functions. If these or other installation infrastructure attributes may be a determining factor for installation loading and expansion, provide additional comments and capacity measures as appropriate.

Type of Facility or Capability	On Installation Capacity	Off Installation Long Term Contract	Normal Steady State Load	Peak Demand
Electricity (KWH)	20,976,000	9,568,000	5,038,000	5,261,400
Water (GPD)	1,492,310	N/A	636,235	1,086,000
Sewage (GPD)	750,000	N/A	455,152	880,000
Natural Gas (CFH)	N/A	N/A	N/A	N/A
Short Term Parking	29,400 SY	N/A	2,940 SY	29,400 SY
High Temp.Water/ Steam Generation/ Distribution	N/A	N/A	N/A	N/A

4. Are there any characteristics regarding your utility systems that should be considered?

ANSWER: Yes. All utility service contracts are without "take or pay" clauses due to connection charges of Demand Side Management initiatives. Currently there is no natural gas from Defense Fuel Supply Center (DFSC) central office or any other source; however, we will be adding a natural gas distribution system for main base and housing which will be completed during FY95. Electric power is purchased from sources other than Federal Power Marketing Administrations (WAPA, BPA, SWPA, SEPA). An AETC Sanitary Study is

underway with an estimated completion date during FY94. We lack cathodic protection on water and gas lines.

Identify in the table below the real estate which has the potential to facilitate future development and for which you are the plant account holder. Complete a separate table for each individual site, i.e., main installation, outlying airfields, special off-site areas, off installation housing, etc. Unit of measure is acres.

Site Location: Columbus AFB, MS

Land Use	Total Acres	Developed[3]	Available for Development	
			Restricted[4]	Unrestricted
Operational 1	2,172	2,172	Note 5	Note 6
Training 1			Note 5	Note 6
Research & Development	0	0	Note 5	Note 6
Supply and Storage 2	20	20	Note 5	Note 6
Admin	24	24	Note 5	Note 6
Housing 3	337	337	Note 5	Note 6
Recreational 4	208	208	Note 5	Note 6

Note 1. Operational and Training Functional areas are combined and include Runways, Aprons, Taxiways, and area including buildings within aircraft primary surfaces, Camp Readiness, and Education Building 916. Some Installation Restoration Program (IRP) sites and Explosive Safety Quantity Distance (ESQD) arcs are included within the overall area of the Operational/Training area. To avoid dual designation, the higher level use/restriction applies throughout.

Note 2. Supply and Storage areas include Supply, Outdoor storage areas assigned to Supply including acreage encompassed by bulk fuel storage tanks, Defense Re utilization Marketing Office areas, and Furnishings Warehouse.

Note 3. Housing area is that gross area encompassing Military Family Housing.

[3] Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

[4] This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Note 4. Recreation areas include Outdoor Playing Surfaces and Courts, Swimming Pools, Gymnasium, Bowling Center, Theater, Library, Hobby Shops, Youth Center, Community Center, Officer's Club, Golf Course, SAC Lake, and Nature Trails.

Note 5. EQSD, 376 acres; Wetlands, 203 acres; and IRP sites, 42 acres. Total, 621 acres. Areas within other areas are not included in these totals.

Note 6. There are 94.4 developable acres within cantonment area where paved roads and utilities are readily available. There are an additional 196.5 acres above the 100 year flood plain suitable for development, but not within the cantonment area (i.e., where utilities are readily available). Additional areas could be built up at a cost of about $1 per square foot, 140 acres. Developable area could be assigned to any of the cited functions. Excludes area within Air Installation Compatible Use Zone (AICUZ)/airfield planning criteria (clear zone, accident potential zones and aircraft primary surfaces), outdoor ball field - 27 acres, golf course - 62 acres. Areas 2 feet below 100 year flood plain are not considered as developable. The 203 areas in "nominal" wetlands are not considered as developable.

While areas have been scaled from Base Comprehensive Plan Maps, the calculated areas provided are approximations.

5. Identify in the table below the real estate which has the potential to facilitate future development and for which you are the plant account holder. Complete a separate table for each individual site, i.e., main installation, outlying airfields, special off-site areas, off installation housing, etc. Unit of measure is acres.

Site Location: Columbus AFB Auxiliary Field, Shuqualak, MS

Land Use	Total Acres	Developed[5]	Available for Development	
			Restricted [6]	Unrestricted
Operational	381	381	9.5	211.0
Training				
Research & Development	0	0	0	0
Supply and Storage				
Admin				
Housing				

[5] Developed land is that which currently has buildings, roads and utilities that prevent it from being further developed without demolition of existing infrastructure.

[6] This includes areas that are restricted for future development due to environmental constraints such as wet lands, landfills, archaeological sites, etc., and other restrictions such as ESQD arcs, HERO, HERP, HERF, AICUZ, ranges cultural resources. Identify the reason for the restriction when providing the acreage in the above table.

Future Requirements

Recreational				

xiliary Field has a runway, taxiway, apron, fire station, and RSU's. The off-base site is in a distinctly rural ting where future industrial or residential development of sparsely populated surrounding farm and forest and is extremely unlikely.

1 Wetlands, 9.5 acres

6. Identify the features of this installation that make it a strong candidate for basing/training other types of aircraft/aircrews and other operational units in the future.

ANSWER: From 2 July 1993 to 17 February 1994, Columbus AFB was host to the 186th ARG KC-135R aircraft from Meridian, MS. We were host to nearly 200 guard personnel who occupied our former SAC alert ramp and alert building. They operated maintenance and flying operations from the building. Once set-up and going, the operation of nine aircraft worked with little impact on our UPT operations. The KC-135R aircraft utilized our 12,000' center runway and access was not a problem. Helicopter units and other KC-135A units have also used the former SAC facilities. At least once a year, we are host to the 690,000 lbs B-747 Space Shuttle Carrier Aircraft and Orbital Vehicle (SCA/OV). The SCA/OV stops at Columbus on the return trip from Edwards AFB to Cape Canaveral, Florida. We have additional capacity at Columbus AFB to assume another UPT bases' mission. We could also take another selected type of flying training mission.

A. Quality of Life

Military Housing

a. Family Housing:

(1) Do you have mandatory assignment to on-installation housing? (circle) yes no

ANSWER: No.

(2) For military family housing in your locale provide the following information:

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate/ Permanent	Number Substandard/ Semi-Permanent	Number Inadequate/ Temporary
Officer	4+	49	49		
Officer	3	190	190		
Officer	1 or 2	26	26		
Enlisted	4+	41	41		
Enlisted	3	338	338		
Enlisted	1 or 2	168	~~168~~ 82	100%	
Mobile Homes					
Mobile Home lots					

(3) An inadequate/temporary facility cannot be made adequate/permanent for its present use through "economically justifiable means." For all the categories above where inadequate/temporary facilities are identified provide the following information:

a. Facility Type/Code:
b. What makes it inadequate/temporary?
c. What use is being made of the facility?
d. What is the cost to upgrade the facility to substandard/semi-permanent?
e. What other use could be made of the facility and at what cost?
f. Current improvement plans and programmed funding:
g. Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

ANSWER: N/A.

(4) Complete the following table for the military housing waiting list.

Pay Grade	Number of Bedrooms	Number on List[7]	Average Wait
O-6/7/8/9	1		
	2		
	3		
	4+		
O-4/5	1		
	2		
	3		
	4+	6	4
O-1/2/3/CWO	1		
	2	35	3
	3	3	3
	4+		4
E7-E9	1		
	2		
	3	5	2
	4+		5
E1-E6	1		
	2	12	3
	3	4	2
	4+	8	12

(5) What percent of your family housing units have all the amenities required by "The Facility Planning & Design Guide" (Military Handbook 1190 & Military Handbook 1035-Family Housing)?

ANSWER: 100%.

(6) Provide the utilization rate for family housing for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	97.3%
Substandard/Semi-Permanent	
Inadequate/Temporary	

s of 31 March 1994.

(7) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 98% (or vacancy over 2%), is there a reason?

ANSWER: Yes. Temporary conversions of housing units to other uses plus an increase of incoming personnel has improved the utilization rate. Occupancy was in excess of 2% because, during the year, there were not enough incoming personnel to occupy available vacant units.

(b) BEQ:

(1) Provide the utilization rate for BEQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	47%
Substandard/Semi-Permanent	
Inadequate/Temporary	

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

ANSWER: Yes. 31 Mar 94 - 57.2%. Occupancy rate is based on BEAMS report that E1-4 (non-career) housed 2 per room. CAFB has 3 VEQ Bldgs (250 rooms) currently in use, we have been fortunate since the .76 of flight line maintenance conversion to offer all single personnel a private room. Our occupancy rate based on private room status is 89% and is continuing to rise.

(c) BOQ:

(1) Provide the utilization rate for BOQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate/Permanent	90%
Substandard/Semi-Permanent	
Inadequate/Temporary	

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

ANSWER: Yes. 31 Mar 94 91.6%. Occupancy rate fluctuates due to UPT classes every 6 weeks. FY 93 had 60 VOQ rooms (3 Bldgs) being renovated. BAQ has not been offered and all single UPT students are required to live in VOQ until 95% occupancy rate is maintained.

(d) Have any family housing/BOQ/BEQ units been vacated for purposes of renovation or are new units

under construction? State type unit, total number of units, size, capacity and availability date.

Units Under Renovation or Construction				
Type Unit (Family Housing/BOQ/ BEQ)	Total Number	Size (Appropriate Measure)	Capacity (Appropriate Measure)	Availability Date
Housing	NA			
BOQ	NA			
BEQ	NA			

(e) Provide the following information on any family housing/BOQ/BEQ units planned for construction (MILCON) for FY94 - 97. State type unit, total number of units, size, capacity, and availability date.

ANSWER: BEQ unit planned for construction during FY 96, one unit, 114,000 sq ft, 192 bed spaces, and availability during FY 97 . Project #EEPZ 96-3001

2. For on-installation MWR facilities[8] available, complete the following table for each separate location. For off-installation government owned or leased recreation facilities indicate distance from installation. If there are any facilities not listed, include them at the bottom of the table.

LOCATION _____NA_____ **DISTANCE** _____NA_____

27/30 = 90%

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	11	Y
	Outdoor Bays	5	Y
Arts/Crafts	SF	3052	Y
Wood Hobby	SF	2975	Y
Bowling	Lanes	10	Y
Enlisted Club	SF	1416	Y
Officer's Club	SF	19446	Y
Library	SF	5991	NA
Library	Books	27000	NA
Theater	Seats	500	Y
ITT	SF	266	Y
Museum/Memorial	SF	0	NA
Pool (indoor)	Lanes	0	NA
Pool (outdoor)	Lanes	14	NA
Beach	LF	0	NA

[8]Spaces designed for a particular use. A single building might contain several facilities, each of which should be ted separately.

Lake	Each	1	NA
Tennis CT	Each	6	NA
Volleyball CT (outdoor)	Each	1	NA
Basketball CT (outdoor)	Each	3	NA
Racquetball CT (indoor/outdoor)	Each	4	NA
Squash CT	Each	0	NA
Golf Course	Holes	9	Y
Driving Range	Tee Boxes	12	Y
Gymnasium	SF	8036	NA
Fitness Center	SF	12648	NA
Marina	Berths	0	NA
Stables	Stalls	13	Y
Rod and Gun Club/Range	Each	0	NA
Softball Fld	Each	3	NA
Football Fld	Each	1	NA
Soccer Fld	Each	0	NA
Youth Center	SF	12498	NA
Community Center	SF	9700	Y
Outdoor Rec/Rec Rental	SF	5084	Y
Picnic Pavilion	EA	2	NA

23+3=26/30=87

b. Is your library part of a regional interlibrary loan program?

ANSWER: Yes.

4. Installation Family Support Facilities and Programs

a. Complete the following table on the availability of child care in a child care center on your installation.

Age Category	Capacity (Children)	SF			# of PN on Wait List	Avg. Wait (Days)
		Adequate/ Permanent	Substandard/ Semi-Permanent	Inadequate/ Temporary		
0-6 Mos	NA	NA	NA	NA	0	0
6-12 Mos	4	543	NA	NA	4	14
12-24 Mos	10	728	NA	NA	0	0
24-36 Mos	14	558	NA	NA	0	0
36 Mos-5 yrs	26	1197	NA	NA	0	0

b. An inadequate/temporary facility cannot be made adequate/permanent for its present use through economically justifiable means." For all the categories above where inadequate/temporary facilities are

identified provide the following information:

- Facility Type/Code:
- What makes it inadequate/temporary?
- What use is being made of the facility?
- What is the cost to upgrade the facility to substandard/semi-permanent?
- What other use could be made of the facility and at what cost?
- Current improvement plans and programmed funding:
- Has this facility condition resulted in "C3" or "C4" designation on your BASEREP?

ANSWER: N/A.

c. If you have a waiting list, describe what programs or facilities other than those sponsored by your command are available to accommodate those on the list.

ANSWER: There are no programs to support the waiting list.

d. Are there other military child care facilities within 30 minutes of the installation? State owner and capacity (i.e., 60 children, 0-5 yrs).

ANSWER: NA.

NOTE: Age category reflected in chart does not match age categories required by military child care. Age egories were changed to reflect actual group of CDC participants as required by Air Force Regulation 215-

f. Complete the following table for services available on your installation. If you have any services not listed, include them at the bottom.

Service	Unit of Measure	Qty
Exchange	SF	29,548
Gas Station	SF	95
Auto Repair	SF	5,712
Auto Parts Store	SF	0
Commissary	SF	42,434
Mini-Mart	SF	1,265
Package Store	SF	1,035
Fast Food Restaurants	Each	3
Bank/Credit Union	Each	1
Family Service Center	SF	6,139
Laundromat	SF	0
Dry Cleaners	Each	1
Alcohol Rehabilitation Center	PN	NA

Chapel	PN	355
FSC Classroom/Auditorium	PN	50

5. Proximity of closest major metropolitan areas (provide at least three):

City	Distance (Miles)
Birmingham AL	120
Jackson MS	180
Memphis TN	161

6. Standard Rate VHA Data for Cost of Living:

Pay Grade	With Dependents	Without Dependents
E1	$0.00	$0.00
E2	$0.00	$0.00
E3	$0.00	$0.00
E4	$0.00	$0.00
E5	$0.00	$0.00
E6	$0.00	$0.00
E7	$0.00	$0.00
E8	$0.00	$0.00
E9	$13.06	$9.91
W1	$25.62	$19.46
W2	$0.00	$0.00
W3	$0.00	$0.00
W4	$0.00	$0.00
O1E	$0.00	$0.00
O2E	$0.00	$0.00
O3E	$0.00	$0.00
O1	$0.00	$0.00
O2	$0.00	$0.00
O3	$0.00	$0.00
O4	$0.00	$0.00
O5	$0.00	$0.00
O6	$0.00	$0.00
O7	$0.00	$0.00